

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

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3 June 2025

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 11 JUNE 2025

A meeting of the Traffic Management Sub-Committee will be held on Wednesday, 11 June 2025 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF PREVIOUS MEETING		7 - 14
3. PREVIOUS DECISIONS		15 - 16
4. MINUTES OF OTHER BODIES		17 - 22

To receive the Minutes for meetings of the:

- Reading Cycle Forum – 12 February 2025

5. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS

Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.

6. PETITIONS

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

To receive petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.

6 (a)	Request for Safe Crossing - Wokingham Road	PARK	23 - 26
	To report to the Sub-Committee the receipt of a petition requesting the Council to installation of a pedestrian crossing on Wokingham Road, near to the junction with Hamilton Road.		
6 (b)	Request for School Street - Southcote Primary School	SOUTHCOTE	27 - 32
	To report to the Sub-Committee the receipt of a petition requesting the Council to establish a School Street for Southcote Primary School.		
7.	WOODLEY ACTIVE TRAVEL SCHEME: PALMER PARK AVENUE PARALLEL CROSSING - CONSULTATION RESULTS	PARK	33 - 44
	A report informing the Sub-Committee of the results of the statutory consultation including feedback received and to recommend the implementation of the scheme as detailed in the report.		
8.	TRAFFIC REGULATION ORDER RECTIFICATION - UPDATE	BOROUGHWIDE	45 - 86
	A report informing the Sub-Committee of progress and decision making in respect of the Traffic Regulation Order rectification process.		
9.	WAITING RESTRICTION REVIEW - 2024A: RESULTS OF STATUTORY CONSULTATION	BOROUGHWIDE	87 - 136
	(a) Objections to 2024B Programme		
	(b) 2024B Programme Update		
	A report informing the Sub-Committee of objections resulting from the statutory consultation for the agreed proposals that formed the 2024A programme and providing an update on the 2024B Programme.		
10.	CIL LOCALLY FUNDED SCHEME, NORTHCOURT AVENUE: OBJECTIONS TO STATUTORY CONSULTATIONS FOR TRAFFIC CALMING AND SPEED LIMIT REDUCTION PROPOSALS	CHURCH	137 - 158

A report providing the Sub-Committee with the results of the Statutory Consultation for traffic calming and speed limit reduction proposals on Northcourt Avenue and Wellington Avenue.

**11. RESIDENTS PARKING SCHEME REVIEW
INCLUDING DIGITAL VISITOR PERMITS**

BOROUGHWIDE 159 - 180

A report advising the Sub-Committee on the proposal to amend the Permit Management Rules to create a simplified approach for the benefit of the customer and administration by officers, to standardise and simplify the number of permits and setting out details of the digital permit trial and recommendations to adopt this across all permit areas.

12. EMISSIONS BASED CHARGING

BOROUGHWIDE 181 - 286

A report providing the Sub-Committee with the information to make a decision as to whether to proceed with the proposed emissions based charging scheme.

13. 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”

**14. APPLICATIONS FOR DISCRETIONARY PARKING
PERMITS**

BOROUGHWIDE 287 - 376

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

**** Access to Civic Offices - Please note that, from 13 January 2025, the Customer Main Entrance to the Civic Offices is moving from the front of the building to the back, because of construction work for the new Central Library.**

If you are attending the meeting in person, please enter via the new Customer Main Entrance in Simmonds Street. (The Council is asking customers not to come down Fobney Street to access the new Customer Entrance, due to heavy construction traffic in this area, and instead to walk via the pedestrian alleyway off Bridge Street next to the “Greek Van”) See map below:



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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.

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Present: Councillors Lanzoni (Chair), Ayub, Barnett-Ward, Cross, Eden (for Minute 38 onwards), Ennis, Gittings, Hornsby-Smith, Keeping, O'Connell (for Minute 35 onwards) R Singh and White.

Also Present via Microsoft Teams Councillor Nikulina.

Apologies: Councillors Griffith, Hacker and McGrother.

(Councillor Nikulina was unable to attend in person, so attended remotely via Microsoft Teams, but did not vote on any of the items, in line with the requirements of the Local Government Act 1972)

30. MINUTES

The Minutes of the meeting of 27 November 2024 were confirmed as a correct record and signed by the Chair.

31. PREVIOUS DELEGATED DECISIONS

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

32. MINUTES OF OTHER BODIES

The Minutes of the following meeting were received:

- Reading Cycle Forum - 5 September 2024.

33. QUESTIONS

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
David Dymond	Parking Provision for Redlands Primary School Staff

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

34. PETITIONS

(a) Petition – Tuns Hill Cottages Change of Parking Restrictions

The Sub-Committee received a report on the receipt of a petition that had been received requesting that the parking spaces on Tuns Hill Cottages be changed to only allow resident permit parking for those living in the street but, allowing those residents to park within the 14R zone also, and to increase the number and size of spaces available for their vehicles on the street.

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Officers had considered the requests and had recommended that the request be considered withing the next Waiting Restriction Review programme.

The report explained that the petition had been submitted on 18 February 2025 and had contained indications for support from eight households. Further formal wording (set out below) had been provided to the Council on 25 February 2025. At the time of writing the report officers did not have details of the final the number of signatories, however a full list of 25 signatories from 20 households supporting the petition was provided prior to the meeting. The full petition read as follows:

"We'd like Tuns Hill Cottages parking spaces to be resident only and increase the space available for our cars on the street"

"Why the petition?"

Parking in Tuns Hill Cottages is problematic! Not only are there only 15 spaces (at a squeeze) for the 30 households present, but additional space in surrounding roads is limited because Tuns Hill Cottages is located at the end of the parking zone, sharing the border to Wokingham District. Some households also have more than one vehicle, further adding to the problems.

Poorly parked cars (e.g. not utilising the full available space of the bays) further significantly reduces the available spaces in each instance, often forcing vehicles to be parked overhanging the undersized marked bays.

Additionally, non-resident parking permit holders utilising the same permit zone (14R), are permitted to leave their vehicles in the residents' parking bays whilst going about their business (making school runs, catching the No 17 bus into the town centre, using local facilities, etc.), or simply using the spaces if they live in neighbouring roads and have been issued with 14R permits (most noticeably residents of Church Road).

There has also been a large increase in illegally parked vehicles since the opening of "The Good Brothers" café on Wokingham Road where patrons occupy residents' spaces or park on double yellow lines multiple times daily.

"What are we asking for?"

- 1) **Reallocate ALL spaces within the road boundary for Tuns Hill Cottages residents only.** The two (or four tight) spaces at the entry to Tuns Hill Cottages to be reallocated to residents only. Customers accessing the businesses on Wokingham Road still have ample parking along Wokingham Road and the private car park to the rear of the businesses.
- 2) **Extend length of existing bays to allow medium – larger cars to park.** Extend the three smallest parking bays to allow medium to larger size cars to park comfortably and possibly facilitate additional space for a motorcycle. (The size or the largest bay is confined by physical factors.)
- 3) **Dual Permit Zone for Tuns Hill Cottages.** Tuns Hill Cottages to have its own permit zone, issued only to residents of the road, and retain the current 14R zone to allow for overflow and visitors. Visitors' scratch card permits to be dual zone to facilitate tradespeople and visitors. Since the residents permit system has recently become paperless, making this change should be straightforward."

The report explained that currently the restrictions for the two bays referred to above allowed up to two hours parking without a permit (no return within two hours) between the hours of 8.00am and 8.00pm, with permit holder only parking (Zone 14R) at all other times.

These 'shared use' restrictions used across the permit parking zone were intended to provide residents with a greater degree of parking flexibility for guests/visitors and tradespersons, without placing a reliance on their allocation of visitor parking permits. Permit parking only restrictions required every parked vehicle to have a valid permit in place and such a change at this location would remove the shared use facility in this street and reduce this flexibility both for residents of Tuns Hill Cottages and those within the wider parking zone area.

The report stated that the change requested in the petition was appropriate for consideration as part of the Waiting Restrictions Review Programme. However, resourcing and other workload priorities meant that officers could not currently confirm when the next programme would commence. There was work on other programmes and other schemes outstanding and it was expected that there would be a further programme commencing in 2025.

At the invitation of the Chair the petition organisers, Kathleen Heath and Ciaran Browne, addressed the Sub-Committee on behalf of the petitioners via Microsoft Teams.

Resolved –

- (1) That the report be noted;**
- (2) That the requested change be captured in the next Waiting Restriction Review Programme;**
- (3) That the lead petitioner be informed of the decision of the Sub-Committee following publication of the minutes;**
- (4) That no public enquiry be held into the proposals.**

35. PETITION RESPONSE - REQUEST FOR PARKING CONTROL MEASURES IN SOUTHCOTE

Further to Minute 45(a) of the meeting held on 6 March 2024, the Sub-Committee considered a report that provided the Sub-Committee with officer recommendations in response to the written petition that had requested the Council to implement parking control measures in Southcote. A parking beat survey result table for Fawley Road, Aldworth Close, Southcote Farm Lane and Shepley Drive of a survey that had been conducted on Tuesday 4 and Thursday 6 February 2025 was attached to the report at Appendix 1.

The report explained that officers had considered the content of the petition and had made a recommendation against each requested item as follows:

- That the request for individually marked parking bays was not taken forward;
- That the request for a Traffic Regulation Order restricting access to Silchester Road and Faircross Road was not taken forward but, that Southcote Primary School and Blessed Hugh Faringdon Catholic School, in conjunction with the local community, might wish to consider developing a School Street application;
- That the request for a parking permit scheme was not taken forward.

The Sub-Committee discussed the report and agreed that officers should write to the Head Teacher of Southcote Primary to say that a petition had been presented to the Sub-Committee and that it would be good if the school could engage with a School Street Project.

Resolved –

- (1) **That the report be noted;**
- (2) **That the recommendations set out in paragraphs 3.11 to 3.13 of the report not to progress the identified schemes at this time be agreed;**
- (3) **That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the minutes of the meeting;**
- (4) **That no public inquiry be held into the proposals;**
- (5) **That officers write to the Head Teacher of Southcote Primary School to say that a petition had been presented to the Sub-Committee and that it would be good if the school could engage in a School Street Project.**

36. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

The Sub-Committee received a report providing information on the requests for traffic management measures that had been raised with officers. These were measures that had either been previously reported or those that would not typically be addressed in other programmes, where funding was yet to be identified. The following appendices were attached to the report:

Appendix 1 List of requests that were new to the update report with initial officer comments and recommendations;

Appendix 2 List of requests that had been previously reported, where significant amendments had been proposed, with officer comments and recommendations. There were no new additions to the appendix for this meeting;

Appendix 3 The principal list of requests, as updated following the previous report in November 2024 and containing the prioritised list of cycling and walking measures from the LCWIP.

Resolved –

- (1) **That the report be noted;**
- (2) **That having considered the officer recommendations for each request set out in Appendix 1 attached to the report the entries be retained on the primary list of requests, as set out in Appendix 3 attached to the report, with the exception of line 2 (request for a pedestrian crossing on Redlands Road (south section), Redlands Ward), which was to be removed from this list and instead included for consideration in developing Active Travel scheme development in the Christchurch Green area;**
- (3) **That the entries, as set out in Appendix 3 attached to the report, the principle list of requests, be retained.**

37. TRAFFIC REGULATION ORDER RECTIFICATION - UPDATE

Further to Minute 27 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 Drawing pack to highlight the locations and restrictions affected, accompanying the table in paragraph 3.6 of the report as reported to Council in October 2024;
- Appendix 2 Consultation feedback received for TRO 1 (Red Route East)
- Appendix 3 Consultation feedback received for TRO 2 (Swainstone Road)
- Appendix 4 Consultation feedback received for TRO 5 (Southcote Verge and Footway)
- Appendix 5 Consultation feedback received for TRO 6 (Tilehurst and Kentwood Verge & Footway)

The report included a table that detailed the TROs affected and explained that the launch of the statutory consultations would be staggered. The report also included a table that set out the progress of each TRO through the rectification project and would be updated for future meetings until the processes were concluded for all effected TROs. A further table set out timelines that might be subject to change and would be influenced by the feedback received during the statutory consultation but, for the report, it had been assumed that no objections would be received and a decision taken to implement the resultant TRO.

The report explained that it was expected that enforcement would commence following the making of each TRO and a two week period of warning notices being issued, as applicable. As part of the rectification scheme officers were also identifying areas where signing and lining relating to the restrictions required improvement. These works would be carried out following statutory consultation subject to a decision to make the TRO.

The report included a table that provided some headline data for claims that had been made through the restitution scheme and a table that provided details of the media communications that had been carried out and had been planned.

Finally, the report provided an update on the project to move to a digitised, map-based TRO management system that had the overall intention to introduce a software package that enabled map-based locating of restrictions, management of TROs and interrogation of TROs. It had been intended that the initial part of this project would be to capture the restrictions as shown on street (the 'ground truth') and create three new themed Boroughwide TROs within the system: waiting restrictions, movement restrictions and speed restrictions respectively. The primary advantages of such a system were set out in the report. The government had recently suggested that their regulations could come in to force as early as July 2025, although officers expected that October 2025 was more likely. This would require the Council to be in a position to submit data in a specific format relating to all new TROs and Temporary TROs from that date. With no digitised solution currently in place, officers were now working to adjust the project delivery order to prioritise procurement of the digital TRO management software. With this software in place it was expected that the Council would be able to comply with the new regulations by having a hybrid TRO system in place. Thereafter, officers would seek to commission the resource intensive part of the original project that would see the system being the single source of TROs. It was expected that the government would set a deadline by which all TRO data was submitted to their database, so this remained a critical part of the overall project.

The Sub-Committee discussed the report and a number of questions were raised as follows:

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- Were the 2,235 letters that had been sent out to addresses held on the Council's database sent to people who had been incorrectly charged and were therefore eligible for a refund or were they potentially eligible for a refund because although there had been 590 responses there had not been 590 refunds;
- Could a summary be provided of communication that had taken place since mid-January 2025;
- Based on current progress when would officers complete the rectification work;
- As some of the information was held on an old system, had the data on that system been recovered so that those people could be written to as well;
- Could the reasons for refusal be provided and the total amount of money that had been refunded.

Finally, Councillor Ennis reassured the Sub-Committee that a lot of work and external verification was going on in respect of the TRO Rectification process and that a whistleblowing policy was in place so that staff could raise concerns.

Resolved –

- (1) That the report be noted;**
- (2) That a written response be provided to the Sub-Committee by officers in answer to the questions set out above on the TRO Rectification Project.**

38. PARKING SERVICES ANNUAL REPORT 2023-2024

The Sub-Committee received a report that presented financial and statistical data on the Council's civil parking enforcement activities during 2023/2024. A copy of the Parking Services Annual Report was attached to the report at Appendix 1.

The report stated that it was intended to publish the Annual Report for 2023/2024 in March 2025.

The Sub-Committee discussed the report and in answer to some of the question raised officers confirmed that enforcement of yellow box junctions should start covering the associated costs now that the six month warning period had been completed and that a 32% cancellation rate for informal challenges to parking PCNs was the average rate compared to previous years. The Sub-Committee also asked about the increase in the number of Blue Badges and the fact that of the total number of car park spaces available in the Borough only 70 (3%) were for Blue Badge holders. The increase in enforcement action relating to cars parked in cycle lanes was also queried and it was suggested that mobile cameras could be used particularly on Whitley Street. Finally, in answer to a question, officers explained that the reason the number of PCNs issued was not shown in the table that set out figures for illegally parked vehicles for the year 2022/23, when there had been a significant increase in enforcement requests received, was because the records had been held by a previous contractor who had deleted the information.

Resolved –

- (1) That the report and the availability of previous annual reports on the Council's website be noted;**
- (2) That publication of the annual report for 2023-2024 in March 2025 be noted.**

39. DIGITAL PARKING PERMITS REGULATION ORDER AMENDMENT – RESULTS OF STATUTORY CONSULTATION

Further to Minute 23 of the meeting held on 13 September 2023, the Sub-Committee considered a report that informed them of comments and objections resulting from the statutory consultation to amend existing TROs to add additional articles by allowing new applications, renewals, replacements and the issue of digital parking permits through the online portal. Feedback that had been received to the statutory consultation was appended to the report.

The report stated that physical permits were being retained for anyone who was unable to access the online portal.

Five responses had been received during the consultation, four supported the application and one objected to it. The main reason for objection was that more vehicles would park without a valid permit however, the report explained that Civil Enforcement Officers (CEO) could quickly identify vehicles without a permit and the data was sent in real time to the CEO who can attend and deal with vehicles parking in contravention. Thames Valley Police had no objections but, raised the exemption to having to display a permit however, there were already exemptions within the main TROs that covered Police, Ambulance and Fire Bridge vehicles.

Resolved –

- (1) That the report be noted;**
- (2) That having considered the consultation responses in Appendix 1 attached to the report, making and sealing the Traffic Regulation Order be agreed;**
- (3) That the Assistant Director of Legal and Democratic Services be granted authority to make and seal the draft Traffic Regulation Order;**
- (4) That the respondents to the statutory consultation be informed of the decisions of the Sub-Committee accordingly, following publication of the minutes of the meeting.**

(The meeting started at 6.30 pm and finished at 7.48 pm).

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Minute						
Committee	Directorate	Date of meeting number	Item title	Decision	Officer delegated to	Lead Councillor portfolio
Traffic Management Sub-Committee	DEGNS	27/11/24 25	Bus Service Improvement Plan (BSIP) Update Report	That 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 Sub Committee be granted authority to make minor amendments to any of the proposals if required prior to the implementation of any of the traffic regulation orders	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport
Traffic Management Sub-Committee	DEGNS	27/11/24 25	Bus Service Improvement Plan (BSIP) Update Report	That that subject to no objections being received the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Orders in accordance with the Local Authorities Traffic Orders Procedure (England and Wales) Regulations 1996, and no public inquiry be held into the proposal	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport
Traffic Management Sub-Committee	DEGNS	27/11/24 25	Bus Service Improvement Plan (BSIP) Update Report	That that subject to the outcome of the Southampton Street (Oracle roundabout) statutory consultation, the Executive Director of Economic Growth and Neighbourhood Services be granted authority to proceed with either of the designs proposed, subject to the budget available	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport

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MEETING NOTE Reading Cycle Forum			
Wednesday 12th February 2025 @ 18:30 (Council Chamber)			
Attendance:	Cllr Will Cross Cllr Paul Gittings Cllr Adele Barnett-Ward Cllr Wendy Griffith Cllr Jacopo Lanzoni Cllr Rob White James Turner Mark Lyford	RBC Cllr WC RBC Cllr PG RBC Cllr AB RBC Cllr WG RBC Cllr JL RBC Cllr RW RBC JT RBC/Sustrans ML	
Apologies:	Cllr John Ennis Cllr James Moore	RBC RBC	
No:	Item:		Action:
1.	Welcome and Apologies: Cllr Cross opened the meeting and apologies were recorded.		
2.	Officers Update Transport Officer provided an update on the following items: Reading Station Hill and Station Underpass Access The Reading Station Hill and associated public realm opened to the public and JT shared some photos taken since then. This includes the Friars Walk link from the station to Friar Street over Garrard Street and this link can also be used by cyclists as it is shared space. JT noted that as this is not public highway /council land, the Council has limited control over what signage and surface marking is installed here. We will review the entrance and exit points to it as part of the overall town centre signage. The use of the station underpass by cyclists remains well received by forum members and JT noted that the works to bury electrical supply cables to the coffee vans on the north side remain outstanding. It is also Transport Officers intention to review, with RCC, the signage on either side of the underpass particularly now that Station Hill has opened. Following a question, it was confirmed that the station underpass is a shared space and cannot be separated with a central line to mark a cycling and a pedestrian side as it is not wide enough. Streetpods The Council has ordered 36 Streetpods as part of a pilot project to be installed in various location throughout Reading Town Centre as well as at Reading West Station on the Oxford Road (a picture of these was shared in the presentation). This is utilising funding from the Active Travel Fund Capability programme which was previously		Transport Officers / RCC

<p>allocated to the Cycle Hub. The Council is interested in the views of members of the cycle forum on the Streetpods and whether they are an enhancement on traditional cycle stands.</p> <p>Streetpods are a new type of on-street facility to lock bicycles too, which could be more secure than the traditional 'Sheffield' stands that are common across Reading. Each Streetpod unit holds two bikes in a 'high-low' configuration, which stops handlebars and pedals clashing. There is space for the front wheel to fit neatly into a secure shell made from recyclable materials and a ring of reinforced solid steel to secure the rear wheel and frame, using the cyclist's own lock. This secures the bikes in a more secure and tamper-proof configuration, and they have been successfully installed in other locations including Oxford and Milton Keynes.</p> <p>It is hoped that the installation of the Streetpods will take place in March.</p> <p>A question around cycle hangars was raised. JT confirmed Transport Officers would like to proceed with a small pilot following the current focus on Streetpods and options will be shared with Councillors.</p> <p>Town Centre Public Realm Consultation</p> <p>The Council, with support from external consultants, has prepared a new town centre public realm strategy. This work has included:</p> <ul style="list-style-type: none"> • An audit of existing public realm • An overall pedestrian and cycle movement framework • Design manual to guide planning apps and investment decisions • Design examples for specific areas of the town* • Action plan <p>There is currently a consultation on the strategy which is open until Wednesday 26th February and all members are encouraged to share their views.</p> <p>A link to the consultation can be found here: https://www.reading.gov.uk/tcps</p> <p>A33 Bus Rapid Transit (BRT) works and new cycle-pedestrian Kennet Crossing</p> <p>An update had been requested on the new cycle-Pedestrian Kennet Crossing that has been installed next to the A33 as part of the BRT works. JT shared some photographs recently taken by the contractor and updated that the link will open as part of the full scheme opening in late spring/early summer.</p> <p>It was agreed to publish the new cycle links on the A33 and how these fit within the wider network.</p> <p>Active Travel Schemes Update</p> <p>ATF 2 - Shinfield Road</p> <p>The scheme remains on hold whilst further funding is sought. However, there are a couple of issues that the Council is aware of and is working to rectify.</p> <p>The ponding issue at the Christchurch Green junction has been investigated by RBC Highways with a large amount of debris and</p>	
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	<p>detritus removed by a suction vehicle. However, the underlying issue remains with Thames Water system and the Council is working with Thames Water on this issue. It was noted that since the Council has visited with its suction vehicle an improvement has been noticed with the ponding, but the problem remains.</p> <p>Another issue has been noted at the entrance to the cycle track on the left-turn exit from Queens Drive has caused an issue with uneven kerb that causes cycle accidents as noted from a recent Kidical Mass ride. This has been reported to the Council and Transport Officers are liaising with Highways colleagues on a solution.</p> <p>There remains signage and lining works to be completed, and JT updated that these are being planned to occur during the school holidays in April for easter to cause least disruption.</p> <p>██████████ commented that there were sections that were covered in leaves in the Autumn making the cycle track slippery and potentially dangerous. It was also commented that the cycle track requires regular sweeping as well as gritting when the temperature is low enough to require it and councillors have previously raised this with Highways.</p> <p>ATF 3 Bath Road - Castle Hill</p> <p>The Council is undertaking a design review of the ATF3 Bath Road Castle Hill scheme with a new design looking at providing a cycle route around the outside of the Castle Hill- IDR roundabout. These designs will be shared with members and then will be circulated with stakeholders including cycle forum members as well as residents for further consultation. It was agreed to share the design with RCC and seek comment prior to opening a further public consultation to enable any changes to be made.</p> <p>Future Funding for Active Travel Schemes</p> <p>Only published on the morning of the forum Reading Borough Council has been awarded £838,609 funding from Active Travel England in a mix of Capital ad Revenue allocation. The Council has not received the grant conditions so cannot comment further on what the funding will be used for, but it is anticipated that it will enable us to continue with the general active travel capital and revenue programme we have used the previous funding for.</p> <p><i>Post meeting note: The funding award is a combination of the 24/25 Active Travel allocation and 25/26 allocation, the latter of which includes both Active Travel funding for capital infrastructure schemes and Capability revenue funding for behavioural change and capability building measures.</i></p> <p>Capability and Ambition Programme 25</p> <p>The capability and ambition funded programme continues including the following themes:</p> <ul style="list-style-type: none"> • Active Travel Officer Post continues to June 2025. • Continuation of free adult cycle training courses • Continuation of free bicycle maintenance training. • Monthly 'Dr Bike' popup sessions continue in town centre and local communities. • Support for Reading Cycle Festival. 	
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	<ul style="list-style-type: none"> • Cycle Security Enhancements - Streetpods and Cycle Hangars • Walks Leaflet <p>JT circulate the first walks leaflet which is the first of a series of 4 the Council is planning. We would welcome feedback on these as well as ideas on where they could be distributed. Ideas including local hotels, libraries, Reading Station and the leisure centre. A link was also requested to an online pdf.</p> <p>The proposed dates for the town centre Dr Bike sessions are as follows (Broad Street adj Sainsbury's):</p> <ul style="list-style-type: none"> • Thursday 6th March • Thursday 3rd April • Thursday 1st May • Thursday 5th June • Thursday 3rd July • Thursday 4th September • Thursday 2nd October • Thursday 6th November <p>A communications campaign will be produced to promote these sessions and the other activities.</p>	
3.	<p>Requested Agenda Items</p> <p>Cycle Safety</p> <p>A number of issues had been raised under the heading of Cycle Safety including pavement cycling (particularly on the Oxford Road), the use of illegal e-scooters and illegal e-bikes. JT highlighted some recent articles of activities undertaken by Thames Valley Police and REDA on anti-social cycling etc..</p> <p>It was agreed to make clear the distinction between electrically assisted pedal bikes which are legal and illegally modified electric bikes which are not. It was noted that the anti-social use particularly of illegally modified bikes is unfairly giving all cyclists a bad reputation when most are responsible and law abiding. It was suggested that there could be a communication campaign promoting safe and responsible cycling and educating more as to the difference between legal and illegal bicycles. This could also include information and advice on staying seen in dark weather with lights and high-visible clothing. This is something Transport Officers will discuss with colleagues in Comms.</p> <p>Following a number of close passes of bicycles by taxis the issue of safety and good driving practice promoted. A number of cycle forum members also commented that they had similar experiences with buses. This is something that can also be included in a comms and information campaign. It should also be noted that any specific incidences can be reported to the Council and/or local bus operators and colleagues in licensing have taken previous action against licensees.</p> <p>Sonning Common Cycleway</p> <p>RCC updated that colleagues in Oxfordshire are working on plans for a cycleway to the north of Reading borough including agreements with landowners. JT updated that Transport Officers too have had previous discussions on this. Should these plans come to fruition the</p>	

	<p>Council can look at improvements that could be made within the borough to provide a link to the new facility.</p> <p>Highway Resurfacing Programme - Advanced Stop Lines (ASLs)</p> <p>As part of the Council's highway resurfacing programme, it was requested whether advanced stop lines for cyclists could be added where they are not currently. JT commented that Transport Officers do liaise with colleagues in highways over the resurfacing programme and where there is opportunity to provide provision for cyclists this is discussed (as happened at Castle Hill - summer 2023) however at junction the provision of ASLs can require the repositioning of detection loops that manage junctions and therefore this is not as straight forward. However, Transport Officers will continue to liaise with Highways on this matter to discuss any opportunities that arise.</p> <p>RCC Live Issues</p> <p>The Reading Cycle Campaign maintain a list of 'live issues' which are cycling related matters that need discussing and addressing in Reading. This was shared with Transport Officers prior to the forum but due to the agenda already being full there was insufficient time to discuss. It was agreed that these issues would be discussed with RCC either through separate meeting discussions or via email.</p>	
4.	<p>Any Other Business</p> <p>Bike Library</p> <p>████████ commented that members from Reading's Kidical Mass, along with the Bike Kitchen are looking to set up a bike library. If any members of the Cycle Forum would like to also get involved, they would be welcome.</p> <p>RCC Wants List</p> <p>████████ requested update on RCC Wants List as well as town centre signage.</p> <p>Reading Cycle Campaign EGM</p> <p>████████ notified that the Reading Cycle Campaign is holding an Extraordinary General Meeting next Wednesday 19th February at RISK and all are welcome.</p>	JT
5.	<p>Date of Next Meeting:</p> <p>The dates for both CAST and the Cycle Forum have been set as part of the Council's municipal calendar and are outlined below. All meetings are scheduled for 18:30 at the Council's offices.</p> <p>CAST Forum:</p> <ul style="list-style-type: none"> • 12/06/2025 • 02/12/2025 • 31/03/2026 <p>Cycle Forum:</p> <ul style="list-style-type: none"> • 04/09/2025 • 11/02/2026 	All to note

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Traffic Management Sub-Committee

11 June 2025



Title	Petition – Wokingham Road Pedestrian Crossing
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	James Penman, Network Services Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> That the Sub-Committee notes the content of this report. That officers consider the contents of the petition and make their recommendations in a petition response report to a future meeting of this Sub-Committee. That no public inquiry be held into the proposals.

1. Executive Summary

- The purpose of this report is to inform the Sub-Committee of a petition that has been received, requesting the installation of a pedestrian crossing on Wokingham Road, near to the junction with Hamilton Road.
- Officers recommend considering the content of the petition and making their recommendations in a future 'petition response' report to this Sub-Committee.

2. Policy Context

- The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, for which the principles of the Council's Local Transport Plan and Local Cycling, Walking and Infrastructure Plan support. The principle of enhancing facilities for pedestrians and removing potential barriers to residents and visitors using sustainable, active transport modes aligns with these strategies.

3. The Proposal

Current Position

- On 18 May 2025 a petition was submitted to the Council containing counted indications of support from 180 individuals, which stated:

Wokingham Road Pedestrian Crossing

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 Local Labour Team for Park Ward Matt Rodda MP – Labour MP for Reading Central

3.2. At the desired location, Wokingham Road is 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 have Red Route 'no stopping at any time' restrictions in place, with the cemetery on the northern side and residential properties – some with off street parking access – on the southern side.

Options Considered

3.3. It is recommended that officers consider the requested change and undertake a high level desktop study in order to make recommendations to a future meeting of this Sub-Committee.

It is likely that such a requested change will need to be considered for entry on the Council's regularly reported 'Requests for Traffic Management Measures' as there is currently no identified funding nor staffing resource to commence development of a scheme at the time of writing.

Other Options Considered

3.4. None at this time.

4. Contribution to Strategic Aims

4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading
- Secure Reading's economic and cultural success
- Deliver a sustainable and healthy environment and reduce our carbon footprint
- Safeguard and support the health and wellbeing of Reading's adults and children
- Ensure Reading Borough Council is fit for the future

4.2. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first
- Building on strong foundations
- Recognising, respecting, and nurturing all our diverse communities
- Involving, collaborating, and empowering residents
- Being proudly ambitious for Reading

4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

4.4. The recommendations in this report, if agreed, do not directly lead to a change being introduced. However, the nature of the request align most closely with the following priority:

Deliver a sustainable and healthy environment and reduce our carbon footprint

The appropriate provision of facilities to support walking, and/or removing potential barriers to walking, can lead to an uptake in this active travel mode and to using public transport options (walking to a bus stop). This can support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel.

These provisions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable can safely use public spaces, regardless of age or ability.

5. Environmental and Climate Implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. The recommendations of this report will not directly lead to changes being introduced, so a Climate Impact Assessment has not been considered necessary at this time.

6. Community Engagement

- 6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 6.2. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

7. Equality Implications

- 7.1. Under the Equality Act 2010, Section 149, a public authority 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendations do not directly lead to any physical changes being introduced.

8. Other Relevant Considerations

- 8.1. There are none.

9. Legal Implications

- 9.1. There are no foreseen legal implications arising from the recommendations of this report.
- 9.2. Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

- 10.1. There are no financial implications arising from the recommendations of this report.

11. Timetable for Implementation

- 11.1. Not applicable.

12. Background Papers

- 12.1. There are none.

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Traffic Management Sub-Committee

11 June 2025



Title	Petition – Establish a School Street for Southcote Primary School
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	James Penman, Network Services Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> That the Sub-Committee notes the content of this report. That there is no further reasonable action that Council officers can take at this time (Section 3.6b explains). That no public inquiry be held into the proposals.

1. Executive Summary

- The purpose of this report is to inform the Sub-Committee of a petition that has been received, requesting the establishment of a School Street for Southcote Primary School.
- A petition response report to the Sub-Committee meeting in [March 2025](#) explained the potential benefits of a School Street at this location and officers have undertaken the additional recommended action that was added to this item. Namely, officers have written 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.
- While officers continue to research potential options for managing School Streets, at the time of writing they are reliant on the school applying for the restriction and on engagement from them and the local community in volunteering to operate the scheme.

It is not a restriction that is currently considered feasible for imposing on a school and the surrounding streets, therefore, officers do not consider that there are currently any further actions that they can take to address the request in this petition.

2. Policy Context

- The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint. The Council's approved Capital Programme provides capital funding for key infrastructure projects. Funding is provided from grants received from the Local Enterprise Partnership and Central Government including the Department for Transport and Active Travel England, developer contributions, investment from Network Rail and Great Western Railway (GWR), and Council borrowing.
- Whilst the Council's Local Transport Plan (LTP) sets the context and overarching vision for future transport provision and transport strategy in Reading, sub-strategies provide

more detailed implementation plans for specific topics. These form the basis for preparing funding proposals to deliver key elements of each sub-strategy, including the Bus Service Improvement Plan, Local Cycling & Walking Infrastructure Plan (LCWIP) and the Public Rights of Way Improvement Plan. The core principles of the strategy are linked to wider objectives including the Reading 2050 Vision, the Climate Emergency and improved air quality, and to be aligned with other Council strategies including the new Local Plan and Health & Wellbeing Strategy.

2.3. School Street schemes, where appropriate and feasible, align with the principles of the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP), Climate Emergency Strategy and Health and Wellbeing Strategy by addressing safety risks and parking issues that can impact on pupils, parents and the local community during drop-offs and pick-ups as well as promoting active and sustainable travel.

3. The Proposal

Current Position

3.1. On 28 May 2025 a petition was formally submitted to the Council containing indications of support from 104 individuals. The petition has been hosted online and was created on 7 September 2024 stating:

The Issue

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.

3.2. Officers are aware of some of the difficulties that some parents are causing for local residents at school drop-off and pick-up times. A report to [March 2025](#) Traffic Management Sub-Committee summarised some of the measures that have been introduced, or were proposed to try and mitigate these issues.

This report provided recommendations in response to the changes requested, which ranged from parking restrictions to the implementation of access restrictions.

3.3. The report recommendations concluded that the access restrictions being requested aligned with those that could be delivered through adoption of a School Street scheme, which can provide the lawful facility to restrict vehicular access to a street for up to 45 minutes in the morning and again in the afternoon, covering the school drop-off and pick-up times.

The initiative currently requires schools in Reading to engage with and apply to implement a scheme. There is a level of officer support that can be provided in the development of a scheme, but currently, the implementation and operation requires volunteers from the school and local community to marshal the closures and facilitate legitimate access/egress.

The [Reading Borough Council website](#) contains good information and guidance for those schools considering to develop a scheme.

3.4. Officers appreciate that finding and retaining volunteer marshals' can be challenging and the Council remains appreciative to those who are currently operating the schemes that are in place. Officers are reviewing potential options that can support such initiatives, but these will need consideration in due course.

At this time, the Council is reliant on the school and community to apply and support a scheme and is not in a position to instruct nor impose a scheme on a school.

3.5. At the March 2025 Sub-Committee meeting, officers were asked to write to the Head Teacher of Southcote Primary School to say that a petition had been presented and to encourage the school to engage in a School Street Project.

Officers have carried out this undertaking.

Options Considered

3.6. The following options have been considered:

a. Commence development of a scheme

As referred in Sections 3.3 and 3.4, this is not currently viable and requires engagement and application from the school and local community.

b. **[Recommended]** Officers take no further action.

Officers have invited engagement and application of a School Street scheme and remain available to advise and support scheme development. Until such time as an agreeable, effective and financially viable option for managing the School Street becomes available, it is not considered that officers can take any further action to address the request of this petition.

The local community is encouraged to consider how they may be able to support a School Street and to constructively engage with the school in this regard, as it may encourage a mutually beneficial outcome.

Other Options Considered

3.7. None at this time.

4. Contribution to Strategic Aims

4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading
- Secure Reading's economic and cultural success
- Deliver a sustainable and healthy environment and reduce our carbon footprint
- Safeguard and support the health and wellbeing of Reading's adults and children
- Ensure Reading Borough Council is fit for the future

4.2. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first
- Building on strong foundations
- Recognising, respecting, and nurturing all our diverse communities
- Involving, collaborating, and empowering residents
- Being proudly ambitious for Reading

4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

4.4. The recommendations in this report, if agreed, do not directly lead to a change being introduced. However, the nature of the request aligns most closely with the following priority:

Deliver a sustainable and healthy environment and reduce our carbon footprint

The appropriate provision of facilities to support walking and cycling to school, and/or removing potential barriers to walking, can lead to an uptake in these active travel modes and to using public transport options (walking to/from a bus stop). This can support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel.

These provisions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable can safely use public spaces, regardless of age or ability.

5. Environmental and Climate Implications

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

5.2. The recommendations of this report will not directly lead to changes being introduced, so a Climate Impact Assessment has not been considered necessary at this time.

6. Community Engagement

6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.

6.2. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

7. Equality Implications

7.1. Under the Equality Act 2010, Section 149, a public authority 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.

7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendations do not directly lead to any physical changes being introduced.

8. Other Relevant Considerations

8.1. There are none.

9. Legal Implications

- 9.1. There are no foreseen legal implications arising from the recommendations of this report.
- 9.2. Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

- 10.1. There are no financial implications arising from the recommendations of this report.

11. Timetable for Implementation

- 11.1. Not applicable.

12. Background Papers

- 12.1. There are none.

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Traffic Management Sub-Committee

11 June 2025



Title	Woodley Active Travel Scheme: Palmer Park Avenue Parallel Crossing - Consultation Results
Purpose of the report	To make a decision
Report status	Public report
Executive Director/Statutory Officer Commissioning Report	Emma Gee – Executive Director Economic Growth and Neighbourhood Services.
Report author	James Clements, Transport Programme Manager
Lead Councillor	Cllr John Ennis – Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> 1. That the Sub-Committee notes the content of this report including the results of the consultation. 2. The Sub-Committee approves the implementation of the proposed measures. 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 proposal.

1 Executive Summary

- 1.1. In November 2020, the Department for Transport awarded over £500k to Wokingham Borough Council through its Active Travel Fund Tranche 2 to improve walking and cycling within Wokingham borough. Following early engagement, the Woodley to Reading route was the scheme put forward and this included a small section within Reading Borough. In March 2022 the Department for Transport awarded Wokingham a further £2.95 million for further design and delivery of the Woodley to Reading Active Travel Route.
- 1.2. The section of the scheme that falls within Reading borough consists of the provision of a new Parallel crossing over Palmer Park Avenue and improved crossing facilities across Wykeham Road.
- 1.3. At the Sub-Committee on 27 November 2024, the committee authorised the Assistant Director of Legal and Democratic Services to undertake statutory consultation process for the proposed changes on Palmer Park Avenue and Wykeham Road junction as part of Wokingham's scheme.
- 1.4. The purpose of this report is to inform the Sub-Committee of the results of the statutory consultation including feedback received and to recommend the implementation of the scheme as detailed within the report.

2 Policy Context

- 2.1. The proposals align with the principles of the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP). The parallel crossing proposals will complement the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.
- 2.2. This link is one of the key routes which have been identified in the Council's Local Cycling and Walking Infrastructure Plan (LCWIP). The proposed link would create a safe, inclusive and direct access to Woodley town centre while connecting it to several schools and leisure facilities in Reading.

3 The Proposal

- 3.1. The entire scheme consists 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 is to be reduced to 20mph as part of the proposal, with Palmerstone Road and Culver Lane proposed to form part of a wider 20mph zone which is being delivered as a separate scheme. Church Road is to remain at 30mph.
- 3.2. The section of this scheme within Reading borough consists 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 is also to be converted to shared space for pedestrians and cycles.
- 3.3. The section of the scheme within the borough has been developed with the engagement and feedback from Reading Borough Council Transport Officers. Full details of the plans can be viewed in Appendix 1 - Palmer Park Ave & Wykeham Rd crossing facilities.
- 3.4. A Statutory consultation was carried out between 30 January and 28 February 2025 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local newspapers and on the Council's website (the 'Consultation Hub').
- 3.5. A total of 27 public responses were received to the statutory consultation and the results of this is summarised as follows:

Positive/For the Scheme:

There were 23 responses supportive of the scheme. Most comments acknowledge the necessity of both a new crossing and a refurbishment of Culver Lane under the bridge. There seems to be a clear consensus on the importance of addressing these issues to improve both accessibility and the overall condition of the area.

Negative/Against the Scheme

There were 4 responses unsupportive of the scheme. These comments stated the proposed changes in Woodley, including the bus lane and cycling infrastructure, will worsen traffic congestion by 'funnelling' more cars onto major roads. These changes ignore the needs of drivers and fail to account for those who rely on cars, as public transport is not a suitable option for everyone. While cyclists have dedicated routes, many still use main roads, further blocking traffic. The focus should be on improving pedestrian crossings and road repairs, not prioritising cyclists at the expense of drivers.

- 3.6. There were also no objections to the scheme from Thames Valley Police.
- 3.7. Full details of the consultation response can be viewed in Appendix 2 - Palmer Park & Wykeham Rd consultation results.

3.8. Based on the work previously undertaken on this scheme and the support received through the consultation Transport Officers are recommending that the sub-committee approve the implementation of the proposals set out in this report.

4 Contribution to Strategic Aims

4.1 The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading
- Secure Reading's economic and cultural success
- Deliver a sustainable and healthy environment and reduce our carbon footprint
- Safeguard and support the health and wellbeing of Reading's adults and children
- Ensure Reading Borough Council is fit for the future

4.1. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first
- Building on strong foundations
- Recognising, respecting, and nurturing all our diverse communities
- Involving, collaborating, and empowering residents
- Being proudly ambitious for Reading

4.2. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

4.3. This proposal contributes to the Council's Corporate Plan Themes, as set out below:

Deliver a sustainable and healthy environment and reduce our carbon footprint

The installation of parallel crossings is expected to improve the experience of pedestrians in the area. They reinforce the spirit of the revised Highway Code in providing priority for pedestrians and require motorists and pedestrians to be more observant of their surroundings. Reductions in traffic speed and the potential reductions in cut-through traffic volumes as a result of traffic calming can lead to a nicer environment for cycling. Complementing other Council initiatives, these measures will contribute to encouraging people to make healthy transport choices through the removal of barriers toward doing so. This will contribute toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use.

5 Environmental and Climate Implications

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

5.2. A Climate Impact Assessment has been conducted, which considers a net 'NIL' impact as a result of the Sub-Committee agreeing to the recommendations of this report.

5.3. The implementation of this scheme, if agreed, will require a level of civil engineering work to be undertaken and the installation of electrically powered lighting for parallel crossings.

5.4. These will have a minor negative impact during installation and a very minor ongoing negative impact due to the continued energy use by the low-energy LED parallel crossing lighting. They will, however, be long-standing facilities and it is expected that the installation of these schemes will remove barriers that many people will have to walking and cycling, which will offset these impacts by a likely reduction in private

vehicle journeys. While it is difficult to quantify, it is expected that the benefits will outweigh the impacts over time.

6 Community Engagement

- 6.1. Wokingham Borough Council undertook an initial engagement exercise in spring 2021 on three schemes that were identified as strategic connections within the Wokingham's emerging Local Cycling and Walking Infrastructure Plan. According to the responses received, the Woodley / Reading Active Travel Route was highlighted as the scheme with the most significant impact on reducing car dependency and increasing bike use.
- 6.2. Based on the findings of the initial consultation and a Value for Money analysis, WBC made an [Individual Executive Member Decision \(IEMD\)](#) in July 2021 approving continued development of the Woodley / Reading Active Travel Route.
- 6.3. Following the first engagement exercise, preliminary designs for the Woodley / Reading Active Travel Route were developed in line with the aspirations set out in LTN 1/20 cycling design guidance and a further consultation was held in early 2022.
- 6.4. Due to the strong opposition received to the proposed one-way section at Woodlands Ave east, WBC looked at alternative design options. These were discussed with key local stakeholders and the Department for Transport, before determining which option to progress.
- 6.5. After reviewing feedback from all stakeholders and residents, WBC revised its plans and undertook a further consultation in August 2022.
- 6.6. Final detailed design drawings have been developed with due consideration on the feedback received and based on further engagement with Active Travel England to ensure compliance with the cycling design guidance.

7 Equality Implications

- 7.1. Under the Equality Act 2010, Section 149, a public authority 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes will be conducted, where required, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

8 Other Relevant Considerations

- 8.1. None

9 Legal Implications

- 9.1. Both schemes, the installation of a parallel crossing over Palmer Park Avenue at its entrance with Palmer Park, the conversion of the pavement on the south side of Culver Lane between its junction with Wykeham Rd and the borough boundary line to shared space; and the introduction of a raised table along Wykeham Rd at its junction with Palmer Park Avenue were consulted on in accordance with the provisions of the Road Traffic Regulation Act 1984 and the Highways Act 1980.

- 9.2. The Council may, under Section 23 of the Road Traffic Regulation Act 1984 establish or modify pedestrian crossings on roads for which they are the traffic authority, and may alter or remove any such crossings. Before establishing any pedestrian crossing the Council is required to consult with the chief officer of police about their proposal and give adequate public notice of that proposal.
- 9.3. Sections 90A to 90F of the Highways Act 1980 authorise the Council to construct traffic calming measures, such as raised tables, on public highways to improve road safety and manage traffic flow. When proposing to construct a raised table under Section 90A, the Council must comply with Section 90C of the Highways Act 1980, Regulation 3 of the Highways (Road Humps) Regulations 1999, and Regulation 4 of the Highways (Traffic Calming) Regulations 1999. These provisions require consultation with the chief officers of the local fire and ambulance services and any organisations the Council considers representative of highway users or those likely to be affected by the proposal.
- 9.4. Additionally, under Sections 90C(2) and (3), the Council must publish a notice in one or more local newspapers and display it at relevant locations on the highway. The notice must outline the nature, dimensions, and location of the proposed raised table, provide an address for submitting objections, and specify a minimum 21-day objection period starting from the notice's first publication date.
- 9.5. No Traffic Regulation Order is required for any of these schemes as they are notice only provisions and as such once the consultation period is over, the schemes can be implemented without an order in place., subject to the necessary approvals.

Network Management Duty

- 9.6. Part 2 Section 16 (1) of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—
 - (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- (2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—
 - (a) the more efficient use of their road network; or
 - (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority). This duty places an ongoing obligation in ensuring overall traffic efficiency and network performance and not only applies to vehicles but to all pedestrians and cyclists.

Section 122 duty

- 9.5 Further Section 122 of the Road Traffic Regulation Act 1984 places a duty on the local authority so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In carrying out this exercise the Council must have regard to the following:

- Desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
- The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the local authority to be relevant.

9.6 This duty focuses on the making of individual traffic regulation decisions.

9.7 Each of these duties has been considered in detail in relation to the schemes identified in this report.

10 Financial Implications

10.1 There are no direct financial implications from this report. The construction of the scheme is being fully funded by Wokingham Borough Council through its Active Travel Fund award from Active Travel England with no contribution required by Reading Borough Council.

11 Timetable for Implementation

11.6 Should the scheme be approved Wokingham borough Council is intending to commence construction Summer 2025.

12 Background Papers

12.6 Woodley Active Travel Scheme – Palmer Park Avenue Parallel Crossing. 27 November 2024.

Appendices

- 1. Appendix 1 - Palmer Park Ave & Wykeham Rd crossing facilities**
- 2. Appendix 2- Palmer Park & Wykeham Rd consultation results**



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Do you support the proposal?	Please, leave your comments
1. YES	I agree with the overall concept of the proposed design of the junction and fully support the proposed layout. I believe the following are key points: the current parking spaces in both PPA and WR must be retained as is proposed; the contraflow into PPA should be retained, not changed to the other direction; serious consideration should be given to how the constant flashing of the proposed belisha beacons can be prevented from being a nuisance to the residents of numbers 54 and 55 PPA.
2. YES	This plans look fantastic. I frequently cross Palmer Park Avenue to Wykeham Road when running, and I'm often confused about who has priority when a car is passing. This crossing will be very welcome, especially for vulnerable pedestrians like children and the elderly.
	I also look forward to cycling on the Reading - Woodley cycle route which will begin at this crossing.
3. YES	Should be an identical one at the Wykeham Junction
P YES	
S YES	crossing is needed here and further down Palmer Park were there is an entrance gate into the park. Those coming out here basically step onto the road. Very dangerous.
N NO	
7. YES	Most definitely needed
	As a regular cyclist along this road the section under Culver Lane is currently very dangerous as road surface is potholed - motorist are generally speeding and trying to overtake at the bridge narrowing. Also turning right from Wykeham Road without looking for cyclists on right
8. YES	As someone who lives in the area and uses this route on a regular basis, my opinion is that it would be a significant improvement for cyclists. The section of road under the two bridges feels hazardous as it is narrow, poorly surfaced and dark, with drivers frequently giving cyclists little space. If I feel uncomfortable as a fairly experienced cyclist about using this section of road, I can imagine that it would be very off-putting to many other cyclists. I would therefore suggest that the scheme would encourage cyclists, which is one of the objectives in the Transport Strategy.
	I see quite a few cyclists on the eastern side of Palmer Park, most of whom use Palmer Park Avenue/Culver Lane. I think that this would be a good, safe cycle route, that separates cyclists from traffic. Apart from closing the road to vehicular traffic, I'm not sure what else could be done here.
	I would therefore fully support the scheme.
9. YES	I agree with the proposal as part of a wider repair/refurbishment of the area around, in particular the pedestrian crossing point across Wykeham Road at its junction with Palmer Park Avenue. The current condition of the kerb at either side of that crossing point makes it difficult and downright dangerous for wheelchair users to cross there.
10. YES	Overdue, and must form the foundation for extending the safe cycling routes to key destinations (UoR, RBH, Station)

11. YES	I use this route quite frequently when going to or from the Bulmershe Allotment site by bike. I have to use this route because the traffic is frequently too heavy on Church Road. The turning into palmer Park can be difficult because of the poor road surface, cars coming out of Wycombe Road not expecting cyclists and cars trying to overtake before the narrow section of Palmer Park Avenue starts and not expecting cyclists to turn right into Palmer Park. The gated entrance to Palmer Park is also not good as a shared pedestrian and cyclists access
12. YES	A lot of people use this exit from the path inc me when I cycle to mum & friend
13. YES	1. Please make much clearer the proposals for under the bridges. Currently it is impossible to understand. 2. Crazy to propose all of the changes and NOT fix the multi pot hole situation at the bottom of Wykeham Rd which is a real hazard for all users. At least one car has broken down there in the last few months.
14. YES	I was told by the council this area could not resurfaced due to the road not being able to take the weight of the surfacing equipment. I'm wondering how you plan resurfacing the road with this restriction, or indeed how it has been done in the past, if that is true of course. That said I welcome the proposal, as this junction is a total and complete mess and has been so for years. It will hopefully reduce traffic as there is no way this scheme is not going to slow it down so much people will avoid using it.
15. YES	
16. YES	<p>I agree with the overall concept of the proposed design of the junction and fully support the proposed layout. I believe the following are key points:</p> <ol style="list-style-type: none"> 1. the current parking spaces in both PPA and Wykeham Rd must be retained as is proposed 2. the priority for traffic driving under the bridge on to Culver Lane is sensible but this is a busy road and I am concerned that traffic driving into Reading will not give way as is proposed. Would traffic lights be useful at this point? 3. serious consideration should be given to how the constant flashing of the proposed belisha beacons can be prevented from being a nuisance to the residents of numbers 54 and 55 PPA 4. The map indicates that the entry to Palmer Park is to be realigned but no indication as to how this will be done. 5. The design of the cycle lane under the bridges is not clear on the map.
17. YES	
18. NO	I think the crossing is a good idea, but not the priority given to eastbound traffic. There are already traffic jams along Culver Lane especially at peak times. It will make living there an absolute misery. At best, there should be traffic lights controls, as very often the stream of traffic eastbound out of Wykeham Rd is constant.
19. NO	This is utterly ridiculous, there are very few ways in and out of Woodley, this will force traffic onto other more major roads causing more congestion due to other stupid schemes such as the London Road bus lane which clogs up a major junction between the A4 (which in itself comes from M40/A404) and the A329M/0 (which itself comes off the M4). There are plenty of good cycle routes that cyclists can use if they so wish however most of them continue to use the main roads, even where cycle paths are provided. Again this clogs up roads which have been width restricted as drivers cannot pass them. Please stop penalising car drivers in favour of cyclists who genuinely do not care about anybody else on the roads. Install pedestrian crossings where needed and make reparations where necessary, but PLEASE stop punishing drivers and making their journeys even more hellish than they already are, reading is already almost undrivable, Wokingham is going the same way. Some people have no option but to drive. Stop trying to force public transport on us when it's not a one case fits all scenario. Stop making everybody's lives miserable!! This is an important and well used link between the two boroughs, please just leave it alone and stop causing congestion and misery for road users.
20. YES	

21. YES	The road underneath the railway bridge on Culver Lane/Palmer Park Avenue has been in a diabolical state for many years. This plan looks to be absolutely brilliant & the bonus is that the road will get repaired too although I suspect there may also be some drainage issues at this site. I trust these will be dealt with at the same time. A couple of weeks ago I noticed crews repairing the Reading side. Alas this has done little to alleviate the problems particularly for cyclists on two narrow wheels attempting to negotiate the potholes & splits in the surface. It's true I use this route several times each week & am dismayed that vehicles feel it's necessary to overtake me whilst negotiating the scraped & potholed surface. How I've survived is hard to define. Presumably there are many, many more near misses, which come to within a millimetre or so, for others. This one completely beggars belief. What are Wokingham & Reading Councils waiting for. Please get on with it & PDQ too.
22. YES	Whilst concerned about raised crossings, I believe 'zebra' / 'tiger' crossings are safer as more risk is perceived, making users more conscious of road users giving way rather than assuming a green light is safe.
23. YES	It'll make my walks to Palmer Park safer
24. NO	no real reason for it there
25. YES	<p>Having spent 20 years living in the area (currently on the Wokingham side of the bridge), that area has always been difficult and dangerous of pedestrians and cyclists as well as cars to be honest.</p> <p>Was surprisingly late that I learned the trick of crossing where the zebra crossing has been proposed so was pleasantly surprised to see that was part of the plan.</p> <p>Hopefully, making the road under the bridge one way along with the give way on culver lane will help smooth out the traffic and remove the roulette for cyclists and pedestrians. I'm no traffic expert but feels like this will improve the situation.</p> <p>Please make sure to look at the drainage and water pipes when doing the work - the the area around the existing parking spaces on palmer park av. and the bridge frequently forms a big puddle and there have been some water leaks as well over the last year!</p>
26. YES	As long as parking is stopped in culver lane. It is a good scheme but cars/vans must be stopped parking half over path. Otherwise it will not work.
27. YES	Reading boroughs council - you are notoriously bad at making Reading pedestrian and cycle friendly and safe... you seem to favour the cars that you claim to want to reduce... any crossing which allows pedestrians and cyclist right of way is always going to be supported. I would like to see more of this all over the town to be honest..

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Traffic Management Sub-Committee

11 June 2025



Title	Traffic Regulation Order Rectification - Update
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	James Penman, Network Services Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> That the Sub-Committee notes the content of this report. That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultations to address the Traffic Regulation Order issues identified and recommendations proposed in item 3.11, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. That the Assistant Director of Environment and Commercial Services be authorised 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. That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Orders. That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee. That no public inquiry be held into the proposals.

1. Executive Summary

- At Council on 15 October 2024, a summary of issues relating to certain Traffic Regulation Orders (TROs) was reported (report available [here](#)) and a rectification process agreed (report available [here](#)). The agreed rectification process involves advertising new, permanent TROs to address the issues identified on these TROs. Officer delegation for considering objections and making TRO implementation – or otherwise – decisions was also approved by Council.
- This is a continuation of a series of update reports, starting from November 2024, that will inform this Sub-Committee of progress and decision making against these TROs.
- Council agreed to an Action Plan that was proposed by officers to address the issues that led to some of these errors, to mitigate the risks or recurrence and to provide

assurance that processes were in place to address any further TRO issues that may arise.

1.4. This report highlights a further three TRO issues that have since been discovered, for which officers are seeking agreement to undertake the statutory consultation processes on two of these so that the TROs may be brought back into compliance and enforcement recommenced with the restrictions presented on street. These issues affect the southbound bus lane on London Street, split-use bays within Reading Town Centre and a limited waiting bay on Armour Road.

2. Policy Context

2.1. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal basis for making TROs. It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:

- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) preventing damage to the road or to any building on or near the road, or
- (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or
- (f) preserving or improving the amenities of the area through which the road runs or
- (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995

2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.

2.3. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTRA), as both seek to improve public wellbeing and sustainable development.

3. The Proposal

Current Position

3.1. Traffic Regulation Orders (TROs) are legal orders, which allow the Highway Authority to regulate the speed (Speed Limit Orders), movement and parking of vehicles and enable the compliant signing, lining and enforcement of restrictions on our highways. They can cover a variety of different restrictions, including those related to waiting and loading, residential parking restrictions, speed limits and bus lanes implementation for example.

3.2. TROs contain textual information about the nature of the restrictions, how they operate and are enforced and the exact location descriptions for where they apply.

3.3. The majority of the Borough's TROs are intended to lead to permanent changes. In this situation, the Council undertakes a minimum 21-day statutory consultation process, whereby objections to the draft TRO can be submitted. Following consideration of the objections, the Council may still decide to implement the changes, and the draft TRO is

made permanent with an implementation date that aligns with the implementation date of the restrictions on street.

- 3.4. The statutory consultation process requires the Council to advertise notices – a simplified version of the TRO – in local newspaper publications, to place copies of the notices on street and make the full draft TRO, relevant plans and statement of reasons available for public inspection as a minimum.
- 3.5. An internal investigation, the results of which were reported to Council in October 2024, identified that a number of historic Traffic Regulation Orders within the Borough were incorrectly made. As a result, there are restrictions presented on the Highway that cannot be enforced.
- 3.6. The following table details the TROs affected. Appendix 1 provides an accompanying drawings pack to highlight the locations and restrictions affected:

Table 1

Item	Issue
TRO 1 (Red Route East)	<p>Location: Red Route East, including Kings Road from its junction with Watlington Street to Cemetery Junction, Wokingham Road and partially into adjoining streets such as Queens Road and London Road.</p> <p>Issue: The experimental TRO came into operation on 15 January 2018, but only for a period of 6 months. The experimental TRO expired and was not made permanent.</p> <p>Subsequent TROs were implemented to cover later pay and display restrictions outside the Wokingham Road shops, and further 'shared-use' pay & display / resident permit parking restrictions also along Wokingham Road. These are not affected by the issue.</p> <p>Resolution: A new TRO is required for the restrictions on the original, expired experimental TRO that are not covered by the subsequent TROs and presented on street. These are predominantly 'No stopping at any time' along the route.</p>
TRO 2 (Swainstone / Waldeck)	<p>Location: Waldeck Street Resident Permit Parking and Swainstone Road Resident Permit Parking scheme.</p> <p>Issue: The consulted TRO was due to come into operation from 1 March 2016, but was not sealed and made (to legally come into operation).</p> <p>A subsequent TRO was introduced from 29 September 2021, which covers the restrictions within Waldeck Street, following changes introduced through a Waiting Restriction Review programme. Therefore, Waldeck Street is no longer considered to be affected by this issue.</p> <p>Resolution: A new TRO is required to cover the restrictions on Swainstone Road as per the original TRO and presentation on street. These are predominantly resident permit parking bay restrictions.</p>
TRO 3	[The references used in this table reflect those used in other reports on this issue for consistency. However, while this TRO has formed part of the

	investigation it was not considered to require rectification and is not relevant to this report.]
TRO 4 (Red Route West)	<p>Location: Western section of the Red Route in its entirety.</p> <p>Issue: The citation (reference within the order to the title of that order) has been incorrectly written. While the error is not material to enforcement, this issue will be rectified.</p> <p>Resolution: A new TRO is required to rectify this issue.</p>
TRO 5 (Southcote Verge & Footway)	<p>Location: 'Southcote' Verge and Footway Parking ban area, including the whole lengths of Southcote Lane, Ashampstead Road, Brunel Road, Circuit Lane, Frilsham Road, Gainsborough Road and Virginia Way.</p> <p>Issue: The experimental TRO came into operation on 9 February 2015, but only for a period of 6 months. The experimental TRO expired and was not made permanent.</p> <p>Resolution: A new TRO is required to cover the restrictions in the expired experimental TRO and presented on street, namely to cover the ban on footway and verge parking.</p>
TRO 6 (Tilehurst & Kentwood Verge & Footway)	<p>Location: 'Tilehurst and Kentwood' Verge and Footway Parking ban area, including Church End Lane, Lower Elmstone Drive, Norcot Road, Oak Tree Road, Overdown Road, Park Lane, Recreation Road, School Road, The Meadoway and Westwood Road. This list was corrected to remove Mayfair, which following reference made at Council in October 2024, had been agreed for removal from the resultant scheme by Traffic Management Sub-Committee in November 2014.</p> <p>Issue: The experimental TRO came into operation on 7 May 2013, but only for a period of 6 months. The experimental TRO expired and was not made permanent</p> <p>Resolution: A new TRO is required to cover the restrictions in the expired experimental TRO and presented on street, namely, to cover the ban on footway and verge parking. This will exclude Mayfair, following a decision at Traffic Management Sub-Committee in November 2014, agreeing to its removal from the resultant TRO.</p>
TRO 7 (London Road)	<p>Location: London Road, resident permit parking bays on the north side of the street, either side of the junction with East Street.</p> <p>Issue: The section of the TRO containing the 'no waiting' and 'no loading' restriction along the north side of London Road contained an incorrect location description, which causes it to overlap with the resident permit parking bay restrictions.</p> <p>This issue was originally contained in a TRO that came into operation on 23 February 2007 and was replicated in a later TRO that came into operation on 23 March 2015.</p> <p>Resolution:</p>

	<p>Requires a new TRO to replace the problematic elements from the abovementioned TROs with the correct restrictions, as presented on street. This will correctly capture the resident permit parking bays and the 'no waiting' and 'no loading' restrictions without overlap of the two.</p>
TRO 8 (Hosier Street & St Marys Butts)	<p>Location: Issue 1 - Hosier Street, north and south sides Issue 2 - St Marys Butts east side shared-use taxi/disabled badge holder parking bays, to the south of the junction with Broad Street/West Street.</p> <p>Issue1: Incorrect description for the parking restrictions referred to the restriction spanning from its junction with St Marys Butts '...to a point 20m east of that junction', when it should have read '...to a point 20m west of that junction'. This issue was originally contained in a TRO that came into operation on 3 March 2003 and was replicated in the later Town Centre Red Route TRO that came into operation on 5 November 2021.</p> <p>Resolution: Requires a new TRO to replace the problematic elements from the abovementioned TROs with the correct restrictions, as presented on street. This will correctly capture the 'no stopping at any time' restrictions on approach to the junction with St Marys Butts.</p> <p>Issue 2: There are discrepancies in the permitted times for disabled badge parking between different areas of the TRO (e.g. Article 16 (b) 8am to 5pm) and the signing in place (5am to 8pm). The intention of Red Route was to translate previous restrictions into Red Route restrictions as best as possible, so it is considered that 5am to 8pm (as signed) is the appropriate restriction and that the incorrect TRO elements should be amended to reflect this.</p> <p>Resolution: Amend the incorrect elements of the TRO to reflect the disabled badge holder parking being permitted between 5am and 8pm.</p>
TRO 9 (A33 bus lanes)	<p>Location: A33 bus lane, southbound sections between Bennet Road and the M4 Junction 11 gyratory, and the northbound section between Imperial Way and South Oak Way.</p> <p>Issue: A section of the TRO provides incorrect exemptions for cyclists, motor cyclists and hackney carriage vehicles, in conflict with the other descriptions within the TRO, the bus lane signage and originally approved intentions of Committee.</p> <p>The TRO came into operation on 1 December 2017.</p> <p>Resolution: A new TRO is required to replace the problematic elements from the abovementioned TRO with the correct exemptions.</p>
TRO 10 (Redlands Road)	<p>Location: Redlands Road, east side, 50m length of waiting and loading restriction either side of its junction with Morgan Road.</p> <p>Issue: The TRO contains incorrect measurements for a waiting (parking) and loading restriction, leaving this abovementioned section without a valid TRO in place.</p> <p>Resolution:</p>

	A new TRO is required to replace the problematic elements from the abovementioned TRO with the correct restrictions, as presented on street. This will correctly capture the length of 'no waiting' and 'no loading' restriction.
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3.7. To ensure that the restrictions presented on street in the table above are compliant with national signing regulations (the Traffic Signs, Regulations and General Directions (TSRGD) and that they are enforceable, valid TROs need to be in place.

3.8. The consultation process is a regulatory process, and officers will follow a standard approach for each TRO as follows:

- They will be 'hosted' within the consultation area of the Council's website ([here](#)), with introduction text, copies of the drawings, legal notice, draft TRO and any other documentation required by regulation. There will be a form for submitting a response.
- There will be an appropriate and proportionate number of legal notices erected on street. These will be on white weatherproof A4 paper, will contain the written restrictions and provide reference to the consultation page on our website.
- The content of these legal notices must be published in a locally printed and distributed newspaper as part of the regulatory process.
- The consultations will run for 21 days each, the only exception being in the unlikely situation that any run into the festive period, where it may be appropriate to extend the duration. Officers are expecting to avoid running consultations over this period.

3.9. The launch of the statutory consultations has been staggered, and the following table shows the progress of each TRO through the rectification project. This table will be updated for future Sub-Committee meetings until the processes are concluded for all effected TROs.

Members are asked to note that the timelines below may be subject to change and will be influenced by the feedback received during statutory consultation. For the purposes of this report, and unless specifically referred, the table has assumed that there will be no objections received and a decision taken to implement (make) the resultant TROs.

Table 2

Item	Progress (Indicative Key Milestones. Subject to Change)
TRO 1 (Red Route East)	<p>Process complete.</p> <p>Minor amendments to drawings 7 and 8 agreed by delegations (delegations agreed at Council, October 2024). These included some additional bay-marked restrictions that were not captured on the original drawings to Council in October 2024.</p> <p>Statutory consultation completed and no objections were received. TRO was made on 3 February 2025.</p>
TRO 2 (Swainstone / Waldeck)	<p>Process complete.</p> <p>Statutory consultation completed and no objections were received. TRO was made on 23 April 2025</p>
TRO 3	Not Applicable.
TRO 4 (Red Route West)	<p>Anticipate consultation commencing May 2025.</p> <p>Anticipate making the resultant TRO July 2025.</p>

TRO 5 (Southcote Verge & Footway)	Process complete. Minor amendment to drawing agreed by delegation (delegations agreed at Council, October 2024). The southern section of Circuit Lane was not captured on the original drawings to Council in October 2024. Statutory consultation completed and an objection was received and considered. Decision made to implement as advertised and TRO was made on 23 April 2025.
TRO 6 (Tilehurst & Kentwood Verge & Footway)	Process complete. Statutory consultation complete and objections were received and considered. Decision made to implement as advertised and TRO was made on 23 April 2025.
TRO 7 (London Road)	Process complete. Statutory consultation complete and an objection was received and has been considered. Decision made to implement as advertised and TRO was made on 28 May 2025.
TRO 8 (Hosier Street & St Marys Butts)	Process complete. Statutory consultation completed and no objections were received. TRO was made on 23 April 2025
TRO 9 (A33 bus lanes)	Process complete. Statutory consultation completed and no objections were received. TRO was made on 23 April 2025
TRO 10 (Redlands Road)	Process complete. Statutory consultation completed and no objections were received. TRO was made on 23 April 2025

3.10. It is expected that enforcement will commence following the making of each TRO and a two-week period of warning notices being issued, as applicable. As part of the rectification scheme, officers are also identifying areas where signing and lining relating to the restrictions requires improvement. These works will be undertaken following statutory consultation, subject to a decision to make the TRO.

New TRO Issues

3.11. Part of the Action Plan agreed at Council in October 2024, and monitored through Audit and Governance Committee, included a commitment to establishing a process of raising and addressing any further issues that may be discovered with other TROs. While the Digital TRO Project (referred later in this report) is expected to mitigate the risks of TRO issues, there will be instances where issues are found with existing orders and that there should be a more 'business as usual' process for addressing these as they arise.

Officers have discovered three further issues that require TRO rectification and for which enforcement has ceased, as follow:

- London Street southbound bus lane

Issue

The TRO for this lane was consulted and made as a bus only lane, but it was installed with incorrect signing that identified it as a lane available to buses, taxis (hackney carriage vehicles) and cyclists.

Recommendation

It is recommended that a statutory consultation is undertaken to propose an amendment to the Order to reflect the restriction as presented on street, namely to allow taxis (hackney carriage vehicles) and cyclists to use the lane in addition to buses.

This safeguarding of the restrictions that already appear on street, without amendment to the presented restrictions, aligns with the principle applied to the original TRO issues reported to Council. Operationally, the lane appears to have functioned adequately with this access since it was installed.

- b. Town Centre Red Route, various 'split-use' bays

Issue

Applies to a number of bays that have different restrictions in the daytime and overnight, such as daytime disabled parking and overnight taxi waiting.

While the lining, signing and TRO schedule titles of these bays reflects the intentions of the scheme, there have been errors identified within the TRO articles, whereby references the incorrect operational times within a few of these bays.

Recommendation

It is recommended that a statutory consultation is undertaken to propose an amendment to the articles in the original TRO, correcting the am/pm typos.

- c. Armour Road, limited waiting bay

Issue

During preparation of the draft Traffic Regulation Order for the 2024A Waiting Restriction Review programme, and following detailed investigation, officers have been unable to find a valid Traffic Regulation Order (TRO) for this bay. Other restrictions in Armour Road have valid TROs in place.

Recommendation

The agreed proposal for statutory consultation was for the removal of this bay. It is considered that there is no TRO for which the Council could propose revoking during a statutory consultation and the bay markings and accompanying signs can be removed. This additionally rectifies the situation of non-compliance between the regulatory signs/markings and TRO at this location. This work is being instructed.

Appendix 6 provides overview plans to identify the locations affected by these three identified TRO issues.

Options Considered

- 3.12. The following options for resolution of the TRO issues identified in Section 3.11 are:
 - a. **[Recommended]** As per the recommendations in Section 3.11, to draft and consult on new amendment TROs and to remove the bay and signs on Armour Road.
For 3.11a. and b., this approach will consult on changes to the TROs to align them with the restrictions as presented on street and, subject to consideration of any objections and the resultant implementation decision, allow enforcement to commence/re-commence. For 3.11c., this removes a situation of non-compliance with the signs and road markings and delivers the change that was agreed for proceeding through the 2024A Waiting Restriction Review programme.
 - b. Correct these issues as part of the Digital TRO project

The recommendations introduce relatively straightforward TRO work that will enable enforcement to commence/recommence ahead of when the Digital TRO project would likely be able to provide a potential remedy to the issues. The recommendations do not seek to change the restrictions from how they are presented on street so are not expected to compromise the development of the Digital TRO project. Given the that the locations of the affected restrictions are on busy routes with the potential to impact on public transport services, it is considered strategically important to expedite the remedy and reestablish compliance.

c. Do nothing

This is not considered to be a legally feasible option. We are not currently able to enforce these restrictions and the current signs do not reflect a valid TRO, so are currently in contravention of the Traffic Signs, Regulations and General Directions 2016. For 3.11a. and b., removing the restrictions would undo the results that their respective schemes aimed to achieve, namely the expeditious movement of public transport and management of on-street parking in strategically important areas of the Borough.

d. Create new experimental TROs

This is not possible, as the restrictions have been in situ for a number of years – we would not be introducing new experimental changes to how these restrictions have been perceived.

3.13. Based on the recommended action in Section 3.12.a each TRO will be drafted and proceed to statutory consultation. The report to Council in October 2024 only provided officer delegation to address the TRO issues identified in that report, so officers are seeking agreement from the Sub-Committee to undertake these statutory consultations for these new issues highlighted in Section 3.11.

3.14. Where no objections are received against the proposed TROs during the statutory consultation period, it is recommended that the TROs be sealed and made.

Should objections be received against a draft TRO during the statutory consultation period, it is recommended that officers will report that feedback to a future meeting of this Sub-Committee so that members may consider the content of the objection(s) and make a decision regarding the implementation – or otherwise – of that TRO.

Digital TRO Project Update

3.15. Linked to the reports regarding the TRO issues identified, officers reported to Council in October 2024 an update on a project to move to a digitised, map-based TRO management system.

The intention of the overall project is to introduce a software package that enables map-based locating of restrictions, management of TROs and interrogation of TROs. It is intended that the substantive part of this project would be to capture the restrictions as shown on street (the 'ground-truth') and create three new themed Boroughwide TROs within the system - waiting restrictions, movement restrictions and speed restrictions (Speed Limit Orders) respectively.

The primary advantages of such a system include:

- Mitigating risks of accuracy/compliance and variance of interpretation in TROs;
- Expediting the TRO consolidation processes, leading to fewer TROs being 'active' within the Borough;
- Compliance with forthcoming regulations requiring submission of new TRO (and Temporary TRO) data to the government; and
- Ease of access to information, internally and externally, through provision of an interactive map-based tool available on our website.

- 3.16. We are awaiting the outcome of a recent Government consultation regarding the potential implementation of their new regulations. We anticipate this being October 2025 at the earliest. This incoming legislation continues to inform the delivery order/priority of this overall project.
- 3.17. The software supplier providing the TRO management suite has been appointed and officers are now in the early stages of onboarding, process and delivery mapping.
- 3.18. Development of this project is being monitored via the Council's Customer Experience Board, with additional reporting to the Transformation and Efficiency Board, and progress is being reported to the Audit and Governance Committee as part of the wider 'Action Plan' remit of that Committee.

4. Contribution to Strategic Aims

- 4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:
 - Promote more equal communities in Reading
 - Secure Reading's economic and cultural success
 - Deliver a sustainable and healthy environment and reduce our carbon footprint
 - Safeguard and support the health and wellbeing of Reading's adults and children
 - Ensure Reading Borough Council is fit for the future
- 4.2. In delivering these priorities, we will be guided by the following set of principles:
 - Putting residents first
 - Building on strong foundations
 - Recognising, respecting, and nurturing all our diverse communities
 - Involving, collaborating, and empowering residents
 - Being proudly ambitious for Reading
- 4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. The recommendations in this report align with the Council's priorities, namely:

Deliver a sustainable and healthy environment and reduce our carbon footprint

The Road Traffic Regulation Act 1984 enables the Council to introduce measures like speed limits, one way systems, bus lanes, or restrictions on certain vehicles. These provisions directly support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel like walking and cycling.

By implementing TROs, the Council can create more green spaces and pedestrian friendly areas, aligning with its goal of promoting a healthy environment which has a positive impact on the life of every resident – making Reading a greener, more attractive place to live, with a tangible impact on physical and mental health and life expectancy.

These actions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable and excluded can safely use public spaces, regardless of age or ability.

By managing traffic to reduce congestion and improve public transport flow, the Council can boost local economic activities and make it easier for everyone to access education, skills and training and good jobs.

The recommendations of this report relate to restrictions that directly benefit the flow of public transport and cycling, in addition to facilitating parking/stopping management of public transport providers and blue badge holders parking within the town centre.

5. Environmental and Climate Implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has not been considered necessary for the recommendations in this report. If agreed, and the consulted draft TROs made permanent, there will be no expected changes to on street signing or lining – the recommendations do not seek to change the restrictions from how they are currently presented – and there will be negligible negative impact from the creation of some weatherproof on street notices required during the initial consultation period.

6. Community Engagement

- 6.1. The recommendations of this report do not seek to alter the restrictions from how they are presented on street. The draft TROs will be advertised in compliance with statutory regulations and an opportunity provided for objections to be made.
- 6.2. Engagement with those who may have been negatively impacted by the highlighted issues has been reported to Council and is being addressed separately. Progress is also being monitored through reports to the Audit and Governance Committee.

7. Equality Implications

- 7.1. Under the Equality Act 2010, Section 149, a public authority 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the recommendations of this report do not seek to change any restriction from what is currently presented on street and, therefore, are not expected to have a less favourable outcome to any persons with protected characteristics.

8. Other Relevant Considerations

- 8.1. There are none.

9. Legal Implications

- 9.1. The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders.
- 9.2. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes to be followed in making TROs.
- 9.3. Before making a TRO, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any comments to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.

With any traffic regulation order proposals, the Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the TRO as published, modify it, or abandon it. If it is agreed to proceed,

the TRO is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.

9.4. The Council has considered its Network Management Duty under the Traffic Management Act 2004 and its Section 122 duty under the Road Traffic Regulation Act 1984.

Network Management Duty

9.5. Part 2 Section 16 (1) of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

(2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—

- (a) the more efficient use of their road network; or
- (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority). This duty places an ongoing obligation in ensuring overall traffic efficiency and network performance and not only applies to vehicles but all to pedestrians and cyclists.

Section 122 duty

9.6. Further Section 122 of the Road Traffic Regulation Act 1984 places a duty on the local authority so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In carrying out this exercise the Council must have regard to the following:

- Desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
- The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the local authority to be relevant.

9.7. This duty focuses on the making of individual traffic regulation decisions.

9.8. Each of these duties has been considered in detail in relation to the schemes identified in this report.

9.9. Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

- 10.1. The cost of undertaking the agreed TRO rectification processes is expected to be limited to internal staffing resources, the advertising costs for the statutory notices (consultation and sealing). This is estimated to total less than £10,000.
- 10.2. In addition to the implications referred in Section 10.1, the restrictions referred in this report are currently unenforceable. While the objective of the restrictions is to prevent the issues that were occurring previously and/or prevent unauthorised access to parts of the Highway, contraventions do occur and these generate revenue that is invested as per the Council's Annual Parking Reports. Additionally, many of the schemes including parking restrictions help to minimise accelerated damage to the Highway occurring through, for example, parking on the footway and verges. These mitigations reduce the burden on the Council's Highway Maintenance budgets.

Capital Implications

- 10.3. None expected.

Value for Money (VFM)

- 10.4. The recommendations contained in the report to Council represent the lowest expenditure option to ensure compliance between the on-street restrictions and underlaying TROs.

Risk Assessment

- 10.5. There are financial risks associated with the implementation decisions for any proposed TRO that receives objections. Where a decision is taken not to proceed with the making of a TRO, the restrictions on street would need to be altered to reflect those in the most recent compliant TRO, or may need to be removed altogether. These changes could include signing and lining replacement/alterations across potentially large areas.
- 10.5. Andy Stockle has cleared these Financial Implications.

11. Timetable for Implementation

- 11.1. The following tables provide the intended timeline:

Table 1 (Items identified in Section 3.6)

Line	Milestone	When
1	Site surveys and drawing preparation	Complete
2	Draft schedule of restrictions to be included in the TROs	Complete
3	Draft articles to be included in the TROs	In progress (please refer to Table 2 in Section 3.9)
4	Undertake statutory consultation (requires release of approved Council meeting minutes approving the undertaking proposals)	In progress (please refer to Table 2 in Section 3.9)
5.1	Make the TROs that have not received objection	In progress (please refer to Table 2 in Section 3.9)
5.2	Seek decisions on making TROs that have received objections	In progress (please refer to Table 2 in Section 3.9)
6	Make the TROs (as appropriate) that have received objections, following delegated decision.	In progress (please refer to Table 2 in Section 3.9)

Table 2 (Items identified in Section 3.11)

Line	Milestone	When
1	Site surveys and drawing preparation	Complete
2	Draft schedule of restrictions to be included in the TROs	Expected late June 2025
3	Draft articles to be included in the TROs	Expected July 2025
4	Undertake statutory consultation (requires release of approved Council meeting minutes approving the undertaking proposals)	Expected July/August 2025
5.1	Make the TROs that have not received objection	Expected by October 2025
5.2	Seek decisions on making TROs that have received objections	Following outcome decisions at TMSC September 2025, as applicable.
6	Make the TROs (as appropriate) that have received objections, following Traffic Management Sub-Committee decision.	Expected by November 2025

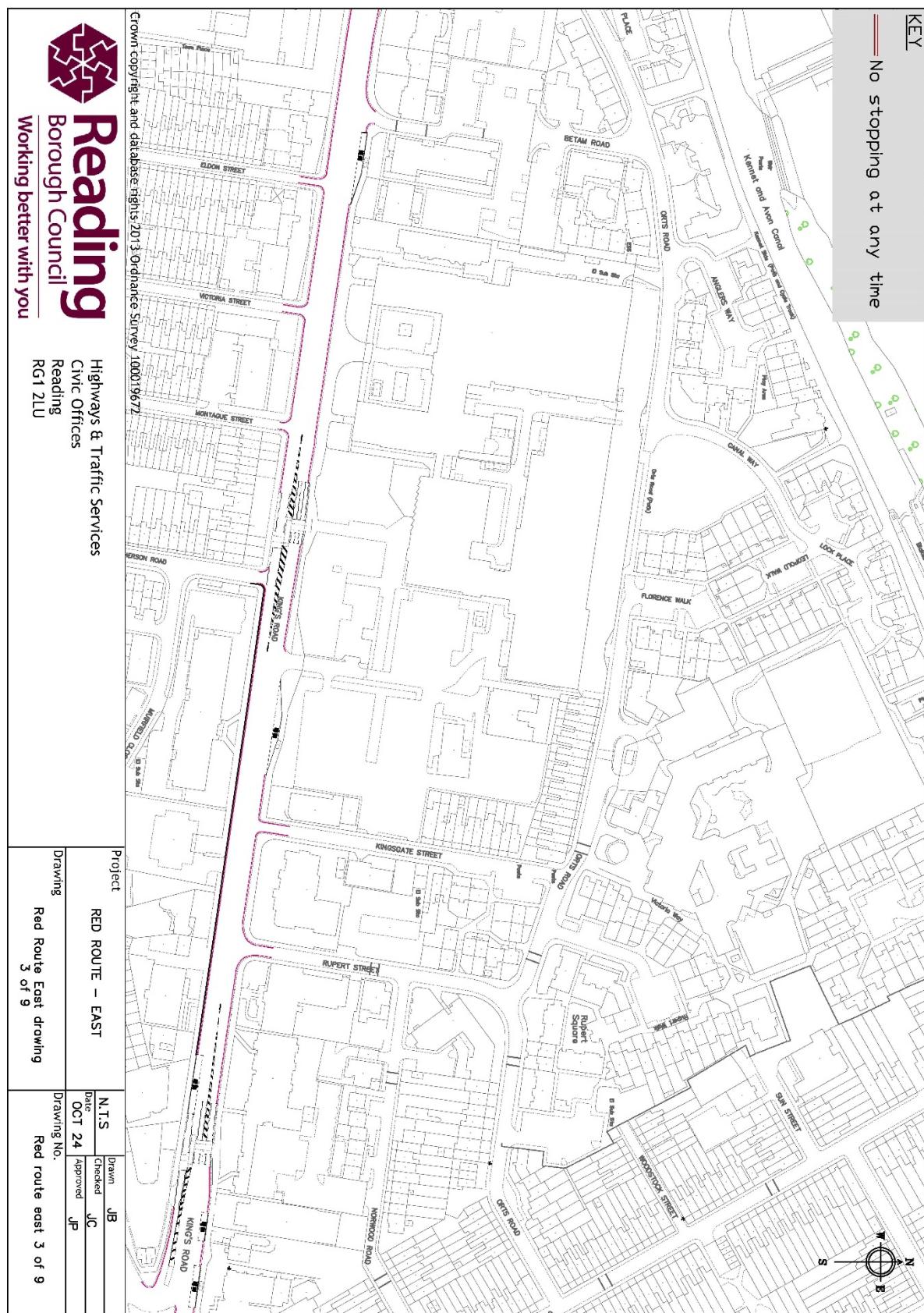
12. Background Papers

12.1. There are none.

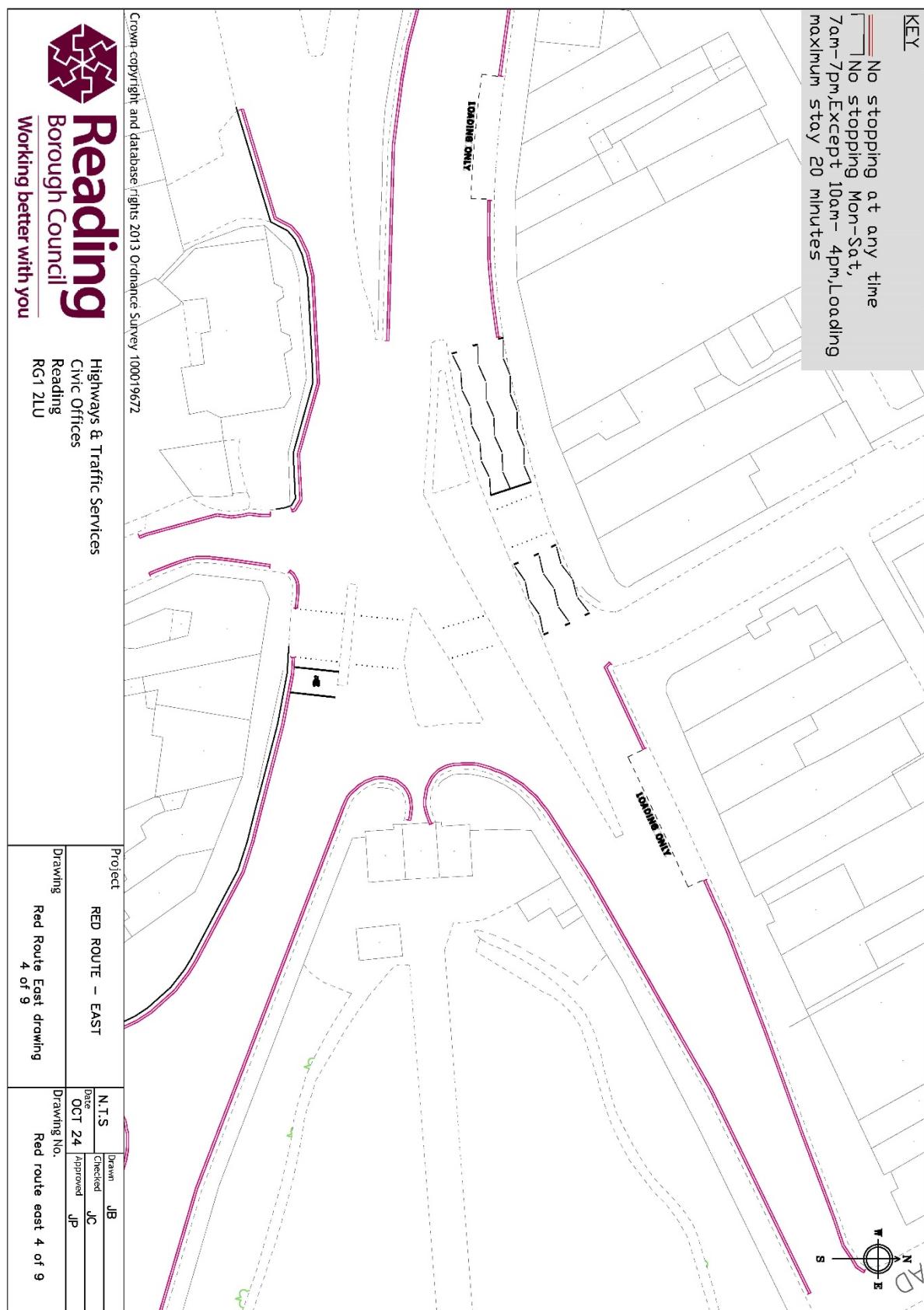
Appendices –

1. Drawings pack to highlight the locations and restrictions affected, accompanying the table in Section 3.6, as reported to Council in October 2024. Please note that the drawings include the minor amendments referred in Table 2 (Section 3.9).
2. Consultation feedback received for TRO 7 (London Road)
3. Consultation feedback received for TRO 8 (Hosier Street & St Marys Butts)
4. Consultation feedback received for TRO 9 (A33 Bus Lanes)
5. Consultation feedback received for TRO 10 (Redlands Road)
6. Drawings pack to highlight the locations affected by the new items referred in Section 3.11.

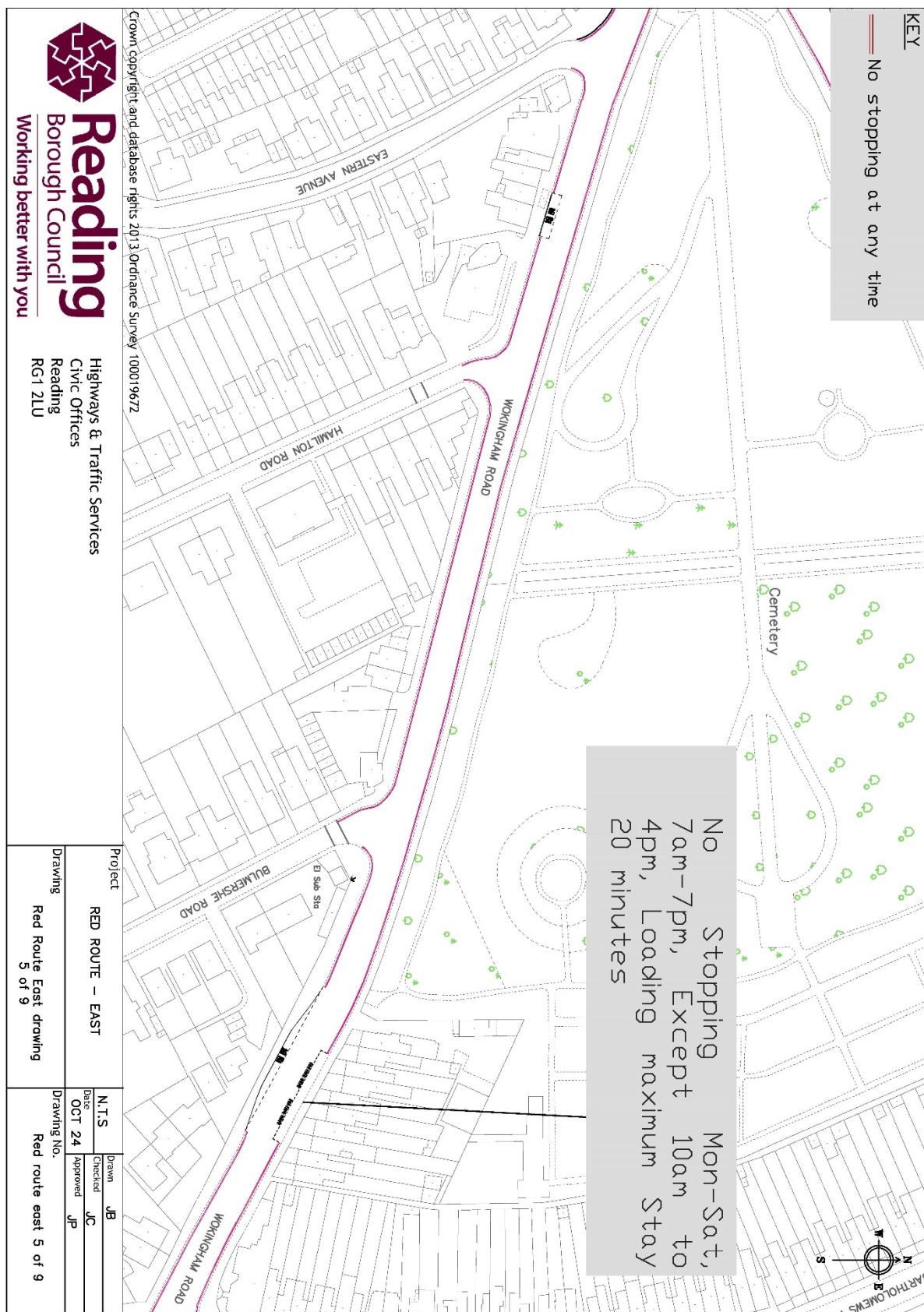
Appendix 1 – TRO 1 (Red Route East) 3 of 9



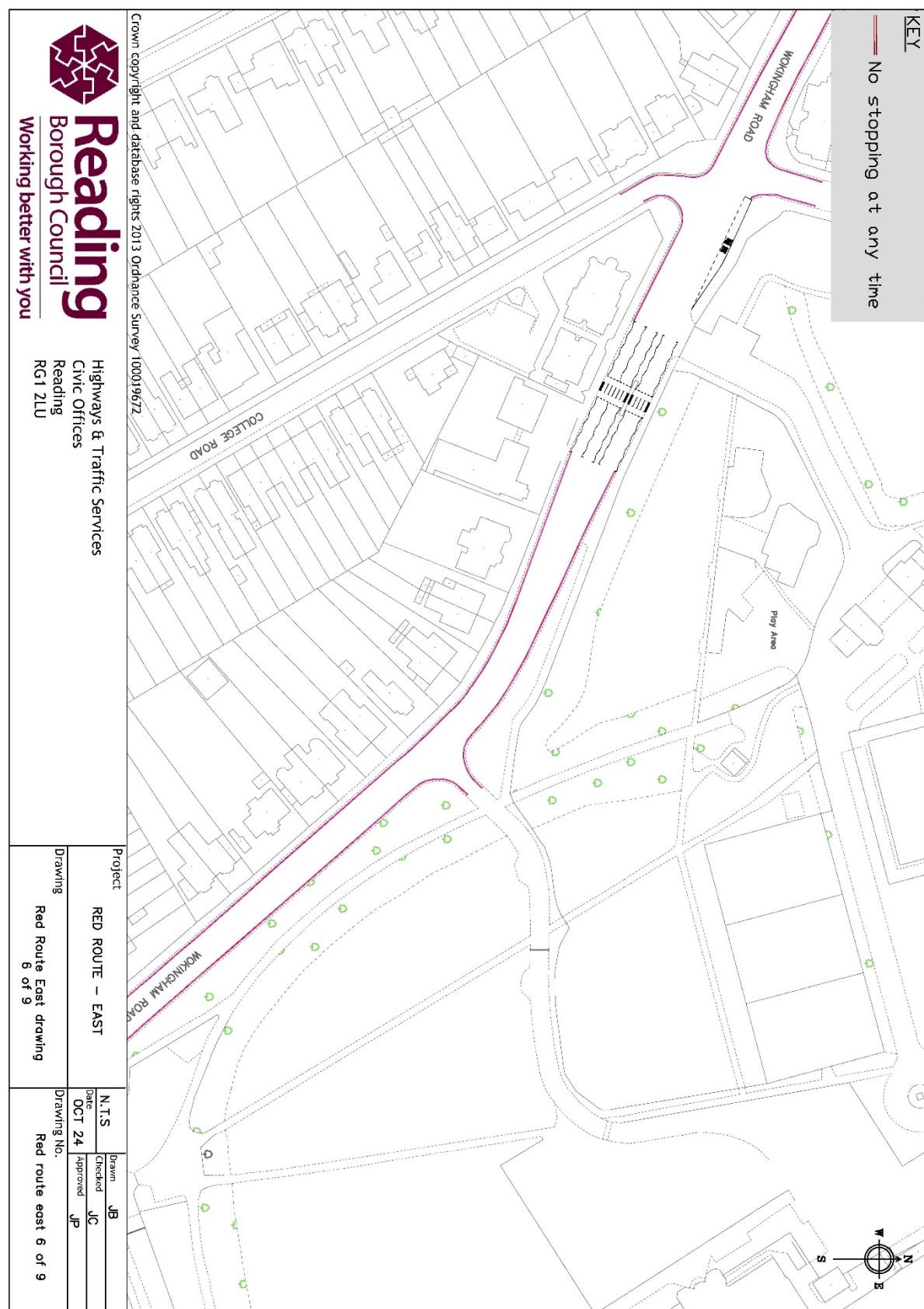
Appendix 1 – TRO 1 (Red Route East) 4 of 9



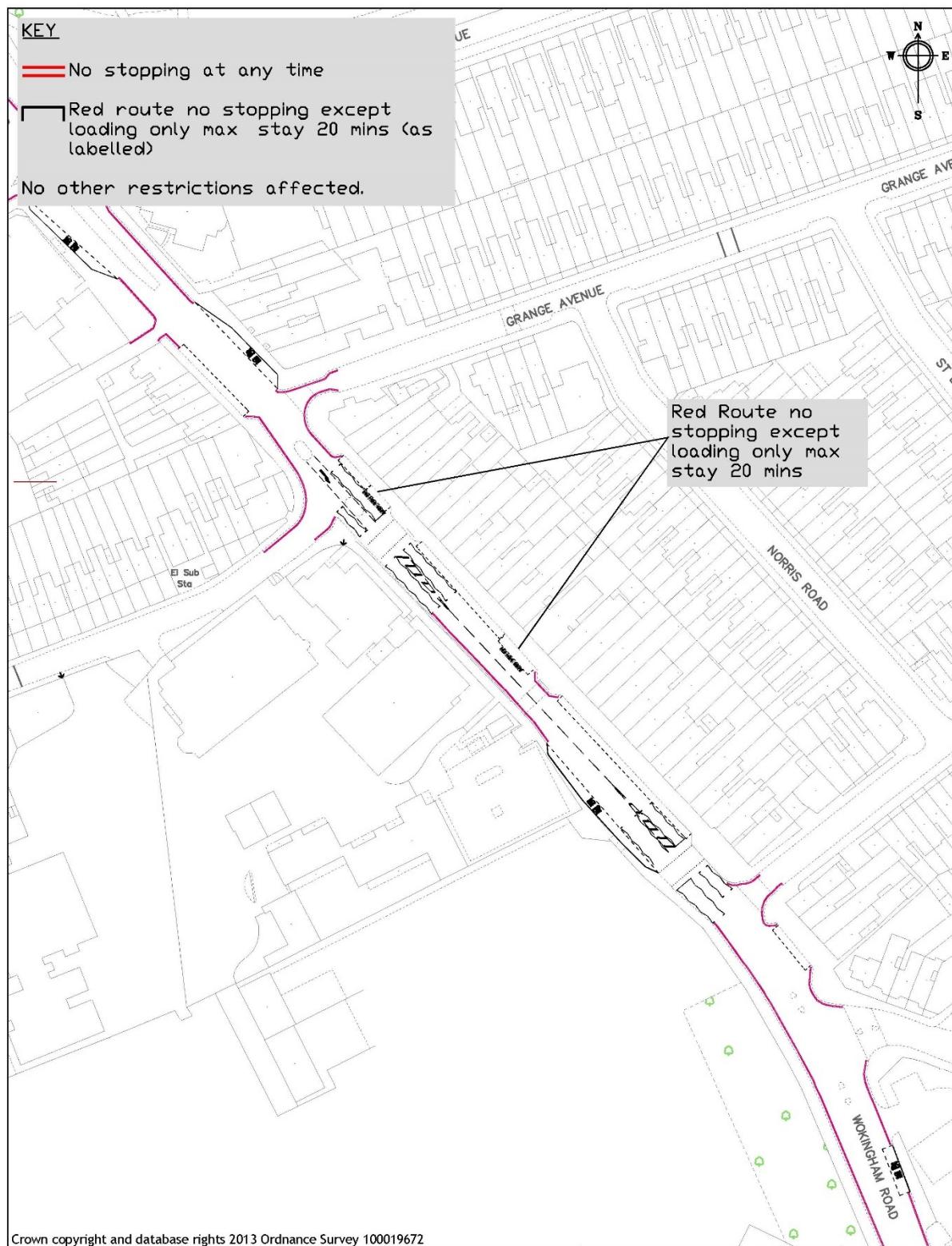
Appendix 1 – TRO 1 (Red Route East) 5 of 9



Appendix 1 – TRO 1 (Red Route East) 6 of 9



Appendix 1 – TRO 1 (Red Route East) 7 of 9



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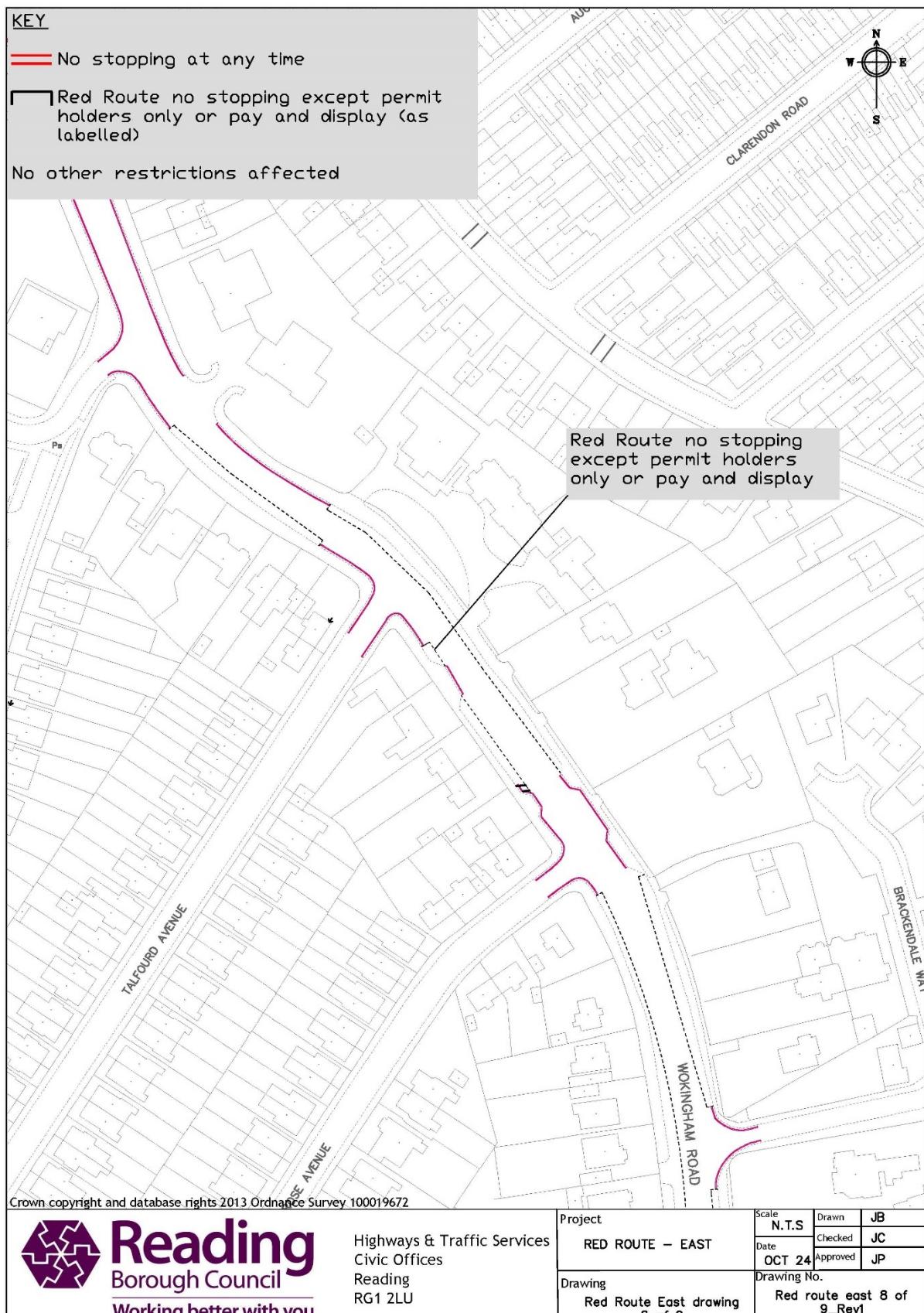


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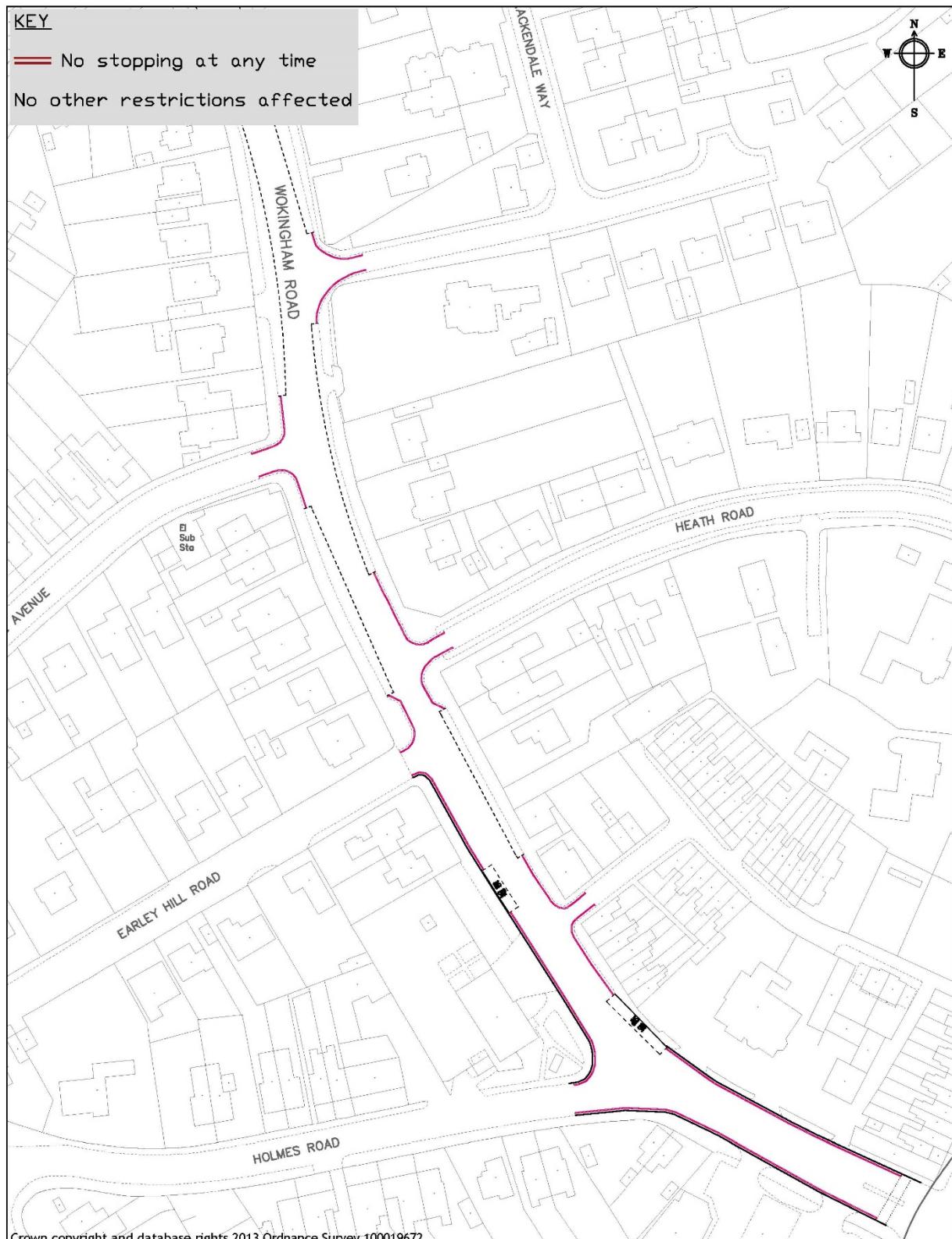
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Project	N.T.S	Drawn JB
RED ROUTE – EAST	Checked JC	
Date	Approved JP	
OCT 24		
Drawing	Drawing No.	
Red Route East drawing 7 of 9	Red route east 7 of 9_R1	

Appendix 1 – TRO 1 (Red Route East) 8 of 9



Appendix 1 – TRO 1 (Red Route East) 9 of 9

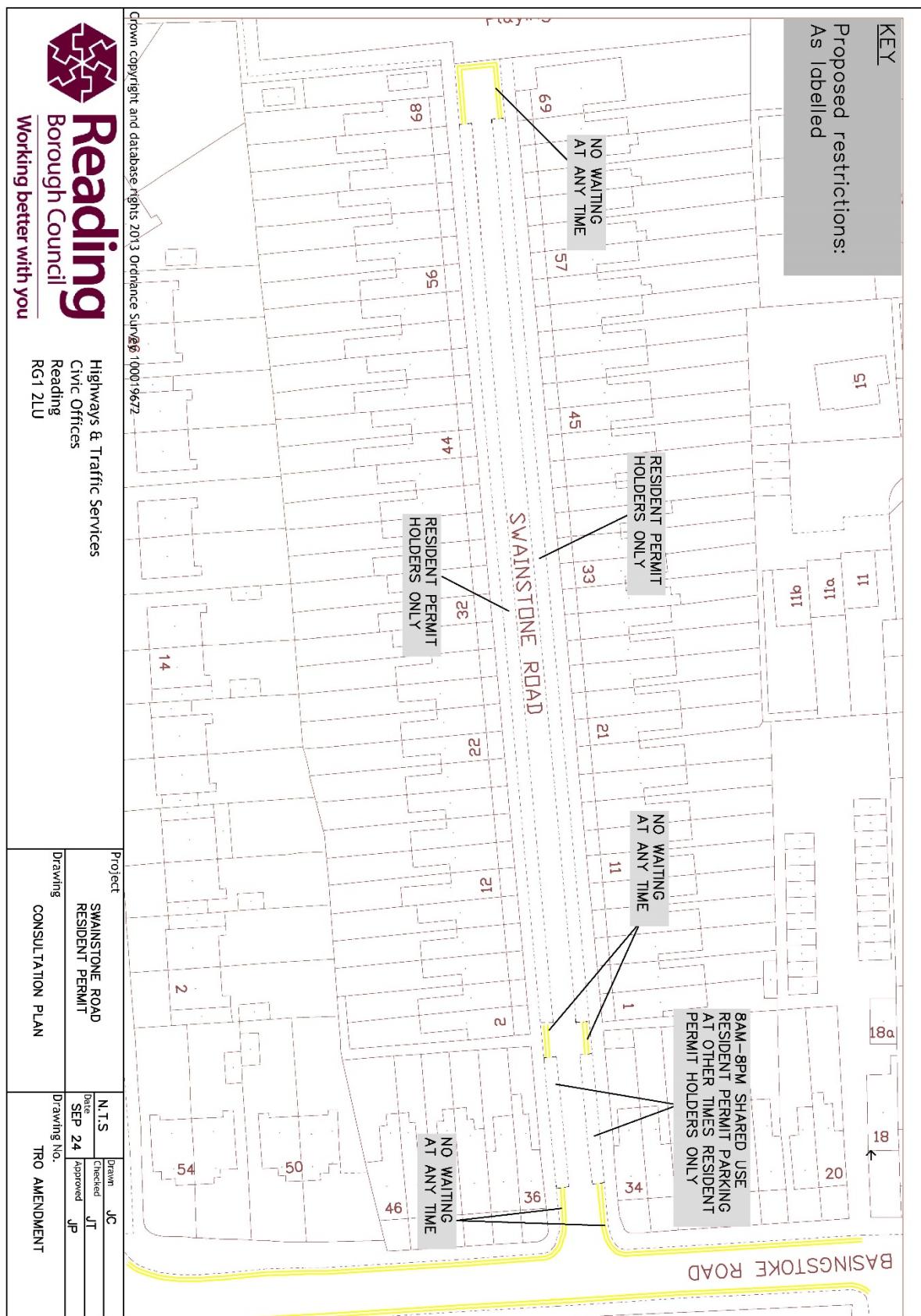


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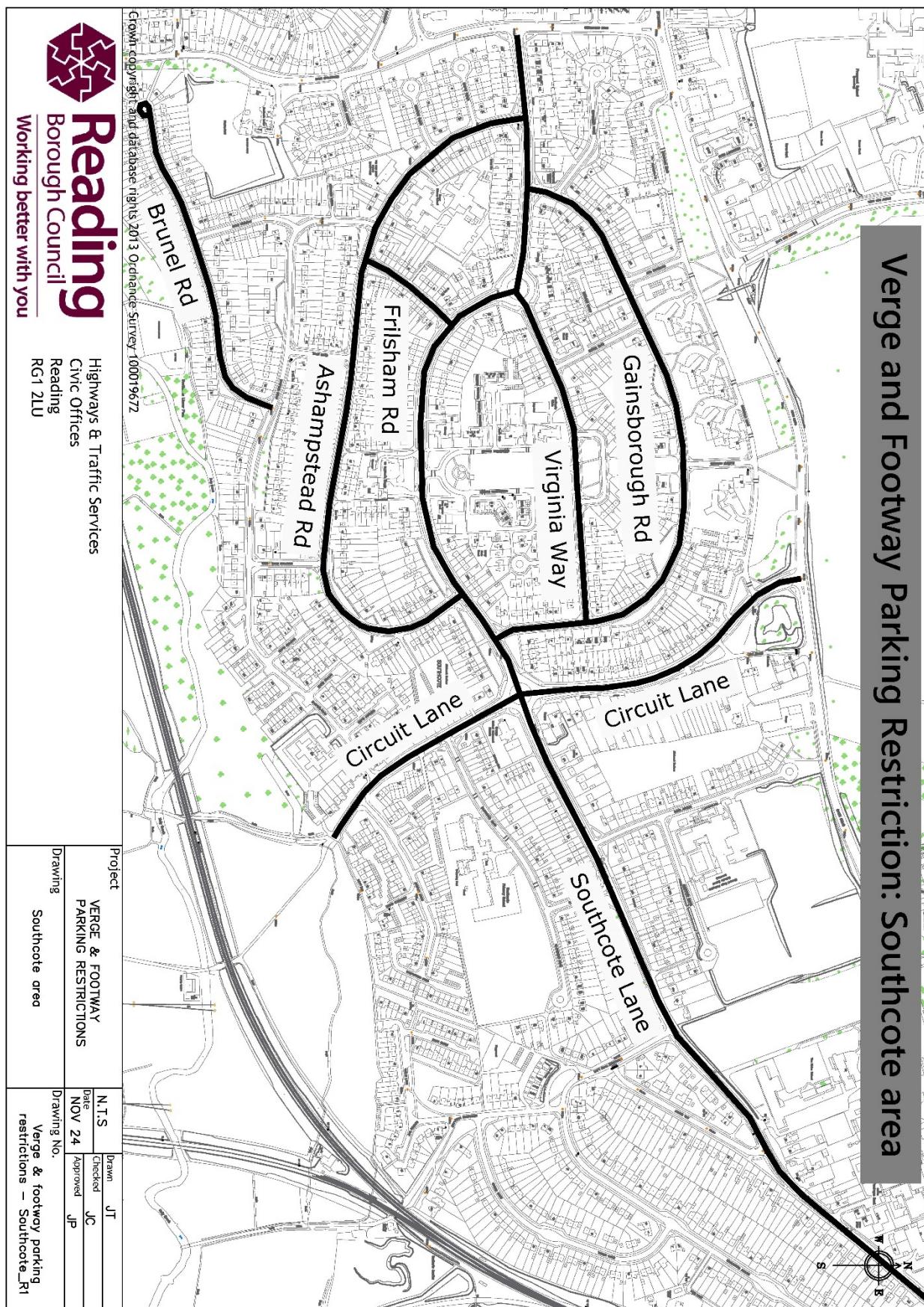
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N.T.S	Checked JC
Date OCT 24	Approved JP
Drawing Red Route East drawing 9 of 9	Drawing No. Red route east 9 of 9

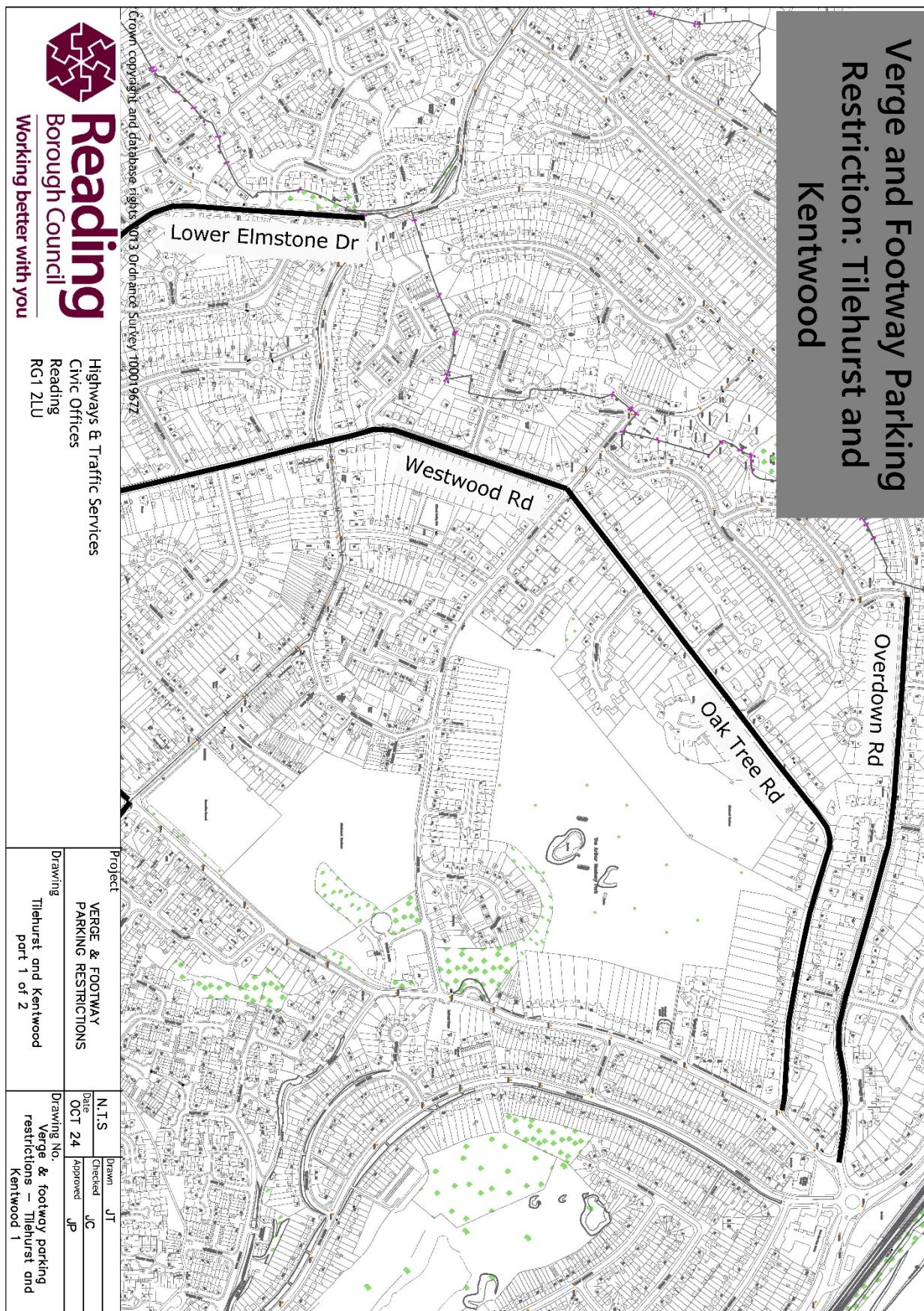
Appendix 1 – TRO 2 (Swainstone Road)

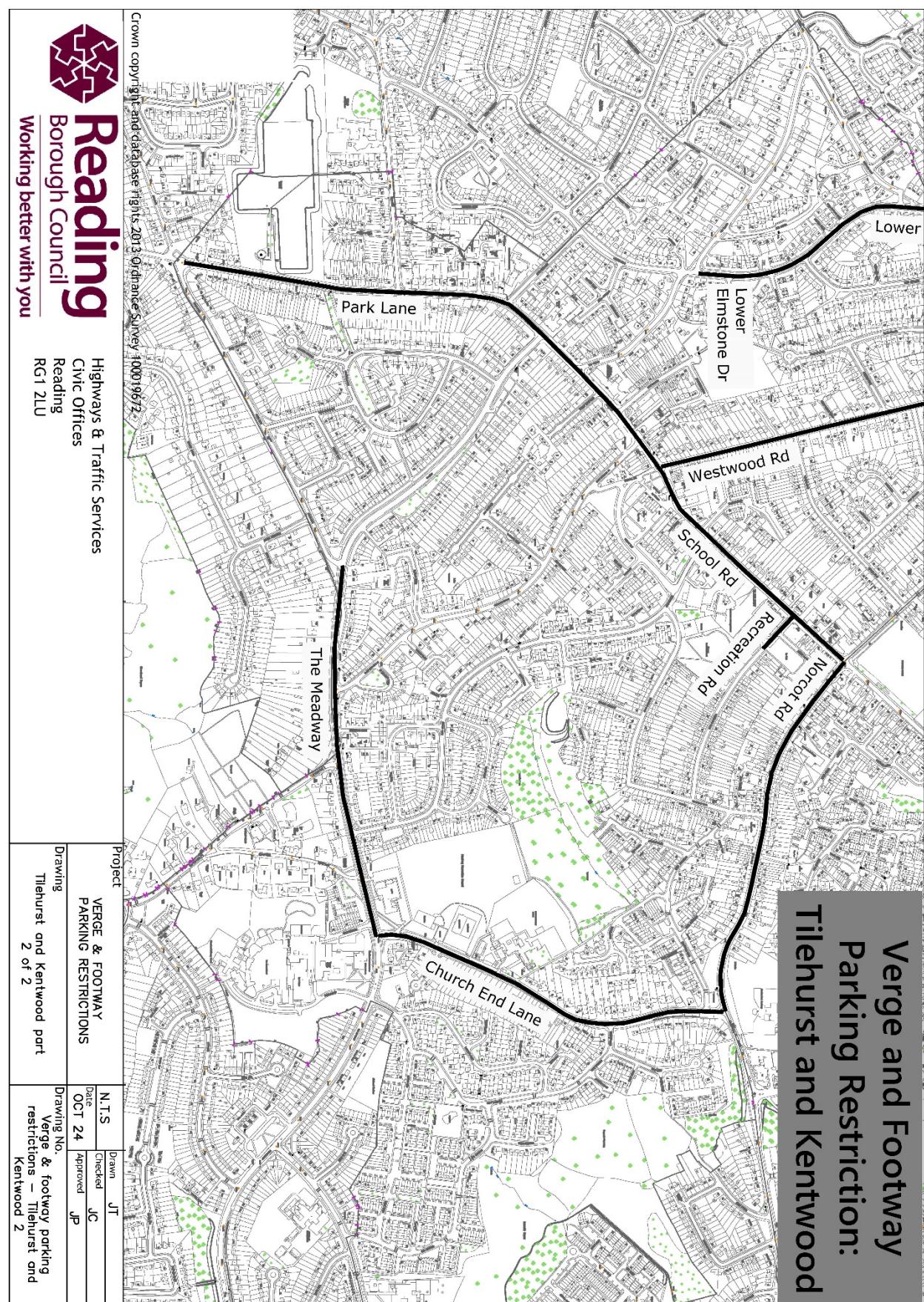


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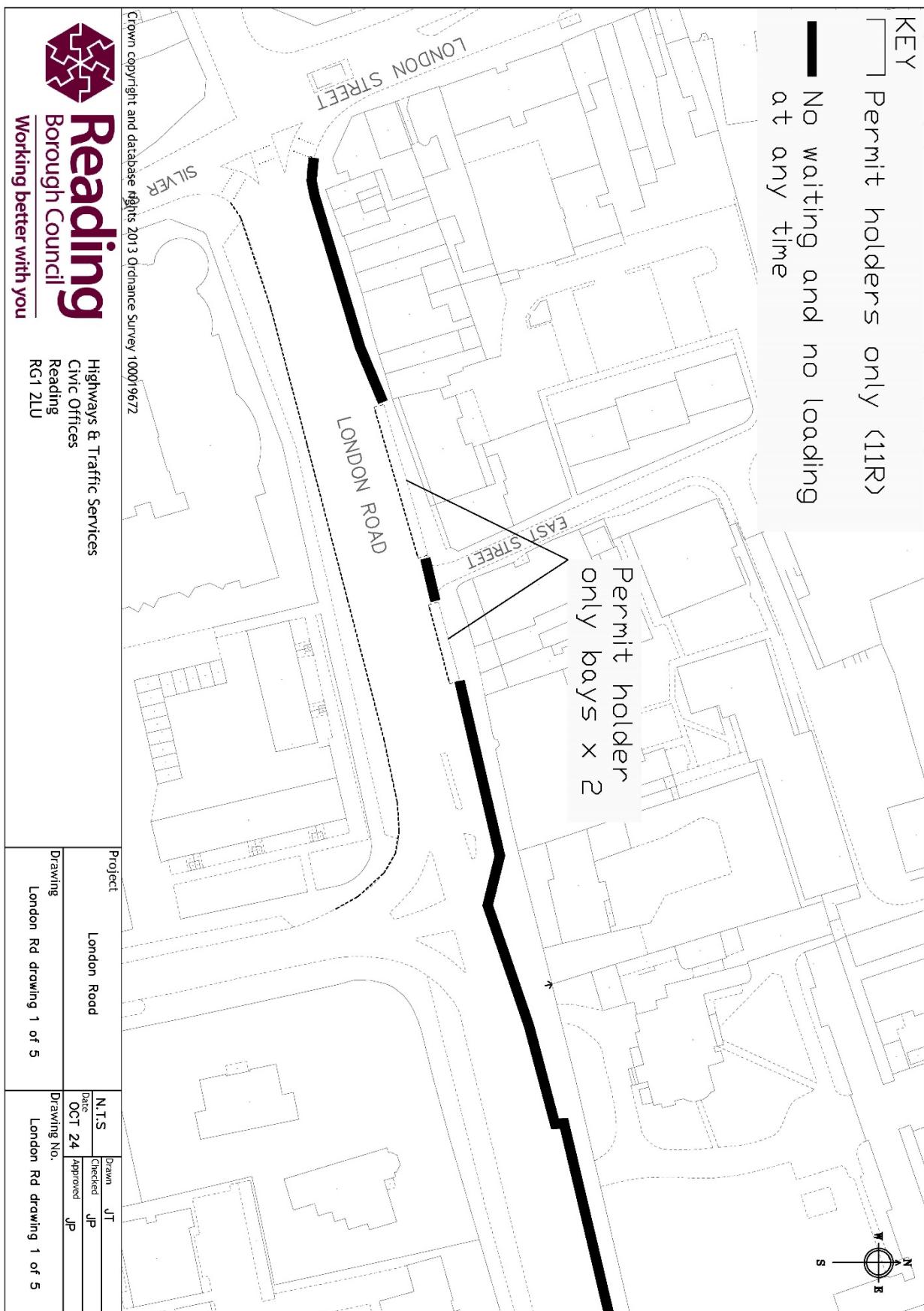
Appendix 1 – TRO 5 (Southcote Verge & Footway)



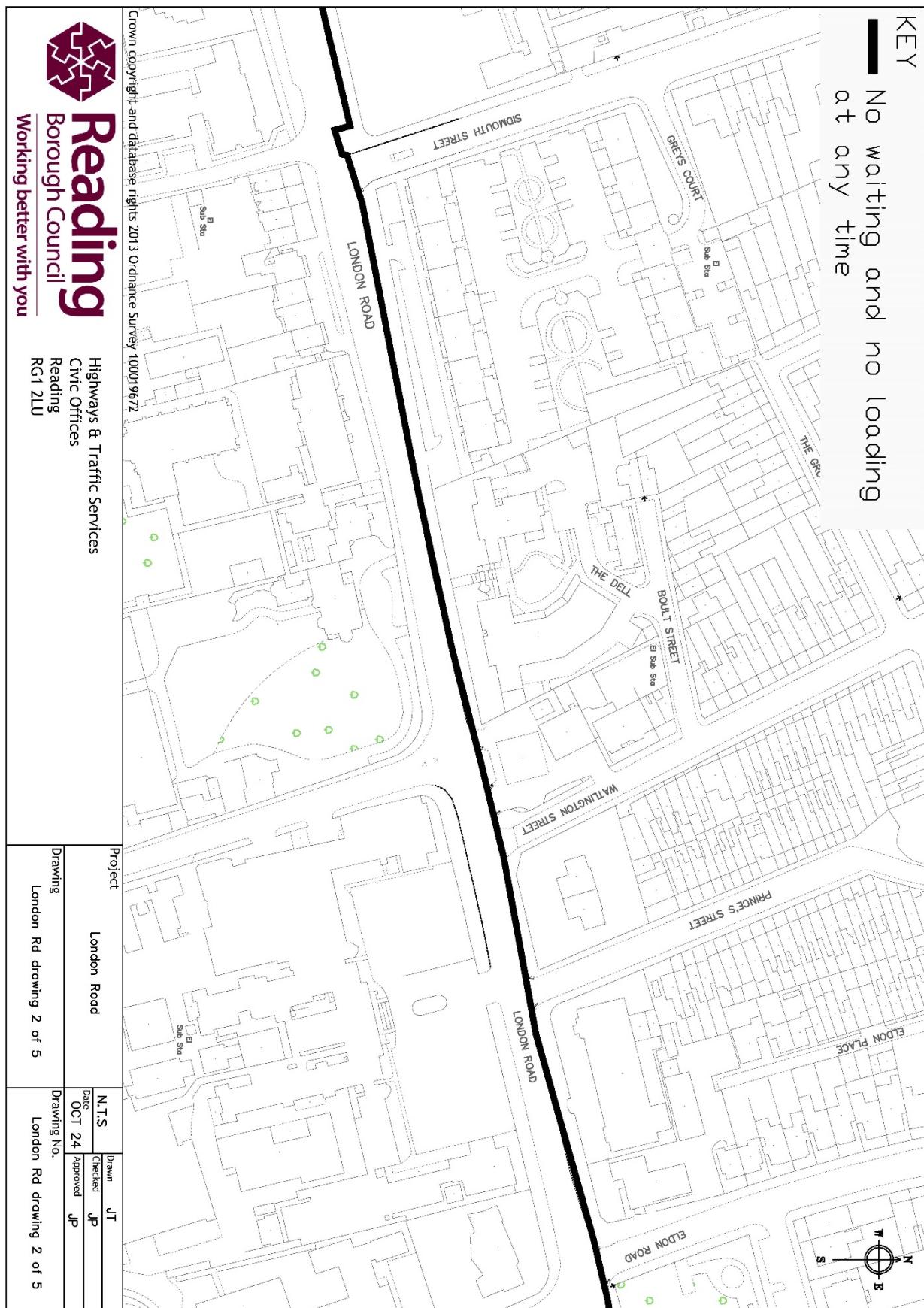




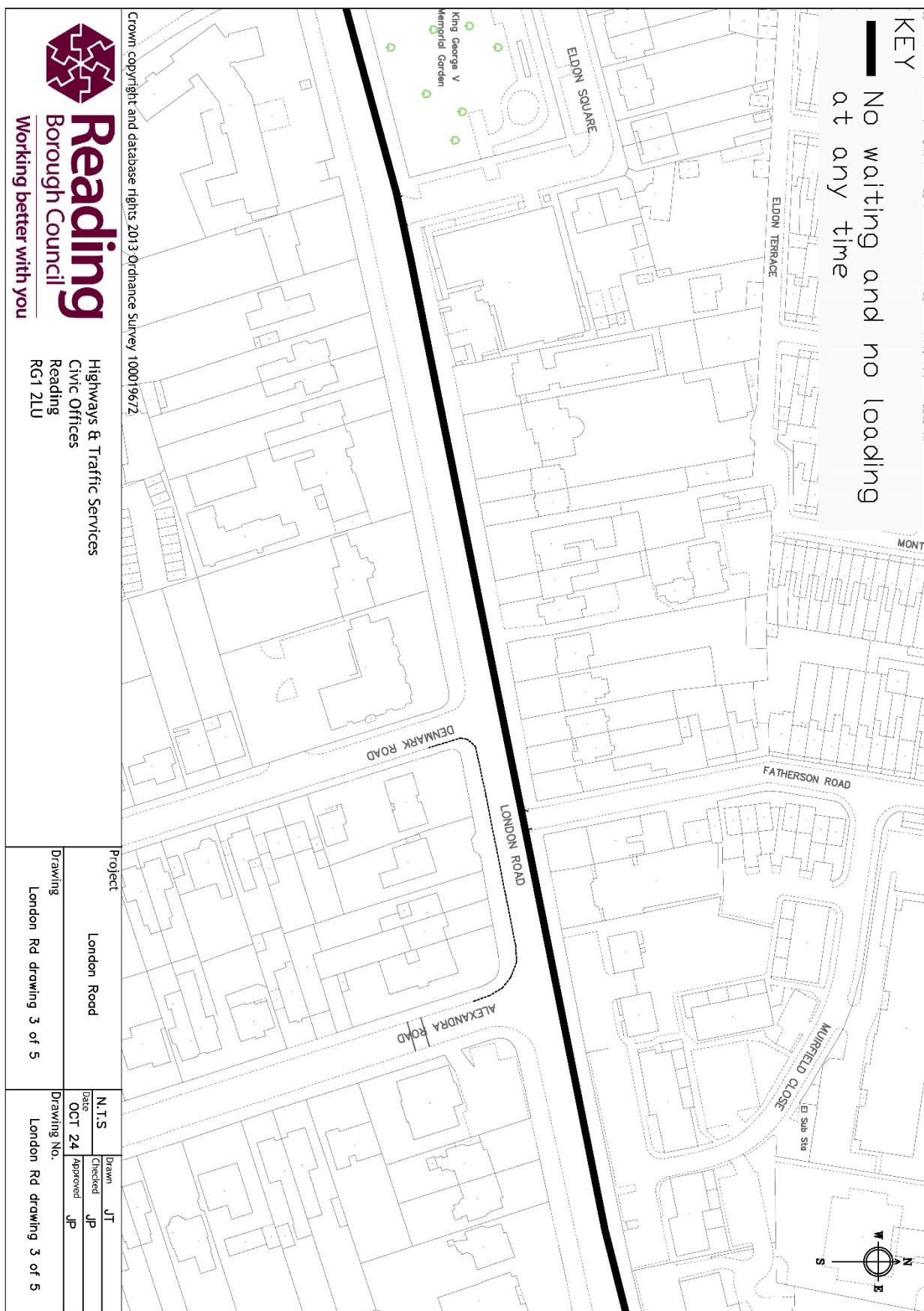
Appendix 1 – TRO 7 (London Road) 1 of 5

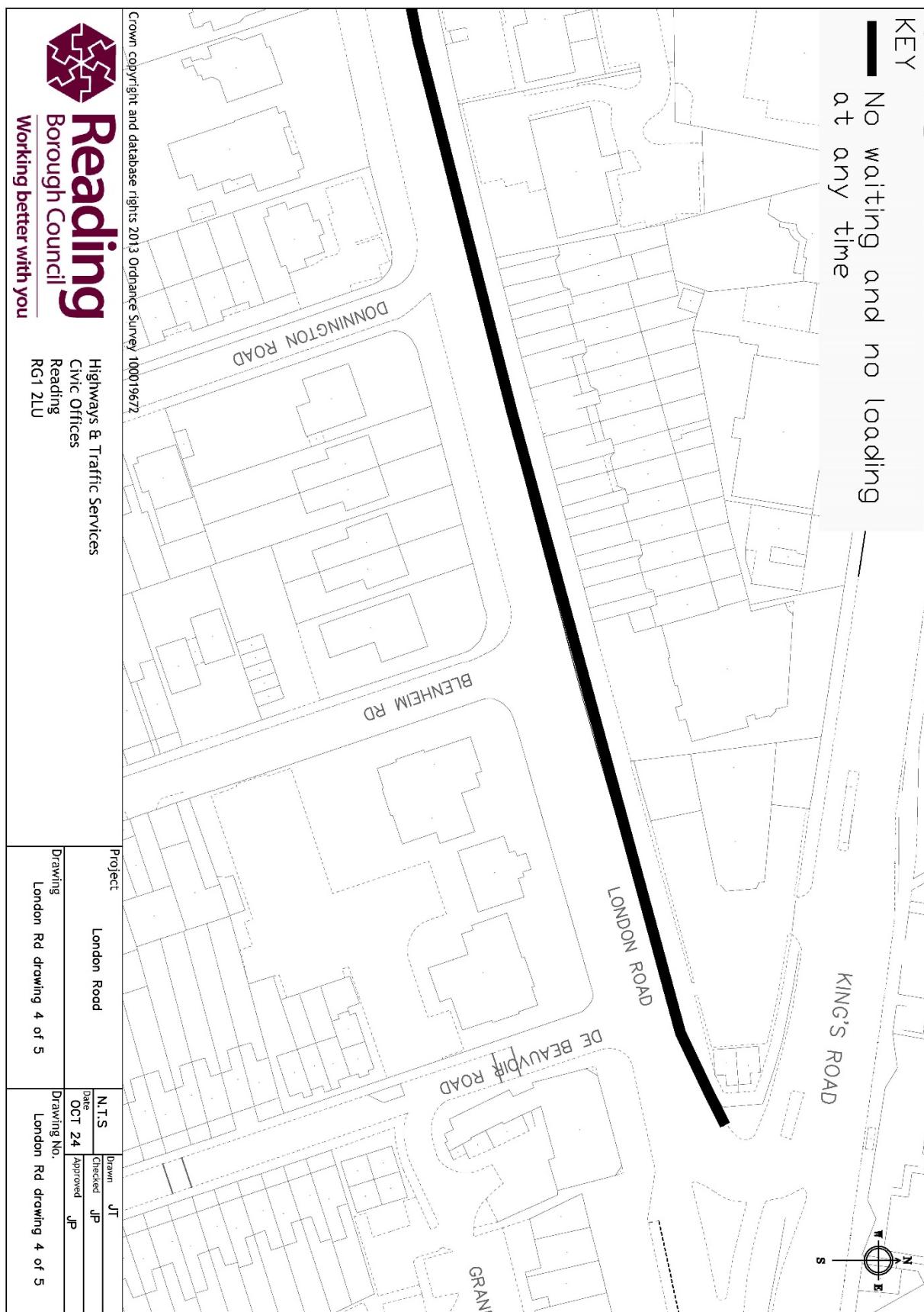


Appendix 1 – TRO 7 (London Road) 2 of 5

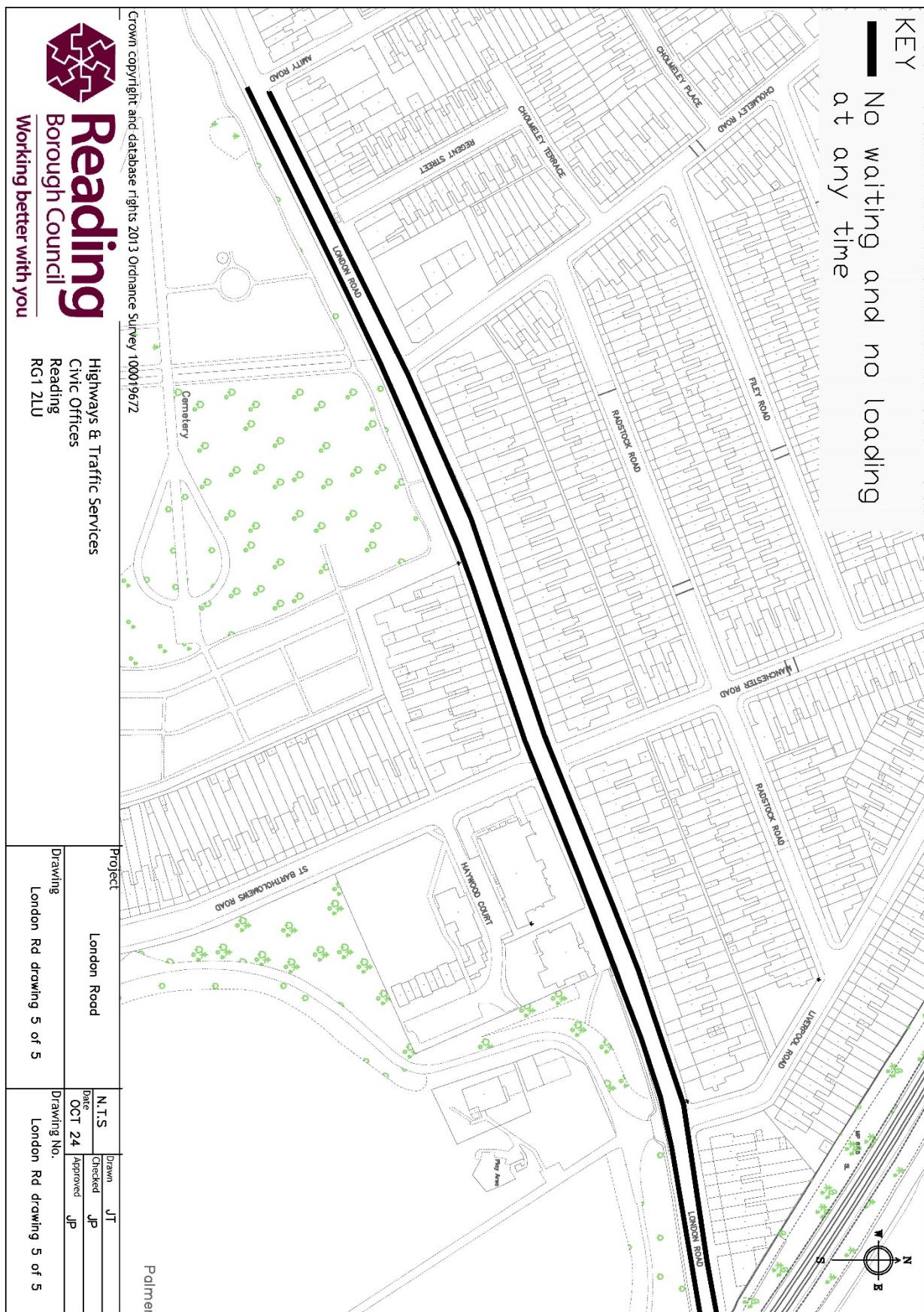


Appendix 1 – TRO 7 (London Road) 3 of 5

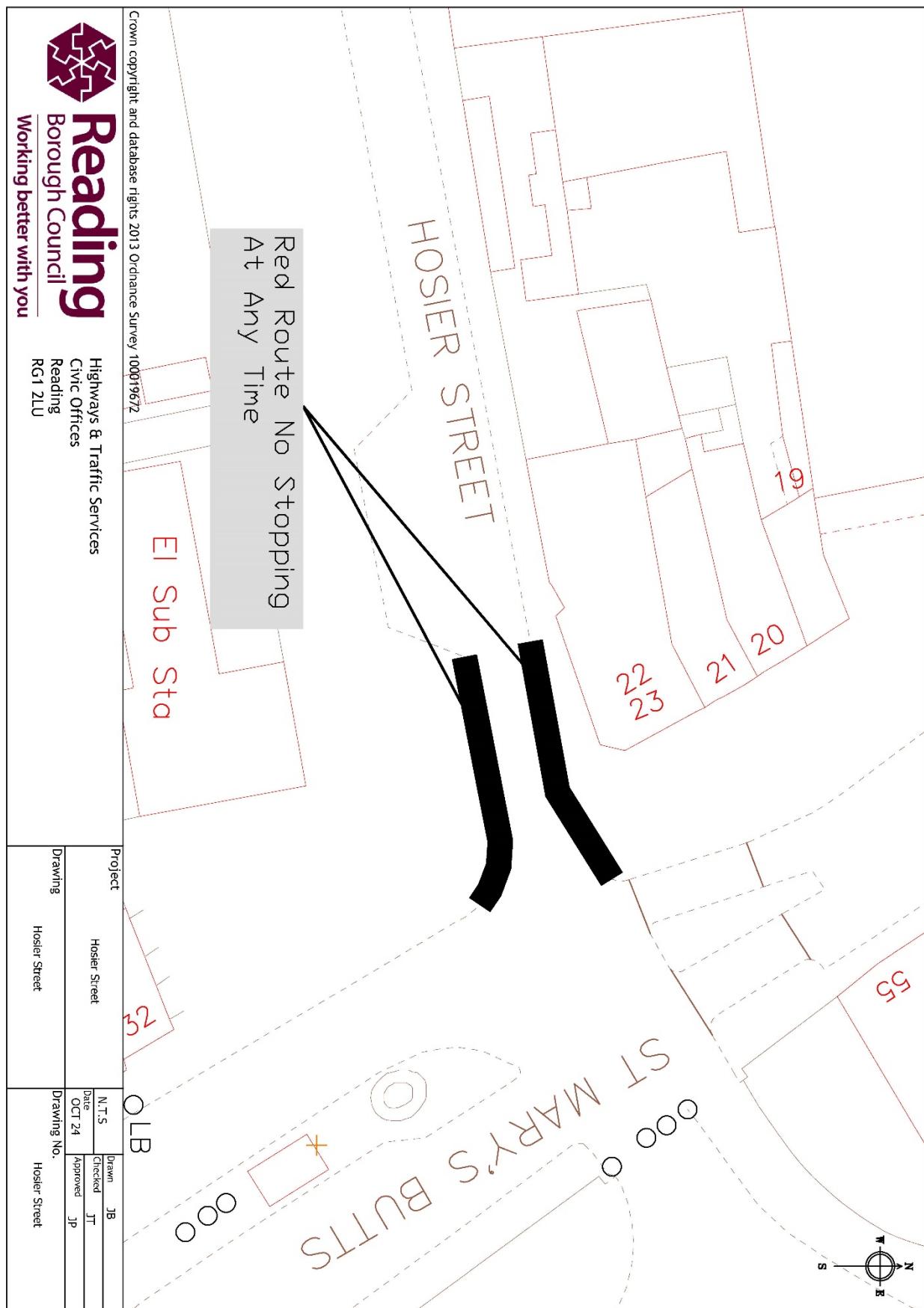




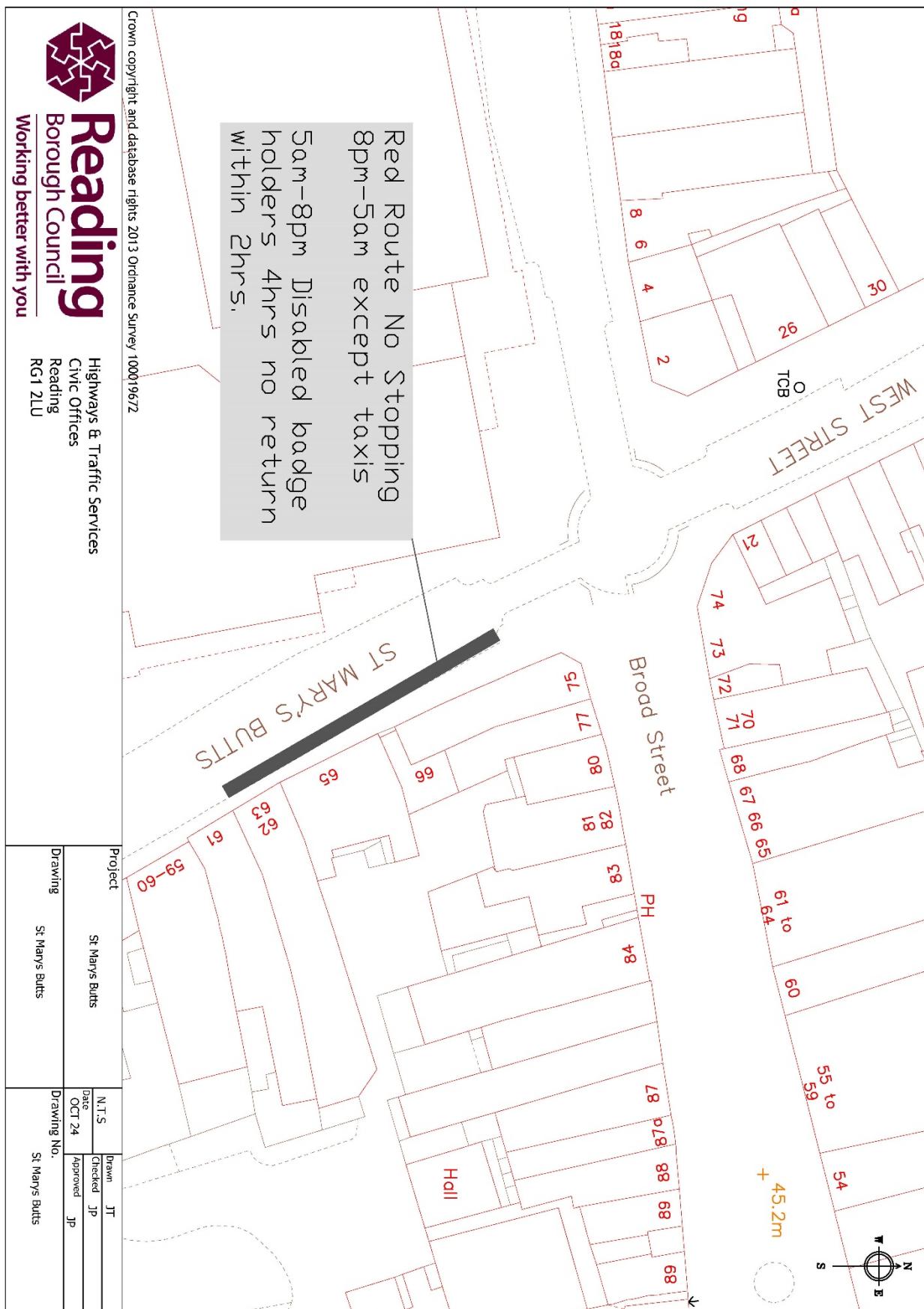
Appendix 1 – TRO 7 (London Road) 5 of 5



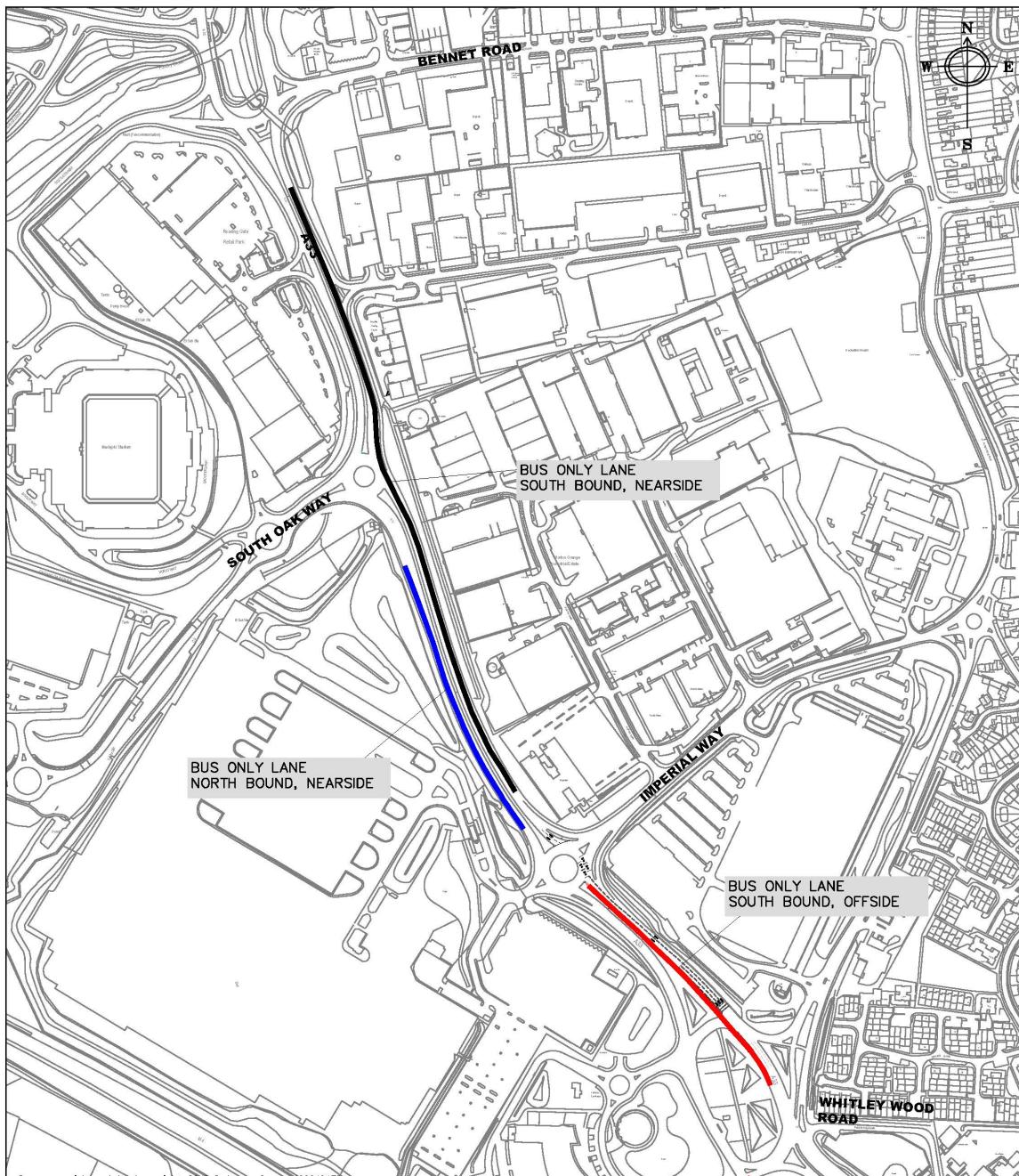
Appendix 1 – TRO 8 (Hosier Street & St Marys Butts) 1 of 2



Appendix 1 – TRO 8 (Hosier Street & St Marys Butts) 2 of 2



Appendix 1 – TRO 9 (A33 Bus Lanes)



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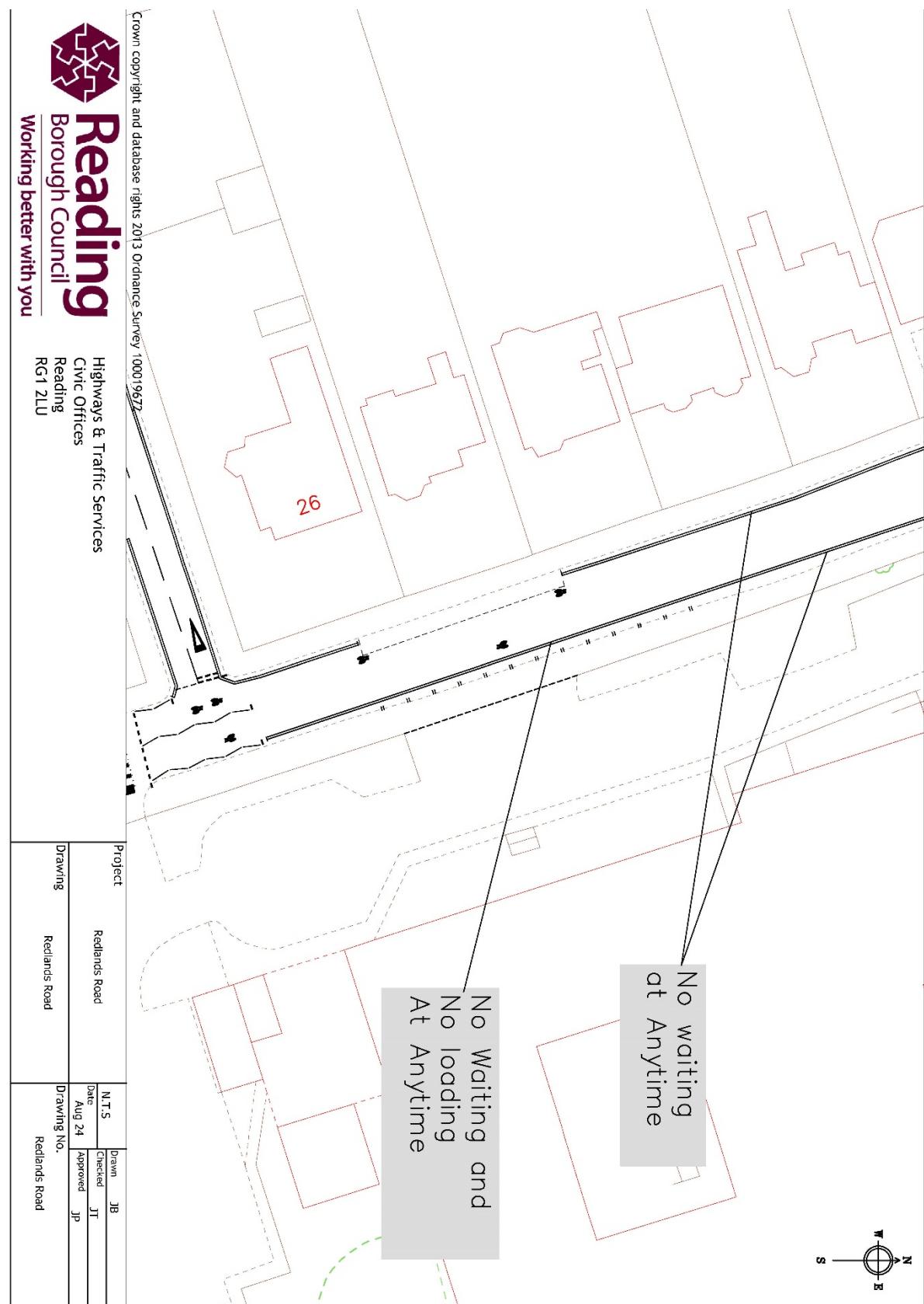
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CAD DRAWING LOCATION:			
project A33 BUS LANE			
drawing CONSULTATION PLAN			
drawn JC	checked JC	approved JP	date SEP 2024
scale N.T.S	drawing no. A33 BUS LANE 001		

Appendix 1 – TRO 10 (Redlands Road)



Appendix 2

Traffic Regulation Order (TRO) Rectification: TRO 7 (London Road)

Summary of feedback received to the proposed Traffic Regulation Order.

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Feedback received:	Support: 0 Object: 1 Neither support nor object: 0
--------------------	--

Line	Response	Comments
1.	Objection	<p>The No waiting at any time and No loading at any time Zone covers areas where residential properties meet the road and are often their only street access. This zone will make it impossible for these residents to accept deliveries and carry out building works on the properties. How would the like of scaffolders access the properties? There needs to be an ability to have flexibility and not where it adds a cost to the residence.</p> <p>This will lead the continued declines in the quality of living conditions for residents along London Road.</p>

Appendix 3

Traffic Regulation Order (TRO) Rectification, TRO 8 (Hosier Street & St Marys Butts)

Summary of feedback received to the proposed Traffic Regulation Order

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Feedback received;	Support:0 Object: 0 Neither support nor object:1
Support/object/neither support nor object	Comments
1. Neither support nor object	Thank you for the consultation. Thames Valley Police have no objections to the amendment to the TRO but ask that the emergency services are included automatically on the exemptions.

Appendix 4

Traffic Regulation Order (TRO) Rectification, TRO 9 (A33 Bus Lanes)

Summary of feedback received to the proposed Traffic Regulation Order

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Feedback received;	Support:0 Object: 0 Neither support nor object:1
Support/object/neither support nor object	Comments
1. Neither support nor object	Thank you for the consultation. Thames Valley Police have no objections to the TRO but ask that the emergency services are included automatically on the exemptions.

Appendix 5

Traffic Regulation Order (TRO) Rectification, TRO 10 (Redlands Road)

Summary of feedback received to the proposed Traffic Regulation Order

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Feedback received;	Support:0 Object: 0 Neither support nor object:1
Support/object/neither support nor object	Comments
1. Neither support nor object	Thank you for the consultation. Thames Valley Police have no objections to the TRO but ask that the emergency services are included automatically on the exemptions.

Appendix 6 – London Street Southbound Bus Lane

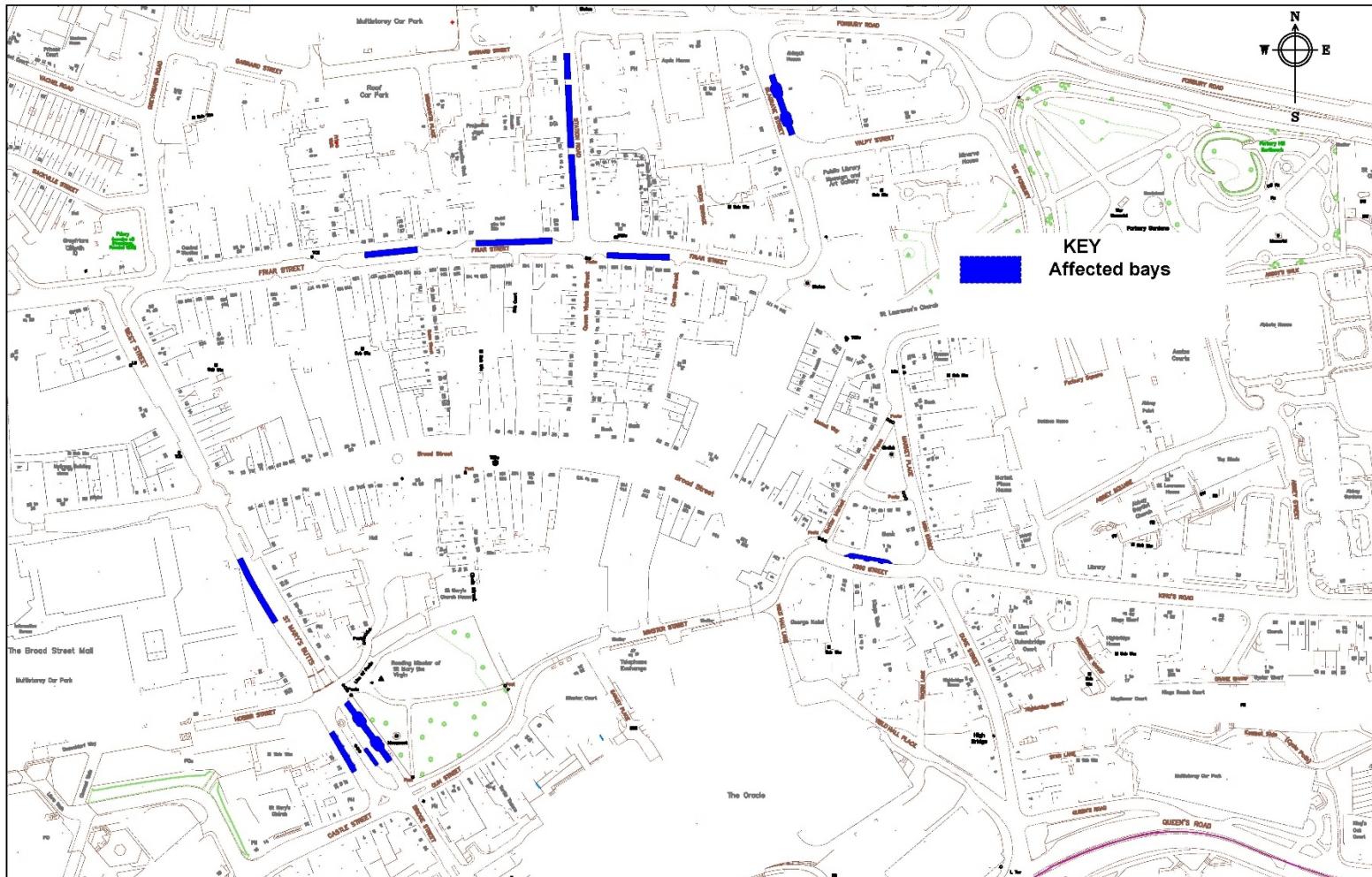


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Project London St Bus Lane Amendment	Scale N.T.S	Drawn JB
	Checked JT	
Date MAY 25	Approved JP	
Drawing London St Bus Lane		Drawing No. London St Bus Lane

Appendix 6 – Town Centre Red Route

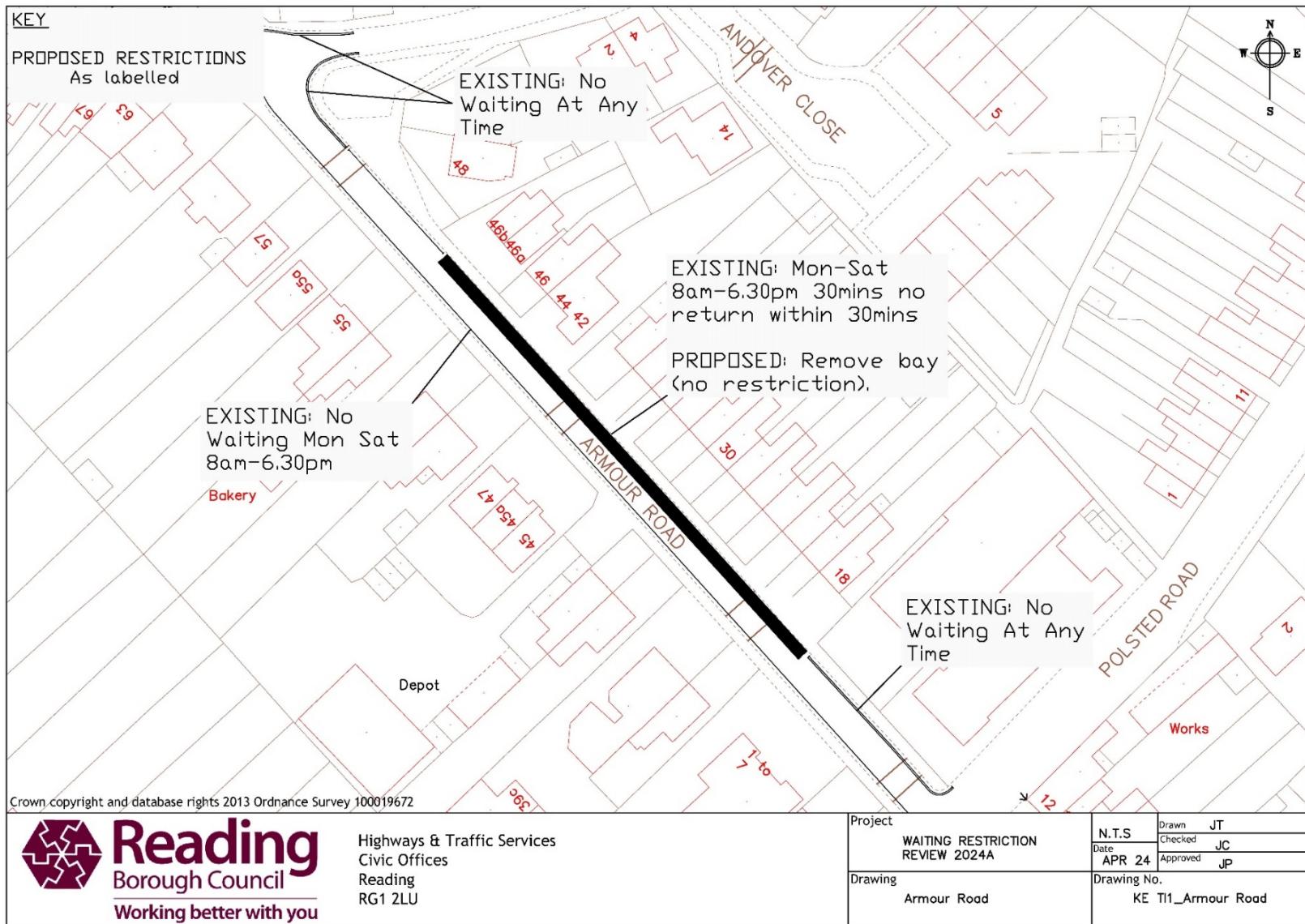


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Project TRO Rectification	Scale N.T.S	Drawn JB
	Date MAY 25	Checked JT
		Approved JP
Drawing TRO_Town Centre Red Route (b)	Drawing No. TRO_Town Centre Red Route (b)	

Appendix 6 – Armour Road (agreed proposal)



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Traffic Management Sub-Committee

11 June 2025



Title	Waiting Restriction Review Programme: a. Objections to 2024A Programme b. 2024B Programme Update
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	James Penman, Network Services Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> That the Sub-Committee notes the content of this report. That the Sub-Committee considers the consultation feedback in Appendix 1 and agree to either implement, amend, or reject each proposal in the 2024A programme. These proposals were advertised as part of the same, single, draft Traffic Regulation Order. Subject to any valid and substantive objection being received, the officer's provisional recommendation is to implement the schemes as advertised. 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 an officer decision regarding the implementation, or otherwise, of the scheme. Agree that the Assistant Director of Legal and Democratic Services be authorised to make and seal the resultant Traffic Regulation Order. Agree 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. That no public inquiry be held into the proposals.

1. Executive Summary

- Requests for new waiting restrictions across the Borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.

1.2. This report informs the Sub-Committee of objections resulting from the statutory consultation for the agreed proposals that formed the 2024A programme. The Sub-Committee asked to consider the content of any objections and conclude the outcome of the proposals. A decision will be required for all items before delivery planning of this programme can commence.

The Sub-Committee is reminded that any scheme that has not received objections has prior approval to be included in the resultant Traffic Regulation Order and implemented as advertised, as per the agreed recommendations of the previous report on this programme (report available [here](#)).

1.3. The statutory consultation for this programme is ongoing and will conclude on 6 June 2025 which is following publication of this report. Therefore, Appendix 1 will be updated to include the responses received since the publication of the initial version as this report is being published in advance of the consultation deadline in order to meet the publication requirements of the sub committee

The statutory consultation process is a legal process of proposing restrictions and seeking responses to those proposals. As such, the officer's provisional recommendation is that the schemes proposed within this programme be implemented as advertised unless a valid and substantive objection(s) is received against that scheme. Appendix 1 will provide officer comments to reflect any alternative officer recommendations, if applicable. Members are reminded that no final decision will be made until all consultation responses have been thoroughly considered.

2. Policy Context

2.1. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal basis for making Traffic Regulation Orders (TROs). It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:

- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) preventing damage to the road or to any building on or near the road, or
- (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or
- (f) preserving or improving the amenities of the area through which the road runs or
- (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995

2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.

2.3. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTRA), as both seek to improve public wellbeing and sustainable development.

3. The Proposal

3.1. The Waiting Restriction Review programme is intended for relatively small-scale alterations to waiting restrictions, to limit costs and resources required for development and ensure that the programme can be progressed within the expected timescales.

Requests for larger area schemes will be added to the 'Requests for Traffic Management Measures' list for development when funding becomes available from local CIL allocations, or other sources.

Requests for new area Resident Permit Parking schemes will not form part of this review programme. Minor alterations to relatively small areas of Resident Permit Parking restrictions may be considered appropriate for inclusion within this programme, on the basis that development of the proposals will follow the same timeline, resourcing and expectations as the rest of the programme.

Current Position – Objections to 2024A Programme

3.2. Approval was given by the Sub-Committee in [March 2024](#) to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.

Investigations were carried out and a recommendation for each scheme was shared with Ward Councillors between 8th-22nd May 2024 for their comments

3.3. A further report to the Sub-Committee in [June 2024](#) sought approval for officers to conduct a statutory consultation for these recommended schemes. The statutory consultation took place between 15th May and 6th June 2025. The feedback received during this consultation, alongside the related scheme drawings, is contained in Appendix 1.

The Sub-Committee is asked to note that the completion of the statutory consultation is after the deadline for report publication. As such, this report is being published initially containing the consultation feedback that has been received up to the publication deadlines in order to meet publication deadlines and that an updated version of Appendix 1 will be published as soon as practicable following the completion of the consultation and in any event once all of the responses to the consultation has been thoroughly considered.

3.4. The statutory consultation process is a community led consultation with members of the public and other statutory consultees prior to making any Traffic Regulation Order to ensure transparency and accountability. Traffic Regulation Orders underlie on-street restrictions and allow them to be implemented and enforced.

The statutory consultation encourages participation in the lawful making process of Traffic Regulation Orders and seeks comments to such schemes so that these may be considered as part of the decision on whether the restrictions be implemented. The draft Order advertised for this programme contained all of the proposed restrictions and changes, so a decision must be made for all items before the order can be made and sealed and any element implemented. No further development progress can be made on any element of the Traffic Regulation Order until the decisions for all elements have been made.

Statutory consultations are not voting processes, where a higher number of objections compared with comments of support would necessarily lead to proposals not being implemented. Rather, it is expected that the responses will be balanced toward objections and the Council needs to consider the reasons provided in the objections and decide whether a scheme is amended, removed or installed as advertised.

Statutory consultations are open for anyone considered to be impacted to respond, meaning that the respondent's address and other personal information is irrelevant.

Under Data Protection law, capturing this information is not necessary and therefore is not a requirement.

Current Position – 2024B Programme

3.5. At the [September 2024](#) meeting of the Sub-Committee, a list of requests for potential inclusion into the 2024B programme was reported and the Sub-Committee agreed the locations that should be investigated for potential treatment.

Regretfully, the officer resource for undertaking this work has been occupied with other high priority work, particularly the TRO Rectification project as reported elsewhere on this Sub-Committee agenda. While some work has commenced, it is with regret that it was not sufficiently advanced for reporting to this Sub-Committee meeting.

It is expected that officers will be able to report scheme recommendations to the September 2025 meeting, seeking agreement to undertake the statutory consultation. Officers will share the initial recommendations with Ward Councillors for comment ahead of that meeting.

Options Considered

3.6. The Sub-Committee is asked to consider the content of the objections against the proposals in the 2024A programme as reported in the final version of Appendix 1:

a. **[Recommended]** Agree to implement each scheme as advertised, subject to substantive objection being received.

This is not a predetermination of the outcome of the consultation. Section 3.4 sets out the purpose of the statutory consultation process, which is the proposed introduction of a scheme. The officer recommendation is therefore to introduce the scheme as advertised.

However, there will be situations where the content of an objection may provide cause for officers to recommend a different recommendation, such as a substantive issue that hadn't been anticipated during the scheme design. Given that, at the time of writing, the consultation has not concluded, officers will highlight any scheme where a different outcome is recommended.

Where a scheme is agreed for implementation as advertised, it will be confirmed as forming part of the resultant TRO and be introduced.

b. Remove the scheme

Where a decision is taken to remove a scheme from the programme, it will be removed from the resultant TRO and will not be introduced.

c. Agree an amended version of the scheme be introduced

While it is possible to adjust the scheme that is to be included in the resultant TRO and introduced, there are risks in doing so due to the compliance with legal processes for consulting and implementing TROs. If there is considered to be a risk that such a change could have changed the way in which people would have responded to the statutory consultation, it is likely that such a proposed amendment would require re-consulting.

In this situation, and in order to prevent a delay to programme development and reduce costs, officers recommend that such a proposal be moved into a future Waiting Restriction Review programme, or the scheme removed entirely (as per Section 3.6.b).

d. Do nothing

If no decision is taken and the TRO is not sealed within two years following the date of the statutory consultation commencing, the draft TRO becomes void and those schemes cannot be implemented.

3.7. Any scheme that has not received objections has prior approval to be included in the resultant Traffic Regulation Order and implemented as advertised, as per the agreed recommendations of the previous report on this programme (report available [here](#)). These schemes do not appear on Appendix 1.

3.8. There is a risk that written/postal consultation submissions sent within the consultation period may not be received by officers in time for this Sub-Committee meeting. It is therefore recommended that, as per recommendation 3 of this report, there is a delegated process in place to consider these and make a final implementation decision if this situation arises.

The recommended delegation is that 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 that an officer decision regarding the implementation, or otherwise, of the scheme be made.

In this situation, Ward Councillors and respondents to the statutory consultation will be informed of this decision and a further update report to a future Sub-Committee meeting will confirm the outcome.

4. Contribution to Strategic Aims

4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading
- Secure Reading's economic and cultural success
- Deliver a sustainable and healthy environment and reduce our carbon footprint
- Safeguard and support the health and wellbeing of Reading's adults and children
- Ensure Reading Borough Council is fit for the future

4.2. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first
- Building on strong foundations
- Recognising, respecting, and nurturing all our diverse communities
- Involving, collaborating, and empowering residents
- Being proudly ambitious for Reading

4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

4.4. The recommendations in this report align with the Council's priorities, namely:

Deliver a sustainable and healthy environment and reduce our carbon footprint

The Road Traffic Regulation Act enables the Council to introduce measures like speed limits, low-emission zones, or restrictions on certain vehicles. These provisions directly support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel like walking and cycling.

By implementing TROs, the Council can create more green spaces and pedestrian friendly areas, aligning with its goal of promoting a healthy environment which has a

positive impact on the life of every resident – making Reading a greener, more attractive place to live, with a tangible impact on physical and mental health and life expectancy.

These actions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable can safely use public spaces, regardless of age or ability.

By managing traffic to reduce congestion and improve public transport flow, the Council can boost local economic activities and make it easier for everyone to access education, skills and training and good jobs.

The recommendations of this report relate to restrictions that should directly benefit the flow of traffic, improve accessibility and reduce road safety risks.

5. Environmental and Climate Implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has been conducted for the recommendations of this report, resulting in a net minor positive impact.

The making of the resultant permanent TRO will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.

There will be a minor negative impact for the initial delivery of the schemes and negligible infrequent minor negative impact for maintenance thereafter (e.g. refreshing faded lining).

However, it is expected that these relatively minor negative impacts over short periods of time will be more than overcome by the benefits of the implemented programme of schemes. The proposals cover perceived local safety/risk reduction, accessibility and traffic flow issues that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

6. Community Engagement

- 6.1. Persons requesting waiting restrictions are informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 6.2. Ward Councillors are provided with the recommended proposals prior to these being agreed for statutory consultation by the Sub-Committee. This provides an opportunity for a level of informal consultation in order to provide initial feedback to officers. Ward Councillors are also made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.
- 6.3. Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website.
- 6.4. Where responses to statutory consultations include petitions that have not been separately reported, the lead petitioner(s) will be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes. Respondents to statutory consultations will also be informed of the Sub-Committee decisions.
- 6.5. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

7. Equality Implications

7.1. Under the Equality Act 2010, Section 149, a public authority 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.

7.2. It is not considered that an Equality Impact Assessment is relevant as the proposals are not anticipated to have a differential impact on people with protected characteristics. The statutory consultation process provides an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

8. Other Relevant Considerations

8.1. There are none.

9. Legal Implications

9.1. The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders.

9.2. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes to be followed in making TROs.

9.3. Before making a TRO, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any comments to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.

With any traffic regulation order proposals, the Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the TRO as published, modify it, or abandon it. If it is agreed to proceed, the TRO is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.

9.4. The Council has considered its Network Management Duty under the Traffic Management Act 2004 and its Section 122 duty under the Road Traffic Regulation Act 1984.

Network Management Duty

9.5. Part 2 Section 16 (1) of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

(2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—

(a) the more efficient use of their road network; or

(b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority). This duty places an ongoing obligation in ensuring overall traffic efficiency and network performance and not only applies to vehicles but all to pedestrians and cyclists.

Section 122 duty

9.6. Further Section 122 of the Road Traffic Regulation Act 1984 places a duty on the local authority so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In carrying out this exercise the Council must have regard to the following:

- Desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
- The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the local authority to be relevant.

9.7. This duty focuses on the making of individual traffic regulation decisions.

9.8. Each of these duties has been considered in detail in relation to the schemes identified in this report.

9.9. Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

10.1. The cost of undertaking the statutory consultation and order making process, in addition to the delivery of this programme of schemes (subject to agreement) is anticipated to be less than £50,000.

10.2. In addition to the implications referred in Section 10.1, the making of the resultant TRO and delivery of the schemes therein enable civil enforcement to be undertaken. While the objective of the restrictions is to prevent the issues that were occurring previously and/or prevent unauthorised access to parts of the Highway, contraventions do occur and these generate revenue that is invested as per the Council's Annual Parking Reports. Additionally, parking restrictions help to minimise accelerated damage to the Highway occurring through, for example, parking on the footway and verges. These mitigations reduce the burden on the Council's Highway Maintenance budgets.

Capital Implications

10.3. The Waiting Restriction Review programmes are funded by capital allocations from the Integrated Transport Block, currently providing £100,000 annually toward the delivery of the twice-annual programmes.

Value for Money (VFM)

10.4. The programme provides value for money by collating requests and developing and delivering schemes as a single project. In comparison to an alternative of addressing requests on a more ad-hoc basis, this provides the benefit of resourcing efficiency and financial economies of scale. For example, the restrictions are included in a single Traffic Regulation Order, minimising advertising costs and the lining implementation is commissioned as a single project.

All aspects of the programme that can be delivered using Reading Borough Council's own resources will be delivered internally and not outsourced. This includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

Risk Assessment

10.5 The primary risk with this 2024A programme is the deferral of a decision regarding the elements of the programme to be agreed (or otherwise) for delivery. Deferral will result in crossover of resource-intensive elements for multiple programmes and schemes being developed by the same staffing resource. This will result in slippage to other schemes, which could have financial implications as well as impacting on the delivery expectations of these other schemes.

The financial risks with the Waiting Restriction Review programmes overall should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 3.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

10.5. Andy Stockle has cleared these Financial Implications.

11. Timetable for Implementation

11.1. The following tables provide the intended timeline:

Table 1 (2024A programme)

Line	Milestone	When (Subject to change)
1	Adjust the TRO according to the decisions of the Sub-Committee	Summer 2025
2	Make the resultant TRO	Summer 2025
3	Deliver the schemes	Autumn 2025

Table 2 (2024B Programme)

Line	Milestone	When (Subject to change)
1	Site surveys, preparation of recommendation report and drawings	In progress
2	Share recommendations with Ward Councillors for comment (3–4-week period)	Expected by July 2025
3	Report recommendations to Traffic Management Sub-Committee (TMSC), seeking agreement to undertake statutory consultation	September 2025
4	Draft TRO following decisions of TMSC	October 2025
5	Undertake statutory consultation	October/November 2025
6	Report objections to TMSC, seeking agreement to implement	November 2025

7	Adjust the TRO according to the decisions of the Sub-Committee	Winter 2025
8	Make the resultant TRO	Winter 2025
9	Deliver the schemes	Early Spring 2026

12. Background Papers

12.1. There are none.

Appendices –

1. Objections and other feedback received to the statutory consultation for the 2024A programme and the advertised drawings relating to those proposals

APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME 2024A

Summary of feedback received to the proposed Traffic Regulation Order

Version 2, updated 07/06/2025 (following completion of the consultation)

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Ward - Street	Summary of Original Request	Feedback received	
Abbey - Bembridge Place	Request to create a Traffic Regulation Order that covers the restrictions marked on the road, in order to allow enforcement to take place.	Support: 0 Object: 3 Neither support nor object: 0	
	Officer comment: The proposal for this scheme was to formalise the existing restrictions that were present in the street, thought to have been implemented on an advisory basis prior to Highway adoption. There is indication in the feedback received that respondents are expecting <i>additional</i> restrictions as part of this proposal, which is not the case. The proposal is that the restrictions, as indicated on street, will remain unchanged, but there will be a TRO in place to formalise them, make them compliant and enable enforcement.		
1. Object	<p>I am writing to formally object to the proposed waiting restrictions (Order WRR2024A) for Bembridge Place, Reading, as detailed in the consultation notice dated 15 May 2025.</p> <p>I [REDACTED]. I strongly oppose the proposed “No Waiting At Any Time” restrictions, and would like to raise the following key concerns:</p> <ol style="list-style-type: none">1. Bembridge Place Already Has Double Yellow Lines		

	<p>The entire street is already subject to double yellow lines, meaning there are no legal parking spaces at present. Introducing further restrictions is redundant and risks over-enforcement that could disproportionately affect legitimate users, including Blue Badge holders and local businesses.</p> <p>2. Impact on Disabled Access</p> <p>As a Blue Badge holder, I am entitled to park on double yellow lines for up to three hours, provided it does not cause obstruction. This is critical for my independence and for accessing [REDACTED]. The proposed restrictions jeopardize this right and would severely impact my mobility.</p> <p>3. Negative Impact on Business Operations</p> <p>[REDACTED] relies on daily deliveries from suppliers and collections by food delivery drivers. These vehicles need short-term access to the street to keep operations running efficiently. A blanket “No Waiting At Any Time” restriction would make it nearly impossible for these services to function.</p> <p>4. No Viable Alternatives Provided</p> <p>The proposal includes no accommodations for loading, short-term stops, or Blue Badge holders. There are also no nearby alternatives that would reasonably serve the needs of businesses and disabled residents.</p> <p>5. Limited Local Traffic and Usage</p> <p>Bembridge Place is a no-exit road with minimal traffic. The only vehicular access is for the underground car park of a single residential building, which has just 17 parking spaces. There is no through traffic, no major congestion, and no compelling safety justification for such restrictive measures.</p> <p>Given the above, I respectfully request that this proposal be reconsidered. At the very least, any new restrictions must include clear exemptions for Blue Badge holders and allow for short-term loading/unloading access for businesses. Imposing blanket restrictions on a quiet, limited-access road without considering its actual usage and community needs is neither reasonable nor justified.</p>
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2. Object	<p>I am writing to formally object to the proposed waiting restrictions on Bembridge Place (Drawing No. WRR2024A/AB2), as outlined in the public consultation notice dated 15 May 2025.</p> <p>We are a small, independent business located on or near Bembridge Place, and we rely heavily on both delivery drivers supplying goods to us and takeaway drivers collecting food for our customers throughout the day and evening. The proposed “No Waiting At Any Time” restrictions on both the east and south sides of Bembridge Place would seriously impact our day-to-day operations.</p> <p>Delivery access is essential for receiving stock and supplies in a timely and efficient manner. In addition, a significant portion of our trade comes from food delivery apps and takeaway drivers who need to stop briefly outside the premises to collect orders. These restrictions would prevent them from doing so, causing delays, customer dissatisfaction, and ultimately a loss of business.</p> <p>As a small business, we simply do not have the flexibility or resources to adapt to these changes. We urge Reading Borough Council to reconsider the current proposal, or alternatively, to introduce a limited waiting/loading provision for business and takeaway use during key trading hours.</p> <p>Please register this as a formal objection. We are more than willing to provide further information or engage in discussions to explore a more workable solution that protects both traffic flow and local businesses.</p>
3. Object	<p>I am writing to formally object to the proposed waiting restrictions on Bembridge Place (Drawing No. WRR2024A/AB2), as outlined in the public consultation notice dated 15 May 2025.</p> <p>We are a small, independent business located on or near Bembridge Place, and we rely heavily on both delivery drivers supplying goods to us and takeaway drivers collecting food for our customers throughout the day and evening. The proposed “No Waiting At Any Time” restrictions on both the east and south sides of Bembridge Place would seriously impact our day-to-day operations.</p> <p>Delivery access is essential for receiving stock and supplies in a timely and efficient manner. In addition, a significant portion of our trade comes from food delivery apps and takeaway drivers who need to stop</p>

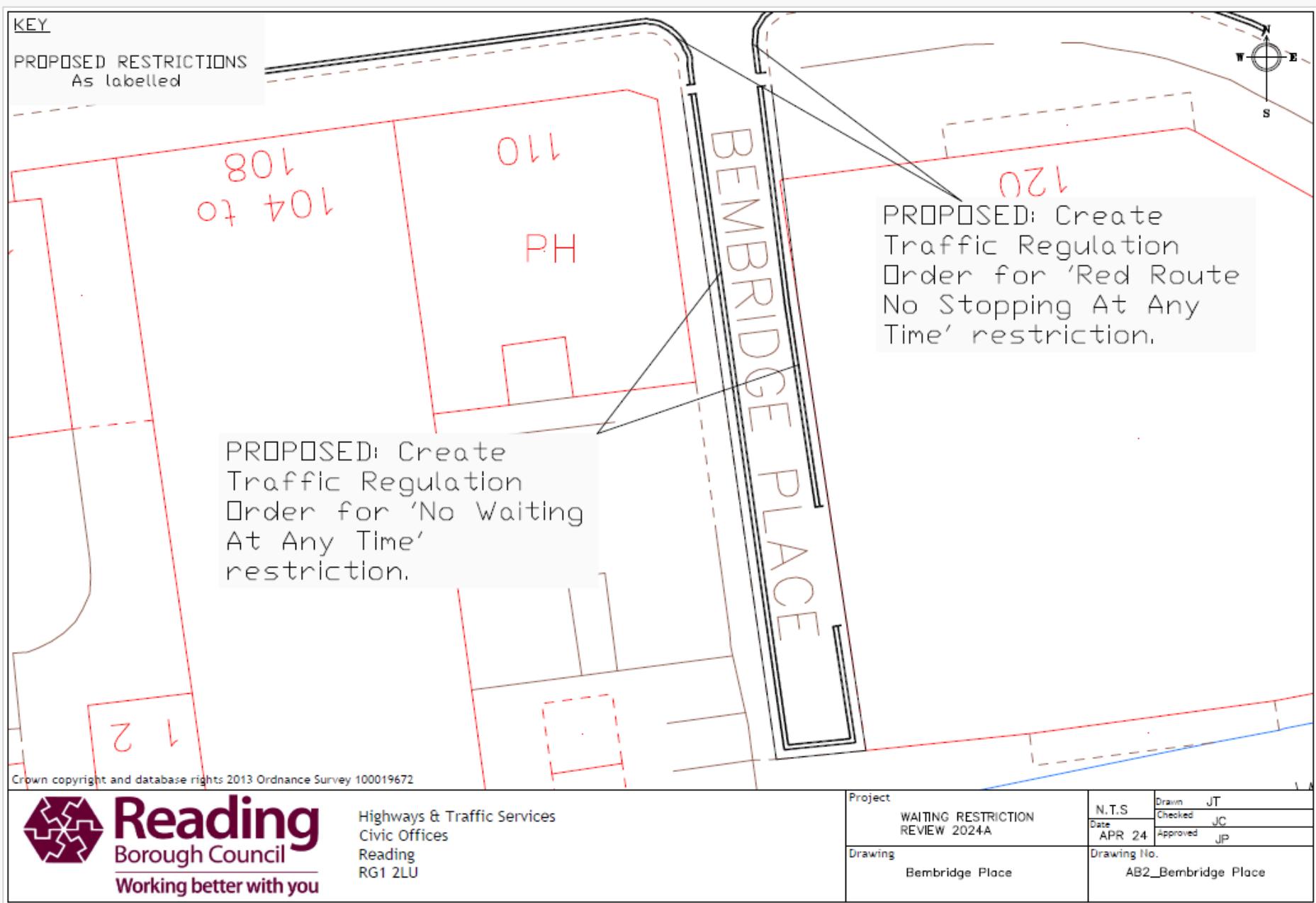
briefly outside the premises to collect orders. These restrictions would prevent them from doing so, causing delays, customer dissatisfaction, and ultimately a loss of business.

As a small business, we simply do not have the flexibility or resources to adapt to these changes. We urge Reading Borough Council to reconsider the current proposal, or alternatively, to introduce a limited waiting/loading provision for business and takeaway use during key trading hours.

Please register this as a formal objection. We are more than willing to provide further information or engage in discussions to explore a more workable solution that protects both traffic flow and local businesses.

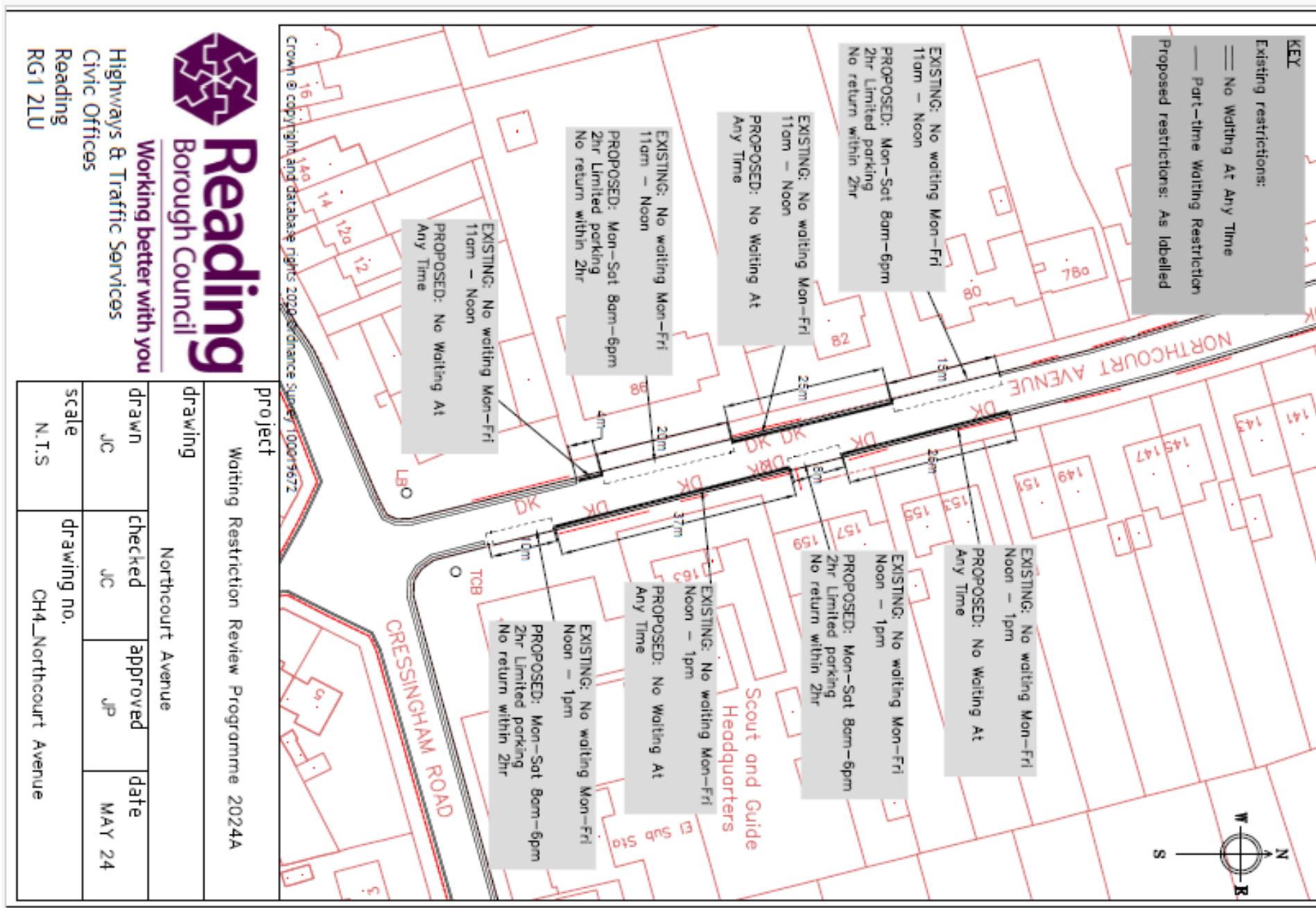
OFFICER COMMENT:

This and the submission on line 2 were indicated as being sent by different individuals.



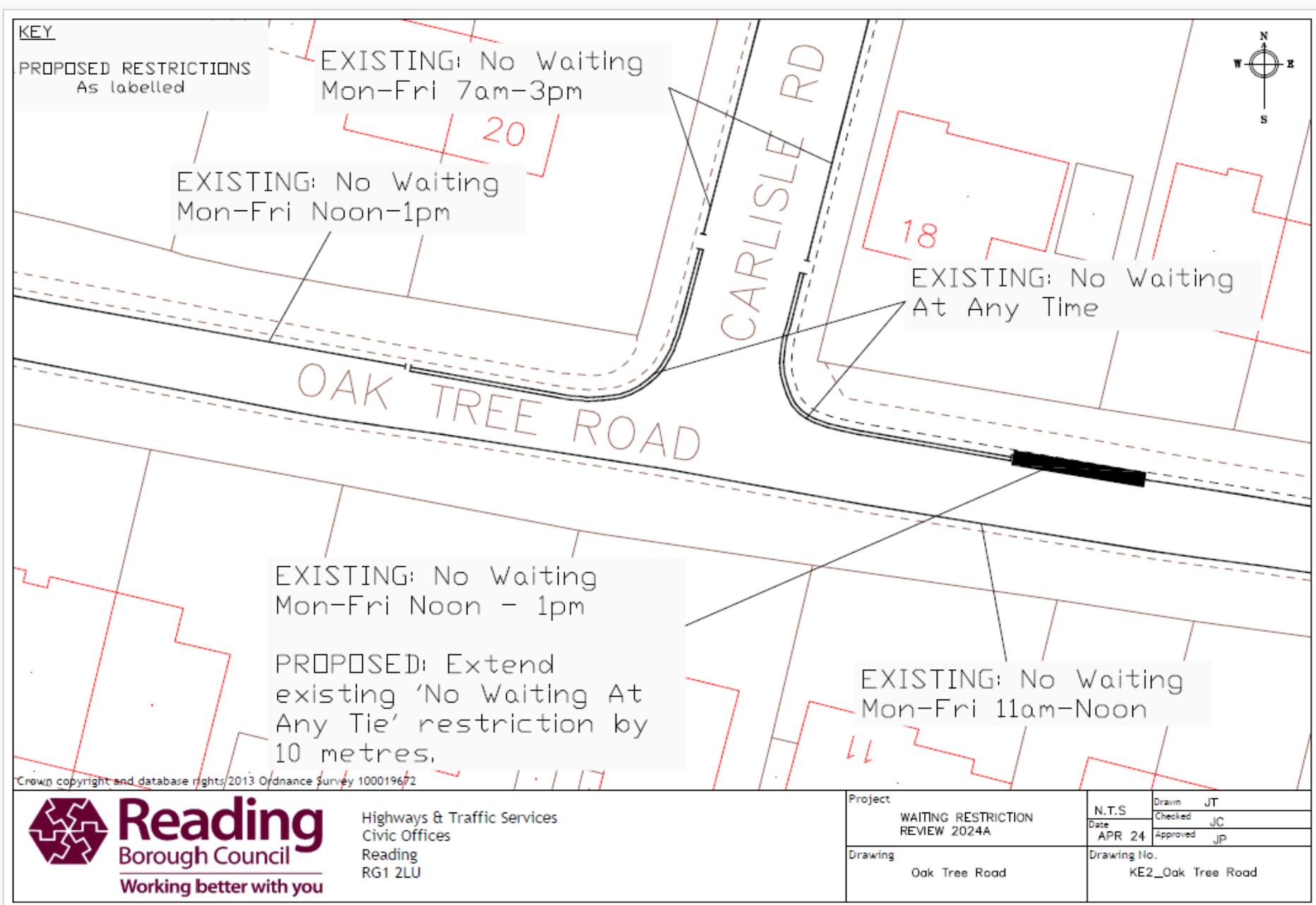
Ward - Street	Summary of Original Request	Feedback received
Church - Northcourt Avenue	<p>Concerns have been raised about the level of footway parking on both sides toward the junction at the south end of the road. A request has been made for a bay-marked solution that can serve local needs but keep the parking on the carriageway. This would very likely require a stretch of double-yellow-lines opposite, due to the road width.</p>	<p>Support: 0 Object: 2 Neither support nor object: 0</p>
1. Object	<p>With reference to the above consultation in progress (Ref: WRR2024A) we wish to raise our objections as follows:</p> <p>Whilst we do not object to the proposal for the installation of speed humps or the proposed speed limit restrictions, as we recognise this will improve road safety, we must raise our objection against the proposed parking restrictions.</p> <p>We feel these further proposed parking restrictions will seriously affect the day to day running of our business. The parking restrictions previously put in place, including double yellow lines across the [REDACTED] time restricted parking along the avenue have already had an impact and whilst we support the need for safety, we also have to be able to run our business. [REDACTED] As a small business we heavily rely on the ability to be able to access a proportion of on road parking [REDACTED].</p> <p>The recent building work at the Scout hut on Northcourt Avenue has caused chaos with additional vehicles being parked and a heavier flow of disruptive traffic. However, since this work is now finished the traffic and parking situation has returned to a manageable and satisfactory standard.</p> <p>We would kindly ask that you seriously consider this objection to the proposed extension of parking restrictions already in place when making your decision. We strongly feel our business viability would be at risk if these changes were imposed.</p>	

2. Object	<p>Consultation - Proposal for Waiting Restrictions on the southern 100m of Northcourt Avenue northwards from its Junction with Cressingham Road</p> <p>With reference to the above consultation (Ref WRR2024A), we wish to formally raise our objection to the proposed restrictions on waiting/parking.</p> <p>Whilst writing, we wish to record that we wholly support the proposals for the also advertised works for the installation of traffic calming measures and a reduction in the speed limit to Northcourt Avenue, as we believe this will help with road safety. However, the proposed parking restrictions will detrimentally impact on our operations and so we must object to them.</p> <p>The current parking restrictions outside and near our premises operates very well: it does not impact on the dropping off and picking up [REDACTED] and allows parking if required (also mainly outside the peak traffic periods). However, the proposed restrictions will impact on this.</p> <p>We have operated our facility for the benefit of the community [REDACTED], and although we acknowledge that with [REDACTED] and the situation with the parking has returned to normal. To repeat, in our view the current parking restrictions work well and fit in well with our usage and operations, and we do not wish to see them changed.</p> <p>In conclusion, we would be grateful if you could take into account our objection to the proposed amended parking restrictions. We have just [REDACTED]; the imposition of the proposed parking restrictions - that will impact on the operation of our facility - would be disappointing.</p> <p>We thank you in anticipation of your assistance and understanding of our position and concern, and we look forward to hearing from you in the near future.</p>
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Ward -Street	Summary of Original Request	Feedback received
Kentwood - Oak Tree Road	Request for additional restrictions near the junction with Carlisle Road to help reduce obstructive parking on the narrow road.	Support: 3 Object: 0 Neither support nor object: 0
1. Support	<p>[REDACTED] are pleased to see the planning notice for the extension of the double yellow outside [REDACTED]- which we support.</p> <p>The extended double yellow line will certainly make [REDACTED]. Could we also request that double yellow lines are also applied to the North side of Oak Tree Road to mirror the South side.</p> <p>Access to and from [REDACTED] is difficult due to the steepness of the driveway and when vehicle are parked opposite the driveway is it extremely difficult to exit safely. When trying to avoid the vehicle parked opposite it can be very difficult to see pedestrians and cyclists let alone other motorised vehicles on Oak Tree Road.</p> <p>Double yellow lines on the North side would help protect the junction of Oak Tree Road with Carlisle Road. Many vehicles from car, vans to large trucks use Carlisle Road to turn around. When vehicles are parked on the North side this can a hazardless manouver for both the turning vehicles and users of Oak Tree Road.</p> <p>In addition over the years that we have lived at [REDACTED] we have had two instances where [REDACTED] due to parked car restricting the view of fast moving traffic on Oak Tree Road when exiting from Carlisle Road.</p>	
2. Support	<p>I am totally FOR the proposed extension of a complete No Waiting zone on this part of Oak Tree Road.</p> <p>I live [REDACTED] the proposed extension and find it very difficult, and sometimes dangerous, to exit my own drive when there is a car parked in this area. Also, the immediate neighbours visibility, on either side of the proposed area, is also limited when a car is parked there.</p>	

	<p>It literally is an accident waiting to happen as Oak Tree Road is a popular cut through road to/from the village area to the Oxford Road, and traffic levels can be very high (it's not just residents that use this route). Most of the time the people who park there literally park and then walk off down the road, so they are definitely not even Oak Tree Road residents.</p>
3. Support	<p>I'm e-mailing in response to the above reference number which I am totally in Favour of FOR the proposed extension of a complete No Waiting zone on this part of Oak Tree Road.</p> <p>[REDACTED] alot of the time find it extremely difficult, and sometimes dangerous, to exit [REDACTED] when there is a car parked in this area. Also, the immediate neighbours visibility, on either side of the proposed area, is also limited when a car is parked there.</p> <p>It literally is an accident waiting to happen as Oak Tree Road is a popular cut through road to/from the village area to the Oxford Road, and traffic levels can be very high (it's not just residents that use this route).</p> <p>I've attached a photo to show you how little space is left, and visibility is reduced, when cars park in the proposed area. This car parked there all weekend just gone from Friday through to Monday.</p>



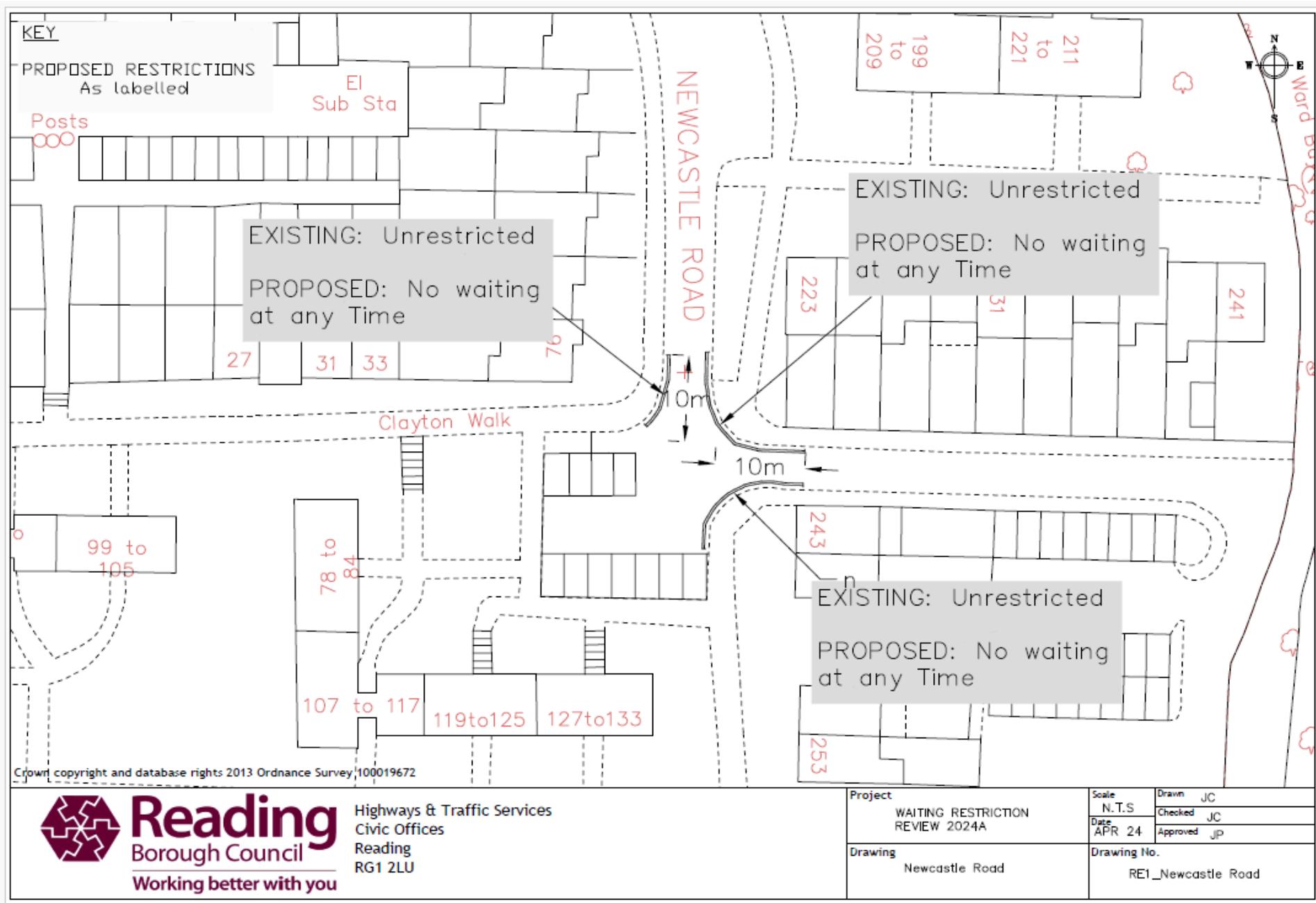
Ward - Street	Summary of Original Request	Feedback received
Kentwood and Tilehurst - Armour Road	<p>Request to remove the limited waiting bay south of the junction with Lower Armour Road, due to vehicles obstructing resident driveways.</p> <p>Decision at TMSC June 2024 to propose removal of the bay and not to place any alternative waiting restrictions in its place.</p>	Not Applicable
	<p>Officer Comment:</p> <p>During preparation of the draft Traffic Regulation Order for this Waiting Restriction Review programme, and following detailed investigation, officers have been unable to find a valid Traffic Regulation Order (TRO) for this bay. Other restrictions in Armour Road have valid TROs in place.</p> <p>As a result, it is considered that there is no TRO for which the Council could propose revoking during a statutory consultation and the bay markings and accompanying signs can be removed, as per the agreed proposal for this element of the programme. This additionally rectifies the situation of non-compliance between the regulatory signs/markings and TRO at this location. This work is being instructed.</p>	



Ward -Street	Summary of Original Request	Feedback received
Redlands - Newcastle Road	Request for restrictions in the car parking area at the southeast end of Newcastle Road to tackle inconsiderate parking on the pavement and at junctions.	Support: 0 Object: 3 Neither support nor object: 0
1. Object	<p>I am sending this email regarding these new yellow lines that will be installed at the end of Newcastle Road/Clayton Walk. I live at [REDACTED] and looking at the drawings, it shows that these yellow lines is [REDACTED]. Two things, first is I have a [REDACTED]. Second, I have a [REDACTED]which does not allow me to park my car in my driveway. I would totally object to having these yellow lines [REDACTED].</p> <p>I have lived here for the last [REDACTED], and there is not a week goes by but problem after problem with parking in this area. There were suggestions made around about 10 to 12yrs ago, of removing the green in front of the flats. Never heard anything back.</p> <p>Now that the work is completed, mostly at the weekends is chopper block. If they can't get a parking space they will park a long Clayton Walk, so people have to walk on the grass verge to get by. I have asked the council on many occasions to put steel bollards in place to stop these cars from parking a long there, no one wants to do anything about this problem. You have the same problem across the road they park up on the foot path as well. You can't say any thing to these people because you never know how they would react??</p> <p>I would be very grateful when making your decision regarding yellow lines outside [REDACTED], you take into account [REDACTED] and the problems that it would cause me. I look forward in hearing back from you, or if need any more information please do contact me. I have left my details at bottom of this email.</p>	
2. Object	We are objecting to the yellow lines unless yellow lines are extended up on the opposite side of the road to [REDACTED] houses. Due to people parking on that side of the road which will make it difficult to swing the car into [REDACTED].i have had a [REDACTED] But if people park on the opposite side without the yellow lines this is going to cause me distress.please find attached photos my contact number is [REDACTED].	
3. Object	I have just seen the propossal for yellow lines at the top of Newcastle Road. If you install them it will mean cars that park there will need somewhere else to park. I have been trying to get yellow	

lines painted opposite [REDACTED] for years, each council member who comes around for election say they will look into this. No one has done anything as we are only 3 houses that have this issue. The Road is not wide enough for us to reverse out of our driveway if a car is parked opposite. Therefore we are either having to park outside our houses on the road or take up valuable layby spaces.

If you can put them at the top why cant you also do opposite [REDACTED] at the same time. Kind therefore object to this proposal.



Ward - Street	Summary of Original Request	Feedback received
Thames - Addison Road	Request for restrictions to prevent obstructive parking around the junction.	Support: 5 Object: 14 Neither support nor object: 0
1. Object	<p>I am writing to express my strong and unequivocal objection to the proposed double yellow lines on Addison Road near the junction with Printers Road, as outlined in the WRR2024A consultation.</p> <p>Let me be absolutely clear: this proposal is completely unacceptable to local residents. We already face a severe lack of parking in this area, and the situation is often unmanageable, especially in the evenings and on weekends. Removing even a single space, let alone several, would further exacerbate an already broken system.</p> <p>These plans show a complete disconnect from the reality of what it's like to live here. Residents are not just inconvenienced by the lack of parking – we are routinely forced to park streets away from our own homes. Adding more restrictions without offering any form of mitigation or alternative solutions is not just frustrating – it feels like an outright disregard for the people who actually live here.</p> <p>There has been no meaningful local consultation, no consideration of the wider impact, and no recognition that many of us depend on these spaces for our daily lives. People with children, elderly residents, carers, and tradespeople all rely on being able to park within a reasonable distance. This proposal throws all of that out the window.</p> <p>If the Council is genuinely committed to “community-led” planning and public engagement, then this proposal needs to be scrapped or radically scaled back immediately. Residents will not accept being continually pushed out of our own neighbourhood by decisions made without proper understanding or support.</p> <p>I urge you to reject this damaging and poorly thought-out plan, and instead engage with residents to find real, workable solutions to the ongoing parking crisis in this area.</p>	

2. Object	<p>I am writing to express my strong and unequivocal objection to the proposed "No Waiting At Any Time" restrictions on Addison Road near its junction with Printers Road, as detailed in the WRR2024A consultation.</p> <p>This proposal is, quite frankly, an insult to the residents of this area, many of whom are already at breaking point due to the chronic lack of available parking. We have already lost a number of parking spaces as a direct result of the Printworks development, which – crucially – includes private parking spaces for its own residents that we are not allowed to use. Local residents are now being squeezed out of our own neighbourhood with no alternative options provided.</p> <p>To add insult to injury, we are also expected to pay for parking permits just to have a shot at parking anywhere near our homes – and even then, it's a gamble most evenings. The idea that the Council would propose to remove yet more parking spaces from an already overburdened street – without community consultation, without alternative arrangements, and without any plan to alleviate the pressure – is beyond frustrating. It's unacceptable.</p> <p>We are not asking for luxuries – we are asking for basic access to our own homes. Residents with children, mobility issues, or who rely on carers are being pushed to the limits by relentless restrictions like these. This proposal shows a total lack of understanding and empathy for the day-to-day challenges we already face.</p> <p>If safety at the junction is a concern, then a sensible compromise must be found – one that doesn't come at the expense of residents who are already struggling. Simply drawing more double yellow lines and calling it a solution is lazy, short-sighted, and deeply inconsiderate.</p> <p>I urge you in the strongest possible terms to reject this proposal outright or work with residents to develop a realistic, balanced solution. Continuing to chip away at our parking availability is not sustainable, and this proposal will be met with ongoing and vocal opposition if it proceeds.</p>
3. Object	<p>I am writing to express my strong objection to the proposed "No waiting at any time" restriction on Addison Road and Printers Road (Drawing No. TH1_Addison Rd Printers Rd, dated APR 24).</p>

	<p>The current proposal unreasonably impacts the residents of Addison Road (and the wider area residents within the parking zone 03R) for what appears to be very minimal safety benefit.</p> <p>Existing residents of Addison Road have already had a loss of parking availability due to new developments on the street. The impact of this should have been better mitigated by providing new parking spaces for the 03R permit area within the new development.</p> <p>The existing roads in this area are all already extremely narrow and tight cornered, so drivers would already expect to need to be extra cautious in this area. Addison Road is not heavily or fast trafficked, so the need for extra corner visibility in this instance does not outweigh the detrimental impact of the additional loss of parking.</p> <p>People with children, elderly residents, carers and tradespeople all rely on being able to park within a reasonable distance.</p> <p>If there are other safety concerns with this junction I believe other solutions could be found through consultation with local residents.</p>
4. Object	<p>The proposed replacement of several residential parking spaces with double yellow lines seems a bit short sighted.</p> <p>The area as a whole is already oversubscribed with residents parking permits as often there are as many as 8 vehicles parked opposite my home in Cardiff Road part on the road and part on the pavement. These vehicles belong to residents who arrive home later in the evening to find that they cannot park anywhere else as all residents spaces are taken. Removing approx 5 spaces currently available to residents will only increase the use of less safe parking in the area. South of Printers Road is one of only a few places in the area where visitors can park without the use of a visitor permit.</p>
5. Object	<p>We are writing on behalf of a number of residents in our area.</p> <p>The proposed removal of current residents parking spaces in Addison Road will exacerbate an already difficult situation with regard to residents parking in our area.</p>

	<p>We have had reports of a number of residents that return from work later in the evening who drive around the whole area and have to end up parking illegally as they cannot find a vacant residents space.</p> <p>In Cardiff Road as many as 8 vehicles can be parked half on the road half on the pavement on the restricted section- single yellow line time sensitive restriction.</p> <p>Removing approx 5 spaces is only going to make an already difficult situation even worse.</p>
6. Object	<p>I am writing to object most strongly to the proposed extension of the double-yellow lines on the junction of Addison Road and Printers Way. I do not own a car but am only too aware of the detrimental effect on the whole area on the same side of the Caversham Road the lack of parking is having. This has been compounded by the loss of spaces caused by the development of the Printworks site. At the moment parking the area resembles a phone-app game where you have to shift vehicles around to fit everything in. This is reducing residents' quality of life throughout the area between the Caversham Road and the railway embankment. People come home from work and then have to spend time searching for a parking space. The situation is particularly bad for shift workers coming home late at night. This is a potential road-safety risk because tired, irritated drivers are more likely to cause accidents. The issue of finding a space late at night also has a negative impact on people's leisure time. There is also a problem with people just parking anywhere because they cannot find a legal space, undoing the positive aspects of parking regulation in force.</p> <p>The proposed change, coupled with your department's stubborn opposition to any proposals put forward by residents via Thames Ward councillors, will just create an even worse situation. I would also suggest that when you attach notices to poles they have a QR code on them linking to the proposal on Reading Borough Council's website. At the moment it is almost impossible to find it, giving rise to the impression that you are deliberately making it difficult for people to publicise the plans by sharing a link in case too many object. I'm sure this is neither your intention nor an image of the council and your department you would want to create.</p>

7. Object	<p>I am writing to express my objection to the proposed "No waiting at any time" restrictions on Addison Road near its junction with Printers Road, as detailed in the WRR2024A consultation.</p> <p>The proposal would remove even more parkings spaces from an area where we are already struggling with parking. I very rarely manage to find a spot near my house, which makes loading and unloading the car very difficult.</p> <p>The Printworks development has already caused a loss of parking spaces for the existing residents of the area, with quite a few of those losses being outside of the original plan for the development. Printworks residents have their own parking, which we are not allowed to use, but their needs are being prioritised to squeeze us out of parking areas for which we need permits we have to pay for. How is that fair? And where are we supposed to park going forwards?</p> <p>Please reconsider these plans and open a meaningful consultation with residents about managing road safety and parking in the area. We know the area best and are more than happy to talk about making things better for everyone.</p>
8. Object	<p>I am writing to express my strong and unequivocal objection to the proposed "No Waiting At Any Time" restrictions on Addison Road near its junction with Printers Road, as detailed in the WRR2024A consultation.</p> <p>This proposal is, quite frankly, an insult to the residents of this area, many of whom are already at breaking point due to the chronic lack of available parking. We have already lost a number of parking spaces as a direct result of the Printworks development, which – crucially – includes private parking spaces for its own residents that we are not allowed to use. Local residents are now being squeezed out of our own neighbourhood with no alternative options provided.</p> <p>To add insult to injury, we are also expected to pay for parking permits just to have a shot at parking anywhere near our homes – and even then, it's a gamble most evenings. The idea that the Council would propose to remove yet more parking spaces from an already overburdened street – without community consultation, without alternative arrangements, and without any plan to alleviate the pressure – is beyond frustrating. It's unacceptable.</p>

	<p>We are not asking for luxuries – we are asking for basic access to our own homes. Residents with children, mobility issues, or who rely on carers are being pushed to the limits by relentless restrictions like these. This proposal shows a total lack of understanding and empathy for the day-to-day challenges we already face.</p> <p>If safety at the junction is a concern, then a sensible compromise must be found – one that doesn't come at the expense of residents who are already struggling. Simply drawing more double yellow lines and calling it a solution is lazy, short-sighted, and deeply inconsiderate.</p> <p>I urge you in the strongest possible terms to reject this proposal outright or work with residents to develop a realistic, balanced solution. Continuing to chip away at our parking availability is not sustainable, and this proposal will be met with ongoing and vocal</p> <p>OFFICER COMMENT: This and the submission on line 2 were indicated as being sent by different individuals.</p>
9. Object	I'm a resident in this area and would like to object against the proposal WRR2024A/TH1 on Addison Road, on the basis there are limited spaces elsewhere as it is, and losing current spaces for parking would be detrimental to availability on adjoining streets.
10. Object	<p>I would like to express my strong objection to the proposal to add additional double yellow lines in Addison Road near the new Printworks development.</p> <p>The area where double yellow lines are proposed is around the end of Printers Road, which is hardly used at all as the entrance to the majority of the Printworks development is off Milford Road and only a handful of residents have access via Addison Road.</p> <p>Since the Printworks development was built a significant number of spaces have already been lost in Cardiff and Addison Roads, greatly inconveniencing surrounding residents. We now have a lot of Cardiff Road residents unable to park there and using Addison Road instead.</p>

	<p>A new development should not have such a knock-on effect and we would have voiced objections to it if we had known the consequences on parking in the area. The proposal to remove more parking spaces in Addison Road takes this too far and makes a difficult situation even worse. I maintain that the added inconvenience for surrounding residents would greatly outweigh any very small benefit.</p> <p>On behalf of local residents and through the Bell Tower Community Association I have made several proposals to local councillors for alleviating the parking situation by creating more spaces, but these have all been dismissed on technical grounds. Loss of even more spaces is a step too far.</p> <p>Please note my objections accordingly.</p>
11. Object	<p>I would like to express my strong objection to the proposal to add additional double yellow lines in Addison Road near the new Printworks development.</p> <p>The area where double yellow lines are proposed is around the end of Printers Road, which is hardly used at all as the entrance to the majority of the Printworks development is off Milford Road and only a handful of residents have access via Addison Road.</p> <p>Since the Printworks development was built a significant number of spaces have already been lost in Cardiff and Addison Roads, greatly inconveniencing surrounding residents. We now have a lot of Cardiff Road residents unable to park there and using Addison Road instead.</p> <p>A new development should not have such a knock-on effect and we would have voiced objections to it if we had known the consequences on parking in the area. The proposal to remove more parking spaces in Addison Road takes this too far and makes a difficult situation even worse. I maintain that the added inconvenience for surrounding residents would greatly outweigh any very small benefit.</p> <p>On behalf of local residents and through the Bell Tower Community Association I have made several proposals to local councillors for alleviating the parking situation by creating more spaces, but these have all been dismissed on technical grounds. Loss of even more spaces is a step too far.</p> <p>Please note my objections accordingly.</p>

	OFFICER COMMENT: This and the submission on line 10 were indicated as being sent by different people.
12. Object	<p>I am writing to formally object to the proposed Traffic Regulation Order titled “The Borough of Reading (Civil Enforcement Area) (Waiting Restrictions Review 2024A) Order 20”, specifically the restriction proposed for Addison Road (west side): From a point 10 metres north of its junction with Printers Road to a point 8 metres south of that junction.</p> <p>I reside at [REDACTED], and I am directly affected by this proposal. I object for the following reasons:</p> <ol style="list-style-type: none"> 1. Loss of essential residential parking: This section of Addison Road provides crucial on-street parking for residents, many of whom do not have off-street options. Introducing a no-waiting-at-any-time restriction would make it extremely difficult for residents, especially those near the Printers Road junction, to park near their homes. 2. Lack of traffic congestion or safety issues: To my knowledge, this stretch of Addison Road has not experienced any significant congestion or safety hazards that would justify permanent parking restrictions. 3. Disproportionate impact on local families and elderly residents: Families with young children or elderly residents living nearby would face unnecessary hardship due to the loss of accessible parking. <p>I respectfully request that the Council reconsiders the need for the proposed restriction or implements a more balanced solution, such as keeping the existing permit only parking approach rather than a total ban.</p> <p>Thank you for considering my objection. I would be happy to provide further comments or participate in any consultation process.</p>
13. Object	<p>I object to extending the double yellow lines on the junction of Addison Road and Printers Way. This would lose parking spaces which we cannot lose.</p> <p>I ready struggle to find a parking spot on Cardiff and Addison Road during the day and at night. Losing spaces will make it worsen the situation.</p> <p>See attached photos.</p> <p>OFFICER COMMENT: Photos were attached, showing full parking bays during the day and night.</p>
14. Object	I would like to express my strong objection to the proposal to add additional double yellow lines in Addison Road near the new Printworks development.

	<p>The area where double yellow lines are proposed is around the end of Printers Road, which is hardly used at all as the entrance to the majority of the Printworks development is off Milford Road and only a handful of residents have access via Addison Road.</p> <p>Since the Printworks development was built a significant number of spaces have already been lost in Cardiff and Addison Roads, greatly inconveniencing surrounding residents. I live on Cardiff Road and have already noticed more regular difficulty trying to get a parking space outside of my own home and have to park sometimes 3 streets away as a result.</p> <p>It is unacceptable that a new development should not have such a knock-on effect on the original occupants of the area and we would have voiced objections to it if we had known the consequences on parking in the area. The proposal to remove more parking spaces in Addison Road takes this too far and makes a difficult situation even worse. I maintain that the added inconvenience for surrounding residents would greatly outweigh any very small benefit.</p> <p>Please note my objections accordingly.</p>
15. Support	<p>Hi, I live on Addison road.</p> <p>*Issue*: Sometimes cars parked on both corners (marked in the attached proposal) narrow the entry/exit for cars in our community, creating safety hazards.</p> <p>*Concern*: This is dangerous for all, especially senior citizens, parents with prams/strollers, and wheelchair users. These junctions MUST be clear! Some local residents might object as they will lose additional parking spots on the street, but we need to think about long-term safety.</p>
16. Support	<p>I am writing to express my unequivocal and strong support for the proposed "No Waiting at Any Time" restrictions on Addison Road and Printers Road, as outlined in the WRR2024A consultation. Let me emphasize from the outset: I DO NOT object to this proposal; I wholeheartedly SUPPORT its implementation. I am raising my concerns in the event that this vital safety measure is not implemented due to misguided opposition.</p>

I understand that you may have received objections regarding these proposals, primarily citing parking availability issues. While I acknowledge the challenges residents face with parking in the area, these objections fundamentally overlook the critical issue of public safety, which, in this instance, must take absolute precedence.

The current situation at the junctions of Printers Road with Addison Road is a significant and escalating safety hazard. Vehicles frequently park on both sides of these corners, severely restricting visibility and the safe entry and exit for all road users. This creates dangerous blind spots and bottlenecks, making it incredibly difficult and hazardous for:

Drivers: Navigating these junctions safely is often a gamble, with limited space for maneuvering, particularly when turning or dealing with oncoming traffic.

Pedestrians: Senior citizens, parents with prams, and individuals using wheelchairs are put at undue risk. These corners, which should always be clear access points, are frequently obstructed, forcing vulnerable residents into dangerous situations.

The arguments raised by some objectors, while focusing on parking inconvenience, fail to offer any viable solution for the undeniable safety risks. What is the Network Management Team's proposed solution to the current safety hazards if these restrictions are not implemented? Simply stating that parking is difficult does not negate the necessity of clear sightlines and safe passage at road junctions.

It is a common and vital practice that road junctions have such restrictions to ensure safety. Almost every other similar junction across Reading has "No Waiting at Any Time" restrictions for precisely these safety reasons. Why should our community be an exception and remain unsafe?

The proposal in WRR2024A is not a "lazy" or "short-sighted" solution; it is a standard and essential safety measure. While I sympathize with parking pressures, the safety of all residents, particularly the most vulnerable, must be the top priority. The minor inconvenience of walking a few extra yards to a legal parking spot pales in comparison to the risk of accidents or restricted emergency access.

	<p>I urge the Network Management Team to prioritize the safety of our community above all else. Please consider the profound implications of not implementing these restrictions and the potential for serious incidents. I fully support WRR2024A and believe its implementation is crucial for the well-being and safety of everyone living in and traveling through our neighborhood.</p> <p>Thank you for your time and consideration of these critical safety concerns.</p>
17. Support	<p>I am writing to express my unequivocal and strong support for the proposed "No Waiting at Any Time" restrictions on Addison Road and Printers Road, as outlined in the WRR2024A consultation. Let me emphasize from the outset: I DO NOT object to this proposal; I wholeheartedly SUPPORT its implementation. I am raising my concerns in the event that this vital safety measure is not implemented due to misguided opposition.</p> <p>I understand that you may have received objections regarding these proposals, primarily citing parking availability issues. While I acknowledge the challenges residents face with parking in the area, these objections fundamentally overlook the critical issue of public safety, which, in this instance, must take absolute precedence.</p> <p>The current situation at the junctions of Printers Road with Addison Road is a significant and escalating safety hazard. Vehicles frequently park on both sides of these corners, severely restricting visibility and the safe entry and exit for all road users. This creates dangerous blind spots and bottlenecks, making it incredibly difficult and hazardous for:</p> <p>Drivers: Navigating these junctions safely is often a gamble, with limited space for maneuvering, particularly when turning or dealing with oncoming traffic.</p> <p>Pedestrians: Senior citizens, parents with prams, and individuals using wheelchairs are put at undue risk. These corners, which should always be clear access points, are frequently obstructed, forcing vulnerable residents into dangerous situations.</p>

	<p>The arguments raised by some objectors, while focusing on parking inconvenience, fail to offer any viable solution for the undeniable safety risks. What is the Network Management Team's proposed solution to the current safety hazards if these restrictions are not implemented? Simply stating that parking is difficult does not negate the necessity of clear sightlines and safe passage at road junctions.</p> <p>It is a common and vital practice that road junctions have such restrictions to ensure safety. Almost every other similar junction across Reading has "No Waiting at Any Time" restrictions for precisely these safety reasons. Why should our community be an exception and remain unsafe?</p> <p>The proposal in WRR2024A is not a "lazy" or "short-sighted" solution; it is a standard and essential safety measure. While I sympathize with parking pressures, the safety of all residents, particularly the most vulnerable, must be the top priority. The minor inconvenience of walking a few extra yards to a legal parking spot pales in comparison to the risk of accidents or restricted emergency access.</p> <p>I urge the Network Management Team to prioritize the safety of our community above all else. Please consider the profound implications of not implementing these restrictions and the potential for serious incidents. I fully support WRR2024A and believe its implementation is crucial for the well-being and safety of everyone living in and traveling through our neighborhood.</p> <p>Thank you for your time and consideration of these critical safety concerns.</p> <p>OFFICER COMMENT:</p> <p>This and the submissions on lines 16, 18 and 19 were indicated as being sent by different individuals.</p>
18. Support	I am writing to express my unequivocal and strong support for the proposed "No Waiting at Any Time" restrictions on Addison Road and Printers Road, as outlined in the WRR2024A consultation. Let me emphasize from the outset: I DO NOT object to this proposal; I wholeheartedly SUPPORT its implementation. I am raising my concerns in the event that this vital safety measure is not implemented due to misguided opposition.

I understand that you may have received objections regarding these proposals, primarily citing parking availability issues. While I acknowledge the challenges residents face with parking in the area, these objections fundamentally overlook the critical issue of public safety, which, in this instance, must take absolute precedence.

The current situation at the junctions of Printers Road with Addison Road is a significant and escalating safety hazard. Vehicles frequently park on both sides of these corners, severely restricting visibility and the safe entry and exit for all road users. This creates dangerous blind spots and bottlenecks, making it incredibly difficult and hazardous for:

Drivers: Navigating these junctions safely is often a gamble, with limited space for maneuvering, particularly when turning or dealing with oncoming traffic.

Pedestrians: Senior citizens, parents with prams, and individuals using wheelchairs are put at undue risk. These corners, which should always be clear access points, are frequently obstructed, forcing vulnerable residents into dangerous situations.

The arguments raised by some objectors, while focusing on parking inconvenience, fail to offer any viable solution for the undeniable safety risks. What is the Network Management Team's proposed solution to the current safety hazards if these restrictions are not implemented? Simply stating that parking is difficult does not negate the necessity of clear sightlines and safe passage at road junctions.

It is a common and vital practice that road junctions have such restrictions to ensure safety. Almost every other similar junction across Reading has "No Waiting at Any Time" restrictions for precisely these safety reasons. Why should our community be an exception and remain unsafe?

The proposal in WRR2024A is not a "lazy" or "short-sighted" solution; it is a standard and essential safety measure. While I sympathize with parking pressures, the safety of all residents, particularly the most vulnerable, must be the top priority. The minor inconvenience of walking a few extra

	<p>yards to a legal parking spot pales in comparison to the risk of accidents or restricted emergency access.</p> <p>I urge the Network Management Team to prioritize the safety of our community above all else. Please consider the profound implications of not implementing these restrictions and the potential for serious incidents. I fully support WRR2024A and believe its implementation is crucial for the well-being and safety of everyone living in and traveling through our neighborhood.</p> <p>Thank you for your time and consideration of these critical safety concerns.</p> <p>OFFICER COMMENT:</p> <p>This and the submissions on lines 16, 17 and 19 were indicated as being sent by different individuals.</p>
19. Support	<p>I am writing to express my unequivocal and strong support for the proposed "No Waiting at Any Time" restrictions on Addison Road and Printers Road, as outlined in the WRR2024A consultation. Let me emphasize from the outset: I DO NOT object to this proposal; I wholeheartedly SUPPORT its implementation. I am raising my concerns in the event that this vital safety measure is not implemented due to misguided opposition.</p> <p>I understand that you may have received objections regarding these proposals, primarily citing parking availability issues. While I acknowledge the challenges residents face with parking in the area, these objections fundamentally overlook the critical issue of public safety, which, in this instance, must take absolute precedence.</p> <p>The current situation at the junctions of Printers Road with Addison Road is a significant and escalating safety hazard. Vehicles frequently park on both sides of these corners, severely restricting visibility and the safe entry and exit for all road users. This creates dangerous blind spots and bottlenecks, making it incredibly difficult and hazardous for:</p> <p>Drivers: Navigating these junctions safely is often a gamble, with limited space for maneuvering, particularly when turning or dealing with oncoming traffic.</p>

Pedestrians: Senior citizens, parents with prams, and individuals using wheelchairs are put at undue risk. These corners, which should always be clear access points, are frequently obstructed, forcing vulnerable residents into dangerous situations.

The arguments raised by some objectors, while focusing on parking inconvenience, fail to offer any viable solution for the undeniable safety risks. What is the Network Management Team's proposed solution to the current safety hazards if these restrictions are not implemented? Simply stating that parking is difficult does not negate the necessity of clear sightlines and safe passage at road junctions.

It is a common and vital practice that road junctions have such restrictions to ensure safety. Almost every other similar junction across Reading has "No Waiting at Any Time" restrictions for precisely these safety reasons. Why should our community be an exception and remain unsafe?

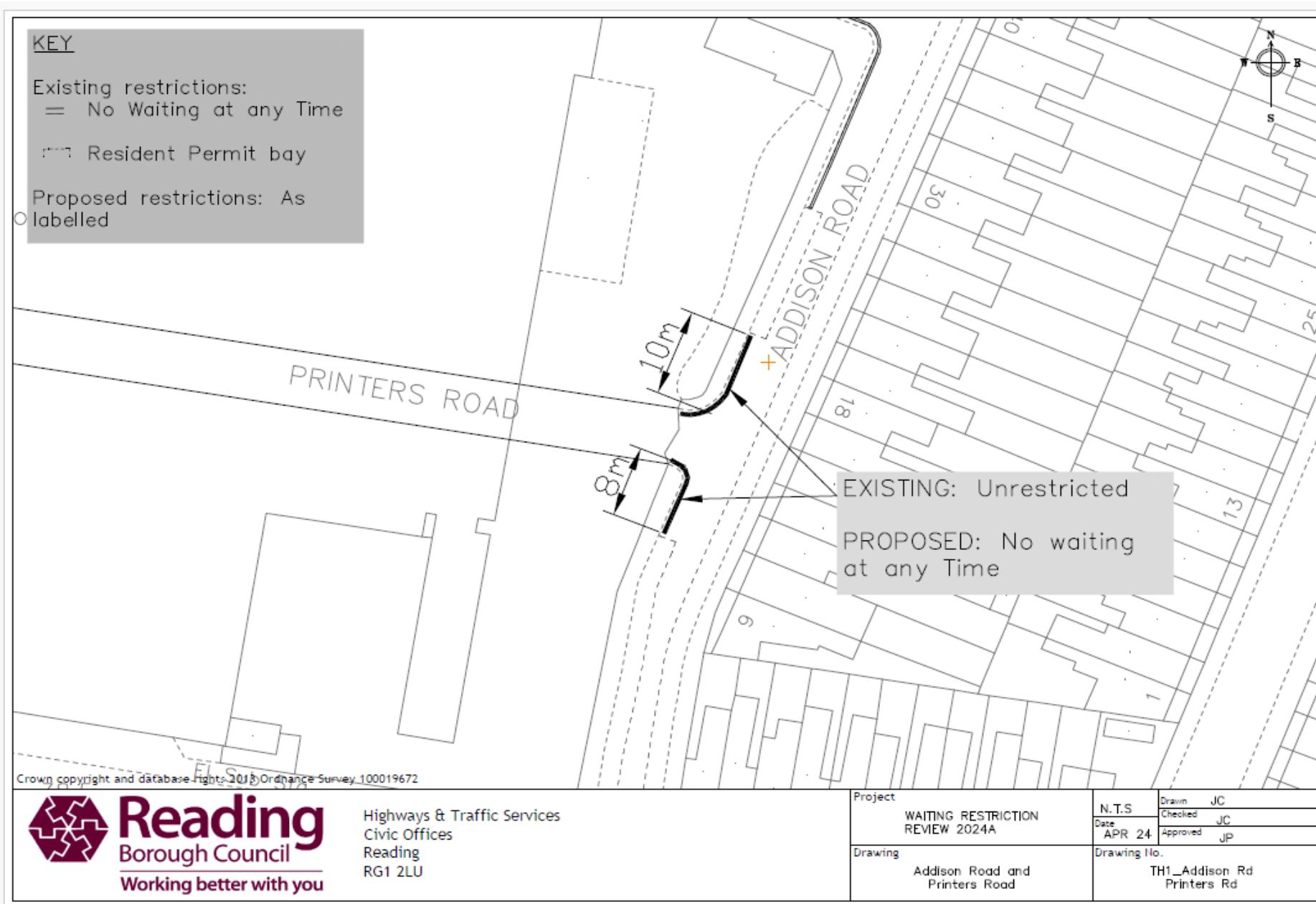
The proposal in WRR2024A is not a "lazy" or "short-sighted" solution; it is a standard and essential safety measure. While I sympathize with parking pressures, the safety of all residents, particularly the most vulnerable, must be the top priority. The minor inconvenience of walking a few extra yards to a legal parking spot pales in comparison to the risk of accidents or restricted emergency access.

I urge the Network Management Team to prioritize the safety of our community above all else. Please consider the profound implications of not implementing these restrictions and the potential for serious incidents. I fully support WRR2024A and believe its implementation is crucial for the well-being and safety of everyone living in and traveling through our neighborhood.

Thank you for your time and consideration of these critical safety concerns.

OFFICER COMMENT:

This and the submissions on lines 16, 17 and 18 were indicated as being sent by different individuals.



Ward - Street	Summary of Original Request	Feedback received
Tilehurst - Westwood Road	Request for yellow lines to be installed south of the junction with Victoria Road to prevent obstructive parking on the road.	Support: 1 Object: 0 Neither support nor object: 1
1. Support	<p>I would like to add my support for the proposal to add double yellow lines to Westwood Road as described in consultation WR2024A.</p> <p>The current situation means people leave their vehicles, sometimes for days, partly blocking driveways (making entering and leaving driveways difficult) and causing traffic (including buses) having to stop and start many times along the road. I think the proposal is very pragmatic and sensible.</p>	
2. Neither support nor object	<p>As a resident of Albert Illsley Close, I would like to comment on the proposed addition of double yellow lines to the west side of Westwood Rd. I think this is partly a good thing, but three points come to mind:</p> <ol style="list-style-type: none"> 1. Cars that currently park on the west side beyond the current single yellow line, will just move to park on the east side. There are many cars which park on the single yellow lines on the east side, especially nearer to the junction with School Rd which seem never to be penalised, which is not ideal of course since it causes bottlenecks and danger near the mini-roundabout. 2. Cars currently park on the west side very close to the junction with Victoria Road, sometimes even opposite it, making it difficult for cars turning in to or out of Victoria Road to have a clear view. Therefore extending the yellow lines to past that junction would be better, in my view. 3. When the surgery has vaccination days, there is generally traffic chaos and cars will also then park in Albert Illsley Close, which is not suitable for parking as it is so narrow (bin lorries and other delivery vans have to drive on the verge when people do this). This situation would be exacerbated with the double yellow line addition. 	

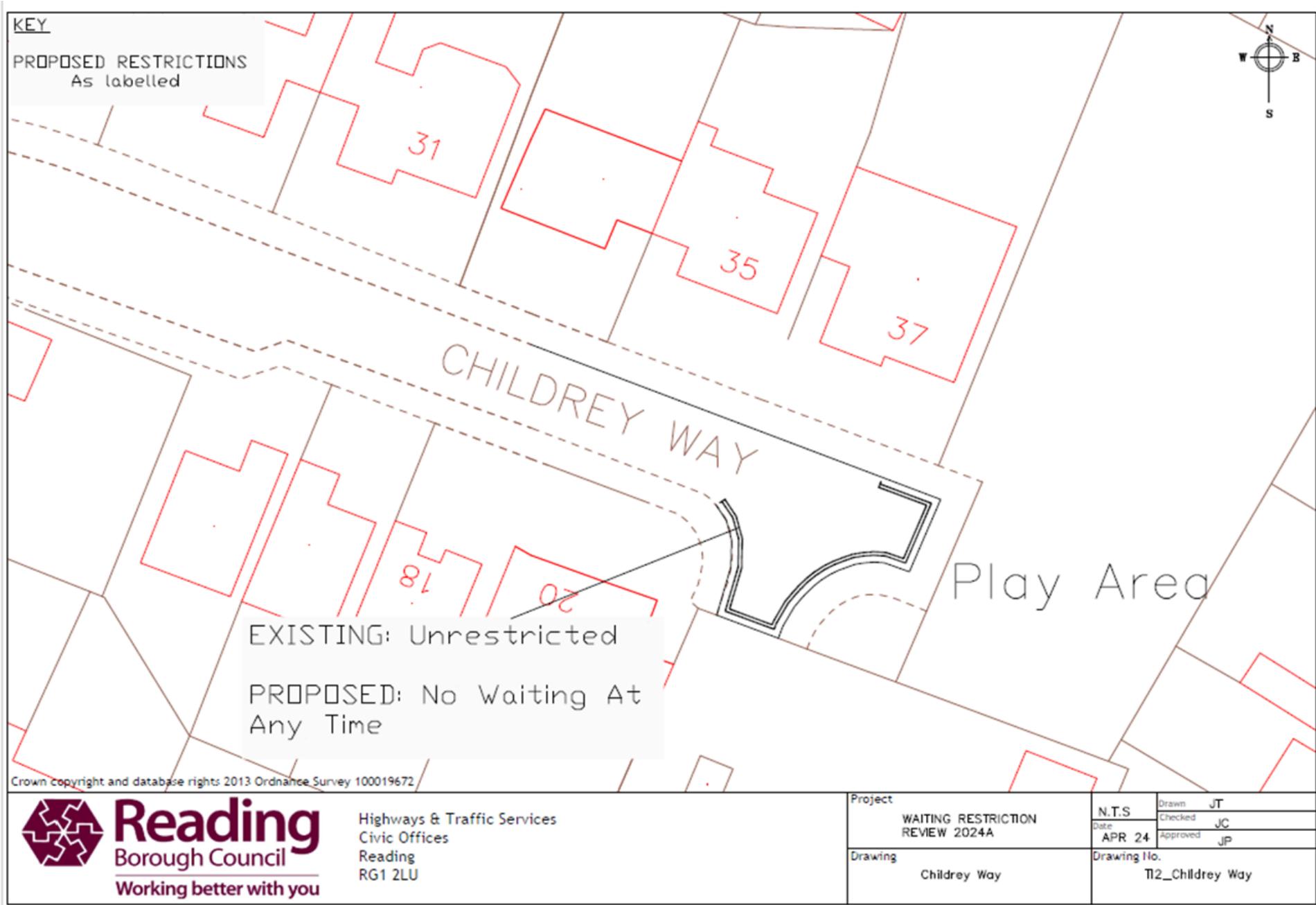


Ward - Street	Summary of Original Request	Feedback received
Tilehurst - Childrey Way	Request for yellow lines at the eastern end of Childrey Way to prevent vehicles obstructing access to the play area.	Support: 0 Object: 3 Neither support nor object: 0
1. Object	<p>I am writing to formally object to the proposed installation of double yellow lines that would result in the removal of the two existing car parking spaces near the play area at Childrey Way.</p> <p>Grounds for Objection</p> <p>Loss of Essential Parking Provision, removal of these two parking spaces represents a significant loss to the already limited parking provision in the area. With no alternative parking spaces available in the immediate vicinity.</p> <p>As regular visitors to the local park, we rely on these parking spaces due to mobility considerations. The proposed changes would force us to park at a considerable distance, creating an unreasonably long walk that would prevent us from continuing our regular visits to enjoy the park facilities.</p> <p>Impact</p> <p>The loss of only two parking spaces may seem minimal, but in an area where parking is already extremely limited, every space is vital for community access. The removal of these spaces will disproportionately affect:</p> <ul style="list-style-type: none"> - Elderly residents who cannot walk long distances - Families with young children visiting the park - Those with mobility issues or disabilities <p>Lack of Alternative Provision</p> <p>No alternative parking arrangements have been proposed or identified to compensate for this loss. This failure to provide adequate parking provision contradicts principles of accessible community planning.</p> <p>Community Use and Enjoyment</p>	

	<p>The existing parking spaces facilitate regular community use and enjoyment of local amenities, particularly the park. Removing this access will diminish the community's ability to utilise these valuable public facilities.</p> <p>Conclusion</p> <p>I respectfully request that this application be refused on the grounds that it will create unreasonable hardship for residents and visitors, particularly affecting vulnerable groups such as the elderly and families with young children, without providing any suitable alternative arrangements.</p> <p>I would welcome the opportunity to discuss alternative solutions that could address any traffic concerns without removing these essential parking spaces.</p>
2. Object	<p>I am writing to formally object to the proposed installation of double yellow lines that would result in the removal of the two existing car parking spaces near the play area at Childrey Way.</p> <p>Grounds for Objection</p> <p>Loss of Essential Parking Provision, removal of these two parking spaces represents a significant loss to the already limited parking provision in the area. With no alternative parking spaces available in the immediate vicinity.</p> <p>As regular visitors to the local park, we rely on these parking spaces due to mobility considerations. The proposed changes would force us to park at a considerable distance, creating an unreasonably long walk that would prevent us from continuing our regular visits to enjoy the park facilities.</p> <p>Impact</p> <p>The loss of only two parking spaces may seem minimal, but in an area where parking is already extremely limited, every space is vital for community access. The removal of these spaces will disproportionately affect:</p> <ul style="list-style-type: none">- Elderly residents who cannot walk long distances- Families with young children visiting the park- Those with mobility issues or disabilities

	<p>Lack of Alternative Provision No alternative parking arrangements have been proposed or identified to compensate for this loss. This failure to provide adequate parking provision contradicts principles of accessible community planning.</p> <p>Community Use and Enjoyment The existing parking spaces facilitate regular community use and enjoyment of local amenities, particularly the park. Removing this access will diminish the community's ability to utilise these valuable public facilities.</p> <p>Conclusion I respectfully request that this application be refused on the grounds that it will create unreasonable hardship for residents and visitors, particularly affecting vulnerable groups such as the elderly and families with young children, without providing any suitable alternative arrangements.</p> <p>I would welcome the opportunity to discuss alternative solutions that could address any traffic concerns without removing these essential parking spaces.</p> <p>OFFICER COMMENT: This and the submission on line 1 were indicated as being sent by different individuals.</p>
3. Object	<p>OBJECTION</p> <p>I am extremely concerned regarding the proposed planning for double yellow lines [REDACTED] in Childrey Way, RG31 5EA.</p> <p>There is already very limited parking in the vicinity due to driveways and dropped kerbs and this would see [REDACTED] to the park.</p> <p>This will have a significant impact on the residents and visitors.</p>

	<p>The yellow lines will directly impact [REDACTED].</p> <p>The residents in Childrey way already have limited parking therefore any visitors they may have will be restricted from any parking.</p> <p>There are often visitors, to our play area in Childrey Way and they will also have no where to park.</p> <p>The 2 parking spaces do not in no way affect anyone turning at the end of the road.</p> <p>Please note that the is not a through road and the 2 parking bays does not block no one from moving around the road.</p> <p>I am led to believe this application has been prompted by the closest resident to these bays, which in no way affects their property and is unfair to the rest of the community.</p> <p>I strongly request that we do not implement double lines to Childrey Way.</p>
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Traffic Management Sub-Committee

11 June 2025



Title	CIL Locally Funded Scheme, Northcourt Avenue: Objections to Statutory Consultations for Traffic Calming and Speed Limit Reduction proposals
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	James Penman, Network Services Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> That the Sub-Committee notes the content of this report. That the Sub-Committee considers the consultation feedback in Appendix 1 and agree to either implement, amend, or reject the proposed schemes, subject to recommendation 3. Subject to any valid and substantive objection being received, the officer provisional recommendation is to implement the schemes as advertised. 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 an officer decision regarding the implementation, or otherwise, of the scheme. That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order (Speed Limit Order). 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. That no public inquiry be held into the proposals.

1. Executive Summary

- Community Infrastructure Levy (CIL) contributions have enabled development of a number of local Transport-related schemes, following allocations agreed in 2022. Officers have been working with Ward Councillors and the Northcourt Avenue Residents Association to develop a scheme to address issues of speeding along the street and Wellington Avenue.

- 1.2. The proposed scheme was reported to this Sub-Committee in September 2024 where officers were given approval to undertake the necessary statutory consultation processes.
- 1.3. Appendix 1 provides the objections resulting from the statutory consultations for the agreed proposals of a speed reduction to 20mph and the installation of traffic calming features (speed humps/tables) on Northcourt Avenue and Wellington Avenue.

Due to the different legal processes required to consult on speed limit changes and on the installation of speed humps/tables, these were two separate consultations undertaken concurrently for the scheme. The objections and feedback have been combined in Appendix 1 as they are both relevant to, and necessary for, potential delivery of the proposed scheme.

Members are asked to consider these objections and conclude the outcome of the proposals.

- 1.4. The statutory consultations for this scheme will conclude following publication of this report, therefore, Appendix 1 will be updated to include the feedback received since the publication of the initial version.

The statutory consultation process is a legal process of proposing restrictions and seeking responses to those proposals. As such, the officer's provisional recommendation remains that the scheme proposed be implemented as advertised, unless a valid and substantive objection(s) is received against that scheme. Appendix 1 will provide officer comments to reflect any alternative officer recommendations, if applicable. Members are reminded that no final decision will be made until all consultation responses have been thoroughly considered.

2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal basis for making Traffic Regulation Orders (TROs), including Speed Limit Orders (SLOs). It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
 - (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (b) preventing damage to the road or to any building on or near the road, or
 - (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or
 - (f) preserving or improving the amenities of the area through which the road runs or
 - (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995
- 2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.
- 2.3. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the

provisions of the Road Traffic Regulation Act 1984 (RTA), as both seek to improve public wellbeing and sustainable development.

3. The Proposal

Current Position

- 3.1. At Policy Committee in [March 2022](#), the Council agreed to allocate local CIL funding to enable the development and intended delivery of initiatives across many Council service areas. Within these allocations were traffic management schemes, all of which had been previously captured within the 'Requests for Traffic Management Measures' report that is updated to this Sub-Committee twice annually. A total of £200k was allocated to deliver the scheme 'Northcourt Avenue speed reduction'.
- 3.2. Speed survey data and officer investigations informed initial concept scheme designs and there have been some useful and constructive meetings held with officers, Ward Councillors and representatives of NARA (Northcourt Avenue Residents Association).

Through these discussions, a scheme was agreed and was reported to the Sub-Committee in [September 2024](#). It was agreed at the meeting that the proposals should proceed to statutory consultation.

The intention with the proposal for a 20mph speed limit is that it will be made compliant (and reduce traffic speeds) via the installation of full-width speed humps/tables of a 'sinusoidal' influenced design that is intended to lessen the initial impact. This design has been recently used on Boston Avenue and Shaw Road for new humps that were added and is intended to be more cycle-friendly and a less noise-generating design.

- 3.3. Owing to the different legal processes required to consult on proposed Speed Limit Orders (SLOs) and speed humps, this scheme required two statutory consultations to be undertaken simultaneously. The statutory consultations for both the traffic calming features and reduced speed limit were carried out between 15th May and 6th June 2025. The feedback that was received for both consultations has been combined and provided in Appendix 1, as both consulted elements are necessary to deliver the overall scheme.

The Sub-Committee is asked to note that the completion of the statutory consultation is after the deadline for report publication. As such, this report is being published initially containing the consultation feedback that has been received up to the publication deadlines and that an updated version of Appendix 1 will be published as soon as practicable following the completion of the consultation.

Options Considered

- 3.4. The Sub-Committee is asked to consider the content of the objections against the proposals in the updated final version of Appendix 1:

- a. **[Recommended]** Agree to implement the scheme as advertised, subject to substantive objection being received.

This is not a predetermination of the outcome of the consultation. The purpose of the statutory consultation processes is to propose the introduction of the restrictions in the Order/Notice. The officer recommendation is therefore to introduce the scheme as advertised.

However, there will be situations where the content of an objection may provide cause for officers to recommend a different recommendation, such as a substantive issue that hadn't been anticipated during the scheme design. Given that, at the time of writing, the consultation has not concluded, officers will highlight where a different outcome is recommended.

Where the scheme is agreed for implementation as advertised, arrangements will be made to make and seal the resultant Order and introduce the scheme.

b. Agree not to introduce the scheme

Where a decision is taken not to proceed with introducing the scheme, the Order will not proceed to be made and it will be left to lapse (as per d.) and no element will be introduced.

Introducing only the speed limit order without traffic calming would make the scheme non-compliant with national requirements, as it would contain no features to encourage lower vehicle speeds (self-enforcement). This is not considered feasible without the introduction of alternative and effective physical traffic calming measures, of which humps are considered the most effective measure.

Introducing only the traffic calming features would significantly alter the signing requirements of the scheme, having initial and ongoing additional budgetary impact and adding ongoing additional negative environmental impact. This is not recommended.

c. Agree an amended version of the scheme be introduced

While it is possible to adjust the scheme that is to be included in the resultant Order and introduced, there are risks in doing so due to the compliance with legal processes for consulting and implementing Orders. If there is considered to be a risk that such a change could have changed the way in which people would have responded to the statutory consultation, it is likely that such a proposed amendment would require re-consulting.

d. Do nothing

If no decision is taken and the Order is not sealed within two years following the date of the statutory consultation commencing, the proposed SLO becomes void and cannot be implemented.

3.5. There is a risk that written/postal consultation submissions sent within the consultation period may not have been received by officers in time for this Sub-Committee meeting. It is therefore recommended that, as per recommendation 3 of this report, there is a delegated process in place to consider these and make a final implementation decision if this situation arises.

The recommended delegation is that 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 that an officer decision regarding the implementation, or otherwise, of the scheme be made.

In this situation, Ward Councillors and respondents to the statutory consultation will be informed of this decision and a further update report to a future Sub-Committee meeting will confirm the outcome.

4. Contribution to Strategic Aims

4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading
- Secure Reading's economic and cultural success
- Deliver a sustainable and healthy environment and reduce our carbon footprint
- Safeguard and support the health and wellbeing of Reading's adults and children
- Ensure Reading Borough Council is fit for the future

4.2. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first
- Building on strong foundations
- Recognising, respecting, and nurturing all our diverse communities

- Involving, collaborating, and empowering residents
- Being proudly ambitious for Reading

4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

4.4. The recommendations in this report align with the Council's priorities, namely:

Deliver a sustainable and healthy environment and reduce our carbon footprint

The Road Traffic Regulation Act enables the Council to introduce measures like speed limits and restrictions on certain vehicles. These provisions directly support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel like walking and cycling.

By implementing TROs, the Council can create more green spaces and pedestrian friendly areas, aligning with its goal of promoting a healthy environment which has a positive impact on the life of every resident – making Reading a greener, more attractive place to live, with a tangible impact on physical and mental health and life expectancy.

These actions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable can safely use public spaces, regardless of age or ability.

By managing traffic to reduce congestion and improve public transport flow, the Council can boost local economic activities and make it easier for everyone to access education, skills and training and good jobs.

Speeding and inappropriate driving, or the perception/risk thereof, can be a barrier to the use of active and sustainable transport choices such as walking and cycling.

Anecdotally, this type of driving is seen more regularly on routes that are perceived to provide a useful shortcut between destinations, especially when they are straight and well-sighted, as is the case with Northcourt Avenue and Wellington Road.

The implementation of a 20mph scheme along with regularly placed speed calming measures throughout will introduce an environment that is very different and forces a different behaviour from motorists. The scheme is expected to reduce both the average speed of traffic, but particularly the peak speeds of vehicular traffic and act as a potential deterrent to vehicles using the area as a short-cut.

5. Environmental and Climate Implications

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

5.2. A climate impact assessment has been conducted for the recommendations of this report, resulting in a net minor positive impact.

Any civil engineering scheme will create an element of negative impact through material use and the vehicles involved for delivery. However, the scheme has been designed with environmental and ongoing maintenance considerations from the outset and will therefore not be using specialised materials/surfacing, high-maintenance items, nor have any electrical works involved (e.g. illuminated signs).

The initial negative impacts are therefore one-off for delivery, for a scheme that is expected to be very low maintenance and have significant longevity. Given that the scheme is expected to reduce barriers to using sustainable/active transport modes and be a deterrent to local shortcut traffic (improvement to immediate air quality), the longer-term benefits are expected to outweigh the very short-term negative impact.

6. Community Engagement

- 6.1. Officers have been meeting with Ward Councillors and NARA (Northcourt Avenue Residents Association) throughout the development of the scheme proposals. Officers will continue to ensure that Ward Councillors and NARA are kept informed of progress.
- 6.2. Statutory consultation has been carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website. Notices have been advertised in the local printed newspaper and erected, typically on lamp columns, as close as possible to affected area.
- 6.3. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

7. Equality Implications

- 7.1. Under the Equality Act 2010, Section 149, a public authority 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the proposals are not anticipated to have a differential impact on people with protected characteristics. The statutory consultation process provides an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

8. Other Relevant Considerations

- 8.1. There are none.

9. Legal Implications

- 9.1. The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders and Speed Limit Orders (SLOs).
- 9.2. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes to be followed in making TROs and SLOs.
- 9.3. Before making a Order, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any comments to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.

With any TRO/SLO proposals, the Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the Order as published, modify it, or abandon it. If it is agreed to proceed, the Order is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.

- 9.4. The Highways Act 1980, Section 90C sets out the legal basis for consulting on the proposal to construct a road hump.
- 9.5. Before road humps can be installed, the local authority must publish a statutory notice for the proposals, in consultation with the Chief of Police and other statutory consultees. A notice detailing the proposals (the nature, dimensions and location(s) of the proposed road hump) is published in a local newspaper and displayed on site in the areas where the road hump(s) is proposed to be installed. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any comments to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.

The Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the implementation of the speed hump(s) as published, modify it, or abandon it. If it is agreed to proceed, the hump(s) may be implemented, subject to the implementation of necessary signage and road markings and any other necessary Order associated with the compliant delivery of the scheme.

- 9.6. The Council has considered its Network Management Duty under the Traffic Management Act 2004 and its Section 122 duty under the Road Traffic Regulation Act 1984.

Network Management Duty

- 9.7. Part 2 Section 16 (1) of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

(2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—

- (a) the more efficient use of their road network; or
- (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority). This duty places an ongoing obligation in ensuring overall traffic efficiency and network performance and not only applies to vehicles but all to pedestrians and cyclists.

Section 122 duty

- 9.8. Further Section 122 of the Road Traffic Regulation Act 1984 places a duty on the local authority so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In carrying out this exercise the Council must have regard to the following:

- Desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.

- The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the local authority to be relevant.

9.9. This duty focuses on the making of individual traffic regulation decisions.

9.10. Each of these duties has been considered in detail in relation to the scheme identified in this report.

9.11. Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

10.1. Subject to the implementation decision of the Sub-Committee, it is anticipated that the scheme as advertised can be fully implemented in the financial year 2025/26 and post implementation speed surveys and independent Road Safety Audit (stage 3) undertaken. The total Local 15% CIL funding allocation toward this project was £200,000, which is anticipated to be spent in the 2025/26 financial year. Less than £1,000 of this funding was spent on the development of this scheme in the 2024/25 financial year.

Capital Implications

10.2. This scheme is funded by a Local 15% CIL capital funding allocation of £200,000. As per Section 10.1, it is anticipated that this funding will be fully spent on the delivery of this scheme in the financial year 2025/26, should the Sub-Committee agree to the implementation of the scheme at this meeting.

Value for Money (VFM)

10.3. Officers consider that the recommended scheme will provide the best outcomes based on the funding available and the purpose to which it has been allocated – speed reduction.

The scheme has been investigated and designed by officers of Reading Borough Council and all civil engineering work will be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the Council's current resources, such as new regulatory lining implementation, regulatory sign creation and supply. However, these will be appointed through existing contracts and using contractors that conduct these works to a scale that provides value for money through their chargeable rates.

Road Safety Audits have been outsourced to a contractor with these specialisms, but also provide an independent perspective and professional, constructive scrutiny of the scheme designs, which can assist in defending potential challenges.

Ongoing maintenance of the resultant scheme is expected to be minimal and there are no additional electrical (illumination) elements being delivered for the scheme, which removes this element as an ongoing revenue budget pressure.

Risk Assessment

10.4. There will always be an element of financial risk regarding more complex works that require excavation and adjustment to the Highway layout. These risks should be minimised pre-excavation, as officer investigations have included colleagues from the delivery team. However, there is a risk of unforeseen engineering challenges, even following the receipt of utility plans. It is beneficial that the civil engineering work is being conducted by Reading Borough Council (and the maintenance thereafter), as this ensures close communication and true joint working throughout delivery.

10.5. Andy Stockle has cleared these Financial Implications.

11. Timetable for Implementation

11.1. The following table provides the intended timeline for delivery of the scheme, which is based on approval being given to proceed to delivery at this meeting:

Line	Milestone	When (Subject to change)
1	Make the resultant Order	Summer 2025
2	Deliver the scheme	Summer - Autumn 2025
3	Post implementation speed surveys and Road Safety Audit	Winter 2025>26

12. Background Papers

12.1. There are none.

Appendices –

1. Objections and other feedback received to the statutory consultation – combines feedback to the 20mph and speed hump consultations
2. Drawings for the proposed scheme

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APPENDIX 1 - NORTHCOURT AVENUE TRAFFIC CALMING MEASURES AND SPEED LIMIT REDUCTION

Summary of feedback received to the proposals

Version 2, updated 07/06/2025 (following completion of the consultation).

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Ward	Proposal	Feedback received
Church	Northcourt Ave traffic calming scheme	Support: 25 Object: 6 Neither support nor object: 1
1. Neither support nor object	Thank you for the consultation in relation to the speed limit order for Northcourt Avenue and Wellington Avenue. Combined with the introduction of the other traffic calming features Thames Valley Police have no objection to the 20mph limit or the traffic calming speed tables and humps being introduced.	
2. Object	I would like to raise my objections to the speed humps planned for Northcourt Avenue. Whilst I agree that a 20mph limit is good for safety, the number of speed humps is completely excessive. You have planned 15 speed humps, on a road that is well maintained and has no pot holes. This will create lots of interruptions to the road and divert traffic towards Barnsdale Road from the south. Perhaps 3 across the road may be a useful way of slowing traffic, but 15!! Please cancel the one between Wellington Avenue and Ennerdale Road. After turning from Wellington Avenue into Northcourt Avenue north, a speed hump is not required so soon. If you are looking to invest money, please consider mending the pavement on Northcourt Avenue instead. We walk regularly here [REDACTED] and there are so many tree roots and unstable areas, whilst Northcourt Avenue is a well maintained road and does NOT require 15 speed humps and 2 speed tables.	
3. Object	I love at the top of northcourt avenue and drive up and down the road most days to go to and from work. While I agree that a small number of vehicles use northcourt avenue as a shortcut and often at excessive speeds, the proposed speed humps are not an appropriate solution. They would penalise all road users,	

	especially local residents, most of whom drive sensibly and drive up and down the road regularly. speed cameras would be a much better solution, as they would only penalise speeding drivers, and they would also raise some income after the initial cost of setting up.
4. Object	<p>I am not against the 20mph speed limit but I am opposed to the speed humps.</p> <p>While I know that the goal is to slow down traffic, I feel the speed humps could cause problems such as:</p> <ul style="list-style-type: none"> - slowing down emergency vehicles like ambulances and fire trucks, which could be dangerous in urgent situations - creating more noise when cars go over them, which as one will be close to my bedroom window, is an issue <p>In addition, the road has regular flooding issues in heavy rain at the Christchurch Road end. Would speed humps make this worse and how will the flooding issues be mitigated?</p> <p><u>Could speed cameras be used to prevent speeding rather than speed humps?</u></p>
5. Object	<p>Whilst I have no major objections to the introduction of a 20mph zone, I strongly object to the proposed speed bumps!</p> <p>Firstly, Speed bumps would mainly disadvantage the residents as we are the ones who have no choice to use the road, making every journey to and from home unnecessarily uncomfortable.</p> <p>Secondly, there are several elderly/infirm residents living on or near northcourt avenue so speed bumps, even when traversed slowly, can cause significant pain and distress to those suffering with health conditions.</p> <p>Thirdly, the extra mechanical stress speed bumps put on vehicles will inevitably result in more frequent failure of suspension components leading to higher maintenance costs for those who drive over them regularly I.E. those who live or work nearby who have to use the road and are not likely the culprits of the alleged dangerous driving.</p>

	<p>Speed bumps will essentially cost all residents and those who work nearby, inconveniencing and punishing the majority of folk who drive perfectly safely in an attempt to dissuade a very small minority. As mentioned, a 20mph zone is fine and may even be a good idea in the interest of safety, speed bumps are not. However, if really trying to dissuade poor driving, a speed camera would make far more sense; only penalising the perpetrators of driving excessively quickly, costing them, rather than the all of the local residents.</p>
6. Object	<p>As a resident of Northcourt Avenue, who also works from home in a room looking onto the Avenue, I would like to express my objection to the proposed speed reduction measures in Northcourt Avenue and Wellington Avenue.</p> <p>I object to the following:</p> <p>The cost of bumps The existence of bumps It doesn't solve the problem The excessive number of bumps</p> <p>If we start with the cost. I do not see this as good use of my taxes. I would rather see a £1 reduction in my council tax than money spent on something which will reduce how enjoyable it is to live on Northcourt Avenue.</p> <p>The bumps will cause vehicles to slow down and speed up as they travel along Northcourt Avenue. This will lead to increased noise and increased pollution. Northcourt Garage may benefit from the number of car suspensions that need to be replaced but I strongly suspect that every resident will have to pay for things to be repaired that they otherwise would not have had to pay for.</p> <p>The reason that more cars are now using Northcourt Avenue is a result of the ill-conceived and almost unused cycle lanes on Shinfield Road. I walk around the area every day and I still see more bicycles on the pavement and on the road than on the cycle paths. As a main arterial road to new housing development, Shinfield Road should have been left to flow with any proposed cycle route being on Northcourt Avenue instead.</p>

	<p>The most dangerous traffic along Northcourt Avenue is not the occasional speeding car but the electric bicycles driven (and yes I use that word advisedly) by masked people with zero care for residents and other road users. I would call them drug dealers but I don't have concrete evidence ... you may well!</p> <p>Finally, I feel the number of bumps is excessive. To propose this many along Northcourt Avenue risks turning us into Beech Lane mark two. I like the fact that cars use Northcourt Avenue. I don't want to live in a giant cul-de-sac that only has residents driving along it.</p> <p>I fear that this is going to be yet another decision from Reading Council that makes my life in Reading less pleasant.</p>
7. Object	<p>I'm writing about the pose reduced speed limit to 20 mph and speed humbs, I live in [REDACTED] and parking between road junction and say doctors surgery is almost impossible at times and going up the road pass the doctors surgery there is still lot of parked cars, so you be lucky to get over 20 mph, and I know from my contacts with Police that a bad motoring law is one that can not be enforced,</p> <p>Also Speed humbs will not make much difference expect caused more wear and tear to vechiles going over them, a better option would be to use speed humbs as use in green park (near the motorway J11) where they are larger and flat with just small ramp on either sides, just enough to slow down cars that might be going to fast, and the tarmac can then be use to help fill in some of the pot holes on roads round Reading and some of them are a disgrace,</p> <p>Looking at how you already install some of the roads layout it, they can caused more road accidents and possible injury,</p> <p>Also has anyone who deals with this type of work every done somesortof Advanced driving course because if they have they could learn more about flow of traffic and the hazards that can caused road accidents,</p>
8. Support	<p>I do not object to these measures, in fact welcome them.</p> <p>My only concern is that some Road users when turning into Ennerdale Road will speed even more than now in response to the restrictions in Northcourt.</p>
9. Support	<p>I am strongly in favour of the proposed traffic calming measures. They should make the avenue much safer for everyone.</p>

10. Support	<p>I have been made aware of the traffic calming scheme and 20mph speed limit which is proposed for Northcourt Avenue.</p> <p>While it is a great pity that such measures are necessary due to a small proportion of road users not driving in a manner conducive to road safety, I am afraid that the time has come to install such features.</p> <p>My comments are under two headings:</p> <ul style="list-style-type: none">* Vehicles leaving the road at the curve outside the entrance to the University Halls of Residence at 12 Northcourt Avenue at the north end of the Avenue.* Misuse of the 'Left Turn Only' at the junction of the Avenue with the Christchurch and Shinfield Roads at Christchurch Green. <p>Vehicles leaving the road</p> <p>I live [REDACTED] and since moving into the house [REDACTED] there have been at least 8 occasions where property damage has occurred [REDACTED] due to northbound cars leaving the road. I list these events, but in some cases the dates are estimates:</p> <p>[REDACTED]</p> <p>Officer comment: The respondent has described a number of incidents and the content contains information that could identify them and/or others. We have redacted the information for this public report.</p> <p>In other words, property has been damaged by vehicles crossing the footways every [REDACTED] at this one site. In all these cases no pedestrians were hurt, but as this pavement is intensively used by the several hundred students in the University's Northcourt Halls on their way to and from the main campus at some point in the future chance will work the other way.</p> <p>Misuse of 'Left Turn Only'</p> <p>Although traffic should only turn left at the junction of Northcourt Avenue with Christchurch Road it is apparent that a proportion of drivers ignore the signs and turn right. From those I have seen the majority</p>
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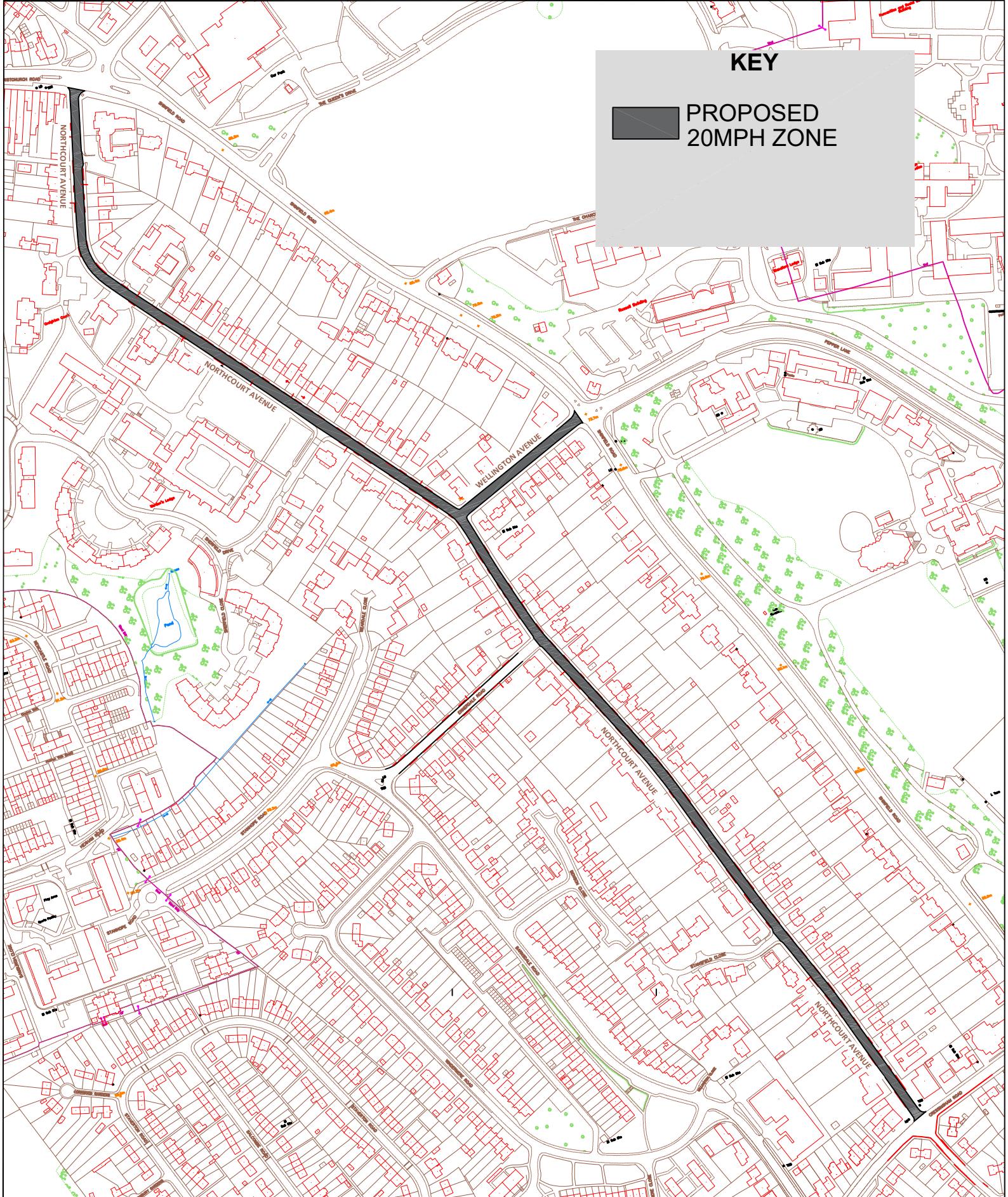
	<p>go along Elmhurst Road. This turn has to be done quickly to fit into the traffic light sequence and as a pedestrian crossing the main road it is very disconcerting to find a car approaching quickly out of sequence.</p> <p>This junction is confusing as the road markings in Northcourt Avenue permit cyclists to turn right (also out of sequence).</p> <p>I would ask that consideration be given, during the final design of the traffic calming speed table at this junction, to ways of making it more difficult for drivers to make an illegal right turn.</p> <p>Conclusion</p> <p>I have looked at the drawings of the scheme and have read the supporting documents and I support the scheme as proposed. I hope that it will reduce the maximum speed of vehicles in the Avenue and, among other things, reduce the risk of vehicles coming off the road.</p>
11. Support	Cars are always speeding in that road, many times will almost crash with another one because of that.
12. Support	Speeding and traffic volume are considerable problems for residents in Northcourt Ave, there have been a significant number of accidents. NARA, the residents association for Northcourt Ave and Wellington Ave, have liaised with RBC traffic department to find the most suitable scheme, which we believe it is. I fully support the proposal.
13. Support	Speeds are regularly much too high along Northcourt Avenue, and this plan should reduce this, whilst not making it too inconvenient for residents.
14. Support	There has been much consultation about traffic calming options in the past five years, and this seems a well-planned answer to the serious problem we face in Northcourt Avenue
15. Support	We are in favour of the traffic calming to be carried out as soon as possible.
16. Support	<p>I am strongly in favour of the Northcourt Avenue traffic calming plans. Having worked as part of NARA in the consultation group and looked at all the options alongside the council planners, I believe that the scale, type and location of the measures are necessary and proportional and well focussed in order to deal with the very serious speeding issues.</p> <p>Both myself and my wife and our children, are looking forward to seeing some action to make the Avenues safer for residents and road users.</p>

	<p>The use of sinusoidal speed humps is preferred and the locations appear well considered in my opinion and as part of a 20mph zone, will be the best way to stop this area being continuously used as a rat run for speeding drivers.</p> <p>We look forward to seeing this implemented quickly before somebody gets killed as until now it is and still is a miracle that nobody has been seriously hurt.</p>
17. Support	<p>I write to strongly support the proposed introduction of traffic calming measures in Northcourt Avenue, Reading. Since Shinfield Road was narrowed by introducing raised kerb cycle lanes to slow traffic, drivers have increasingly been using NA as a rat run down to Christchurch Green. As a resident of the lower reaches of NA, I observe speeding and inconsiderate driving every day, which is especially dangerous near the University Health Clinic where patients cross the road on foot, or cars pull out of the clinic's parking lot. In addition to the implementation of a 20mph speed limit and calming measures, I would urge the council to consider installing speed cameras to enforce this speed limit; to include a flat top speed hump with pedestrian crossing at the entrance to the clinic; and to introduce a restricted residents parking zone along NA, which would further reduce through traffic.</p>
18. Support	<p>Hi there,</p> <p>RE: Dangerous speeding and speed reduction measures on Northcourt Avenue.</p> <p>There was a consultation process on 16th May which I was not able to attend.</p> <p>I live in [REDACTED]</p> <p>The speeding on Northcourt Avenue is on another level. It's like living next to an F1 track. People race down the road really dangerously at upwards of 60mph. At night I can hear them roaring past out of my daughter's window.</p> <p>I've been overtaken on the road while driving at 30mph, by people seeming to be going double my speed.</p> <p>It's dangerous and ridiculous. My kids have to cross the road to go to school in the morning, and sometimes there are maniacs roaring past. In fact, one child was run over on his bike [REDACTED]. Fortunately he was OK but his bike was trashed.</p>

	<p>This cannot go on. With the level of school children crossing that road in the morning, sooner or later there's going to be a horrific accident.</p> <p>You need to reduce the speed limit to 20mph and use your allocated budget to put in traffic calming measures.</p>
19. Support	<p>Proposal will add value to my house which is on the street - that we will live in a safe area. I have considered moving in the past because it is so unsafe.</p> <p>Proposal will help with sense of community - especially the crossings at the end of the roads - I feel this is really good, gives the area a separate community minded continental vibe. It doesn't punish people who live on the road but adds to their experience.</p> <p>Proposal makes road safer - my kids can be allowed to go outside in the front by themselves as far less likely they will be killed. Currently I worry even when I am with them because cars go so fast, sometimes on the wrong side of the road. If we don't have these measures someone will eventually lose their life.</p> <p>Proposal makes road safer - as an adult I have to be very cautious crossing the road. I will still have to do this but with a 20mph in place at least I know if I get hit by a charity won't be as bad as if they are going 70mph.</p> <p>Proposal makes road safer - we have seen recently cases of cars totalled, twice in two months. It's only a matter of time before an out of control driver hits a house or kills themselves on the road.</p>
20. Support	Cars use this road to avoid traffic lights on Shinfield Road and race down Northcourt Avenue at reckless speeds. Many children walking to school are in danger of being killed at such high speeds.
21. Support	To slow down traffic
22. Support	Broad support, though less happy about humps AND 20mph. I think humps alone would do. And thank you for your involvement with this "rat-run and speeding" issue. Nuisance is one thing, but the speeding is downright dangerous on occasions.
23. Support	I have experienced damage to my house
24. Support	My wife and I support the principle of introducing speed bumps to the avenue and accept the economic argument for limiting maximum speed to 20 mph.

	However, we ask that the entry angle to the bumps be made more shallow than that commonly used in Reading so that cars with normal-sized wheels can progress over the bumps at up to 20 mph without either the risk of injury to the occupants or damage to the vehicle."
25. Support	I fully support the proposed traffic calming measures - both the speed humps and the 20mph speed limit - which are long overdue to prevent dangerous speeding and repeated accidents in the Avenue.
26. Support	I am writing in support of the proposed introduction of speed humps on our road. The street is increasingly being used by boy racers, with vehicles often travelling at excessive and dangerous speeds. This poses a serious risk to residents, particularly school children. The road urgently needs traffic calming measures to ensure safety for everyone. As long as the speed humps do not create significant noise disturbance, I am fully in favour of their installation.
27. Support	Speeding and use of Northcourt Avenue as a rat run has been an issue for many years.
28. Support	I have reviewed the plans thoroughly and agree that the measures are fair and appropriate in efforts to improve the safety of residents of Northcourt Avenue.
29. Support	Traffic on road currently dangerous and speed limit often ignored with speeds up to 60-70 mph. Hopefully this measure will make the road safer.
30. Support	I fully support the proposal to take traffic calming measures on Northcourt Ave having witnessed dangerous speeding incidents frequently. I hope these can be installed before a serious accident happens.
31. Support	Strongly support the proposed scheme to reduce traffic speed in Northcourt Avenue. However, please check the exact location of proposed speed hump 9m NW of Wellington Avenue as the drawing appears to position it across the driveway of 51 Northcourt Avenue. Thanks
32. Support	I am writing to express my support of the proposed traffic calming scheme in Northcourt Avenue. My thanks to the council for their work in bringing this scheme forward.

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Reading
Borough Council

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Highways & Traffic Services
Civic Offices
Reading
RG1 2LU

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Project

Northcourt Ave 20mph Scheme

Scale
NTS

Drawn: JB

Date
APR 25

Checked: JT

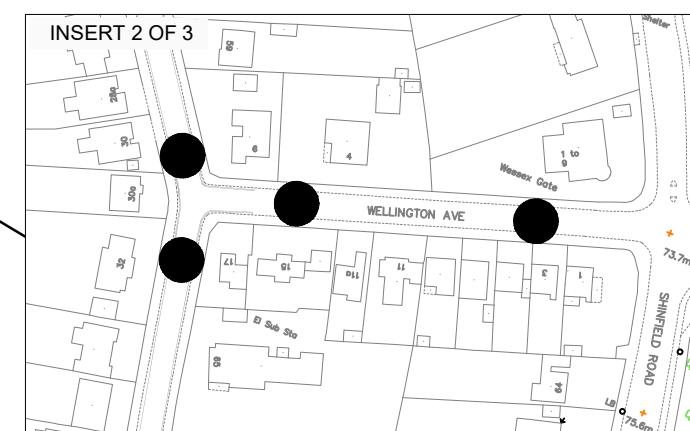
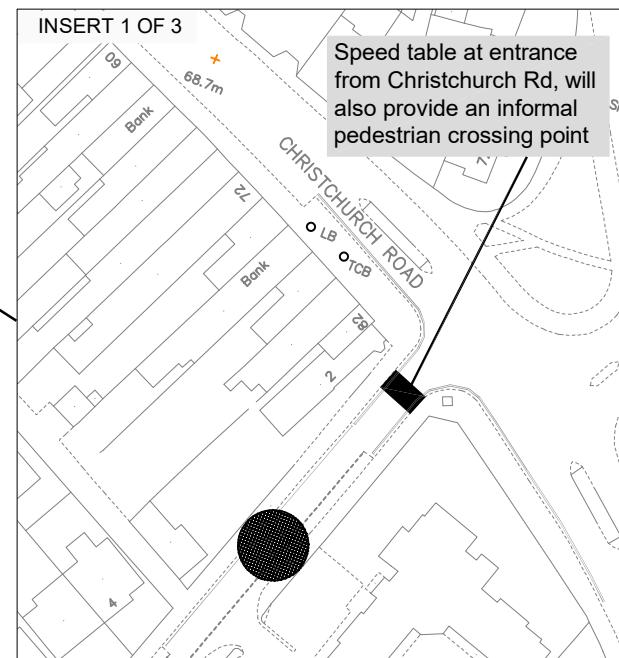
Approved: JC

Drawing

Northcourt Ave 20mph_proposal

Drawing No.

Northcourt Ave 20mph_proposal



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Highways & Traffic Services
Civic Offices
Reading
RG1 2LU

CAD DRAWING LOCATION:

project	CIL: Traffic Calming on Northcourt Avenue		
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drawing	Northcourt Avenue		
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drawn JT	checked JC	approved JP	date Aug 24
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Northcourt Avenue

Traffic Management Sub-Committee

11 June 2025



Title	Residents Parking Scheme Review including Digital Visitor Permits
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director for Economic Growth and Neighbourhood Services
Report author	Phil Grant, Parking Services Manager
Lead Councillor	Councillor John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> 1. That members agree, following the trial of Digital Permits and Visitor Permits in Zone 02R, that they are rolled out Boroughwide and that digital Business, Charity and Discretionary permits are also rolled out borough wide. 2. That the following amendments are also made to the permit scheme: <ol style="list-style-type: none"> 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 3.29 allowing the schools to determine the recipients of those permits charged at resident rates. f) That schools applying for permits must have a current School Travel plan. g) That the Director of Finance is authorised to determine the charges for permits relating to Reading Borough Council vehicles or staff. <p>and, the permit scheme rules and definitions are updated as per the above agreed amendments.</p>

1. Executive Summary

1.1. The report advises the Committee on the proposal to amend the Permit Management Rules to create a simplified approach for the benefit of the customer and administration by officers. The residents permit scheme has been in force in RBC since 1976. During that time, the scheme has grown organically. This paper seeks to standardise and simplify the number of permits. The report also sets out the details of the digital permit trial and our recommendations to adopt this across all permit areas.

2. Policy Context

2.1. The proposals are in line with current Reading Transport Strategy and the Local Plan.

3. The Proposal

3.1 Background

3.2 Residents' Permit Parking (RP) was established in Reading almost 50 (1976) years ago and the Council provided a permit scheme through its parking services team within the transport service area.

3.3 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 the scrutiny process in September 2009, February 2010 and July 2010. A revised scheme was introduced in April 2011.

3.4 Further amendments to the RP scheme and permit management rules were taken through Cabinet, Council, Traffic Management Sub-Committee and Policy Committee Meetings between 2011 and 2023.

3.5 The most recent changes were in 2023 when digital permits were introduced with some physical permits still being retained for vulnerable residents. There has been an ongoing trial of digital visitor permits in zone 02R from March 24.

3.6 Current position

3.7 There are 19 Resident Parking Zones across the Borough, which provide space on-street for households to find parking near their homes.

3.8 In 2024/2025 the following permits were issued, and current charges shown, it should be noted that a separate report on Emissions Based Charging is being presented to the committee and should that be agreed, the following charges will be replaced with the emissions-based charges.

Table 1: Permits Issued in 2024/2025

Permit Type	Total Issued in 2024/25	Charges From 1 st April 2025
Business	33	£331.00
Business Discretionary	33	£398.00
Carer	127	£0.00
Charity (free)	41	£0.00
Charity (charged)	25	£145.00
Chester Street Car Park Permit	19	£0.00
Doctor	55	£48.00
Emergency Cover	42	£36.00
Health Care Professional	562	£48.00
Landlord - Annual	37	£330.00
Landlord - Daily	316	£8
Nanny	3	£398.00

Non-UK Registered Permit	1	£398.00
Resident Discretionary (1st permit)	1,355	£48.00
Resident Discretionary (2nd permit)	240	£180.00
Resident Discretionary (3rd Permit)	112	£362.00
Resident - First Permits	8,626	£48.00
Resident - Second Permits	2,034	£180.00
Special Vehicle Permits – Annual	97	£0.00
Special Vehicle Permits - Daily	8	£0.00
Teacher	113	£48.00
Tradesperson - Annual	136	£330.00
Tradesperson - Daily	1,322	£8.00
Temporary Permits – 8 weeks	2,004	£19.00
Visitor Books - Free	9,486	£0.00
Visitor Books - Charged	2,726	£26.00
Visitor Business	15	£26.00
Visitor Charity	89	£26.00
Visitor Discretionary (free)	320	£0.00
Visitor Discretionary (charged)	238	£26.00
Digital Visitor Pack - Free (02R only)	322	£0.00
Digital Visitor Pack – Charged (02R only)	110	£26.00
Digital Visitor Pack – Discretionary charged (02R only)	1	£26.00
GRAND TOTAL	30,648	

3.9 Options Proposed

Digital Permits

3.10 Traffic Management Sub-Committee on 13 September 2023, agreed the commencement of a trial of digital permits with the exception of Visitor Permits in zone 02R. A trial of digital visitor permits has been ongoing in permit zone 02R since the 13 March 2024.

3.11 The residents in 02R as part of the trial, are entitled to two free packs and up to five charged packs of visitor permits per year, each pack contains 120 sessions, each session is for one hour. In summary residents are provided with 240 free hours of parking for visitors and the ability to buy up to 600 additional hours of visitor time. A resident can book a session from their pack, with the minimum being one session/hour. Once a session is booked, the session(s) are deducted from their pack. This is all managed from their online account. Please see Tables 2 (appendix 4) and 3 (appendix 5) for packs issued and sessions used in 2024/2025.

3.12 Residents were notified of the digital trial including the visitor pack trial, and a feedback form was provided. To date there have been 12 responses received from residents under the trial over the last 12 months. There are 665 permits issued in zone 02R.

3.13 Appendix 1 attached has the full feedback comments.

3.14 Summary of the feedback and Council's response:

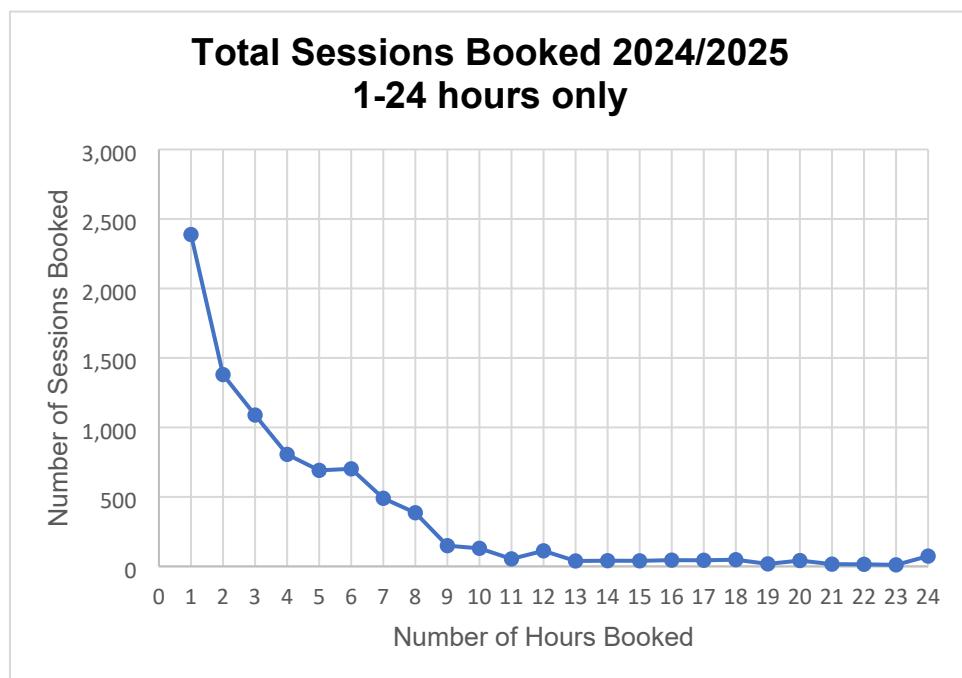
- Good.
- Very fast
- Digital permit system is great - easy to use and works really well.

- Lack of visibility of permit in vehicle.
 - One of the issues raised concerned how residents can identify vehicles which do not belong to residents in areas where a parking space is at a premium. With the introduction of digital permits, intelligent enforcement has been introduced, using "spotter" vehicles to identify if vehicles are parking with or without an allowed session or permit. This information is sent in real time to the Civil Enforcement Officer (CEO) to attend and deal with the vehicles that are in contravention.

The more digital permit provision, the easier it will be to provide consistent enforcement. Areas and patterns of contravention will be identified, and patrols adjusted accordingly.

 - Once all permits are digital, it will help improve the efficiency and effectiveness of CEOs allowing them to avoid walking down streets where compliance is often high.
- Reduction in number of permits offered.
 - Residents were also concerned about the number of hours per pack provided and gave examples of this being reduced. Whilst the number of hours per pack has been reduced, this is based on greater flexibility being provided for residents to book their visitors by the hour instead of using half day permit for a short visit. Officers have analysed the number of permits being used and this is set out in Table 3, with the most popular duration being one hour.
 - Appendix 2 has a breakdown of all the sessions booked for each month.
 - Table 2 in Appendix 4 shows the Digital Visitor Permits Pack and Physical Visitor Permit books issued in 2024/2025 in Permit Zone 02R.
 - Table 3 in Appendix 5 shows the number of Sessions booked, and duration data including the most popular and maximum session booked at one time.
 - The graph below demonstrates the number of sessions booked for the 24-hour period only.

Graph 1: Total Session booked 2024/2025 for 1 hour to 24 hours only



- Lack of consultation.
 - One resident has complained about the lack of consultation, however, the decision to move to digital permits was made via Traffic Management Sub-Committee on 14 September 2022 and the trial zone 02R was agreed on. There has been a change of systems since then, so the trial has continued with feedback from residents being reviewed at Traffic Management Sub-Committees.
- Don't understand if need a permit when there is limited waiting.
 - One resident stated they didn't understand if they needed a permit when it is limited waiting. The signs on street do specify when it is a permit bay, if they are in a shared use bay and how long they can park without a permit.
- Need to book 2 sessions as free parking at night – would like it linked to the restrictions on-street.
 - Another resident wanted the digital permits to link to the restrictions on street, so that they only had to book when it was permit holders. As the permit zones are large and have multiple restrictions, the system would not know which street they were parking in and which bay they were in. It is something that could be looked at for future development, but it is not something we can do now.
- Website long and overcomplicated and lacking functionality.
 - The website for the permits has been reviewed to make it as easy to use as possible.

3.15 The digital scheme is working well, with generally positive feedback. It has allowed for more efficient working practices that support stronger compliance, and the visitor permit scheme is proving to be more suited to customer needs (with shorter stays possible) as well as being easier to access. Therefore, the recommendation is 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 will simplify the process and not restrict the applicant to times when the Council offices are open, providing greater flexibility for customers.

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

3.17 If the Committee agrees to roll out digital visitor permits boroughwide, it is recommended to implement in October 2025 to allow Officers time to communicate and amend the back-office systems. As with the trial of Digital Visitor Permits in 02R, a communication and roll out plan will be drawn up.

Other Proposed Changes to the Permit Scheme

Motorcycle Parking

3.18 Historically motorcycles have been exempt from paying for residents parking (exemption agreed at June 2013 Traffic Management Sub-Committee) because there was no reasonable place for the rider to display a physical permit. The switch to digital permits resolves this issue.

3.19 It is therefore recommended that the permit scheme management rules and definitions are updated to include motorcycles and that motorbikes are charged at the first permit rate of £48 as set out in table one at 3.8 above, regardless of other vehicles owned.

3.20 Information of this change will be included in communications with residents advising of the changes to the permit scheme. In addition, the council will issue warning notices for 4 weeks from the date the updated order becomes enforceable.

Reading Borough Council Pool vehicles

3.21 The Council operate a number of pool vehicles which are available for officers to use. These vehicles are liveried with the Reading Council branding. Some of which are electric vehicles (EV).

3.22 It is proposed that all Reading Borough Council liveried pool vehicles are issued with all zones permits to allow them to park in residents' zones without being subjected to enforcement action. The inclusion of Reading liveried vehicles will enable staff to park in the vicinity of the property they are visiting, thereby reducing time officers spend looking for parking where there are no restrictions.

3.23 Council vehicles would be subject to the same enforcement regulations and processes as all other vehicles. Where abuse of the permit was suspected, CEO would treat the vehicle in exactly the same way as all others, thereby minimising the opportunity for abuse and reducing the time spent in residents permit areas.

3.24 Any permits for Reading Borough Council use will be charged at a rate determined by the Director of Finance.

Nanny, Houseboat & Foreign Vehicle Permits

3.25 Some permit types have received no applications or very few, such as Nanny permits (3 issued), foreign vehicle and houseboat permits. Nanny and foreign vehicles can be included in discretionary permits and houseboats removed from the system.

3.26 Rather than continue with these specific permits that are either not used at all or seldom used, it is proposed to create a non-specific Discretionary general permit type that applicants can use when a specific permit type does not meet their criteria. They would be charged at the discretionary business charge of £398 and it would be up to the applicant to demonstrate their need for a permit.

Teachers Permits

3.27 An overarching principle of traffic management in the borough is to reduce the reliance on the private car and by doing so, reduce tail pipe emissions. We also need to ensure a balance of use and access to controlled parking space so that the needs of residents and visitors not on school business are not overly affected by school activity.

3.28 The criterion for issuing Teachers permits has been reviewed and the Council has received requests from schools to extend the eligibility. Recognising that the schools are likely to be best able to determine which staff they feel should receive permits at resident rates we recommend that schools are allocated a maximum number of permits at the resident rates and for the schools to determine allocation according to their needs. It should be noted that schools will still be able to apply for further permits under the discretionary business scheme.

3.29 There were 113 permits issued to Teachers, (including Teachers Assistants & Trainee Teachers) in 2024/2025. So far this year only 90 have been renewed. These were provided to 5 schools and 1 nursery school and in the area where these supplied as per table 4 below:

Table 4 – current teacher permits by school and zone

School	Number of Permits on Issue
Battle Primary Academy	23
Zone 07R	23
Cranbury College	24
Zone 07R	17

Zone 13R	4
Zone 14R	3
New Bridge Nursery School	1
Zone 02R	1
Oxford Road Community School	16
Zone 05R	16
Redlands Primary School	20
Zone 13R	20
Thameside Primary School	6
Zone 01R	6
Grand Total	90

- 3.30 To provide flexibility to the schools, it is proposed that these permits are issued to the schools to a cap as per current demand as set out in table 4 and for the schools to decide on allocation.
- 3.31 Any school applying for permits must submit their up-to-date School Travel Plan every two years.
- 3.32 Part of the present criterion is that the facility must have limited or no on-site parking and an active travel plan, it is recommended that this criterion continues.

Healthcare Profession Permits (HCP)

- 3.33 There are 17 professions who are eligible for a Healthcare Professional (HCP) Permit under the permit scheme rules, (see Appendix 3). However, the permit team are finding that the titles for these professions often change (when there has been a re-structure) but the primary purpose remains the same. The team must refuse the applications as they don't meet the list of professions.
- 3.34 It is proposed to remove the list of professions from the permit scheme rules and definitions and update for applicants to demonstrate that they make regular home visits on a case-by-case basis. The primary purpose of these permits is for the residents who need care in their home, they are not intended for the HCP to use the permits for meetings, shopping or any other activity not within the resident's home in a permit zone. This would still provide permits for Reading Borough Council Social Workers as per the current scheme.
- 3.35 The HCP would exclude Supervisors, Team Leaders, Managers, Directors or any other Supervisory role as they would not be visiting residents regularly. Any ad hoc visits to residents can be managed by the non-permit parking areas or requesting a visitor permit from the resident.

Update Permit Scheme Rules and Definitions

- 3.36 The Permit Scheme Rules and definitions will be updated for each of the proposals agreed.
- 3.37 For technical reasons relating to the Council's Geographical Information System (GIS) it is also recommended to update that households require a Unique Property Reference Number (UPRN) as well as paying Council Tax and being authorised through the planning process.

4. Contribution to Strategic Aims

- 4.1. This proposal contributes to the Council Plan, as set out below:
- 4.2. The parking strategy, procurement of civil enforcement services and changes to resident permit parking sits within the wider context of the Reading Transport Strategy 2036. Parking management and civil enforcement activities supports a number of strategic aims within the Reading Transport Strategy and Reading's Council Plan

4.3. The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading

Good parking management ensures homes, business and leisure are accessible. Parking schemes such as resident permit parking and specific restrictions such as disabled parking contribute positively to our community. Our goal is to provide all residents and visitors with accessible, transparent, and unbiased parking services that support safe, vibrant, and welcoming neighbourhoods.

- Secure Reading's economic and cultural success

Economic and cultural success thrive in communities that are accessible, organised, and inclusive. Through effective parking enforcement and a modern digital permit system, we ensure fair access to businesses, cultural centres, and neighbourhoods, supporting vibrant local economies and celebrating the diverse identities that make our community strong

- Deliver a sustainable and healthy environment and reduce our carbon footprint

Effective parking enforcement plays a vital role in delivering a sustainable and healthy environment. By encouraging responsible parking habits and supporting alternative transportation options through a modern permit system, we help reduce congestion, lower carbon emissions, and promote a cleaner, greener community for all.

Parking management is part of the wider management of the road network which contributes to safety, protecting vulnerable users and encouraging walking and cycling.

- Safeguard and support the health and wellbeing of Reading's adults and children

Through fair and effective parking enforcement, we safeguard and support the health and wellbeing of adults and children by ensuring safe streets, reducing traffic hazards, and maintaining clear access for emergency services, schools, parks, and community spaces

Parking management has a positive impact on the public realm creating a safe and accessible environment for residents, workers and visitors.

Illegal parking can compromise safety or result in difficulties for residents and businesses. Many parking issues can create delays or accessibility obstructions for users of the network such as pedestrians, cyclists, domestic vehicles, delivery vehicles, emergency services and public transport.

Our parking permit scheme prioritises parking for residents, businesses and their visitors. Parking is limited to permit holders within these controlled parking zones. This helps to prevent commuter parking and makes it easier to find a parking space close to your address. Any vehicles parked in contravention of the rules of the highway may be issued a Penalty Charge Notice (PCN)

- Ensure Reading Borough Council is fit for the future

By promoting responsible parking practices and maintaining clear access to vital spaces, we create a community that is resilient, sustainable, and fit for the future.

As part of the contract review, it was identified that a number of local authorities have adopted paperless or digital parking permit systems, with many others actively considering the benefits they offer. In reviewing the future of Reading's parking

services, the opportunity has been taken to explore the advantages digital permits could provide to local residents. During the pilot phase, customers without an email address will not be able to access digital visitor permits; however, arrangements have been made to ensure they can continue to receive physical permit books. A future boroughwide rollout would need to guarantee equitable access to permits for all residents, including those who are offline.

4.4. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first
- Building on strong foundations
- Recognising, respecting, and nurturing all our diverse communities
- Involving, collaborating, and empowering residents
- Being proudly ambitious for Reading

4.5. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

5. Environmental and Climate Implications

5.1. A climate impact assessment has been completed which suggests that Digital Parking Permits have a net low positive impact on the Climate Impact Assessment Carbon Emissions: there will be a minimal amount of energy used in creating the notices in the form of energy used to print and computer usage.

5.2. Overall, however, the short-lived and minimal negative impact for the extension of the digital permit scheme to all areas is expected to be more than mitigated by the long-term benefits of replacing paper permits with a digital process. The reduction of printing, paper use and resulting waste will lower the council's carbon footprint in line with the overall drive to reduce environmental impact by the service.

6. Community Engagement

6.1. A statutory consultation into the core existing scheme was carried out from 4th August 2022 to 25th August 2022. Notices of intention were advertised in the local printed newspaper and erected on lamp columns within the affected area. The Police are a statutory consultee and were directly notified. The consultation was also hosted on the Council's website (the 'Consultation Hub'), where details and plans are available. There was also a presence on social media to raise awareness of the consultation. In addition, we published frequently asked questions on our web page. This review is relatively minor in scale and would constitute a change by notice, once agreed by the committee.

6.2. The expansion of digital permits and changes to the permit rules sit alongside separately reported recommendations to adopt Emissions Based Charging and are planned to be rolled out in October 2025. The council will develop an appropriate communications plan to inform residents and others affected by the changes in advance of the implementation date. This will include a wide range of media.

Equality Implications

6.3. Under the Equality Act 2010, Section 149, a public authority 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.

6.1 Officers have assessed as to whether an Equality Impact Assessment (EIA) is relevant for the proposed changes and whether the changes could have a differential impact on: racial groups; gender; people with disabilities; people of a particular sexual orientation; people due to their age; people due to their religious belief; and the Armed Forces community. It has been concluded that an Equality Impact Assessment is not relevant for either the changes proposed to the core scheme or the roll out of digital permits. In relation to digital permits the pilot was deemed to not disadvantage persons with protected characteristics. However, as a result of the statutory consultation and feedback from the pilot, officers have identified equality impacts and sought to mitigate those before rolling out digital permits boroughwide.

7 Other Relevant Considerations

7.1 Not Applicable

8 Legal Implications

8.1 In accordance with the approval granted by the Traffic Management Sub Committee of 13 September 2023 the digital parking permits order has been made in accordance with the Road Traffic Regulation Act 1984 as amended and the procedure laid down by Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. This enables the Council to issue digital parking permits boroughwide. Whilst the order is in place for visitor digital parking permits, issuing of these types of permits digitally has not yet commenced save for the trial of Zone 02R where digital parking permits are currently being issued. If members approve the issue of visitor digital parking permits to be rolled out across the borough no further legal steps will be required to implement this change (i.e. issuing of visitor parking permits boroughwide).

8.2 Given that the permit rules are set out in policy and relates to rules and eligibility criteria no Traffic Regulation Order is required to enact any of the changes specified in this report to these rules.

8.3 The Council will undertake an appropriate communication plan to support the rollout.

9 Financial Implications

9.1 The cost of implementing digital visitor permits is part of the enforcement contract, therefore there are no significant financial cost implications within this aspect of the report.

9.2 There are no significant changes to the expected income levels from the changes in relation to the conditions of the permit scheme. It is anticipated that there would be some small levels of additional income from motorcycle permits, but we do not currently have a known number of motorcycles. This can be reported to a future committee.

10 Timetable for Implementation

11.1 Digital Visitor permits and wider scheme changes to be implemented in 2025, with the aim to start 01 October 2025. This will give officers time to prepare a project plan, including communication and roll out plan.

11.2 Changes to core scheme rules including Motorcycle permits will be added to the scheme rules and updated on the website, a communications plan will be developed with the communication team as soon as practicably possible following a decision to ensure residents are aware of the changes. Warning notices will be issued to motorcycles parked in permit bays for a defined period of four weeks from the point this change is enforceable.

11.3 RBC Pool vehicle permit to be created and developed with the fleet team to start applying for them as soon as practically possible.

11.4 Schools will be contacted to advise them of any changes to the permit application system ahead of the renewal date.

11 Background Papers

11.1 There are none.

Appendices

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

Appendix 1: Feedback from Residents

No.	Comment
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1	<p>Visitor parking permits take 2. 2 x 120 credits same as original offer when proposed free overnight parking which has been rejected. This has not been re assessed. This needs to be better offer especially CPZ with 24/7 permits. Promised better value for money .</p> <p>Noted council have allowed issue of further scratchcards to extend use for residents not wanting digital version (apply online) What is planned for future 2025/26 when scratchcards are no more. Assume council are aware of number currently with visitor permits only & online accounts for renewal, some set up by council staff. Hope residents permit team will be able to help going forward, with digital or substitute.</p> <p>Seems to be lack of engagement with residents perhaps conversation on platforms we don't all use.</p>
2	<p>useless</p>
3	<p>The link to visitor parking permits on this link doesn't work. I see a 404 page not found...</p>
4	<p>Hi there, I think the digital permit system is great - easy to use and works really well. I do think the free visitor permits are harder now they aren't physical. For example, if you want to book a visitor for 2 days, you need to do this separately as are charged per hour, despite there being no parking restrictions from 5pm to 9am. It would be better if parking restrictions were built into the system (as with paid for parking like RingGo). I also don't think it's clear if 2hours free applies - should you book a visitor for 6 hours for a whole day as they get 2 hours free, or use the 8 hours? Overall, I think the move has been pretty seamless and I fully support the council moving to a digital system.</p>
5	<p>Thanks! I am writing to express my dissatisfaction with the new parking permit system recently implemented in our area. While I understand the intention behind the system, I believe there are significant flaws that need to be addressed.</p> <p>One of the primary concerns I have is the lack of transparency regarding who holds permits in our neighbourhood. Under the new system, residents are unable to easily identify which vehicles are permitted to park in our area. This lack of visibility creates confusion and frustration, as it becomes difficult to distinguish between authorized and unauthorized vehicles.</p> <p>Furthermore, I am disappointed by the apparent lack of consultation with the community regarding the implementation of this system. As a resident, I believe it is essential for the council to seek input from those directly affected by such changes. Unfortunately, I do not recall any meaningful consultation or opportunity for residents to voice their opinions on this matter.</p> <p>Moreover, I fear that this new permit system will only lead to increased hassle for residents. Without a clear understanding of who holds permits, there is a higher likelihood of parking disputes and misunderstandings among neighbors. Additionally, the added administrative burden of managing permits and resolving parking-related issues may further exacerbate the situation.</p>
6	<p>Link to other login broken</p>

- 7 The website is really long and over complicated to use and is lacking in features you would expect these days.
- 8 Here is a copy of an email sent to my councillor:

Dear Adele,

Thank you for your recent correspondence on the issue with the resident digital visitor permits. Following an email from the permit team yesterday, I need to follow up.

I am including XXX, my neighbour here in Queens Road who has also been talking with John – makes sense to minimise comm's.

I would like to start with this thought - it is my presumption that the residents parking schemes were introduced to benefit resident, this to stop people who either do not live in the area or who are not guests from parking and taking up much needed spaces, and no other reason.

I'm afraid that the transition from paper booklets to the current proposal / decision on how they will work is not, in our opinion right. The new proposal as outlined in the email from the permit team is still significantly detrimental to residents who have visitors.

I have previously shared scenarios of a visit, and I will repeat this with the latest system here:

Original Paper Booklets – 40 free credit booklets, for each credit you can choose morning (8am to 2pm) or evening (2pm to 10am) the following morning.

Digital 1 / First digital trial – 240 hours or credits, we could book in as many or few hours as needed + there was a nighttime allowance, where as long as the car was registered on the system, it did not require the use of credits.

Digital 2 / Second digital trial that is now coming to an end – 60 credits, each credit equalling 8 hrs. There was no allocation of “free” nighttime allowance.

Digital 3 / the new system as outlined and due to start 13th March. – 240 hours or credits that as before can be used in single or multiple hourly blocks BUT with no nighttime allowance.

If we look at each of these under a typical overnight visitor scenario of a visitor arriving at 5pm and then leaving at 10am the next day

With the Original Paper Booklets, 1 credit would be needed – allowing a maximum of 40 similar visits a year within the free allowance.

With Digital 1 / First digital trial – 5 hours (5 credits) would be needed – allowing a maximum of 48 similar visits a year within the free allowance

With the current Digital 2 / Second digital – 3 credits would be needed – allowing for a maximum of 20 similar visits a year within the free allowance.

With Digital 3 / the new system – 17 credits (hours) would be needed – allowing for a maximum of 14 similar visits in a year within the free allowance.

In short under this scenario (and if my maths is correct), we have gone from an allowance of 40 visits with the paper booklets to 48 with the first digital trial to 14 with the digital system being introduced on the 13 March before we have to buy extra allowance.

This is 100% detrimental to residents.

I very much request that the team reconsider this latest proposal and introduce back into the scheme the nighttime allowance as per the first digital trial. If not, I am sure everyone would like to know the reason for this.

So you know, I am going to share these figures to other residents in my local area.

Thank you,

- 9 Good
- 10 Visitors Permits
- 11 Very fast
- 12 I am a resident of Champion Road and want to give helpful feedback into the digital permit system:

I understand the purpose of visitor permits and resident permits in this neighbourhood is to stop people parking here to use the train/ bus link to the airport as well as a limit on how many resident cars each household can have so that there is space to park cars. so I agree that some limit to unlimited parking needs to be had I wish to be part of the process of working out a fair solution if I can. Please feel free to contact me.

Issues I have come across:

- 1. Unclear signage: Our neighbourhood announces that it is a permit area on signs when entering the neighbourhood, these are easily missed resulting in unfair tickets given.
- 2. One day i came across a PCN on my car which had been registered correctly with a resident parking permit. The computer system was to blame when I appealed and my charge was cancelled, the photo evidence on the charge were of a different car.
- 3. Loss of entitlement hours in visitor permits:
Initially I had paper permits 20 half days: total 10 days and nights of tickets.

Then I had 120 hours and free night time digital vouchers total of 10 days and unlimited night times.

Then I had 30 8 hour tickets which is 10 days and nights.

Now I have 120 hours. Total of 5 days.

Suggestions:

The current system of 120 hours including night time is very limiting for me, I think out of the options above, the 120 hours from 8am-8pm and free evening hours seems most fair.

However I feel the fairest option that prevents people parking here for train use would be to have parking permits needed only for the middle of the day ie 12-2pm. This would give residents greater flexibility with guests but prevent non residents using this as parking for town. Also this could be a cost saving for the council as they would only need pay for parking patrols during this limited period of time.

I hope this insight helps,

Yours Sincerely

Appendix 2: Breakdown of Sessions used per month

Sessions (Hours)	April	May	June	July	August	September
1	305	199	191	214	187	138
2	117	131	117	103	121	110
3	113	111	86	75	89	53
4	90	66	64	63	68	43
5	47	36	47	46	60	65
6	62	47	37	45	74	64
7	32	33	29	43	34	31
8	54	48	34	45	29	26
9	12	8	3	14	17	14
10	19	19	18	7	12	5
11	3	6	10	6	4	3
12	17	5	11	6	15	7
13	4	4	3	2	1	2
14	3	6	2	2	4	4
15	1	6	2	1	4	3
16	4	6	6	6	5	3
17	5	5	3	5	6	1
18	5	3	4	1	1	3
19	3	3	1	0	4	0
20	2	7	1	2	5	4
21	0	3	1	2	1	1
22	1	0	2	1	1	1
23	1	0	2	1	0	1
24	2	8	9	8	8	3
25	0	1	3	0	0	0
26	0	1	0	1	1	0
27	0	2	0	0	2	0
28	0	0	2	1	0	0
29	0	0	0	0	2	0
30	2	3	0	2	1	0
31	1	0	0	0	2	0
32	1	0	0	0	0	0
33	0	1	0	0	1	0
34	0	0	0	1	0	1
35	0	0	0	1	0	0
36	1	0	0	0	1	0
37	0	0	0	0	0	0
38	0	0	1	0	1	1
39	1	1	1	0	0	0
40	0	2	1	0	1	1
41	0	0	0	1	1	0
42	0	1	0	1	0	0
43	0	1	0	0	0	0
44	0	0	0	0	0	0
45	1	0	0	0	2	0
46	0	0	0	0	0	0
47	0	0	0	0	0	0
48	2	2	0	1	0	0
49	0	1	0	0	0	0
50	0	2	1	0	0	0
51	0	0	0	0	0	0

Sessions (Hours)	April	May	June	July	August	September
52	0	0	0	0	0	0
53	0	0	0	0	0	0
54	0	0	0	0	0	0
55	0	0	0	0	0	0
56	0	0	0	0	0	0
57	0	0	0	0	0	0
58	0	0	0	0	0	0
59	0	0	0	0	0	0
60	0	0	0	1	1	0
61	0	0	0	0	0	0
62	0	0	0	1	0	0
63	0	0	0	0	0	0
64	0	0	0	0	0	0
65	0	0	0	0	0	0
66	0	0	0	0	0	0
67	0	0	0	0	0	0
68	0	0	0	0	0	0
69	0	0	0	0	0	0
70	0	0	1	0	1	0
71	0	0	0	0	0	0
72	0	0	1	0	0	0
73	0	0	0	0	0	0
74	0	0	0	0	0	0
75	0	0	1	0	0	0
76	0	0	0	0	0	0
77	0	0	0	0	0	0
78	0	1	0	1	0	0
79	0	0	0	0	0	0
80	0	1	0	0	0	1
81	0	0	0	0	0	0
82	0	0	0	0	0	0
83	0	0	0	0	0	0
84	0	0	0	0	0	0
85	0	0	0	0	0	0
86	0	0	0	0	0	0
87	0	0	0	0	0	0
88	0	0	0	0	0	0
89	0	0	0	0	0	0
90	0	0	0	0	0	0
91	0	0	0	0	0	0
92	0	0	0	0	0	0
93	0	0	0	0	0	0
94	0	0	0	0	0	0
95	0	0	0	0	0	0
96	0	0	0	0	0	0
97	0	0	0	0	0	0
98	0	0	0	0	0	0
99	0	0	0	0	0	0
100	0	0	0	0	0	0
101	0	0	0	0	0	0
102	0	0	0	0	0	0
103	0	0	0	0	0	0
104	1	0	0	0	0	0

Sessions (Hours)	April	May	June	July	August	September
105	0	0	0	0	0	0
106	0	0	0	0	0	0
107	1	0	0	0	0	0
108	0	0	0	0	0	0
109	0	0	0	0	0	0
110	0	0	0	0	0	1
111	0	0	0	0	0	0
112	0	0	0	0	0	0
113	0	0	0	0	0	0
114	0	0	0	0	0	0
115	0	0	0	0	0	0
116	0	0	0	0	0	0
117	0	0	0	0	0	0
118	0	0	0	0	0	0
119	0	0	0	0	0	0
120	0	0	0	1	0	0
Total	913	780	695	711	767	590

Appendix 2: Continued

Sessions (Hours)	October	November	December	January	February	March	Total
1	186	204	183	219	180	182	2,388
2	133	101	101	119	114	113	1,380
3	102	91	92	98	89	90	1,089
4	59	80	75	72	71	55	806
5	82	71	50	58	60	69	691
6	80	54	54	52	65	68	702
7	54	29	51	54	68	32	490
8	18	30	29	24	27	22	386
9	16	15	10	20	11	9	149
10	6	6	12	10	12	4	130
11	4	5	3	2	2	6	54
12	12	9	8	7	11	4	112
13	3	7	7	2	1	3	39
14	3	4	5	3	4	1	41
15	2	6	3	2	6	4	40
16	4	2	2	4	2	1	45
17	4	4	6	1	1	3	44
18	0	4	13	7	6	1	48
19	0	2	1	0	3	1	18
20	4	6	2	4	1	4	42
21	1	1	1	2	1	2	16
22	0	1	4	0	2	2	15
23	0	0	4	1	0	1	11
24	6	0	7	10	4	9	74
25	0	9	1	1	0	1	16
26	1	0	0	1	0	0	5
27	0	1	0	0	0	0	5
28	0	1	0	0	1	1	6
29	1	0	0	0	1	0	4
30	1	0	1	0	1	2	13
31	0	0	0	0	1	0	4
32	0	0	0	0	0	0	1

Sessions (Hours)	October	November	December	January	February	March	Total
33	0	0	1	0	0	0	3
34	0	1	1	0	0	0	4
35	0	0	0	0	0	0	1
36	0	1	1	0	0	0	4
37	0	0	0	0	0	0	0
38	0	0	0	1	0	0	4
39	0	0	0	0	0	0	3
40	0	1	3	1	0	0	10
41	0	0	1	0	1	0	4
42	0	0	1	0	0	1	4
43	0	0	0	1	0	0	2
44	0	1	0	0	0	0	1
45	1	1	0	0	0	0	5
46	0	0	1	0	0	0	1
47	0	0	0	0	0	0	0
48	0	2	0	1	2	1	11
49	0	0	0	0	0	0	1
50	0	1	0	0	0	0	4
51	0	0	1	1	0	1	3
52	0	0	0	0	0	0	0
53	0	0	0	0	0	0	0
54	0	0	0	0	0	0	0
55	0	1	0	0	0	0	1
56	0	0	0	0	0	0	0
57	0	0	1	0	0	0	1
58	0	0	0	0	0	0	0
59	0	0	0	0	0	0	0
60	0	1	0	1	1	1	6
61	0	0	0	0	0	0	0
62	0	0	0	0	0	0	1
63	0	0	0	0	0	0	0
64	0	1	0	0	0	0	1
65	0	0	0	0	0	0	0
66	0	0	0	0	0	0	0
67	0	0	0	0	0	0	0
68	0	0	0	0	0	0	0
69	0	0	0	0	0	0	0
70	0	0	0	0	0	0	2
71	0	0	0	0	0	0	0
72	0	0	0	0	0	0	1
73	0	0	0	0	0	0	0
74	0	0	0	0	0	0	0
75	0	0	0	0	0	0	1
76	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0
78	0	0	0	0	0	0	2
79	0	0	0	0	0	0	0
80	0	0	0	0	0	0	2
81	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0

Sessions (Hours)	October	November	December	January	February	March	Total
86	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0
91	0	0	1	0	0	0	1
92	0	0	0	0	0	0	0
93	0	0	0	0	0	0	0
94	0	0	0	0	0	0	0
95	0	0	0	0	0	0	0
96	0	0	0	0	0	0	0
97	0	0	0	0	0	0	0
98	0	0	0	0	0	0	0
99	0	0	0	0	0	0	0
100	0	0	0	0	1	0	1
101	0	0	0	0	0	0	0
102	0	0	0	0	0	0	0
103	0	0	0	0	0	0	0
104	0	0	0	0	0	0	1
105	0	0	0	0	0	0	0
106	0	0	0	0	0	0	0
107	0	0	0	0	0	0	1
108	0	0	0	0	0	0	0
109	0	0	0	0	0	0	0
110	0	0	0	0	0	0	1
111	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0
114	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0
116	0	0	0	0	0	1	1
117	0	0	0	0	0	1	1
118	0	0	0	0	0	0	0
119	0	0	0	0	1	0	1
120	0	1	0	0	2	0	4
Total	783	755	737	779	753	696	8,959

Appendix 3 List of Healthcare Professions

- District Nurse (DN)
- Community Health Nurse (CHN)
- Practice Midwife (PM)
- Community Midwife (CM)
- Home Care Assistant (HCA)
- Health Visitor (HV)
- Midwife (MW)
- Community Psychiatric/Mental Health Nurse (ComP/MHN)
- Consultant Psychiatrist (CP)
- Clinical Psychologist (CLP)
- Occupational Therapist (OT)
- Social Workers (SW)
- Intermediate Care Assistants (ICA)
- Education Welfare Officer (EWO)
- Family Worker (FW)
- Youth Offending Service Worker (YOSW)
- Specialist Youth Support Worker (SYSW)

Appendix 4

- **Table 2: Digital Visitor Permit Packs and Physical Books issued in 2024/2025**

Month	Digital VP Packs - Free	Digital VP Packs – Charged	Physical Books (Free & Charged)
April	22	4	5
May	26	5	6
June	16	5	3
July	23	7	13
August	16	5	6
September	24	7	8
October	26	6	1
November	12	15	10
December	22	14	12
January	14	18	11
February	14	14	7
March	96	10	3
Total	322	110	85

- *Trial started 13 March 2024.

Appendix 5

- **Table 3: Number of Sessions booked, including session duration**

Month	Number of Sessions booked	Most popular session duration & number of sessions	Max duration booked in one session (hours)
April	913	1 hour 305 sessions	107
May	780	1 hour 199 sessions	80
June	695	1 hour 191 sessions	75
July	711	1 hour 214 sessions	120
August	767	1 hour 187 sessions	70
September	590	1 hour 138 sessions	110
October	783	1 hour 186 sessions	45
November	755	1 hour 204 sessions	120
December	737	1 hour 183 sessions	91
January	779	1 hour 219 sessions	60
February	753	1 hour 180 sessions	120
March	696	1 hour 182 sessions	117

- * 13 March 2024 start date

Traffic Management Sub-Committee



Reading
Borough Council

Working better with you

11 June 2025

Title	Emissions Based Charging
Purpose of the report	To make a key decision
Report status	Public report
Report author	Phil Grant, Parking Services Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Corporate priority	Healthy Environment
Recommendations	<ol style="list-style-type: none"> 1. That subject to statutory consultation, delegated authority is given to the Executive Director of Economic Growth and Neighbourhood Services, in consultation with Lead Member for Climate Strategy and Transport and Assistant Director Legal and Democratic Services, to introduce emissions-based charging for: <ol style="list-style-type: none"> a) on street pay and display, and 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 authorised to make: <ol style="list-style-type: none"> a) the Traffic Regulation Order for the introduction of emissions-based charging for on street pay and display and b) the Traffic Regulation Order for the introduction of emissions-based charging for Resident parking permits and all other parking permits. 3. Should formal objections be received that officers bring a report to a future meeting of the sub-committee for consideration.

1. Executive Summary

1.1. Local authorities have powers to control and regulate parking and there is a need to continually improve the way in which parking services are delivered to both enable a better customer experience and support changes to behaviour in relation to wider policy objectives around transport, health and climate. Parking policies can influence the number, type and the amount of usage of vehicles in an area and can be an important tool in delivering behavioural change which results in improvements to air quality (and consequently environmental and public health improvements). Without these changes,

there will be ongoing costs to pressurised health services and higher costs associated with climate change and the need to adapt to it. This paper sets out measures to enable steps to be taken which over time will impact positively on air quality, health and climate outcomes for Reading.

- 1.2. A report on changes to Parking Services was presented to Policy Committee in January 2025. The report set out proposals to introduce emissions-based charging for on and off-street parking, resident and all other parking permits across the Borough.
- 1.3. The proposal to introduce Emissions-Based Charging (EBC) as evidenced by their introduction in other locations in England, is expected to elicit strong opinions, in particular where the changes impact residents permits. To gauge support for the proposed introduction of EBC in the Borough, an informal consultation was conducted in March 2025. Residents, businesses and visitors were invited to make comment about the proposal through the council's web site or direct to the Parking Managers in box. In 24/25 there were 9981 1st permits issued, including discretionary 1st permits, meaning that nearly 10,000 residential properties, as well as businesses and other permit holders affected had the opportunity to respond. A total of 275 people responded to the survey which comprised 18 questions. Information about the communication methods used to promote awareness of the survey to residents, as well as the survey results themselves, are set out in more detail at Appendix 6. 28 emails were received direct to a dedicated email address. These are set out at Appendix 7.
- 1.4. 64% of respondents to the survey strongly agreed or agreed that they were concerned about the effects of air quality on the health of their children or family. A similar number (61.8%) were concerned about the impact on their own health. In summary, a ratio of almost 2 to 1 expressed concern about the impact of air quality on not only their health but also on the health of their family.
- 1.5. There was strong opposition from respondents to linking EBC to permits, with 70% disagreeing and strongly disagreeing when asked if permit parking charges should be linked to the CO₂ and NO_x emission levels of the vehicle. Historically, few motorists ever support the introduction of, or an increase in, parking charges irrespective of the wider health benefits associated with the proposal or their general support for environmental and health interventions.
- 1.6. There were also a high number of responses that suggested the proposals would impact negatively on lower income households affected with the introduction of EBC on residents parking permits.
- 1.7. Positively, while 73% said the proposal was unlikely to change their travel behaviour, a significant proportion at 20% said that it would. Potentially this approach could result in a significant shift in modal choice and result in positive air quality impacts.
- 1.8. The purpose of the report is to provide Members with the information to make a decision as to whether to proceed with the proposed emissions based charging scheme.

2. Policy Context

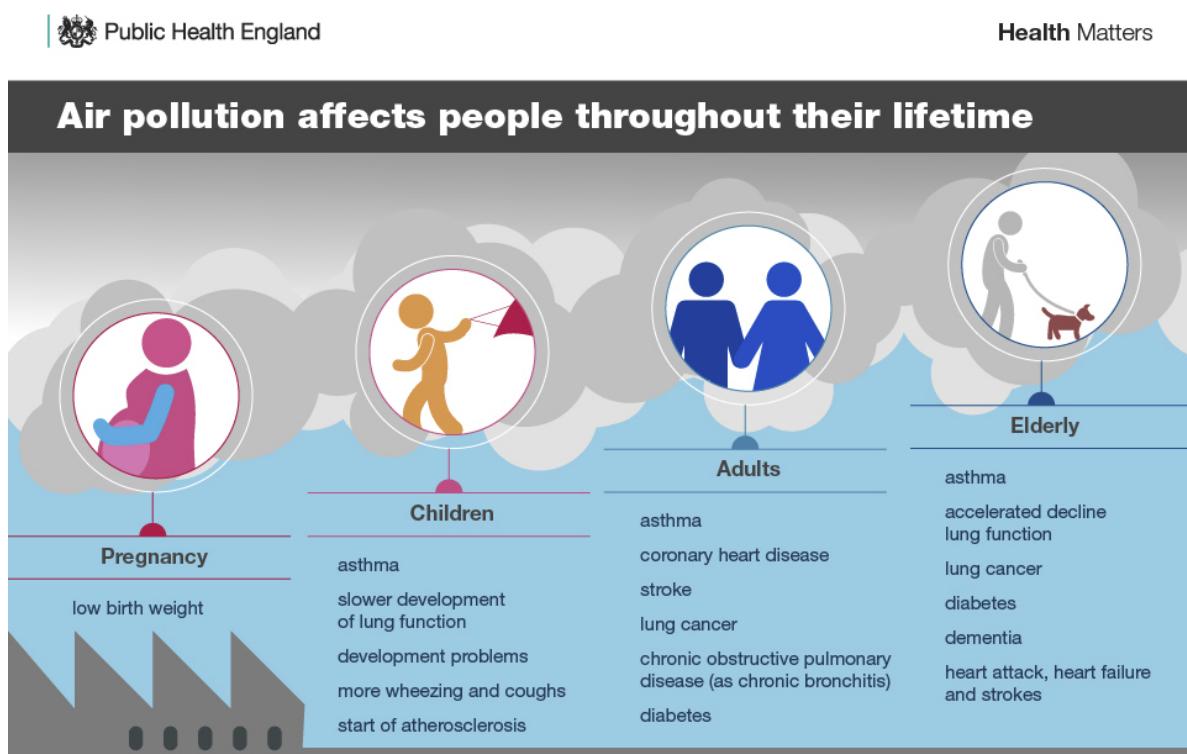
- 2.1 The Council has been developing its Parking Policy over the last few years but is yet to achieve a position where all aspects of its on-street offer have been comprehensively reviewed.
- 2.2 A future workstreams will deliver a new Parking Policy, which links organisational objectives such as Net Zero, the newly adopted Local Transport Plan and the current

partial update of the Local Plan, alongside other strategic plans such as the Air Quality Action Plan and Electric Vehicle (EV) Strategy.

- 2.3 As part of the drive to Net Zero, emissions-based parking charges can be used as part of a toolkit to influence and change drivers' behaviour and reduce the number of vehicles overall as well as the number of vehicles with higher emissions using Reading roads, whilst delivering direct benefits for air quality and health.
- 2.4 The introduction of EBC forms part of a wider system of improvements in the town, which aim to increase options and accessibility to public transport and active travel. The overall aim of the policy change is to encourage motorists to consider other more environmentally friendly modes of transport, such as walking, cycling or public transport.
- 2.6 To further support this shift away from ICE, the Council is progressing with plans to install on street EV charging facilities throughout the Borough. Additionally, installation of EV charging points are planned in suitable Council car parks.

3 Air Quality

- 3.1 The Office for Health Improvement & Disparities (OHID) published guidance ([Air pollution: applying All Our Health - GOV.UK](#)) which set out that annual mortality by human made air pollution (all sources, including transport) in the UK is "roughly equivalent to between 28,000 and 36,000 deaths every year. It is estimated that between 2017 and 2025 the total cost to the NHS and social care system of air pollutants (fine particulate matter and nitrogen dioxide), for which there is more robust evidence for an association will be £1.6 billion." Overall, pollution is a contributory factor in 5% of all deaths.
- 3.2 The illustration below sets out some of the impacts of poor air quality on the population throughout their lifetime.



3.3 Figures show that there has been a steady decline in the amount of greenhouse emissions per head of capita (Co2 per capita report¹). However, the increase in population has counteracted that reduction, resulting in an overall increase in co2 emissions.

3.4 Vehicles are major contributors to air pollution. In the UK, transportation is responsible for up to a third of the nitrogen oxides in the air. Vehicle emissions, such as carbon monoxide, nitrogen dioxide, particulate matter, and volatile organic compounds (VOCs) can have detrimental effects on human health, causing or worsening respiratory and cardiovascular diseases and increasing the risk of cancer. Additionally, the combustion of fossil fuels in car engines releases carbon dioxide, contributing to climate change. While individual car emissions may be small, the large number of vehicles on our road leads to significant air pollution, particularly in urban areas with high traffic congestion.

3.5 Reading Borough Council adopted its Air Quality Action Plan (AQAP) in March 2024. The accompanying report explained that whilst air quality (NO2) in Reading had improved there were still some locations in the town where air quality levels were below UK and World Health Organization (WHO) limits. The Action Plan was approved by Department Environment Food and Rural Affairs (DEFRA) in May 2024.

3.6 As a result of the high levels of car congestion and accompanying air pollution in parts of Reading, an Air Quality Management Area (AQMA) has been declared covering the town centre and key corridors into and out of the town. The AQAP aimed to target specific locations to achieve compliance with UK and WHO limits and sought to further improve air quality across the Borough as a whole. The Plan continues to focus on reducing nitrogen dioxide (NO2) levels for which transport is a major contributor. One of the mitigation measures identified in the Action Plan is the introduction of emissions-based charging to encourage modal shift alongside delivery of additional walking and cycling infrastructure and improvements to bus infrastructure to maximise use of public transport.

3.7 The Council's Transport Strategy 2040 was adopted in June 2024 and also highlighted the importance of reducing emissions for Reading people and the environment. The Strategy sets out a roadmap to provide transport options to enhance quality of life, reduce emissions and improve air quality to create a carbon neutral town.

Emissions Based Charging Proposals

Pay and Display Tariffs

3.8 With the planned introduction of new machines which record the Vehicle Registration Mark (VRM) there is an opportunity to link to Driver and Vehicle Licensing Agency (DVLA) data on tail pipe emissions. Data on vehicle type is already collected through the RingGo pay by phone system. The data enables the Service to identify a vehicles fuel type. This information can be used to model a charging regime targeted at the most polluting vehicles. The primary objective is to encourage those with the most polluting vehicles to choose other modes of transport.

3.9 RingGo data for Reading shows that 88% of all vehicles using the parking app are either petrol or diesel. Only a small percentage (6%) are Ultra Low Emission Vehicles. It is proposed that a percentage charge is 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.

3.10 Westminster and Lambeth have both recently introduced emissions-based charging schemes. Westminster has levied 67% on diesels and a range of 15% to 100% on non-diesels. Lambeth has levied a 75% charge on diesel vehicles. We have started at a lower

¹ [United Kingdom: CO2 Country Profile - Our World in Data](https://ourworldindata.org/co2-profiles)

percentage uplift for Reading but note that this would be subject to future review to continue encouraging and incentivising less polluting vehicles.

- 3.11 Recognising the tail pipe emission benefits of Electric Vehicles (EV), EVs will not pay any additional tariff to encourage take up and reflect the delivery programme of the Council's EV Strategy, which will further support sustainable growth. As more data is gathered about the types of vehicles using the parking service, a review of tariffs will be carried out 2 years after the scheme has been introduced to address any imbalances within the system. The proposed tariff structure is shown in Appendix 2.
- 3.12 It is proposed that emissions-based charging is scheduled to be introduced in October 2025 following the roll out of the new machines and the completion of the necessary legal processes, a detailed process and timeline is included in section 11.

Permits

- 3.13 In 2024/25, the Council issued 30,648 permits of all types. Post Covid, there has been a positive shift in the reduction of second vehicle permits issued to residents, however analysis of vehicle emissions indicates a slow transition to lower emissions vehicles. Whilst affordability and availability are 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 is significant. It is therefore proposed to introduce an Emissions Based Charging regime, as set out in Appendix 3.

4 Other Options considered

- 4.1 Do nothing.
- 4.2 Failure to introduce Emissions Based Charging would limit the Council's ability to influence the impact of internal combustion engine emissions and pollution and the shift towards more sustainable forms of transport. It would also continue to impact on poor health outcomes, particularly for the younger and more elderly residents.
- 4.3 Leaving the existing tariff structure in place will not encourage the travelling public to consider alternative modes of transport.

5 Contribution to Strategic Aims

- 5.1 Poor air quality is considered the largest environmental risk to public health in the UK, because long-term exposure to poor air quality can cause chronic conditions which lead to reduced life expectancy.
- 5.2 Whilst emissions-based charging will not completely resolve the problem, it is one of a suite of measures open to authorities. It can contribute positively to reducing the overall level of air pollution, certainly contributing to a healthier environment.
- 5.3 Emissions based parking charges are already in operation in other councils in the country, such as Lambeth, Lewisham, Westminster and more recently Bath & Northeast Somerset, with positive impacts on air quality being demonstrated. Cardiff has also consulted on proposals.
- 5.4 The aim of the scheme is to further the safety and health of residents through the improvement of air quality. A sliding scale of parking charges for vehicles with the highest tailpipe emissions is one of a number of tools available to encourage behaviour change. Motorists may elect to choose an alternative mode of transport.
- 5.5 The system can be used to support the Council's wider strategic aims of reaching Net Zero by 2030 through the introduction of charging based around emissions, as well as increasing other modes of transport such bus, walking and cycling in line with the objectives of the Reading Transport Strategy.

6 Environmental and Climate Implications

6.1 Transport contributes approximately 30% of all carbon emissions. By using up to date technology and a pricing strategy, motorists' behaviour can be influenced towards cleaner modes of travel.

- The Reading Climate Emergency Strategy 2020 – 25 contains a transport action plan which cites an objective as switching from cars to more sustainable modes of transport such as public transport, walking or cycling. Encouraging motorists to move from ICE to EV which are less polluting, will contribute and support the goals outlined in the plan overall. In particular:
 - T2 Develop demand management measures to reduce traffic and encourage shift from high carbon transport².
 - T12 Implement traffic management schemes to support low carbon travel choices³.

6.2 A climate impact assessment is contained in Appendix 3.

6.3 In summary, the proposals are designed to encourage people to consider alternative modes of transport, other than the private car or select less polluting ICE cars over time. Where this scheme has been introduced in London boroughs, there has been a reduction in the use of diesel cars of up to 60%.

6.4 Community Engagement

6.5 The legal engagement processes are set out above in section 8. Officers will liaise closely with communications and develop an appropriate communications plan to make residents aware of the proposals by way of the statutory consultation process. Should the decision be made to implement, following the statutory process, again, officers will develop a communication plan for this and in accordance with the legislative processes.

6.6 If approved, a Communications plan will be developed in conjunction with our colleagues in Communications. Additional pages will be created for the parking web pages to explain to residents what the changes are. This will be supported through the use of newsletters, social media and a press release.

6.7 The Process of Consulting and Implementing Emissions Based Charging

6.8 The legal process for changing the pricing structure will be undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Should the decision be made to approve either or both of the proposals to introduce emissions-based charging for pay and display and permits, we are required to advertise our proposals and invite objections or representations via a formal statutory public consultation for a period of at least 21 days. We are required to respond to each objection and members should note that should objections be received they will be reported to a future sub-committee for considerations as set out in Recommendation 3.

6.9 The proposal will also be available at the Civic Centre and Library for inspection. There will also be an e mail address for the public to make any objections or representation.

6.10 We expect the proposal to introduce Emissions charging to residential permits to result in high levels of formal objections, given the strength of feeling shown from the informal

² Environment and Climate Impacts in Committee Reports - guidance

³ Environment and Climate Impacts in Committee Reports - guidance

process. Allowing time to consider objections is expected to take up to 4 weeks from the end of the statutory consultation period.

Informal Consultation

6.11 It is good practice with a major change such as this to undertake an informal consultation to gauge strength of feeling from those most affected by the change. We undertook this consultation from 3rd March 2025 to 30th March 2025. This consultation was conducted online with availability for written submissions. It was advertised via a press release, direct email to residents, social media and the council website. Further detail is available at Appendix 6.

7 Equality Implications

7.1 The Equality Impact Assessment (EIA) shows there are no negative impacts on the community overall. The introduction of emissions-based charging to permits and pay and display systems affects all sectors of the community equally.

7.2 Based on the above, there will be no negative impacts on the community accessing pay and display or the permit system for parking.

7.3 Equality Impact Assessment is contained within Appendix 4.

8 Legal Implications

8.1 The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. In addition, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes which a local authority must follow when making such orders.

8.2 Before making a TRO for the introduction of the Emissions Based Charging, the Council must undertake a statutory consultation. This involves engaging with key stakeholders including the Chief of Police, residents, businesses, emergency services and transport operators.

8.3 A notice detailing the proposals and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the proposals would apply. Alongside this, a draft TRO order is prepared and made available to the public as part of the consultation process fulfilling both legal and transparency requirements.

8.4 Members of the public have 21 days in which to submit objections or representations to the proposed order.

8.5 In order for any comments to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.

8.6 Following consultation, the Traffic Management Sub Committee will review all the outcome of the consultation and decided whether to:

- to proceed with the traffic regulation order as proposed,
- modify the order,
- abandon the proposals.

8.7 If the decision is made to proceed the TRO is formally sealed and made a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings, where applicable.

8.8 The Council has considered its Network Management Duty under the Traffic Management Act 2004 and its Section 122 duty under the Road Traffic Regulation Act 1984.

Network Management Duty

8.9 Part 2 Section 16 (1) of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

(2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—

(a) the more efficient use of their road network; or

(b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority). This duty places an ongoing obligation in ensuring overall traffic efficiency and network performance and not only applies to vehicles but all to pedestrians and cyclists.

Section 122 duty

8.10 Further Section 122 of the Road Traffic Regulation Act 1984 places a duty on the local authority so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In carrying out this exercise the Council must have regard to the following:

- Desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
- The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the local authority to be relevant.

8.11 This duty focuses on the making of individual traffic regulation decisions.

8.12 Each of these duties has been considered in detail in relation to the proposal identified in this report.

10 FINANCIAL IMPLICATIONS

10.1 The financial implications arising from the proposals set out in this report are set out below as extracted from the Budget Setting reports as agreed in February 2025, showing the full benefit of £0.365m split across 2 financial years :-

Table 1 Revenue Implications

	Total Annual benefit	2025/26 £000 Budget impact	2026/27 £000 Budget impact
Savings from reduced maintenance	(20)	(15)	(5)
Savings from reduced cash collection costs	(15)	(11)	(4)
Expenditure	(35)	(26)	(9)
* Cost of leasing is not set out here due to the current completion of the procurement, however this has been evaluated against capital expenditure (purchase of machines as a capital asset) and represents better value for money.			
Income from:			
Fees and charges (Residents Permits)	(100)	(75)	(25)
Fees and charges (On Street P&D)	(230)	(173)	(57)
Total Income	(330)	(248)	(82)
Net Cost (+)/saving (-)	(365)	(274)	(91)

10.2 The budget set in February 2025 identified an earliest date of commencement of June 2025. The figures above have been reprofiled across both financial years within the MTFS budget setting to allow for a mid-year commencement.

10.3 Value for Money (VFM)

None identified

10.4 Risk Assessment.

10.5 Legislation introduced by Government to eliminate the sale of ICE cars by 2030 will over time mean that the vehicles accessing both the pay and display and permit system will fall into the lowest categories. This needs to be assessed for impact over time and will need regular review to ensure the approach continues to align with wider parking and transport strategies.

10.6 There is a risk of failure of the DVLA system to correctly identify a vehicle emissions classification. This will be resolved through the use of a third party that can cross check the data.

10.7 Increase in transaction charges by suppliers may impact on future usage.

11 Timetable for Implementation

11.1 Emissions based charging can be introduced in Q3 2025, subject to the successful completion of the consultation and following legal processes.

Proposed Timetable with no objections with timetable with objections below

Process with no objections	Date
Traffic Management Sub Committee to authorise the proposals to introduce Emissions-Based Charging for Pay and Display and/or Permits	11 th June 2025
Notice of Proposal at affected sites Notice of Proposal in local Press Notice of Proposal placed on deposit	26 th June 2025
Statutory consultation ends	17 th July 2025
Analyse and respond to objections	15 th August 2025
Seal Traffic Regulation Order	3 rd September 2025
Notice of Making posted at affected sites Notice of Making published in press Notify objectors	4 th September 2025
Process should objections be received	Date
Traffic Management Sub Committee to authorise the proposals to introduce Emissions-Based Charging for Pay and Display and Permits	11 th June 2025
Notice of Proposal at affected sites Notice of Proposal in local Press Notice of Proposal placed on deposit	26 th June 2025
Statutory consultation ends	17 th July 2025
Analyse and respond to objections	15 th August 2025
Traffic Management Sub Committee to decide on objections received to the introduction of emissions-based charging for pay and display and/or permits.	10 th September 2025
Decision <u>not</u> to proceed:	Process ends
Decision to proceed as follows: Seal Traffic Regulation Order	17 th September 2025
Notice of Making posted at affected sites Notice of Making published in press Notify objectors	18 th September 2025

12 Background Papers

12.1 There are none.

Appendices

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

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Appendix 1 – Emissions Based Charging
Tariffs

Proposed tariff						
Petrol	Existing Tariff	CO2 bands increments of 20% *rounded to the nearest 10p				
Mins / Hours (where applicable)	0-150 g/km	151-170 g/km	171-190 g/km	191-225 g/km	226-255 g/km	Over 255 g/km
20	£1.00	£1.20	£1.40	£1.60	£1.80	£2.00
40	£2.00	£2.40	£2.80	£3.20	£3.60	£4.00
1 hr	£3.00	£3.60	£4.20	£4.80	£5.40	£6.00
1 hr 20	£4.50	£5.40	£6.30	£7.20	£8.10	£9.00
1 hr 40	£5.00	£6.00	£7.00	£8.00	£9.00	£10.00
2 hrs	£6.00	£7.20	£8.40	£9.60	£10.80	£12.00
2 hrs 20	£7.00	£8.40	£9.80	£11.20	£12.60	£14.00
2 hrs 40	£8.00	£9.60	£11.20	£12.80	£14.40	£16.00
3 hrs	£9.00	£10.80	£12.60	£14.40	£16.20	£18.00

Inner Tariff

Outer Tariff	Petrol (where applicable)	Mins / Hours	Existing Tariff	CO2 bands increments of 20% *rounded to the nearest 10p				
				0-150 g/km	151-170 g/km	171-190 g/km	191-225 g/km	226-255 g/km
		30	£1.00	£1.20	£1.40	£1.60	£1.80	£2.00
		1 hr	£1.50	£1.80	£2.10	£2.40	£2.70	£3.00
		1 hr 30	£2.50	£3.00	£3.50	£4.00	£4.50	£5.00
		2 hrs	£3.50	£4.20	£4.90	£5.60	£6.30	£7.00
		2 hr 30	£4.00	£4.80	£5.60	£6.40	£7.20	£8.00
		3 hrs	£5.00	£6.00	£7.00	£8.00	£9.00	£10.00
		3 hr 30	£5.50	£6.60	£7.70	£8.80	£9.90	£11.00
		4 hrs	£6.00	£7.20	£8.40	£9.60	£10.80	£12.00
		6 hrs	£9.00	£10.80	£12.60	£14.40	£16.20	£18.00
		Max	£12.00	£14.40	£16.80	£19.20	£21.60	£24.00

Out of
Town Tariff

Petrol	Existing Tariff	CO2 bands increments of 20% *rounded to the nearest 10p					Over 255 g/km
		0-150 g/km	151-170 g/km	171-190 g/km	191-225 g/km	226-255 g/km	
Mins / Hours (where applicable)							
1 hr	£1.00	£1.20	£1.40	£1.60	£1.80	£2.00	
2 hrs	£1.50	£1.80	£2.10	£2.40	£2.70	£3.00	
3 hrs	£2.50	£3.00	£3.50	£4.00	£4.50	£5.00	
4 hrs	£3.00	£3.60	£4.20	£4.80	£5.40	£6.00	
7 hrs	£4.00	£4.80	£5.60	£6.40	£7.20	£8.00	

Inner Tariff

Proposed tariff						
Diesel	Existing Tariff	CO2 bands increments of 25% <i>*rounded to the nearest 10p</i>				
Mins / Hours <i>(where applicable)</i>	0-150 g/km	151-170 g/km	171-190 g/km	191-225 g/km	226-255 g/km	Over 255 g/km
20	£1.00	£1.30	£1.50	£1.80	£2.00	£2.30
40	£2.00	£2.50	£3.00	£3.50	£4.00	£4.50
1 hr	£3.00	£3.80	£4.50	£5.30	£6.00	£6.80
1 hr 20	£4.50	£5.60	£6.80	£7.90	£9.00	£10.10
1 hr 40	£5.00	£6.30	£7.50	£8.80	£10.00	£11.30
2 hrs	£6.00	£7.50	£9.00	£10.50	£12.00	£13.50
2 hrs 20	£7.00	£8.80	£10.50	£12.30	£14.00	£15.80
2 hrs 40	£8.00	£10.00	£12.00	£14.00	£16.00	£18.00
3 hrs	£9.00	£11.30	£13.50	£15.80	£18.00	£20.30

Outer Tariff

Diesel Mins / Hours (where applicable)	Existing Tariff	CO2 bands increments of 25% *rounded to the nearest 10p					
		0-150 g/km	151-170 g/km	171- 190 g/km	191-225 g/km	226-255 g/km	Over 255 g/km
30	£1.00	£1.30	£1.50	£1.80	£2.00	£2.30	
1 hr	£1.50	£1.90	£2.30	£2.60	£3.00	£3.40	
1 hr 30	£2.50	£3.10	£3.80	£4.40	£5.00	£5.60	
2 hrs	£3.50	£4.40	£5.30	£6.10	£7.00	£7.90	
2 hr 30	£4.00	£5.00	£6.00	£7.00	£8.00	£9.00	
3 hrs	£5.00	£6.30	£7.50	£8.80	£10.00	£11.30	
3 hr 30	£5.50	£6.90	£8.30	£9.60	£11.00	£12.40	
4 hrs	£6.00	£7.50	£9.00	£10.50	£12.00	£13.50	
6 hrs	£9.00	£11.30	£13.50	£15.80	£18.00	£20.30	
Max	£12.00	£15.00	£18.00	£21.00	£24.00	£27.00	

Tariff

Diesel	Existing Tariff	CO2 bands increments of 25% *rounded to the nearest 10p				
Mins / Hours <i>(where applicable)</i>	0-150 g/km	151-170 g/km	171-190 g/km	191-225 g/km	226-255 g/km	Over 255 g/km
1 hr	£1.00	£1.30	£1.50	£1.80	£2.00	£2.30
2 hrs	£1.50	£1.90	£2.30	£2.60	£3.00	£3.40
3 hrs	£2.50	£3.10	£3.80	£4.40	£5.00	£5.60
4 hrs	£3.00	£3.80	£4.50	£5.30	£6.00	£6.80
7 hrs	£4.00	£5.00	£6.00	£7.00	£8.00	£9.00

Appendix 2**On Street Permits Charging Structure**

Councillors should note that a proposal to rationalise the permit scheme is being reported to the 11th June 2025 Traffic Management Sub committee. If these proposals are accepted this tariff schedule will change to reflect the changes to permit rules.

Petrol / Other	Tariff	CO2 bands increments of 20% *rounded to the nearest 10p				
g/km	0-150	151-170	171-190	191-225	226-255	Over 255
Business	£331.00	£397.20	£463.40	£529.60	£595.80	£662.00
Business Discretionary	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Carer	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Charity (charged)	£145.00	£174.00	£203.00	£232.00	£261.00	£290.00
Charity (free)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Chester Street	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Doctor	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Emergency Cover	£36.00	£43.20	£50.40	£57.60	£64.80	£72.00
Health Care Professional	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Health Care Professional - Staff	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00

Landlord - Annual	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Landlord - daily	£8.00	£9.60	£11.20	£12.80	£14.40	£16.00
Nanny	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Non-UK Registered Vehicle Permits	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Resident - First Permits	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Resident - Second Permits	£180.00	£216.00	£252.00	£288.00	£324.00	£360.00
Resident Discretionary (1st permit)	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Resident Discretionary (2nd permit)	£180.00	£216.00	£252.00	£288.00	£324.00	£360.00
Resident Discretionary (3rd Permit)	£362.00	£434.40	£506.80	£579.20	£651.60	£724.00
Special Vehicle Annual	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Special Vehicle Daily	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Teacher	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Temporary Permits	£19.00	£22.80	£26.60	£30.40	£34.20	£38.00

Tradesperson - Annual	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Tradesperson - Daily	£8.00	£9.60	£11.20	£12.80	£14.40	£16.00

Diesel	Tariff	CO2 bands increments of 25% *rounded to the nearest 10p				
g/km	0-150	151-170	171-190	191-225	226-255	Over 255
Business	£331.00	£413.80	£496.50	£579.30	£662.00	£744.80
Business Discretionary	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Carer	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Charity (charged)	£145.00	£181.30	£217.50	£253.80	£290.00	£326.30
Charity (free)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Chester Street	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Doctor	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Emergency Cover	£36.00	£45.00	£54.00	£63.00	£72.00	£81.00

Health Care Professional	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Health Care Professional - Staff	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Landlord - Annual	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Landlord - daily	£8.00	£10.00	£12.00	£14.00	£16.00	£18.00
Nanny	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Non-UK Registered Vehicle Permits	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Resident - First Permits	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Resident - Second Permits	£180.00	£225.00	£270.00	£315.00	£360.00	£405.00
Resident Discretionary (1st permit)	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Resident Discretionary (2nd permit)	£180.00	£225.00	£270.00	£315.00	£360.00	£405.00
Resident Discretionary (3rd Permit)	£362.00	£452.50	£543.00	£633.50	£724.00	£814.50

Special Vehicle Annual	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Special Vehicle Daily	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Teacher	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Temporary Permits	£19.00	£23.80	£28.50	£33.30	£38.00	£42.80
Tradesperson - Annual	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Tradesperson - Daily	£8.00	£10.00	£12.00	£14.00	£16.00	£18.00

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Appendix 3 - Climate Impact Assessment

Project / Proposal Name or Reference:

Date:

Your Name:

<i>Introduction of emissions based charging</i>		December 2024		Phil Grant	
1. IMPACT ON CARBON EMISSIONS					
HOW WILL THIS PROJECT/PROPOSAL AFFECT:	CONSIDERATIONS <i>See guidance below on determining whether negative or positive impacts are High, Medium or Low</i>	IMPACT? <i>Use drop down list</i>		GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
1 ENERGY USE	<ul style="list-style-type: none"> * More energy will be consumed or emissions generated (by RBC or others) = Negative Impact * No extra energy use is involved or any additional energy use will be met from renewable sources = Nil Impact * Energy use will be reduced or renewable energy sources will replace existing fossil fuel energy = Positive Impact 	Nil		Consider: <ul style="list-style-type: none"> ▫ Energy efficiency measures ▫ Renewable energy ▫ Reducing demand for energy 	The introduction of emissions-based charging is not likely to have an immediate impact on drivers behaviour but may influence choices in the future.
2 WASTE GENERATION	<ul style="list-style-type: none"> * More waste will be generated (by RBC or others) = Negative Impact * No waste will be generated = Nil Impact * Less waste will be generated OR amount of waste that is reused/recycled will be increased = Positive Impact 	Nil		Consider: <ul style="list-style-type: none"> ▫ Re-usable /recycled goods ▫ Recycling facilities ▫ Reducing /reusing resources 	

3	USE OF TRANSPORT	<ul style="list-style-type: none"> * RBC or others will need to travel more OR transport goods/people more often/further = Negative Impact * No extra transport will be necessary = Nil Impact * The need to travel, the use of transport and/or of fossil fuel-based transport will be reduced = Positive Impact 	Low Positive		Consider: <ul style="list-style-type: none"> ▫ Use of public transport ▫ Reducing need to travel or transport goods ▫ Alternative fuels/electric vehicles/walking and cycling 	May influence drivers to consider alternative modes of transport.
2. IMPACT ON RESILIENCE TO THE EFFECTS OF CLIMATE CHANGE						
HOW WILL THIS PROJECT/PROPOSAL AFFECT THE ABILITY OF READING TO WITHSTAND:		CONSIDERATIONS <i>See guidance below on determining whether negative or positive impacts are High, Medium or Low</i>	IMPACT? <i>Use drop down list</i>		GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
4	HEATWAVES	<ul style="list-style-type: none"> * Increased exposure of vulnerable people and/or infrastructure to heat stress = Negative Impact * No increase in exposure to heat stress = Nil Impact * Reduced exposure of vulnerable people and/or infrastructure to heat stress = Positive Impact 	Nil		Greater need for cooling, ventilation, shading and hydration methods	

5	DROUGHT	<ul style="list-style-type: none"> * Water use will increase and/or no provision made for water management = Negative Impact * Levels of water use will not be changed = Nil Impact * Provision made for water management, water resources will be protected = Positive Impact 	Nil		Greater need for water management and perhaps reserve supplies	
6	FLOODING	<ul style="list-style-type: none"> * Levels of surface water run-off will increase, no management of flood risk = Negative Impact * Levels of surface water run-off & flood risk are not affected = Nil Impact * Sustainable drainage measures incorporated, positive steps to reduce and manage flood risk = Positive Impact 	Nil		Consider flood defence mechanisms or alternative arrangements (business continuity)	
7	HIGH WINDS / STORMS	<ul style="list-style-type: none"> * Exposure to higher wind speeds is increased or is not managed = Negative Impact * No change to existing level of exposure to higher wind speeds = Nil Impact * Exposure to higher wind speeds is being actively managed & reduced = Positive Impact 	Nil		Greater need for stabilisation measures, robust structures resilient to high winds	

8	DISRUPTION TO SUPPLY CHAINS	<ul style="list-style-type: none"> * Exposure to supply chain disruption for key goods and services is increased = Negative Impact * No change in exposure to supply chain disruption for key goods and services = Nil Impact * Exposure to supply chain disruption for key goods and services is reduced = Positive Impact 	Nil		Source key goods and services locally as it reduces exposure to supply chain disruption and boosts the local economy	
	Weighing up the negative and positive impacts of your project, what is the overall rating you are assigning to your project?:	Net Low Positive			<i>This overall rating is what you need to include in your report/ budget proposal, together with your explanation given below.</i>	

Guidance on Assessing the Degree of Negative and Positive Impacts:

Note: Not all of the considerations/criteria listed below will necessarily be relevant to your project

Low Impact (L)	<ul style="list-style-type: none"> * No publicity * Relevant risks to the Council or community are Low or none
----------------	--

In the box below please summarise any relevant policy context, explain how the overall rating has been derived, highlight significant impacts (positive and negative) and explain actions being taken to mitigate negatives and increase positives. This text can be replicated in the 'Environment and Climate Impacts' section of your Committee Report, though please note you may need to supplement this climate impact assessment with commentary on other (non-climate) environmental impacts:

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Appendix 4

Equality Impact Assessment (EIA)

For advice on this document please contact Clare Muir on 72119 or email Clare.Muir@reading.gov.uk.

Please contact the Project Management Office at pmo@reading.gov.uk for advice and/or support to complete this form from a project perspective.

Name of proposal/activity/policy to be assessed: Introduction of cashless parking and emissions-based charging.

Directorate: DEGNS

Service: Parking Services

Name: Phil Grant

Job Title: Parking Services Manager

Date of assessment:

Version History

Version	Reason	Author	Date	Approved By

Scope your proposal

- **What is the aim of your policy or new service/what changes are you proposing?**

To introduce emissions-based charging.

- **Who will benefit from this proposal and how?**

Residents, businesses and visitors of the Borough. By encouraging behaviour change all members of society will benefit from cleaner air. Income from the scheme will be invested in schemes to improve air quality and reduce climate impact .

- **What outcomes does the change aim to achieve and for whom?**

Emission based charging for Permits and paid for parking on and off street.

To help deliver key strategic council priorities including public health, air quality, climate change and sustainable and active transport.

This assessment considers: The effect of an emission-based charging model and the decrease or increase in permit and parking charges for some residents/motorists. The proposal builds on and strengthens parking controls by introducing two additional elements that specifically target the emissions that contribute towards climate change and air pollution. The proposals introduce different charging bands for CO2 emissions which are based on the principles and categories of 'the Government Vehicle Excise Duty (VED). The car tax bandings range from 0m/C02 to 255, with category vehicles under 130m/C02 seeing no change in charges.

VED was introduced by the government to move vehicle owners away from higher C02 polluting vehicles and is familiar to motorists. Encourage behaviour change of motorists to elect to drive more environmentally friendly vehicles. Cleaner air through less pollution from the most polluting vehicles.

Scratch cards for visitor permits are currently sold to allow parking within Permit Zones when guests visit. These cannot be linked to specific vehicles which is required in an emission based charging

model. The potential removal of this service in the medium term is being considered with an online vehicle specific option which is now available.

- Who are the main stakeholders and what do they want?

Residents of the Borough. Cleaner air.

Assess whether an EqIA is Relevant

How does your proposal relate to eliminating discrimination; advancing equality of opportunity; promoting good community relations?

- Do you have evidence or reason to believe that some groups may be affected differently than others (due to race, disability, sex, gender, sexuality, age, religious belief or due to belonging to the Armed Forces community)? Make reference to the known demographic profile of the service user group, your monitoring information, research, national data/reports etc.

The council recognises the part that it has a role, in developing and delivering a framework to tackle air quality, demand for parking, and congestion in the borough. It has been shown that poor air quality has a disproportionate effect on the young and the elderly, in addition to those with known respiratory health problems. Research has also shown that the BAME community is also disproportionately impacted by poor air quality.

It should be noted that the council declared a climate emergency in 2019.

- Is there already public concern about potentially discriminatory practices/impact or could there be? Make reference to your complaints, consultation, feedback, media reports locally/nationally.

Informal consultation carried out from 03/03/25 to 30/03/2025 on the proposal to introduce emissions-based charging received 275 responses. Some respondents registered their concern about the likely

impact on those who were on a low income and the disproportionate affect the scheme would have on them.

The on/off street emissions-based charge aims to reduce the number of highly polluting cars owned within the borough. There are very few direct levers available to stimulate a change in driver behaviour, and the council believes that the rationale for setting the new parking charges is about giving people the right nudge and opportunity to make different choices.

Members are requested to exercise their statutory duty to secure the expeditious, convenient and safe movement of traffic, and the provision of suitable and adequate parking facilities in the context of the public health agenda. This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction. This proposal sets out the rationale of seeking to adjust driver behaviour and to ensure that we can provide a modern, efficient and environmentally sustainable transport policy for residents, visitors and businesses, now and in the future. They explain the Public Health vision to protect and improve physical and mental health outcomes for the whole population in Reading, and to reduce health inequalities. At the heart of the strategy is the concept that the environment is a key driver for health. It can be summarised by 'making the healthy choice the easy choice'

If the answer is Yes to any of the above, you need to do an Equality Impact Assessment.

If No you **MUST** complete this statement.

An Equality Impact Assessment is not relevant because:

The changes in the service delivery and introduction of emissions-based charging will apply equally to all residents, visitors and businesses, regardless of disability, age, race, religion, gender or sexual orientation.

X

Lead Officer

X

Lead Officer

Assess the Impact of the Proposal

Your assessment must include:

- **Consultation**
- **Collection and Assessment of Data**
- **Judgement about whether the impact is negative or positive**

Think about who does and doesn't use the service? Is the take up representative of the community? What do different minority groups think? (You might think your policy, project or service is accessible and addressing the needs of these groups, but asking them might give you a totally different view). Does it really meet their varied needs? Are some groups less likely to get a good service?

How do your proposals relate to other services - will your proposals have knock on effects on other services elsewhere? Are there proposals being made for other services that relate to yours and could lead to a cumulative impact?

Example: A local authority takes separate decisions to limit the eligibility criteria for community care services; increase charges for respite services; scale back its accessible housing programme; and cut concessionary travel.

Each separate decision may have a significant effect on the lives of disabled residents, and the cumulative impact of these decisions may be considerable.

This combined impact would not be apparent if decisions are considered in isolation.

Consultation

How have you consulted with or do you plan to consult with relevant groups and experts. If you haven't already completed a Consultation form do it now. The checklist helps you make sure you follow good consultation practice.

Consultation manager form - Reading Borough Council Dash

Relevant groups/experts	How were/will the views of these groups be obtained	Date when contacted
All residents and businesses	<p>The process requires the authority to change the Traffic Regulation Order. The process requires consultation with the public through the publication of notices at all affected sites, publication in local press and web sites. There is a list of statutory consultees which must be contacted.</p> <p>Any objections or comments must be addressed prior to the final decision being made to implement the proposal.</p> <p>An informal consultation was undertaken as described in section 3.10 of the main report</p>	3 March to 30 March 2025

Collect and Assess your Data

Using information from Census, residents survey data, service monitoring data, satisfaction or complaints, feedback, consultation, research, your knowledge and the knowledge of people in your team, staff groups etc. describe how the proposal could impact on each group. Include both positive and negative impacts.

(Please delete relevant ticks)

- **Describe how this proposal could impact on racial groups**
- **Is there a negative impact?** No

The changes in the system will be applied equally to all users, regardless of ethnicity.

- **Describe how this proposal could impact on Sex and Gender identity (include pregnancy and maternity, marriage, gender re-assignment)**
- **Is there a negative impact?** No

The changes in the system will be applied equally to all users, regardless of sex or gender identity.

- **Describe how this proposal could impact on Disability**
- **Is there a negative impact?**
No. The changes will not impact Blue Badge holders

- **Describe how this proposal could impact on Sexual orientation (cover civil partnership)**
- **Is there a negative impact?**

No. The changes in the system will be applied equally to all users, regardless of sexual orientation.

- **Describe how this proposal could impact on age**
- **Is there a negative impact?**

No. The changes in the system will be applied equally to all users, regardless of age.

- **Describe how this proposal could impact on Religious belief**
- **Is there a negative impact?**

No. The changes in the system will be applied equally to all users, regardless of religious belief.

- **Describe how this proposal could impact on the Armed Forces community (including reservists and veterans and their families)**
- **Is there a negative impact?**

No. The changes in the system will not impact on the Armed Forces.

Make a Decision

If the impact is negative then you must consider whether you can legally justify it. If not you must set out how you will reduce or eliminate the impact. If you are not sure what the impact will be you MUST assume that there could be a negative impact. You may have to do further consultation or test out your proposal and monitor the impact before full implementation.

1. **No negative impact identified – Go to sign off**

- **How will you monitor for adverse impact in the future?**

Monitor complaints and address any unintended consequences through the management of the system.

X

Completing Officer

X

Lead Officer

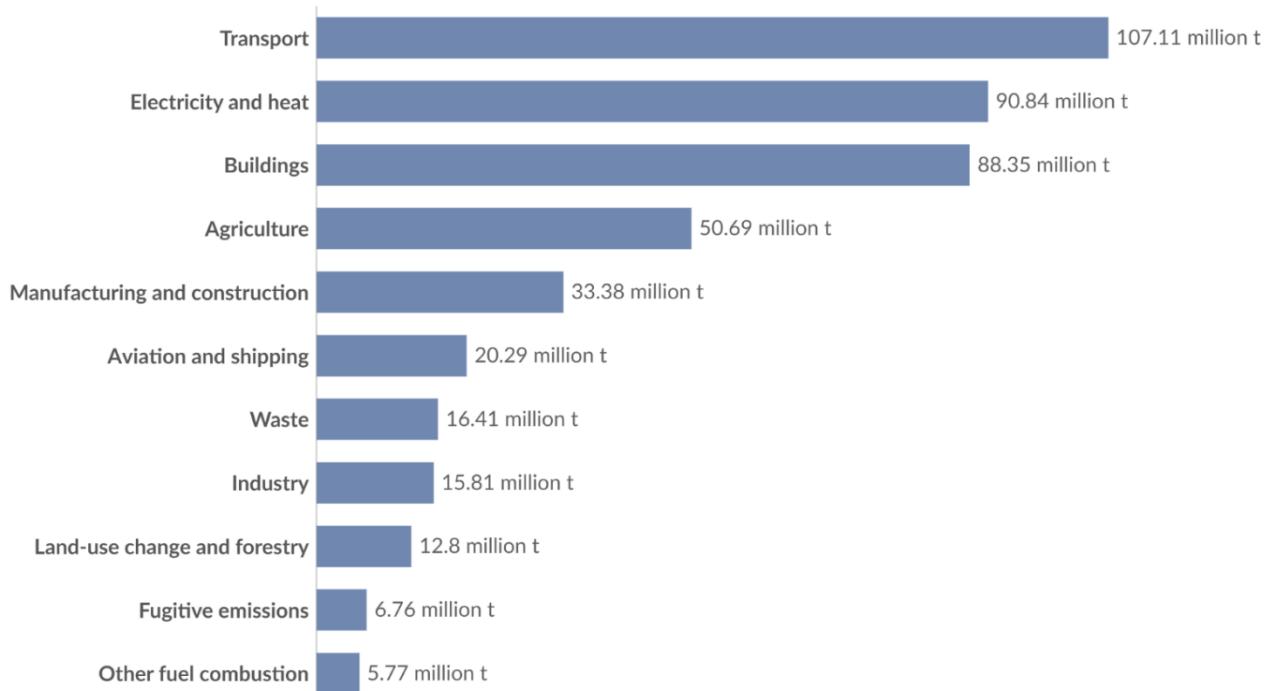
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Appendix 5 – Greenhouse Emissions by Sector UK, 2021

Greenhouse gas emissions by sector, United Kingdom, 2021

Our World
in Data

Greenhouse gas emissions¹ are measured in tonnes of carbon dioxide-equivalents² over a 100-year timescale.



Data source: Climate Watch (2024)

OurWorldInData.org/co2-and-greenhouse-gas-emissions | CC BY

Note: Land-use change emissions can be negative.

1. Greenhouse gas emissions: A greenhouse gas (GHG) is a gas that causes the atmosphere to warm by absorbing and emitting radiant energy. Greenhouse gases absorb radiation that is radiated by Earth, preventing this heat from escaping to space. Carbon dioxide (CO₂) is the most well-known greenhouse gas, but there are others including methane, nitrous oxide, and in fact, water vapor. Human-made emissions of greenhouse gases from fossil fuels, industry, and agriculture are the leading cause of global climate change. Greenhouse gas emissions measure the total amount of all greenhouse gases that are emitted. These are often quantified in carbon dioxide equivalents (CO₂eq) which take account of the amount of warming that each molecule of different gases creates.

2. Carbon dioxide equivalents (CO₂eq): Carbon dioxide is the most important greenhouse gas, but not the only one. To capture all greenhouse gas emissions, researchers express them in "carbon dioxide equivalents" (CO₂eq). This takes all greenhouse gases into account, not just CO₂. To express all greenhouse gases in carbon dioxide equivalents (CO₂eq), each one is weighted by its global warming potential (GWP) value. GWP measures the amount of warming a gas creates compared to CO₂. CO₂ is given a GWP value of one. If a gas had a GWP of 10 then one kilogram of that gas would generate ten times the warming effect as one kilogram of CO₂. Carbon dioxide equivalents are calculated for each gas by multiplying the mass of emissions of a specific greenhouse gas by its GWP factor. This warming can be stated over different timescales. To calculate CO₂eq over 100 years, we'd multiply each gas by its GWP over a 100-year timescale (GWP100). Total greenhouse gas emissions – measured in CO₂eq – are then calculated by summing each gas' CO₂eq value.

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Appendix 6

Emissions-Based Charging Consultation

Executive Summary

To gauge the support for the proposed EBC proposal, an informal consultation was carried out between 5 March and 30 March, 2025.

A press release was issued on 5th March to signal the start of the consultation.
<https://media.reading.gov.uk/news/views-invited-on-introduction-of-emission-based-parking-charges>

It was promoted through a range of communication channels, outlined below.

Press Coverage

BBC TV South (6 Mar)

Reading Chronicle (6 Mar):

<https://www.readingchronicle.co.uk/news/24984484.parking-reading-will-getting-expensive/>

Reading Today (7 Mar): Consultation opens on emissions-based parking charges in Reading – Reading Today Online

BBC South Online (7 Mar): Emission-based parking charges plans opens for public views - BBC News

In print media

Reading Today print (13 Mar)

Reading Chronicle print (13 Mar)

Posts on RBC Facebook & Twitter/X

7 Mar: Item in Residents' email

24 Mar: Posts on RBC Facebook & Twitter/X with reminder of deadline approaching

The survey comprised of 18 multiple choice questions.

A total of 275 people responded to the survey.

Additionally, there were 28 emails sent directly to the Parking Managers email address. These are shown in Appendix 7.

- 64% of respondents strongly agreed or agreed that they were concerned about the effects of air quality on their health.
- 34% strongly disagreed or disagreed that they were concerned about the effects of air quality on their health.

- A ratio of almost 2:1 expressing concerns about the impact of air quality on not only their health but also in the health of their family.

There was strong opposition from respondents to linking emissions-based charging to permits, with 70% disagreeing with question 7 which asked if permit parking charges should be linked to the CO2 and NOx emission levels of the vehicle.

When asked if the proposal would change their behaviour, 73% said it was unlikely to but 20% said that it was likely to.

A drop of 20% in Internal Combustion Engines on the roads in the borough would have a significant positive impact on air quality. It is unlikely the change would happen immediately. Potentially, it represents a significant shift in modal choice in line with the objectives of our Transport Strategy 2040.

Survey Questions

Q1 I worry about the impact of poor air quality on my children and family

Q2 I worry about the impact of poor air quality on my health

Q3 The Council has a key role to play in tackling the challenges of poor air quality and climate change

Q4 The Council should encourage motorists towards more sustainable and active modes of transport such as walking, cycling, and public transport, which positively contribute towards improved air quality and public health

Q5 All vehicles, including electric vehicles, should pay to park

Q6 Reading Borough Council should prioritise lower polluting vehicles by offering a lower parking charge than for higher polluting vehicles

Q7 Permit parking charges should be linked to the CO2 and NOx emission levels of the vehicle

Q8 How likely is it that the proposed scheme would change your behaviour?

Q9 I consider cost when choosing how to travel, even if a cheaper journey takes longer

Q10 I value convenience over cost and am prepared to pay for that convenience

Q11 What is your preferred mode of transport?

Q12 If you own a vehicle, what type do you own?

Q13 How often do you use your vehicle?

Q14 What is the primary purpose of your vehicle?

Q15 When parking at home, where do you park your vehicle?

Q16 If you use your vehicle to commute to and from your place of work, where do you park?

Q17 When parking for retail or leisure purposes, where do you park?

Q18 When visiting or caring for friends and family, where do you park?

Overview

Many respondents linked the cost of parking, both pay and display and permits to the cost of public transport. Concerns were raised about the potential for those earning least being penalised because of the environment in which they lived, i.e. terraced houses or flats.

Some respondents made the point that although they broadly supported the proposal, the impracticality and cost of public transport did not make it feasible to not use a private car.

Many respondents expressed strong opposition to the proposed emissions-based parking charges, viewing them as a financial burden on lower-income residents who cannot afford newer, less polluting vehicles. They argue that this policy disproportionately affects those without off-street parking, as they are more likely to own older, higher-emission cars.

Many see the proposal as a revenue-generating scheme rather than a genuine effort to improve air quality.

There is a call for improved public transport as a more effective solution to reduce car usage, with suggestions for lower bus fares and increased service frequency.

Some respondents also highlighted the need for better traffic management and infrastructure improvements, such as additional bridges and road maintenance, to alleviate congestion and pollution.

A few respondents suggested that vehicle size and weight should be considered in the charging scheme, as larger vehicles contribute more to road wear and pollution.

Others proposed exemptions or reduced charges for residents and those with specific needs, such as Blue Badge holders.

Overall, there is a significant concern that the proposed changes would exacerbate social inequality and financial strain on already struggling households, without effectively addressing the root causes of pollution and traffic issues in Reading. This was mentioned by 220 of 275 respondents.

Respondents frequently emphasised the need for affordable, reliable, and efficient public transport as a key measure to encourage sustainable travel choices. Many suggested that public transport should be cheaper than driving with some advocating for free or subsidised bus travel. Improved bus services, including more frequent and punctual buses, were also commonly mentioned.

There was significant concern about the affordability of electric vehicles, with calls for making them more accessible to the average person. Some respondents suggested infrastructure improvements for electric vehicles, such as more charging stations. Many respondents highlighted the importance of better cycling and walking infrastructure, including safe and well-maintained cycle lanes and pedestrian paths.

There were also calls for prioritising pedestrians and cyclists at junctions. Some respondents expressed opposition to measures perceived as punitive, such as

increased parking charges or restrictions on vehicle use, arguing that these disproportionately affect those who cannot afford newer or electric vehicles.

Others suggested that traffic management should focus on reducing congestion and pollution caused by through traffic rather than penalising local residents. A few respondents mentioned the need for broader government involvement and coordination in implementing sustainable travel measures, rather than relying solely on local councils. This was mentioned by 187 of 275 respondents.

Responses and Commentary

Question		Response
Q1	I worry about the impact of poor air quality on my children and family.	The response to Question 1 , was 64% strongly agreed or agreed and 34% strongly disagreed or disagreed. The response shows there is a concern among respondents about how air quality and the potential impact on health.
Q2	I worry about the impact of poor air quality on my health.	A similar level of concern was reflected in the responses to Question 2 .
Q3	The Council has a key role to play in tackling the challenges of poor air quality and climate change.	53% of respondents to Question 3 agreed that the council did have role to play. Respondents did agree (48%) that the council has a role to play in encouraging motorists to consider alternatives to the ICE or private car. 64% agreed that all vehicles should pay to park regardless of their means of propulsion. 68% did not agree that vehicles with lower emissions should be charged less. When asked if permits should be linked to emissions, 70% disagreed, many citing that they viewed this another tax to park outside their own home. A common view was that this would disproportionately affect those on lower incomes with older vehicles as they were viewed as being more likely to be impacted by the change.
Q4	The Council should encourage motorists towards more sustainable and active modes of transport such as walking, cycling, and public transport, which	

	positively contribute towards improved air quality and public health.	
Q5	All vehicles, including electric vehicles, should pay to park.	
Q6	Reading Borough Council should prioritise lower polluting vehicles by offering a lower parking charge than for higher polluting vehicles	
Q7	Permit parking charges should be linked to the CO2 and NOx emission levels of the vehicle.	
Q8	How likely is it that the proposed scheme would change your behaviour?	<p>Question 8 asked if the proposed scheme likely to change their behaviour. 74% said it was unlikely, but 20% said it would.</p> <p>49% of respondents said that they considered price when making a journey, 34% did not. Conversely, 51% of respondents valued convenience over cost, with 35% putting cost over convenience.</p>
Q9	I consider cost when choosing how to travel, even if a cheaper journey takes longer.	
Q10	I value convenience over cost and am prepared to pay for that convenience.	
Q11	What is your preferred mode of transport?	When asked what their preferred mode of transport was, only 48% stated the car. The remainder opting for more sustainable modes of transport.
Q12	If you own a vehicle, what type do you own?	Question 12 asked about the type of vehicle owned. 49% owned a petrol vehicle, 27% diesel, electric, 8% and hybrid 7%. The balance will undoubtedly shift over the coming years as EV become cheaper and the

		infrastructure improves, combined with the phasing out of ICE.
Q13	How often do you use your vehicle?	Questions 13 and 14 asked how often they used their vehicle and for what purpose. 47% said they used their vehicle daily and 31% weekly. The main use was for social and leisure, with 23% using their vehicle for commuting.
Q14	What is the primary purpose of your vehicle?	When parking at home 47% parked on private land, such as their drive. 29% parked in permit bays. When asked where they parked when they commuted to work, 49% said they parked in a private facility. 10% used a public car park.
Q15	When parking at home, where do you park your vehicle?	
Q16	If you use your vehicle to commute to and from your place of work, where do you park?	
Q17	When parking for retail or leisure purposes, where do you park?	Question 17 asked where they parked when using leisure facilities. 44% said a public car park, 23% said a private car park and only 4% on street bays. It is possible that some respondents may consider The Oracle or Riverside as being public car parks.
Q18	When visiting or caring for friends and family, where do you park?	Question 18 asked where respondents parked when they were visiting friends and family. The largest proportion (33%) said other, followed by 25% in an on-street bay.

The response to **Question 1**, (I worry about the impact of poor air quality on my children and family) was 64% strongly agreed or agreed and 34% strongly disagreed or disagreed. The response shows there is a concern among respondents about how air quality and the potential impact on health. A similar level of concern was reflected in the responses to question 2 (I worry about the impact of poor air quality on my health).

53% of respondents to **Question 3** (The Council has a key role to play in tackling the challenges of poor air quality and climate change) agreed that the council did have role to play.

Respondents did agree (48%) that the council has a role to play in encouraging motorists to consider alternatives to the ICE or private car. 64% agreed that all vehicles should pay to park regardless of their means of propulsion.

68% did not agree that vehicles with lower emissions should be charged less. When asked if permits should be linked to emissions, 70% disagreed, many citing that they viewed this another tax to park outside their own home. A common view was that this would disproportionately affect those on lower incomes with older vehicles as they were viewed as being more likely to be impacted by the change.

Question 8 asked if the proposed scheme likely to change their behaviour. 74% said it was unlikely, but 20% said it would.

49% of respondents said that they considered price when making a journey, 34% did not. Conversely, 51% of respondents valued convenience over cost, with 35% putting cost over convenience.

When asked (**Question 11**) what their preferred mode of transport was, only 48% stated the car. The remainder opting for more sustainable modes of transport.

Question 12 asked about the type of vehicle owned. 49% owned a petrol vehicle, 27% diesel, electric, 8% and hybrid 7%. The balance will undoubtedly shift over the coming years as EV become cheaper and the infrastructure improves, combined with the phasing out of ICE.

Questions 13 and 14 asked how often they used their vehicle and for what purpose. 47% said they used their vehicle daily and 31% weekly. The main use was for social and leisure, with 23% using their vehicle for commuting.

When parking at home 47% parked on private land, such as their drive. 29% parked in permit bays.

When asked where they parked when they commuted to work, 49% said they parked in a private facility. 10% used a public car park.

Question 17 asked where they parked when using leisure facilities. 44% said a public car park, 23% said a private car park and only 4% on street bays. It is possible that some respondents may consider The Oracle or Riverside as being public car parks.

Question 18 asked where respondents parked when they were visiting friends and family. The largest proportion (33%) said other, followed by 25% in an on-street bay.

Conclusion

As this was an informal consultation, there is no obligation on the council to accept the views expressed. However, the consultation does show that there is a certain level of cynicism connected to the reasons for introducing the scheme. To better show the intent behind the proposal, some positive communications should be put out informing the public of what the authority will do with any additional income, such as improved bus services.

In the event that we have a similar level of responses to the formal consultation, this will delay the implementation of the scheme. Each objection must be responded to.

By outlining the council's intention to make improvements to public transport services and/or subsidise bus fares or other schemes, objections are likely to be reduced as there will be greater acceptance of the proposal.

20% of respondents have said that the implementation of the scheme is likely to change their habits. This is a significant and a reduction of 20% ICE vehicles on the roads in the borough will have a significant impact on the current levels of pollution.

Appendix 1

Survey Results

Q1 I worry about the impact of poor air quality on my children and family

	%	No. respondents from 275
Strongly Agree	25.5	70
Agree	38.5	106
Disagree	21.5	59
Strongly Disagree	12.4	34
Don't Know	2.2	6

275/275 - Multiple choice - choose one - required

1. Agree 38.5% (106 choices)
2. Strongly agree 25.5% (70 choices)
3. Disagree 21.5% (59 choices)
4. Strongly disagree 2.4% (34 choices)
5. Don't know 2.2% (6 choices)

Q2 I worry about the impact of poor air quality on my health

	%	No. respondents from 275
Strongly Agree	21.8	60
Agree	40	110
Disagree	23.3	64
Strongly Disagree	13.8	38
Don't Know	1.1	3

275/275 - Multiple choice - choose one - required

1. Agree 40% (110 choices)
2. Disagree 23.3% (64 choices)
3. Strongly agree 21.8% (60 choices)
4. Strongly disagree 13.8% (38 choices)
5. Don't know 1.1% (3 choices)

Q3 The Council has a key role to play in tackling the challenges of poor air quality and climate change

	%	No. respondents from 275
Strongly Agree	21.5	59
Agree	31.6	87
Disagree	12	33
Strongly Disagree	15.6	43
Don't Know	1.1	3

225/275 - Multiple choice - choose one - optional

1. Agree	31.6% (87 choices)
2. Strongly agree	21.5% (59 choices)
3. No answer	18.2% (50 choices)
4. Strongly disagree	15.6% (43 choices)
5. Disagree	12% (33 choices)
6. Don't know	1.1% (3 choices)

Q4 The Council should encourage motorists towards more sustainable and active modes of transport such as walking, cycling, and public transport, which positively contribute towards improved air quality and public health

	%	No. respondents from 275
Strongly Agree	23.6	65
Agree	25.5	70
Disagree	15.3	42
Strongly Disagree	18.9	52
Don't Know	1.5	4

233/275 - Multiple choice - choose one - optional

1. Agree	25.5% (70 choices)
2. Strongly agree	23.6% (65 choices)
3. Strongly disagree	18.9% (52 choices)
4. Disagree	15.3% (42 choices)
5. No answer	15.3% (42 choices)
6. Don't know	1.5% (4 choices)

Q5 All vehicles, including electric vehicles, should pay to park

	%	No. respondents from 275
Strongly Agree	33.1	91
Agree	30.9	85
Disagree	12.7	35
Strongly Disagree	21.8	60
Don't Know	1.5	4

275/275 - Multiple choice - choose one - required

1. Strongly agree	33.1% (91 choices)
2. Agree	30.9% (85 choices)
3. Strongly disagree	21.8% (60 choices)
4. Disagree	12.7% (35 choices)
5. Don't know	1.5% (4 choices)

Q6 Reading Borough Council should prioritise lower polluting vehicles by offering a lower parking charge than for higher polluting vehicles

	%	No. respondents from 275
Strongly Agree	16.7	46

Agree	15.6	43
Disagree	12.4	34
Strongly Disagree	55.3	152
Don't Know	0	0

275/275 - Multiple choice - choose one - required

1. Strongly disagree	55.3% (152 choices)
2. Strongly agree	16.7% (46 choices)
3. Agree	15.6% (43 choices)
4. Disagree	12.4% (34 choices)
5. Don't know	0% (0 choices)

Q7 Permit parking charges should be linked to the CO2 and NOx emission levels of the vehicle

	%	No. respondents from 275
Strongly Agree	16.7	46
Agree	12.4	34
Disagree	12.4	34
Strongly Disagree	57.5	158
Don't Know	1.1	3

275/275 - Multiple choice - choose one - required

1. Strongly disagree	57.5% (158 choices)
2. Strongly agree	16.7% (46 choices)
3. Agree	12.4% (34 choices)
4. Disagree	12.4% (34 choices)
5. Don't know	1.1% (3 choices)

Q8 How likely is it that the proposed scheme would change your behaviour?

	%	No. respondents from 275
Very Likely	9.1	25
Likely	10.2	28
Unlikely	20.4	56
Very Unlikely	53.5	147
Don't Know	6.9	19

275/275 - Multiple choice - choose one - required

1. Very unlikely	53.5% (147 choices)
2. Unlikely	20.4% (56 choices)
3. Likely	10.2% (28 choices)
4. Very likely	9.1% (25 choices)
5. Don't know	6.9% (19 choices)

Q9 I consider cost when choosing how to travel, even if a cheaper journey takes longer

	%	No. respondents from 275
Strongly Agree	8.7	24
Agree	42.9	118
Disagree	25.8	71
Strongly Disagree	8.7	24
Don't Know	2.5	7

271/275 - Multiple choice - choose one - optional

1. Agree	42.9% (118 choices)
2. Disagree	25.8% (71 choices)
3. Strongly disagree	18.5% (51 choices)
4. Strongly agree	8.7% (24 choices)
5. Don't know	2.5% (7 choices)
6. No answer	1.5% (4 choices)

Q10 I value convenience over cost and am prepared to pay for that convenience

	%	No. respondents from 275
Strongly Agree	13.8	38
Agree	37.5	103
Disagree	23.3	64
Strongly Disagree	7.3	38
Don't Know	3.6	10
No Answer	14.5	40

235/275 - Multiple choice - choose one - optional

1. Agree	37.5% (103 choices)
2. Disagree	23.3% (64 choices)
3. No answer	14.5% (40 choices)
4. Strongly agree	13.8% (38 choices)
5. Strongly disagree	7.3% (20 choices)
6. Don't know	3.6% (10 choices)

Q11 What is your preferred mode of transport?

	%	No. respondents from 275
Car	48.7	134
Walk	22.5	62
Cycle	10.2	28
Train	7.6	21
Bus	5.5	15
Other	5.5	15

275/275 - Multiple choice - choose one - required

1. Car	48.7% (134 choices)
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2. Walk	22.5% (62 choices)
3. Cycle	10.2% (28 choices)
4. Train	7.6% (21 choices)
5. Bus	5.5% (15 choices)
6. Other	5.5% (15 choices)

Q12 If you own a vehicle, what type do you own?

	%	No. respondents from 275
Petrol	49.1	135
Diesel	27.6	76
Fully Electric	8	22
Don't own a vehicle	8	322
Hybrid	7.3	20
Don't Know	0	0

275/275 - Multiple choice - choose one - required

1. Petrol	49.1% (135 choices)
2. Diesel	27.6% (76 choices)
3. Fully electric	8% (22 choices)
4. I don't own a vehicle	8% (22 choices)
5. Hybrid	7.3% (20 choices)
6. Don't know	0% (0 choices)

Q13 How often do you use your vehicle?

	%	No. respondents from 275
Most Days	46.9	129
Weekly	31.3	86
No Answer	9.5	26
Occasionally	9.1	25
Rarely	3.3	9
Never	0	0

249/275 - Multiple choice - choose one - optional

1. Most days	46.9% (129 choices)
2. Weekly	31.3% (86 choices)
3. No answer	9.5% (26 choices)
4. Occasionally	9.1% (25 choices)
5. Rarely	3.3% (9 choices)
6. Never	0% (0 choices)

Q14 What is the primary purpose of your vehicle?

	%	No. respondents from 275
Social or Leisure Activities	35.6	98
Commuting to Work	23.3	64
Shopping	12	33
Business or Work	9.5	26
No Answer	8	22
Dropping/collecting Children from school	2.9	8
Other	8.7	24

253/275 - Multiple choice - choose one - required

1. Social or leisure activities 35.6% (98 choices)
2. Commuting to work 23.3% (64 choices)
3. Shopping 12% (33 choices)
4. In the course of work or business 9.5% (26 choices)
5. No answer 8% (22 choices)
6. Dropping off or collecting children from school 2.9% (8 choices)
7. Other 8.7% (24 choices)

Q15 When parking at home, where do you park your vehicle?

	%	No. respondents from 275
Privately-Owned Off-Street Parking	47.60	131
On Street Bay in Resident's Parking Zone	29.8	82
No Answer	13.1	36
On Street – No parking restrictions	8	22
In a public car park	0	0
Other	1.5	4

239/275 - Multiple choice - choose one – optional

1. Privately owned off-street parking 47.6% (131 choices)
2. In an on-street bay in a residents' parking zone 29.8% (82 choices)
3. No answer 13.1% (36 choices)
4. On street (no parking restrictions) 8% (22 choices)
5. In a public car park 0% (0 choices)
6. Other 1.5% (4 choices)

Q16 If you use your vehicle to commute to and from your place of work, where do you park?

	%	No. respondents from 275
Private Facility	44.9	123
Public Facility	10.5	29
No answer	8	22

Other	36.7	101
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253/275 - Multiple choice - choose one - required

1. Private facility	44.7% (123 choices)
2. Public facility	10.5% (29 choices)
3. No answer	8% (22 choices)
4. Other	36.7% (101 choices)

Q17 When parking for retail or leisure purposes, where do you park?

	%	No. respondents from 275
In a public car park	44.4	122
In a privately owned car park	23.3	64
No answer	16	44
On Street	4	11
Marked street bay	3.6	10
Other	8.7	24

231/275 - Multiple choice - choose one - optional

1. In a public car park	44.4% (122 choices)
2. In a privately owned car park	23.3% (64 choices)
3. No answer	16% (44 choices)
4. On street (no parking restrictions)	4% (11 choices)
5. In a marked street bay	3.6% (10 choices)
6. Other	8.7% (24 choices)

Q18 When visiting or caring for friends and family, where do you park?

	%	No. respondents from 275
In a marked street bay	25.1	69
No answer	25.1	69
In privately owned car park	12	33
In a public car park	4.7	13
Other	33.1	91

206/275 - Multiple choice - choose one - optional

1. In a marked street bay	25.1% (69 choices)
2. No answer	25.1% (69 choices)
3. In a privately owned car park	12% (33 choices)
4. In a public car park	4.7% (13 choices)
5. Other	33.1% (91 choices)

Additional comments from respondents.

If you want to become like London then improve absolutely every single aspect of the town, starting for healthy streets, and cleaning the whole Borough, catching on overgrown vegetation. Basically, lets focus on better reading and then you could think of something else. Thank you

Parking fees should be based on the bus day ticket price as a minimum for any vehicle, and then more for the most polluting and space consuming vehicles.

I seldom use council car parks, when I attempted to park on street one time the Ring Go app didn't work, and if I need to pay for parking I would typically use The Oracle Riverside. Broad Street Mall could be a viable and cheaper alternative in the future. I'm agnostic on ULEZ as I now have a euro 6 car, previously would have had to pay on a daily basis, I imagine many others would have to do the same.

Another tax on the poor working class without off street parking at their homes.

Reading council cannot be trusted with allocating permits. They see this not as an opportunity to address climate issues but to ascertain money. Permits are already expensive just to park, we have no driveway and it costs me £140 to park my car. There is no incentive to get a hybrid or electric vehicle really because there is no incentive from the council, maybe a free permit or easy routes to get a charging point if we live on a street with no parking. I would encourage John Ennis or anyone involved in travel within the council to actually try and get from A - B.

From the Tesla garage to Caversham and see how many temporary traffic lights they come across, do it in a car or a bus, but see how many times you get stuck and ask yourself how much extra pollution that causes. Tackle the problems from within the council first before looking to penalise workers. What about workers with van's? Already stretched and you want to charge them more whilst hiking up council tax?

Fix the roads, calm the temporary traffic lights down, get some traffic wardens to manage all the cars parked in cycle lanes. Make some more cycle lanes that are safe. Stop looking to residents to pay to fix the problems largely caused by the council and their lack of management. I've worked in change and transformation for 10 years and honestly this part of Reading's management needs a massive overhaul and reset.

Stop driving customers away from shops you will kill the town.

I love the proposal, but one way to make it much better: charge also based on the size of the car. Cars are getting bigger and this brings with it numerous problems for

our compact Town. Congestion is a huge issue. Bigger cars also pollute more in the way of microplastics from the wearing down of tires, and they use more energy to power which does not yet all come from clean sources. They are also more dangerous to pedestrians and cyclists due to their larger weight and reduced visibility. Please charge based on both size and tailpipe pollution.

A better solution would be to improve the flow of all traffic in Reading and not just busses and cyclists, everyone suffers because of poor traffic management by the council.

This is a tax on the poor who are unable to afford modern cars. It is better for the environment to use an existing car and than to ship a new car from overseas.

This will impact many people who work in trade jobs or commute. Reading is a commuter hub location. To get people out of using their cars, public transport needs to be cheaper and available 24-7. Not just within Reading but to near by villages and towns. When it's £60 for a peak return to Paddington, you can understand why people would drive to London.

I drive regularly to Finchampstead, I am unable to use public transport after 8pm in the evening and during the day the journey time would be over an hour vs a 25 minute drive.

Car cause traffic, all cars cause that equally. By all means increase parking costs for everyone, but make it everyone to reduce traffic.

I struggle to understand why lower income houses near Kensington Road are charged extortionate rates to park in resident parking schemes. We can't afford to move to the suburbs with a driveway so have no option.

I think the proposal to charge residents based on the vehicle emissions is outrageous. I used to live in West Reading, arguably one of the more deprived areas of Reading. Do you really think it is fair to charge residents that cannot afford a low emission vehicle a premium to park their car? Many people are only just surviving day to day and you think it's a good idea to charge someone that cannot afford a £50k+ car more to park. Anyone that can afford such a car is likely not to care about a few extra pounds on a permit and will enjoy cheaper parking. In reality you will deprive families and children and you will hit the most sensitive families the most. People cannot afford to upgrade their vehicles and so would have no choice but to pay the increased charges.

I have no idea what Labour stand for anymore. Kick those who have no choice but to endure the kicking and make the best of a bad situation.

Many people who have an old polluting car is because they cannot afford a newer one. You already pay more tax if you have a polluting car. The set up of old streets with Victorian terraced houses with no private dedicated parking does not allow to have electric cars even if you wanted to and could afford one. There are not many

hybrid vehicles available, and electric / hybrid technology is not so well developed yet. Improve traffic in town, stop closing down roads for weeks, make contractors complete their work faster to avoid sitting in traffic, and build the 3rd bridge over The Thames if you want to reduce pollution in the town.

The proposed charges are another tax on the poorer residents of Reading who. The parking permits are a rip off, I would be interested to know what Reading council have done with all the money generated since they have been issued certainty not sent in the roads in my area.

This is clearly just another tax on poor people that you're sneaking in. Just like your criminally priced parking permits which stops people parking near their house, unless they don't mind paying that poor person tax which you've already introduced without asking anyone.

I think age of the car should be considered (i.e. classic cars) - maybe those should be given exemptions or a special tariff.

I do not have access to on-street parking on the same side of the road that my house is located on. I am also frequently unable to park within 100 metres of my property. This means that I am unable to install an electric charger at my property. There are no public facilities provided (e.g. lamppost chargers etc.) for me to charge an electric vehicle on my road. This means that electric car ownership is not currently viable at my residential address.

The average value of a property without off street parking is likely to be lower in Reading than properties with off street parking and the opportunity to provide electric car charging. This means that occupiers and owners of properties without off street parking are disadvantaged when it comes to electric car ownership.

The enforcement of increased charges based on vehicle emissions would therefore have a disproportionate financial effect on residents from a poorer background. Meanwhile residents who have higher incomes, occupying higher value properties, would continue to be able to drive polluting vehicles with no financial penalty imposed.

Afraid to say that this comes across as yet another scheme to extract money from those who own a car.

Another tax on the poorer residents who don't have the means to buy a house with a drive way! OR an electric car!!! (and I work FULL TIME and on what I thought was a good salary, but i struggle to pay for day to day living. Savings dwindled to nothing because of rising hidden costs on EVERYTHING!

I think you need to address the coordination of badly timed and badly judged roadworks by the council before you start picking on individual motorists. For example for the last two weeks, roadworks close to both bridges across to Caversham, near Carters, and roadworks on the A4 near Prospect Park have caused massive tailbacks throughout Reading. That combined with an increase in stationary traffic on the London Road into Reading, the neverending road works on the A33 from Rose Kiln Lane etc etc are far more likely to have an impact on air pollution than any changes to residents or other parking restrictions.

When you introduce increased parking charges or permit zones, does anybody ever think further ahead than that? It seems to be a short term fix for the council - nobody ever wonders why there are so many people asking for drop kerbs so they can pave over their garden so they get free parking (perhaps that would explain why the air pollution increases and we get flooding etc etc)? Or make a bit of extra money by paving over their garden and renting the parking space out on JustPark?

Lastly, while I appreciate that electric cars may be seen as less polluting - where is the proof for this over their whole lifetime? How sustainable are electric cars - presumably the lithium grows on trees and the batteries can be replaced easily and the batteries recycled and used or disposed of safely. No I thought not. Plus has anybody actually spent any time looking into the infrastructure required for the charging of electric cars? Im not sure it is possible on terraced properties or blocks of flats so it would be particularly unfair to charge people in these areas more.

Car weight and hence wear on road should be a factor - like and electric 4x4 is still a massive car and an obstacle to cycling.

Parking fees are a blunt instrument. Significant traffic is from outside of Reading and simply transits through the town from South Oxon to M4 - they don't stop or park so there's only one way to get them and that is a toll on the bridge.

Lower emission vehicle like electric vehicle are still expensive and outside the reach of most people. This scheme will penalise people on lower income and older vehicles.

I think you are mixing air quality with green house gases. I agree that we need to reduce carbon so low carbon emissions are good. BUT the biggest impact on air quality for health are NOx and particulates (mainly from tyres and brakes). This there is a conflict between low carbon (Evs) and the need to reduce particulates as they are heavier producing more particulates from their tyres and brakes (and also more damage to local roads). Thus you need to consider how to reduce those particulates (not sure how you do that if you don't reduce cars (miles driven) on the road. I particularly like Reading Buses use of compressed BioMethane.

This is a punishment for those that cannot afford new or newer vehicles. Carbon neutral by 2030 is impossible to achieve and there are bigger issues in the town to deal with. All you're doing is raising money for more vanity projects stop taxing the poor.

1. Stupid to charge "non-polluting" less - it should be done on weight and size, electric SUVs will do as much damage to the roads if not more, and pollution (heavy = more disc brake dust). You would also have to update the parking scheme in another 5 years as people switch and revenue falls.
2. Its always tinkering - why cant you just take the Dutch rule book and apply it. Pedestrian = king on roundabouts the path is raised to it acts like a speed bump. car has to slow down.
3. Every time I walk into town i get pushed into the road by house bins. Take 2 car parking spaces per road and convert them into large Bin storage.
4. a painted line on the road is not a cycle lane. Please take a walk down the Thames path from Reading to TVP. It used to be a lovely way to get to work - now its filthily, and with all the burnt out boats and litter it feels dangerous.

These proposals will disproportionately affect low income residents.

The only way Reading will ever be pollution free is by building the third bridge to take through traffic away from the town centre IDR. Once it is built then the IDR can become a single carriageway with a beautiful green space circling part of the town. It feels like another cash grab by punishing those who cannot afford a lower emission vehicle.

Traffic that has no need to be in Reading needs a viable alternative route, and another Thames Bridge.

I think it's absolutely disgusting to charge drivers yet again more money for parking!! Forcing people to pay for the only car they can afford. Maybe if the parking officers started patrolling areas of permit only and gave the appropriate tickets to illegally parked vehicles which by the way at my zone O7R there are many just maybe the money generated will pay for pollution control in this god awful town or stop digging the roads at every turn for months at a time and the council will save money!! Leave the drivers alone we pay enough!!!

I would be concerned about charging for on street resident parking bays as this would be likely to disproportionately impact lower income households. Charging should focus on destination parking including town centre car parks - possibly workplace parking as well. Reducing congestion and encouraging a shift towards public transport and walking/cycling and away from private vehicles should be the priority focus, rather than emissions. If private vehicles (albeit 'clean' ones) remain in large numbers in the town centre then these create congestion, slow down buses and remain a hazard for vulnerable road users, in addition to concerns over social inequality.

I don't believe parking charges should be increased for terraced housing where residents have no choice about where to park.

I think any increased charges should target high value and high polluting SUVs rather than lower value vehicles that pollute more due to being older as it should not disproportionately affect lower income people and should not encourage people to buy a new car when they wouldn't have done otherwise as that is also not very sustainable. SUVs take up more space on the roads, are more polluting and take up more parking space so more should be done to discourage their use.

Permit parking should be emissions based. PAYG parking SHOULD NOT. It would make parking costs impossible to know in advance and difficult to enforce correctly.

A combination of educating, incentivising and implementing policies would help.

Please get back in your box and stop trying to make peoples' lives a misery. Thanks

Have other measures such as the size of the vehicle been considered?

On street residential parkers can not own an electric vehicle (30% of all home owners nationally). We live here as we cannot afford a bigger house with a drive. We also don't own less polluting cars newer cars because we cannot afford them. But we still need a car to visit / care for family who are not local, go shopping to a town with shops, take part in our leisure activities. We pay higher (from) April VED, we pay ULED etc. we cannot keep on paying for your mistakes. How much has the pollution increased since you brought in the new bus lanes? Tell us the truth.

When cars are parked they are not producing emissions, so it is irrelevant whether a parked vehicle is electric, petrol or diesel. Vehicles only produce emissions when driving. The majority of modern cars have low emissions.

RBC have no right to personal details stored by the DVLA unless a penalty notice has to be issued. It is an invasion of privacy. People have a right to go about their business without interference.

Every time you parked on the street which could be several times a day, each meter would have to ask permission. There would be a delay for the information to be confirmed. Parking would be a longer process. It is an invasion of privacy.

RBC could apply this to residents parking permits because the permit is linking the vehicle to a specific address of an RBC resident whose personal details you already have for council tax etc. Visitor permits would be exempt because RBC have no right to know who visits a private address.

What are the most polluting vehicles - lorries. However, they only park on street temporarily for deliveries. The biggest polluters are lorries using Reading as a cut through to Basingstoke (A33), Oxford (A4074), Panbourne and Didcot (A329),

Henley (A4155), Maidenhead (A4) and via A4 to the M40 at High Wycombe.

Electric vehicles should pay a higher Road tax at because they are heavier and do more damage to the roads.

1. You are penalising people who don't have driveways. How do you expect people to be able to charge an electric vehicle when they don't have access to a charging point?
2. People who live in streets with resident parking are in cheaper houses, and much less likely to be able to afford to change cars than those with driveways and access to parking points
3. Surely it is worse for the environment for me to buy a new car than to keep the low emission one that I have?
4. People who live in streets with resident parking are in cheaper houses, and much less likely to be able to afford to change cars than those with driveways and access to parking points.
5. I have no choice but to drive to work, it is 12 miles away and not accessible by public transport.
6. The only really viable way to reduce traffic in Reading is to build the third Thames crossing to prevent traffic from having to drive through the town

This is the biggest load of virtue signalling, money grabbing ***** I have ever seen or read. Your job is to provide what people want - not try to extract more money from them based on a lot of "green crap"! This serves no purpose whatsoever. Furthermore we already pay a bloody fortune to be on the road, the county don't even make them carworthy any more - and we should be able to park on them without parting with yet more money which we've paid multiple times over just to be there!

I strongly agree with penalising higher emissions however this is too complicated. We already have car tax so why not use that to charge extra and get the government to divvy out the extra cash to councils. Or push up council tax and parking generally and make public transport brilliant.

The vast majority of polluting vehicles are older vehicles, often as it is the only type of vehicle certain demographics can afford. This is essentially another tax on people. Electric cars are only suitable as company cars due to their extreme costs and are out of the reach of most people. Trying to get people to use park and ride has failed, look at the two empty facilities at Winnersh and TVP. Decongest the roads and keep traffic moving will reduce air pollution far quicker than taxing people who can't afford it.

Emissions-based charging is a brilliant scheme, and can be seen to work (particularly in collaboration with a Clean Air Zone) e.g.: Bath & Bristol councils

Further investment needs to be made to improve public transport connections within and around Reading, both in new routes and improving the service reliability of the

existing ones. Buses in particular struggle on sections of the road network where there is simply too much traffic. The Oxford Road in particular has been awful since roadworks near Reading West station have commenced.

I honestly think that consideration needs to be given to a modern tram network to supplement the Reading Buses network; these can offer the increased capacity and reliability of service to encourage more people to shift from using cars, especially if the route design avoids using existing roads (or where it has to share road space, it avoids the currently overload arteries).

Penalising residents by tying permits to car emissions feels the wrong way. Focus should be on removing the number of non resident cars (using Reading as a cut through). You will more likely drive residents away rather than have them change their vehicles.

Disappointed that there isn't a proposal for a ULEZ zone to encourage the worst polluters to change their vehicles. After some cars and vans pass or when they're parked for the school run I can struggle to breathe for a while due to the pollution and I don't suffer from asthma. I worry for the town's children.

The air pollution in Caversham is alarming on some days. Please could this be monitored locally? The local monitoring station is at Cemetery junction.

Electric cars are currently a luxury purchase, far more expensive than petrol or diesel vehicles. Until this cost difference is addressed, the policy of encouraging electric vehicles unfairly targets those who simply cannot afford to make the switch, myself included. It's unrealistic to expect everyone to be able to buy an electric car.

Additionally, as I rely on street parking and don't have a dedicated charging space, I would be forced to use commercial charging bays, which come with higher fees. I've previously asked the council about the possibility of creating dedicated charging bays outside people's homes, but my concerns were ignored.

I don't believe this policy will have a significant environmental impact. Reading is already a major thoroughfare, and the areas being targeted seem to unfairly penalise residents like me who rely on cars. Furthermore, with a new runway approved at Heathrow, more planes will be flying over the town, negating any environmental benefits achieved by penalising petrol and diesel vehicles in Reading.

I understand that the council may proceed with this scheme regardless of public feedback, which raises questions about the purpose of conducting a survey. I've seen similar projects, like the bike lane on Sidmouth Street that seems underused, and the bus lanes at Cemetery Junction, which appear to have increased traffic and pollution. Having lived here all my life, I've observed that some of these changes have worsened traffic leading to more emissions and causing vehicles to be stuck in traffic rather than moving efficiently through the town.

I support the proposal that all vehicles should pay more to park when coming into Reading based on their emissions. The proposal that residents should pay more for their permit should apply only to the most polluting vehicles.

The parking charges near Town centre are becoming prohibitive already. Serious risk to businesses in the area as we now have started avoiding going to town due to the extra £5 to £10 parking fee and 'homelessness' on display.

Please see comments further back, do something about traffic coming in from other counties before forcing another tax on locals.

I personally have a fully electric car (a MG5) and have to use public chargers. I live in a terraced house, so no possibility of charging at home. In Reading there are very almost no chargers which are not also in car parks where you have to pay to park there or you are limited to short amounts of time, so can't get a full charge! It makes it very difficult. I think councils are here to serve the public. Electric cars are still very expensive and not frankly in reach of people the majority of people who live around here. If you want to help - make buses cheaper, don't tax people more, which is what seems to be proposed here. Also ban diesel buses - force them to be electric - there is no reason not to do so, if you are serious. Lead by example, not with a stick,

This is yet another money grab from RBC and a war on the motorist. Yes, we should do something about through traffic but residents of Reading need cars. Permits are already extortionate for on street spaces where people actually live and this is making it worse. In addition to the traffic inducing bus lanes - which will worsen air quality

RBC should strongly consider not charging residents permits, they should be looking at large truck, and cars using Reading as cut through, e.g. the Oxford Rd. We pay enough to park in our road, which is not regulated well by the wardens already, as recently we have had large van and busses park while living in an airb and B, no tickets issued! they were taking up 2 car places. If you are going to charge us more, it's just unfair.

Reading council has a duty of care to all its residents and visitors. Using this scheme as a cover for simply raising additional revenue, whilst knowingly penalising those less well off, is despicable. Why not charge on the weight of a vehicle so reducing the number of large SUVs damaging the roads, avoiding penalising less well people who have to drive older vehicles and would reduce the damage to our roads, which the council would save money in doing.

The proposed changes victimise poorer families and those on low incomes.

I am supportive so long as pedestrians are prioritised more.

Implementing these changes is another way to tax those that cannot afford the newer vehicles. I think it is discriminatory to those without access to electric/hybrid cars.

STOP penalizing citizens with charges, we are in a cost of living crisis where everything is increasing in price with the exception of salaries. Keep raising costs and adding additional costs, people wont be able to afford to work and will convert to living off benefits.

If Reading Borough Council genuinely care about the environment, work with the manufacturers and dealerships to lower the cost of sustainable vehicles (public transport is not an option for a lot of individuals).

Charging for parking... where is this money going? who benefits from the £££ which the council will charge? Cars will remain and Reading Borough Councils pockets will get bigger under to proviso costs are to encourage sustainable travel.

Reading Borough Council sold the majority of land across Reading to housing developers, this in turn created more vehicles into the town as no provisions in place.

Reading Borough Council made ££ out of selling it's land (and continues to do so), YOU bought the vehicles into the Town, RBC to pay NOT the residents. Pretty sure the next thing RBC will look at charging its residents will be for the air we breath.

If I need to pop to town (1 hour), then it is cheaper for me to drive - this needs to be addressed if you want people to use the bus more often.

If you're going to introduce bus lanes then ensure that they actually make bus journeys quicker rather than buses getting held up in the queues caused by the bus lanes.

By putting an extra charge on higher emission cars then you are effectively costing the poorer people in society more money. Not everyone can afford to upgrade to a new low emission car.

Not everyone can have an electric car especially if they live on a Victorian street with nowhere to install a charger - we shouldn't be penalised for this.

You already charge a high price for permit parking which goes up every year. To now be adding extra cost for emissions is ridiculous. Most people are already stretched financially and if they can't afford a new car then they are going to be penalised for this by having to pay extra for emissions when they don't have a choice like people with more money. Also this is not fair to people who are paying for permits to park in their street when they unfortunately don't have a driveway and people who have a driveway or can afford low emissions cars or electric will not be penalised. No matter how much people would like to be more sustainable, the cost of buying a new car does not make it possible when finances are already stretched and now you are further adding to their financial stress by increasing permits which we have no choice but have to have to live in an area where they are needed.

Consider pricing by vehicle weight. Cars, even electric ones, are getting too big.

The idea of varying parking charges / travel costs based on emissions is farcical given that the punctuality of the buses is horrific and the routes are not comprehensive enough (e.g. no direct bus service between Tilehurst and Whitley) so for a lot of people there is no real viable alternative than to drive.

Additionally, the council should put more focus on recouping more money from non-residents of Reading (seeing as they are the demographic that use services provided by Reading without actually contributing to fund them) or even national companies who have a presence in Reading (e.g. Tesco, Morrisons, B&Q, Selco etc) rather than continuously penalising residents of Reading.

Although I agree with the general idea that higher polluting vehicles should be subject to higher charges, and am pleased the council are considering ways to encourage residents to choose more sustainable transport options, I do not believe the 'pay to park' plan will encourage owners of such vehicles to switch to cleaner ones. An extra few pounds to park will be less expensive than paying for a new car.

The council should instead focus their efforts on encouraging residents to consider more sustainable options for shorter journeys (e.g. driving from Caversham/Tilehurst into town). Frequent buses would be the most popular. The council used to offer '£1 to town', could this be reintroduced on weekends, starting with a six month trial? Or 'family tickets' (x2 adults x2 children) with a £5 return fare (cheaper than 3 hours in The Oracle), again trialling at weekends for six months. Reading Buses already offer similar group tickets (x4 adults for £5.50).

However, if the council decided to go ahead with their 'pay to park plan' it should only be introduced for certain roads that frequently see high visitor numbers (e.g. roads near the Royal Berkshire Hospital) or public car parks (e.g. Kings Meadow). It is unfair on residents who own higher polluting vehicles living in houses with no off-street parking to pay for the privilege of parking outside their own home.

Additionally, the council should make a public commitment that money raised from the scheme will be spent on improving sustainable transport options (e.g. additional buses or switching to more electric buses). This would give residents more confidence in the council at a time when there is wide spread disillusion in politics.

Not everyone can just go out and buy a new car. Do not punish those that have to make do with the vehicle they have.

My impression on filling in the above questionnaire is that the questions are worded in a biased way and will illicit the answers the council wants rather than to find out peoples true wishes. For example, by asking questions such as "I worry about the impact of poor air quality on my children and family" at the start of the questionnaire biases the responses to all following questions. If instead the first questions were, for example, along the lines of "Do you think that those who cannot afford to buy a

more modern car should be penalised by making them pay more for parking" I suggest that the responses to the following questions you asked would be different. In other words, your survey is designed to give the answer you want rather necessarily what the residents might want. Is your case for the proposed changes to parking charges etc so weak that you have to send out such a biased survey?

This is genuinely disgraceful and deeply regressive. People don't typically drive older more polluting cars for fun. They drive them because they can't afford newer cars. The idea of charging poorer people more to park, so that some richer people and politicians can feel like they made a difference is truly shameful.

I totally oppose the introduction of these emission charges for residents parking bays. Many of the people who street park are on lower incomes. They can't afford the latest low emission vehicles but need a car to get to work. This policy seems designed to panelise those on lower incomes while the wealthy pay less while they park their new cars on their drives or in their garages.

Increasing the cost for older cars only punishes the poorest. They generally end up with the older more polluting cars that are discarded by the better off when silly, ill thought schemes like this are dreamed up.

I am concerned that I cannot afford to buy an electric vehicle and I don't feel I should be penalised for this by having to pay higher parking charges than those lucky and wealthy enough to buy an electric vehicle. Furthermore in roads like mine, with only on-street permit parking, people with electric cars already stretch leads to charge their cars across the pavements, causing a trip hazard. Offering cheaper parking permits for electric vehicles will encourage this selfish behaviour. It also exacerbates the competition for parking space as e-vehicle owners want to be able to park outside their house at all times.

"Sustainable" travel is unsustainable. If you require people to pay extra for parking if they don't have the cars you deem sustainable, how is charging them more going to give them more money to afford the vehicles you have arbitrarily decided are sustainable? There are so many differing opinions on electric cars and the long term costs and environmental impact. Trying to control citizens is wrong. Especially when based on ambiguous and heavily biased opinions.

Do NOT make a blanket tax on what is deemed high-polluting or non-electric. Our diesel car is old, but passes its yearly MOTs and is in better shape than many other newer cars out there. In addition, the environmental cost of replacing a perfectly useable and clean vehicle is bonkers and totally wrong.

I must use the car for certain trips (commuting to the train station in Twyford; going to tennis / football lessons for the children; going grocery shopping). It is extremely unfair to tax mine higher than a newer one, when the cost to replace it just does not make economic sense for us, nor environmental sense.

I don't really see the point in this survey as Councillor Ennis stated on national TV that residents can have their say but the Council will introduce the policy anyway!

Disabled so need my car public transport impossible

Stop this nonsense

I use my car very rarely, but an emission based charge would impact me unfairly due to the rare use. Less than 500 miles in the last year.

Bring it on and quickly! Doing so will not only tackle air pollution and congestion, it will also improve the condition of roads but importantly will improve mental and physical health, tackle the obesity issue that is destroying our NHS and just make people generally nicer to one another. People in cars are largely just horrible to one another and to other road users. I often get victimised for no other reason than daring to ride a bicycle on the mean streets of Reading!

I think this proposed project is an excessive and unnecessary waste of resource - let national tax policy in relation to motoring costs look after the incentivization towards net zero. It's over-interference and with no realistic prospect of making a difference and ROI is questionable. There are too many rules, regulations, which require far too many people to operate and enforce them. Stick to the core council work and stop further, over-complicating, the already complicated. You have more than enough to do already without inventing more tenuous and dubious reasons to squander our desperately hard-earned income when it's already more than in hand.

CO2 and NOx emissions are a long way from the solution. Electric vehicles are extremely heavy compared to petrol and diesel, and damage roads more. They also wear tyres significantly because of their weight, and pollution from particles is significantly greater from tyres than exhaust emissions. So please do not treat electric vehicles as perfect. You must also remember that electric vehicles are expensive to buy, or are a tax efficient option for those on company car schemes. These are people of above average income, so charging them is a very regressive approach. If you really want to make a difference, a drastic approach like raising parking charges for all and making Reading Buses free might work better.

I do not agree with the proposal to charge more for residents parking for higher emission vehicles. This is discriminatory to those who cannot afford to replace their vehicle with a newer model and is not considering the overall environmental impact of scrapping perfectly working older vehicles for newer ones even if everyone could afford to do so.

There is virtually zero infrastructure for hybrid/electric vehicles in most of the borough particularly for on street parking so that is not a viable option for many areas currently. Council would need to have that in place before penalising motorists. In my area we had a CPR zone imposed against much opposition on the flimsy reason of parking from commuters using the rail station which was never really an issue and even less so since 2020.

So basically it's solely income generation for the Council - the prospect of paying even more to do so is not supporting residents already facing Council Tax increase and other additional costs. It's unfair on those who do not have driveways, disproportionately impacting those most likely with lower incomes/smaller properties.

Causing residents of Reading to pay additionally to park their vehicles because they have higher emissions will penalise those who do not have off street parking. This seems ridiculous to push costs on those who tend to be poorer who don't have gravel drive ways to park their cars or who are benefiting the local environment by their gardens rather than turning them into carparks. It seems obvious that the charges should be placed on those who drive into or through Reading in high emission vehicles. People who live in Reading should at least initially be exempt to minimise opposition from voters in Reading. The resulting decrease in traffic will free road space for public transport and make the road less intimidating for cyclists as well as improving air quality. The existing proposal seems particularly ineffective as it excludes car parks.

I am not sure this proposal goes far enough I feel road use charging and parking charges should both be brought in to drive modal shift.

I am strongly against higher parking charges for cars that use either petrol or Diesel. In my situation, I don't have a garage or a parking in front of my house. There's a big green area in front of my house and me and my neighbours are not supposed to park on the green for protecting nature.

As a result, I had to buy a petrol car. Even if I want to and believe in environmental conservation, I can't buy an electric car as I can't put an electric charging point on the road. So, either council should allow me to park my car on the green and then I can charge my electric car OR scrap this idea of higher parking charges completely.

In summary, please don't tell me the problem; give me a solution to the problem. So, for me, either let me park closer to my house and charge my car or let me live peacefully. I am already paying enough in taxes!!

Charging more for parking based on emissions is stupid. A parked car has no emissions. I say again a parked car has no emissions. So other than introducing a one off additional fee each time you park, there can be no logic whatsoever in charging a higher rate for each hour of parking. This refers to the council controlled parking on road and public car parks. Permit parking I object to in principle but doesn't have this same fatal flaw. I can assure you such fees are a deterrent to coming into Reading and that is detrimental to Reading's economy as I will simply spend my money elsewhere. There are so many alternatives this is simply bad for Reading.

The answer is to reduce bus fares and make public transport cheap. Very cheap and frequent. Then more people will use it as using a car becomes more expensive.

This utopia however doesn't work in the suburbs and a car is needed as public transport isn't a realistic option unless you want to go where the bus goes at the time the bus goes. What actually happens is bus fares go up.

The train is outside your control but the same logic applies. Should be very cheap. I use the trains but never the bus.

This is a proposal which is no more than a money grab from Reading residents and which will not go away even if everybody drove electric cars as the council will get used to the revenue stream.

I think if you live in Reading you should get a free parking permit, if on a permit street, second car chargeable. Parking in Reading is ridiculously expensive compared to places like Henley. I know you are resurfacing roads, but ours was done completely unnecessarily and yet on the Reading Road near Donkin Hill the holes are dreadful. Lots of money is wasted and yet we are paying more and more.

Poor people can't change the car as often as they would like. Charging by emissions is just another tax for poor people, penalising them for driving an old car. With the cost of living crisis this will affect a lot of citizens, low income citizens will be forced to use public transport while higher incomes won't be affected as normally they would have a nice driveway or garage. Please dont tax us more.

Reading buses seem like a good service - but they all seem to terminate in town, so to travel across town it's always required to swap buses which is time consuming and expensive and is the main reason I don't use buses. I'd like to see some circular routes around the outskirts of town.

People are struggling to pay bills, they can not afford a green car, so you are simply taxing and penalising those who can not make a change. Some areas are unable to have green vehicles due to the infrastructure ie terrace roads, again you are being unrealistic and penalising those who are in this situation.

Travelling into reading is only to use the regions hospital. These proposals will discriminate against those with older vehicles - perhaps enforced on them by ill health. Who wishes to stand around in the cold and catch several buses or the park and ride facility after chemotherapy or other unpleasant treatments.

I think it higher parking fees for high polluting vehicles is fine, but should only ramp up for really high polluting as it seems to me 50%+ of the pollution is done by 5% of the vehicles. Also, keeping high-polluting older delivery vans and lorries out of town centre would make a big difference.

Reading parking costs are already extortionate and by increasing them further will lead to less people coming to Reading to shop and making the town even more run down.

I think that charging more for higher emission vehicles would have the effect of adversely impacting underserved and disadvantaged communities disproportionately. Those who drive more polluting vehicles will generally be those who cannot afford the latest more expensive vehicles but rely on older cheaper models. You should do an impact assessment on what effect this policy would have and how it would comply with the Equalities Act 2010 regarding indirect discrimination. Thanks.

100% against emissions charging as it is discriminatory on lower income earners who it hits the most.

Electric cars, despite what the Government pushes out, are not more eco friendly when the entire production process from mining of raw materials through to end-of-life disposal is taken into account, And if we add in the capital cost of new electric charge point infrastructure the cost/benefit ratio is even worse.

The proposed changes will have a significant and unequal impact on individuals with lower incomes, as they may not have the financial means to purchase a new electric or hybrid vehicle. This creates an economic disparity, where those who can afford these vehicles benefit, while those who cannot are left facing additional burdens.

Additionally, electric and hybrid vehicles tend to be heavier than traditional gas-powered cars due to their large battery packs. This increased weight contributes to faster wear and tear on road surfaces, potentially leading to higher maintenance costs for infrastructure in the long run.

Higher polluting vehicles already pay extra road tax, that should be enough to "punish" people rather than adding extras everywhere. Electric vehicles pay minimal road tax, it was nothing, despite being twice as heavy as a "normal" car and hence damaging roads more so they should actually pay more!!

So you want to make even more difficult for those who have a moral objection to electric cars that use materials drawn from the earth by exploited children or who cannot afford such horrendous items?

Get out of people's lives and stop trying to control what they do, especially when it is clear the scheme is a cynical excuse to get more money out of people who cannot afford a newer or electric car - it is very hard to believe that you have residents' best interests at heart.

As the proposed changes are not clearly laid out (I did not see them before I was taken to this survey) it is difficult to comment on them. You say, in the survey that you would offer lower charges for 'sustainable' vehicles based on CO2 or NOx ratings, but I fear that you will simply RAISE the charges for older vehicles.

Another scheme to bolster the council funds at the expense of working people who cannot afford a newer/less emitting vehicle

I agree with the need for joined up transport strategy and sustainable travel. I feel that Blue Badger holders should be exempt from parking charges - often there is no alternative to using the car and parking close to the visited location.

Our bus service (Nos 17 and 4,4a) is very good and I frequently use the bus to go into Reading town centre. Where it is feasible I use the train to places outside Reading but not for more complex journeys without direct links with Reading. Has the Council considered a Park and Ride in the Shepherds Hill / Sutton Seeds roundabout area to reduce traffic coming in on the A4 (East)??

1. The policy is regressive and penalises those least able to afford the increased charges
2. The policy ignores the problems of excessive weight and particulate releases of electric vehicles which result in more harm at local level than petrol and diesel cars
3. The policy unfairly penalises diesel vehicles which have lower CO2 emissions than equivalent petrol vehicles
4. To meet its stated aims, the policy should reward the cleanest cars with a discount while penalising the most polluting cars, resulting in no overall increase in charges, so it seems unacceptably opportunist of the council to use this as a way of increasing (substantially) income from on street parking.

I feel this scheme punishes those unable to change their vehicles. Cars are important for many people, and for many essential. To charge people more at a time where there are record numbers at foodbanks, ever increasing tax's, and the cost of living has never been harder is immoral. It's not just the people who can claim benefits that are struggling and it's another attempt at charging regular people more who don't receive anything back from the Government. We should be trying to keep money in people's pockets and so they can spend on the local economy or afford the essentials that have become too expensive.

should not be increasing costs for drivers, all vehicles should be taxed the same, this would reduce costs for the majority of drivers at a time when the cost of living is at an all-time high.

I'm very concerned about the level of pollution from road traffic in Reading and hope that this and more can be done to alleviate the problem. I note the recently reported success of the ULEZs in London and hope that similar measures are adopted in Reading.

Stop putting cycle lanes in (that nobody uses) and bus lanes and the traffic will flow better thus avoiding any pollution. Allow Uber to operate in Reading to stop the black cabs ripping off people, cheaper taxis might encourage people to leave their cars at home for a day in Reading. Or let Reading turn into a Ghost Town!

There is no man-made climate change. EVs are a fire hazard and a crime against humanity.

This is the most ridiculous policy I have ever seen proposed by Reading council. It won't make any difference to emissions. Just another deceitful scheme to extract more money out of long-suffering residents. Net zero is the biggest scam ever imposed on the UK. If the government continues with this policy it will ruin the economy and make us into a third-world country.

I have two cars. I cannot switch to electric as I cannot park outside my house. And even if I could, I can't run a cable over the public footpath. These should be considered first.

Your proposal will unfairly penalise the less wealthy in society who cannot afford a newer car, it will only benefit the wealthy, and it will not make any difference to air quality. You also need to demonstrate that any changes you make to charging do not increase the overall revenue generated for the council, otherwise this is just another money spinner at the expense of motorists.

I feel that this will be extra money for people to pay out. Everyone knows how tight money is for families and this is typically the group of people that will have extra expense. I also feel that this is just another way for the council to get more money from the people of Reading. The road tax is going up very soon, surely this is enough without adding more.

Restricting choices will not help. It has been shown that electric vehicles are worse for the environment. Maybe not building on the few green spaces and protecting nature areas and wildlife would do far more to help.

Life is difficult enough without slapping extra charges on parking for what could be essential services. Jumping on the band wagon of using charge increases on cars is penalising those who have diesel vehicles - which can't be changed quickly or even ever at all. Consider the cost of changing a vehicle to a newer car to pensioners on limited budgets. Families could also be similarly unable to simply change a car quickly - household budgets are stretched to capacity with all the other charges you levy as well.

Penalising people that cannot afford to purchase a lower emission car is fundamentally wrong. There is no charging infrastructure to allow me to charge a vehicle at home and the cost to use public charging stations is much higher.

non electric vehicles already pay more tax - road tax; you can't keep penalising non electric cars – without offering a scrappage scheme and significantly improving the charging infrastructure within Reading.

This proposal serves to discriminate against those of us who are unable to afford newer vehicles and are not able to charge an ev due to there being no infrastructure in place for roadside charging. This is 100% a cash grabbing greenwashing proposal from a car hating labour council.

I know you are planning a clean air zone - I read the very lengthy report when it came out. Reading town centre is already dying a death with empty shops and low footfall, mainly thanks to ridiculously high rents but not helped by asinine bus lane projects. People prefer to go shopping in Bracknell. By increasing parking charges and penalising non-electric cars you are making matters worse. Everyone has seen ULEZ in London, especially the nonsensical expansion, and knows it is more about raising money than clean air. If you keep going down this route, Reading will just be a large collection of flats, Turkish barber shops and fast food takeaways. Oh, and I presume they are using environmentally-friendly concrete to build all these new flats?

Much more needs to be done to encourage full electric vehicle use. With the advent of the unfathomable road taxing of fully electric cars to the same rate as the polluting ones anything actioned locally to reward the expense of going electric, free parking, electric only bays, more charging points etc. should be actioned.

I no longer shop in central Reading, I shop Caversham, Vastern Rd, Woodley and Online. Grandchildren minding is Woodley. Reading traffic policies have forced me out of Reading shops.

As an officer of environmental sustainability in a council I understand the need to reduce emissions however, any policy that charges those without EV/hybrids more than those with is short sighted. We own one car and drive only when it is necessary however with a toddler and an infant a car is still definitely necessary. We cycle and get the train to work. We walk into town. We walk to nursery. However, we can not afford nursery 5 days a week so we need a car to drive our child to grandparents a few days a week. There is no alternative to get her there. We are not alone in this.

I work in EV infrastructure so I am pro EV however my family, along with many others, simply can not afford an EV yet. Instead we take other approaches to reduce our emissions and impact (without the threat of additional charges!). Charging those who can't afford EV/hybrids more simply puts us further away from affording an EV/hybrid.

I can understand the logic in charging visitors to Reading who chose to drive into the town. However, surely the money that is intended to implement the new parking system would be better spent in improving and implementing methods encouraging visitors to use other transport methods. For example park and ride. This is an equitable solution that doesn't punish the lower classes. Adding EV charging points at the park and rides would also encourage those with low polluting vehicles to utilise the park and rides reducing traffic even further-which is surely the actual goal? To reduce traffic not just fill the town with larger EVs with higher tyre pollution.

Charging residents differing amounts based on the vehicle they are able to afford to park outside their own homes without any accountability on the council to provide on street charging provisions is despicable. Residents purchasing parking permits

do so because they do not have access to a drive or off street parking. This makes EVs and plug-in options even less affordable. We can not afford an EV but if we could, we would have to factor in where we could park (most likely at cost) to charge our EV at staggering costs compared to those able to charge at home.

Before the council can even contemplate introducing additional charges for residents without EVs the council needs to ensure there is adequate, equitable and reliable provision of EV Charging infrastructure in its residential areas with high proportions of on street parking properties. Within a 15 minute walk radius of my house (with over 80% on street residences) there are 2 on street slow charge points. How is this supposed to serve the community to transition to EVs? Use the money to implement EV infrastructure and sustainable transport measures. This will positively encourage more people to transition. Punishing those for not being able to afford EVs will just push the transition back further.

The proposed plan yet again hits the poorest people in the community, it is poorest who will have the highest polluting vehicles and have the lowest ability to change the vehicles for a lower polluting vehicle. The wealthiest won't be effected as they will already have a car that less polluting and they won't care how much it costs to park.

Unfortunately Reading council's plans hit the wrong people. It's like running an EV, if you live in a house with a drive then being able to charge using cheap electricity (around 6 to 10p per kWh) at home is an option. If you live in flats or don't have a drive charging ends up being in public chargers that are around 40p to 90p per kWh dependant on how long you want to wait for your car to charge.

To make these changes the council first need to look at the concerns causing a high pollution in the town such as unused cycle lanes/paths e.g. Sidmouth Street also bus lanes that have made getting into the town a longer journey causing more traffic and pollution e.g. London road by Palmer Park if these issues were actually thought of before the council decided they were placed in measure then maybe residents would understand changes however, trying to push people towards the likes of electric vehicles when they are just as damaging in production of electric vehicles the mining for lithium for the so-called batteries is killing the planet making people pay more for petrol and diesel vehicles is ridiculous. SORT THE ISSUES FIRST!!!!!!

The proposal is stick method not a carrot. The town center is in bad shape and the proposals will prevent visitors. Street bays cause traffic congestion, a root cause of pollution. This proposal is another cash cow for the council.

Why allow residents parking on a RED ROUTE? The purpose of a red route is to prevent congestion so why allow any parking?

I do not disagree with the principle of differential charging based on vehicle emissions, but such charging should not disadvantage those least able to afford it - typically older cars are more polluting, but less expensive to purchase, and consequently favoured by lower income households. Furthermore, a vehicle's

emissions depend to some degree on the maintenance of the engine. A poorly or infrequently serviced engine is likely to emit a higher level of emissions than the official data indicates.

How reliably can the DVLA data be accessed? If parking machines experience difficult retrieving the data, or fail to retrieve the correct data, public confidence in the system will diminish very quickly.

no

As a Blue Badge holder I can park for free in the Pay & Display bays in Reading. However this is using my carers' cars, so it could one day be a normal petrol car and on another day be a large diesel. I have no say over what kind of car my carers use, but as they are on low pay, I've never yet seen a carer use a hybrid or electric car, it's always older cars. So if I have to pay, I'll be paying different amounts based on what carer is driving me on that day, which is really unfair. Please keep free Pay & Display parking for Blue Badge holders. Because of my wheelchair and disability, we can't get on a bus (or walk or cycle), so we have to use the car. I know other people get a choice but I don't.

Any proposed changes should be supported by objective data to show that there are health issues. Even then I would want to see objective data for different parts of the town as I know suburbs will be lower than say specific hot spots in the town centre. Where is the data?

Charge more for 2nd resident permit. Shortage of spaces by us. Ensure enforcement of parking restrictions with more frequent checks at the weekend and early evening (6-7pm).

Setting higher parking charges on higher emissions vehicles has two target groups - those who drive large, inefficient, modern cars where it is appropriate to penalise the decision not to choose a more efficient, less polluting car and those who drive older cars where it is not appropriate to penalise as no decision was made to be less efficient.

Those driving older cars did not have a choice for a more efficient hybrid or electric car and are most likely to be the strata of the population less able to afford a new, more efficient car, and higher parking fees.

Forcing people to purchase a new car is not a clearly and entirely positive thing for the environment as the manufacturing of a replacement car instead of using an existing car until the end of its service life is highly polluting.

We all know that emissions are an issue, however it's always the people who can never afford to purchase a better vehicle that are penalised, please think realistically.

There is an ongoing attempt by Reading council to drive vehicles off the road, there is an awful new bus lane at the top of London Road, which just causes large traffic

jams, while empty bus routes are not improving transport in Reading. Many people I speak to just see Reading Council as trying to ruin business in Reading centre - there is no effort to reduce antisocial behaviour in Reading centre, with cyclists and food delivery bikes speeding around the pedestrian areas, and these policies to demonise car users just means ever more delivery bikes and delivery drivers, while destroying retail business in Reading. From a regular visitor to Reading centre, I now rarely travel to Reading centre - the cost of parking, dreadful travel in with ever more empty bus routes and poor traffic planning (even just the traffic lights sequencing at the bottom of Silver Street (heading west the main lights change after the side lights rather than in the correct sequence). I believe the council should be encouraging trade and supporting business in Reading, not planning ever more punitive means to exclude people from access to the town centre.

VED is already very high, Car park permits also more than most boroughs along with devaluation of vehicles and property if brought in, my elderly drive a older car, pay over £400 a year for VED + council on road parking charges - They rarely do over 1000 miles per year?

Brilliant effort, please do more to protect our kids

To get more cyclists on the road, we need to address the perceived and real dangers of cycling amongst vehicles. A combination of both lower speed limits and segregated lanes are crucial to get people who wouldn't even think of cycling to get on a bike.

Be brave! Ensure this is one part of a suite of behaviour change interventions to make active travel more safe and attractive.

Could also consider the size. Too many huge cars these days.

I think it is really good, and the council should keep doing everything they can to reduce car use in reading and surrounding areas.

Agree with this and should be accompanied by awareness programme e.g. including engine idling, and availability of free cycle training for adults that Avanti Cycling provide.

I think this is one of the most heartless things RBC could do to the people of the town. I have made my feelings clear in the last long answer. I would LOVE to be able to replace my car with an electric car. I would love solar panels, I would love a heat pump. Not only because I know these things will save me money, but because I care for our environment. I don't have any of these things, not because I don't want them, but because I can't afford any of them. I see people in big houses with roofs full of solar panels and it's them who will be paying less on their bills than me. I see people driving around in new EVs (which are probably mostly company cars) and it's me still paying high diesel prices and now – having to pay MORE than the wealthy just to park. This is an outrageous way to treat the people living in this town and it is enough to make me want this labour council OUT. I was so happy with this labour

council, especially under Jason. I felt that he really listened to the people in the town and wanted the best for us, I felt like he cared about us and he was doing an amazing job at serving the people of this town. Now it just feels like this labour council has something to prove. Someone on the council wants to put their mark on something to say they've 'done something' or 'achieved something'. Since when was serving the people of the town not 'something' enough? This literally makes me feel more downtrodden than I did before. This is absolutely unacceptable and must not be allowed to pass as someone's vanity project. It is not what the town is calling out for. Give us more facilities for mental health, SEN school places, SOCIAL PLACES for teenagers (and don't fob me off that these higher charges will pay for it) – prioritise them in your own budget. I cannot express enough how disappointed I will be if this goes through and I will never vote a labour councillor again.

This is just another opportunity for the council to raise revenue. This has nothing to do with air quality and encouraging people to use public transport.

If the council was concerned with encouraging more people to use public transport in Reading, there would better orbital bus services in Reading, directly linking places such as Woodley and Earley to the retail parks on A33 (for example) rather than forcing everyone to head to the town centre and change there, better bus priority and frequencies on certain routes.

There would also be a concerted effort to get Government and Rail Operators to simplify and significantly lower rail fares. What GWR charges (especially during peak times) is a scandal. It is no wonder that people would rather drive than pay such rip-off fees. And I say this as someone who works in the UK rail industry!

Attempting to force people out of their vehicles by stealth and accumulative tax is wrong and immoral, is not the way to make this nation more green. If anything, all you are doing is piling on the financial stress to people and families who have already been hit in every direction in the recent financial climate. Energy bills, inflation, interest rates, and ever increasing council tax bills (for which we do not see any value for money for), this is just another opportunity to bleed the everyday working person dry. When will it stop. Understand... most people who park on the street, do so, because they do not have the luxury of being able to afford their own driveway.

Attempting to implement ULEZ charges within Reading is a very easy way to generate income for the council, however it is a lazy way to tackle emissions because it does not seek to think outside the box or ask itself why people are driving rather than using public transport, nor does it answer the question as to why there are more older "polluting" cars in use. essentially by doing this you are more than likely attacking residents on low income who may need cars to get around for multiple nuanced reasons but cannot afford to own newer model/ electric/ hybrid cars.

It is also a short sighted policy as if all residents switched over to electric vehicles within the span of a year, how would the council then generate revenue if it was

charging vastly less/ not charging people with electric cars to park. drive their cars within certain areas?

Instead of trying to reduce emissions by looking at things like: making sure that road works are staggered so that multiple parts of Reading do not have roadworks going on at the same time, thus causing traffic and idle cars to release emissions, or making sure all bus routes have enough buses running on them to incentivize people to take them, you expect that people will just chose to use them, again not taking into account the nuance of why a person needs to use a car. Constantly promoting cycling or footpaths also only caters to able bodied residents and again bus fleet is not particularly equipped to deal with multiple people who may not be able bodied catching a bus.

Instead of turning every empty space into flats perhaps RBC should look at rewilding certain areas and promoting green spaces - the old civic offices building was temporarily turned into allotments, which would not only provide essential clean, green spaces but also provided wellbeing and community to surrounding residents but instead that was removed in favor of building housing that is marketed as "affordable" but is not affordable to the residents being priced out of their town.

The whole concept is flawed, as it will penalise the poorest people with the longest to travel to pay more. Until electric cars become more affordable for the majority i don't think the council should charge more for those who don't have ecars. There will be a natural progression towards ecars anyway, and until the UK's infrastructure improves it is pointless getting a fully electric car. I would opt for a hybrid for my next car as I don't trust fully electric cars. I will certainly not be buying a Teslar in a hurry.

Anything that discourages high pollution vehicles, ridiculous 4x4s picking up kids from school, promoting public transport and sustainable travel is welcome! Prioritising maintenance of pavements over roads would help too, many are hazardous for elderly or disabled people and discourage walking.

It would be useful to state what difference (or percentage difference) there would be in the parking charges. Some reassurance that it is not just a revenue raising scheme would be useful too.

Higher charges should apply to

- a. More polluting vehicles
- b. Larger vehicles
- c. Vehicles not in frequent use, e.g. motorhomes, storage vans, caravans, etc.

I have a strong opinion on this. First, ICE car owners are already taxed on emissions at the point of purchase, at insurance, at registration and with fuel duty. Most cities now charge to enter clean air zones, again based on emissions. But your bright idea is to charge an emissions tax for a car that's turned off and parked. And I bet this will not reduce the price for anyone, rather increase it for most. Who came up with

that? Create a clean air zone if you must, at least that makes sense. Or finally address the appalling bridge situation for getting from Reading to Caversham.

Not to mention the frankly embarrassing number of public chargers in reading. Or the fact that I'm not allowed to charge a car in front of my house because running a cable across the pavement is illegal. A big electric car weighing 3+ tonnes that's over the width of an already narrow on-street parking bay does more damage to the surface than my diesel car if they are both turned off. Take the car's weight into consideration instead.

You need to take a hard look at how you are spending an ever-increasing council tax rather than forcing

introducing another ridiculous arbitrary tax. Might as well start charging a tax for the falling rain.

I have JUST bought a fully electric car, knowing this change was looming, and wanting to get ahead of the curve. So it's already worked as an incentive to me.

Why don't you build some roads and bridges, and work on a cheaper public transport, instead of trying to rob the public with your new fees and taxes.

Those with vehicles with higher emissions may not be able afford to change / upgrade their vehicle.

All types of vehicles will still be driven on roads through the borough, it is just parking this will impact.

Sceptical about whether this will produce behaviour change. Think this is likely to be seen as an opportunity for cash strapped council to raise money. The council should be honest about this.

Will the monies be ring fenced for clean air projects and/or transport projects?

If you introduced charging to drive into Reading, or you pursue charging for parking based on emissions I will stop going to Reading, and will go to other town centres for shopping and leisure.

This proposal is penalising those least able to afford newer cleaner cars. People with resident parking permits don't have the option of charging electric or hybrid vehicles as there are no facilities to charge vehicles at home. The introduction of parking permits where I live has not made any difference to the number of cars parking on the streets and was just a money making exercise as I believe this is too.

The problem with the proposal is it is based on the emission data captured for vehicle tax purposes (primarily CO2 emissions), which are highly relevant for carbon emissions, but largely irrelevant from a public health (roadside pollution)

perspective.

Given that the median (and average) age of cars in the UK is around 9-10 years, it can be assumed that a very high proportion of the fleet is Euro 6. Euro 6 emissions of harmful components from a public health perspective are really low.

The proposed parking charge differential would greatly favour EV's which, although 0 in carbon emissions, have particulate matter (PM) emissions from tyres and brakes which are around 30% higher than comparable Petrol or Diesel vehicles. Reference example <https://www.emissionsanalytics.com/news/do-no-harm>.

The composition of EV tyres also makes these PM emissions particularly toxic. All up, EV emissions from a roadside health perspective are probably equivalent to around a Euro 5 diesel!

All vehicles produce emissions whether they are electric, petrol or diesel, just different compositions of emissions. What is evident, however, is the primary determinant of emissions is not fuel type, but vehicle weight. If a differential parking charge is to be applied, I would propose that it is based on exactly that.

I'm fully supportive of reducing emissions and moving to cleaner transport options.

In major cities which have things well sorted (eg Tokyo - which I know well), the use of private vehicles is comparatively low for the following reasons: Fantastic availability of public transport. Basically the max walk to public transport is around 1km. Essentially 0 on-road parking permitted. Public car parking time limits relatively low (a few hours only). Extensive use of bus lanes, utilising the road space where on-road parking might once have been allowed. Re-allocation of the total road space to create very wide footpaths which are shared by both pedestrians and cyclists. In summary, making alternative transport options more readily available, cheaper & safer than private vehicles will produce the best result. Just making parking more expensive won't change behaviours (in the absence of other options). Better to remove the parking entirely and use the space created for more sustainable options.

I disagree with the council's plans to effectively price car drivers off the road and the active travel projects in place so far just cause traffic congestion.

1. Shinfield Rd cycle lanes...very rarely used and cyclists often still use the road.
2. Sidmouth St...I have never seen this used by cyclists.
3. London Rd bus lane...an ill thought out scheme that causes much congestion including tailbacks up the slip road from the A3290.

Reading has a disjointed transposition plan - cycle lanes that don't join up (Sidmouth Street) ridiculously short bus lanes that just cause unnecessary congestion & more pollution- there needs to be a comprehensive review to offer sustainable transport solutions - develop park & ride - like Oxford - you just don't drive into Oxford because they have a system that works - Reading should but there's nothing to go into Reading for - just more & more flats, no shops - it will be a

ghost town if this carries on - no community just people renting & moving on - you are destroying the soul of Reading - where's future planning for generations ahead??

Vehicles are vehicles whether they be electric or otherwise and all should be treated equally. EVs are expensive and few people are able to afford them, not everyone changes their car regularly. Your proposals penalise those who can least afford an EV and support those who have the most disposable income.

Your proposals will discourage those from outside to come and shop in Reading. Our town centre is already in decline and has become a second rate shopping centre, mostly filled with unhealthy food outlets. How are your proposals going to incentivise people to come into Reading? This is a short sighted initiative that's jumping on the band wagon of being 'green'. Focus more on providing local services!

The additional cost being added to non-EV/Hybrid vehicles will get the council more money but it will be very unpopular because it is for PARKING. Parked cars don't have emissions so there is a disconnect between this charge and the impact to air quality that this change proposes to mitigate.

Instead, if there was an additional cost applied for DRIVING in and around central reading zones/ it could drastically cut traffic, have improve air quality, whilst being a consistent and improved revenue stream over your current parking proposal. This can be slowly phased in e.g. at peak times similar to congestion charge but also support LEZ priorities.

If being honest, we realise the council is doing this purely for generating an additional revenue stream and air quality improvement targets are a secondary benefit. However, everyone can benefit if you were to consider an alternative levy for driving where the people are, rather than parking (which is already a huge area of contention).

As an EV owner, this proposal is not going to impact me, but it will reflect poorly on the council for parking regulations that are already very unpopular. Council/private car park offering discounted EV parking may be helpful, but ultimately, meeting a air quality goal does not start with Parking permit inflation.

This is another money-making scheme designed to unfairly punish people who are forced to pay for a parking permit to be able to park near their house. It is also highly questionable whether it is legal to further punish only the people who are forced to pay for parking permits when other council tax payers who drive more polluting cars but do not have to pay for parking are excluded from this money making scam. And what about those who drive into Reading for work, and park in car parks or on the street? Why are you only targetting one group? Immoral, unethical but not unsurprising from Reading Borough Council.

Implementation of the plan needs to be done carefully. I can already see issues when parking ticket machines insist your Nissan Prius is in fact a Range Rover Evoque and charges you wrong. Reading's implementation of Parking PCN's already lacks the human touch - I can easily foresee some unfortunate person in this position being unable to park in Reading for months while they try to sort it out.

Any changes you make are unlikely to alter my behaviour because I very rarely drive into Reading. I walk or catch the bus.

The questions are not well worded. For example, like most people, I consider cost when choosing a form of transport, but "even if a cheaper option takes longer" doesn't follow from merely considering cost. Many other things are part of that consideration. And most people use many forms of transport. A responsive council will ensure those options are available and efficiently managed. Please remember the job of a council is to provide the services that residents want and pay for through the council tax. It is not a mandate to dream up ideologically-driven social experimentation.

It is really unfair to charge residents that live in houses that have on street parking. These are the residents of Reading who are the lower salary owners and cannot afford to buy lower emissions cars. Additionally, and ironically, if you live in an on street parking permit area you aren't able to have electric plug in because the parking is on the street and not allocated. The only fair system would be to charge any Reading resident an emission based fee for their vehicle, not just the people that can't afford or are unable to buy a more economic vehicle.

World-class stupid survey. You should probably take some training in creating surveys. Or, just recruit clever people.

Its grossly unfair to penalise residents if they happen to have a car that has high emissions. People cannot afford to change their cars, they cant go electric as there is no where to charge vehicles. Most of the residents parking is in streets with Terrace housing. this is a ULEZ tax by stealth. People have to drive to the supermarket it is not feasible to do a weekly shop by bus! All the DIY shops are being moved further and further away as are things such as the Range, B & M Ikea its not feasible to travel by bus if you are buying large items. Encouraging people to travel into town by bus is one thing (I always use the bus for that journey) but people with no drives or free on street parking should be made to pay because of poor air quality it is totally outrageous. Why you think they should pay and not the people driving in to park in a council car park is beyond me. You need to deal with the large lorries driving through Reading and leaving their engines running.

Electric SUVs are still an issue! Even if they don't pollute the local air as much, they still require much more energy than is reasonable to carry just a few people (often just the one or two!). They take a lot of space, damage roads and are very unsafe for those around them. So please consider other metrics than emissions only.

Maybe engine size or car weight and pollution levels? Or the energy involved in building the car?

Strongly oppose. Already being charged to park outside my home. I have no alternative and am being penalised. Believe this is another money-making task.

Small cars should be given concessions rather than the large heavy Chelsea electric tractors that block our roads and cost so much in resources to produce. Cars are now about 0.5m wider than they were in the 1960s causing congestion when parked or moving.

I object to being charged to park outside my own house based on emissions. If you want to introduce a scheme to deter driving in town, introduce a ULEZ scheme. I use my car infrequently and should not be penalised for leaving it parked outside my own home. Charge more in car parks, not for residents. This proposal is unfair. I can't entirely dispense with my car as I need it to help my elderly parents. Why penalise me? Strongly disagree with this money-making scheme. Sort out better transport to reduce emissions.

I feel charging locals more based on emissions is unfair. The worse cars for emissions are all a lot of Readings residents can afford (especially if they live in an area with only on street parking) the far greater problem is all the vehicles just passing through the town so finding a way to decrease those emissions would be far more beneficial. I think you will have a lot of very annoyed residents if they are charged extra when they already have to pay to park outside their own houses.

I am glad that there that this initiative has come about and that it is being taken forward as one of a range of measures for making a positive impact on the environment and helping to live more sustainably.

The people most impacted by this will be poorer demographics who will be less able to afford a new, lower emission car. Everyone wants a new car, but many can't afford one. Many will need their car for low paid jobs with no access to free office parking and already have to spend the first hour or two of every day paying for parking. They might also be working unsociable shifts where there is little or no public transport.

This policy will discriminate against those people who can least afford it.

I know you are looking at cycling too - but putting cycle lanes in is pointless if people cannot trust the safety of their bike. I know so many people who have given up cycling because their bike keeps getting stolen.

Each parking space in town is a big sign saying "please drive here". Following the examples of Amsterdam and Paris, in future I would like the Council to consider reducing on-street parking spaces altogether, not just disincentivising their use by

polluting vehicles. There are many places in the borough where street space is wasted for the storage of cars when there are so many other better uses, be it bus lanes, cycle lanes, widened pavements, more green space, or café seating areas. Good examples include the Oxford Road bridge over the A329 and Castle Street outside the Magistrates Court. In both cases multistorey car parks are just a few minutes' walk away. Of course, disabled parking spaces should be retained or even increased.

For Public transport to work people do not need to know when the bus/train/tube is going to arrive the frequency of service has to be around 15 mins as a max. Then people will use the service, integration is key. The stick approach only works with a carrot, there is not carrot with your proposal. - I live in WBC work in RBC - Member of Green Liberal Democrats.

We own an old diesel car and have relatively low mileage. I strongly believe that the best thing environmentally is for us to keep using this car for as long as it is reliable rather than scrapping it. Furthermore we live in a terraced house and charging an electric car would be very difficult, so this penalises people who live in terraces or flats and those who can't afford to upgrade their car, even if they want to.

The emissions-based parking charges are a bad idea. If Reading is concerned about air quality, a ULEZ zone should be considered instead, especially for non-residents.

If the council is going to proceed, consideration needs to be made for vehicles that, for whatever reason lack emissions data from DVLA. There needs to be an alternative way for an appropriate category to be assigned to the vehicle in this case, not just the default highest rate.

The varied charges should not apply to parking permits, as these are the only way for many residents to get parking, so it is creating a hierarchy that punishes residents who don't have their own driveway (tending to be those in smaller terraced houses and lower-income areas, not those in larger suburban homes).

If the council is planning to apply it to parking permits, a scrappage / market-value sale scheme should be put in place to allow all residents affected by a higher rate to afford to buy a lower-emissions car on such a short notice.

Your survey is too narrow, as in you ask the question 'What is your preferred mode of transport?' I answered car, but that implies I just use a car, I don't, I use local buses and also regularly use the train to visit friends etc in Newbury, Wokingham & Aldershot. Also, your survey is suggesting that the lower the emissions on your car the less you may have to pay for parking permits etc, but as often is the case the people best able to afford these additional costs are the ones who already have or are able to afford an electric or hybrid vehicle. In other words the people with the cheaper vehicles (as that's all they can afford to buy) will get clobbered with the additional cost.

Use of all vehicles, including electric vehicles, should be discouraged through taxation. Generally it is the wealthy who own electric vehicles and they should pay their fair share of parking fees. We also need to double down on overconsumption; people should be living more simply. At the same time incentives should be given to help people switch from old polluting vehicles to second-hand and new electric vehicles.

Do not penalise the lower income by differential costs

Stop making things complicated for people. just focus on having good schools and keeping the streets save.

Several traffic schemes around reading cause extra congestion and queues, i am more worried about those causing emmissions than I am about parked cars. We are in a cost of living crisis, some people may not be able to replace their (high emission) cars which are needed, and who will be penalised as a result. What are you going to do to support them?

The idea of charging drivers who visit Reading with a higher polluting vehicle is a good one, but your proposal does not include car parks, which it should do.

Any vehicle driving into Reading is clearly adding to pollution.

The proposal to include Residents Parking Areas is unfair. Residents Parking areas mainly cover roads where there is no alternative but to park on the road, and these tend to be the terraced housing and less affluent areas of the town. Where the street has private drives and detached (more expensive) properties there is no need for a Residents Parking scheme.

If you live in a terraced property and have an older, more polluting vehicle, this is usually due to affordability rather then a life style choice.

Where is your evidence that vehicles from residents parking areas are adding to poor air quality?

A stationary vehicle in a Residents Parking area is not adding to poor air quality, whereas a visiting vehicle to Reading must be, however small.

Your inclusion of Resident Permit Parking Areas will punish poorer people of the town and should be dropped from this proposal.

More cycle/bus lanes please!

I think that any emissions-related increase in parking permit could unfairly penalise those with high emissions, low usage vehicles. I live centrally, in a permitted parking area, and have a diesel campervan that I use for weekends away only - within Reading, I travel by foot, bus or bike. If I do need to park anywhere else, my vehicle is too tall for car parks, so I need to park on the street. Similarly, I think that this will

unfairly penalise those with older vehicles - recommend focussing on positive measures, rather than punitive ones.

It is important to reduce air pollution and pollution-related variable charging makes sense.

The proposed charging of less well-off residents, who are the ones most likely to own older, more polluting cars, will just make people worse off and fuel a backlash against even effective, socially fair policies to combat pollution. The reason they drive these old cars is that they cannot afford to replace them. You are also charging cars which are parked, therefore those paying the most might as well drive their old banger around as much as possible, thus creating maximum pollution, to receive value for money. The council also makes a profit from selling residents' parking permits and risks creating the impression it is virtue signalling while really it is just punishing the poor.

1. I already pay a penalty for owning an older car through my annual road tax, which is considerably higher than for newer technology vehicles. This scheme proposes to tax me again for owning an older car. You cannot tax the same condition twice.
2. Any penalty for having an older car (petrol/diesel) should be based on USAGE as this is the activity which creates pollution, congestion etc. A static, parked car does not create pollution so taxing a parked car will not meet the intended objective of the scheme (pollution/congestion reduction).
3. If my neighbour has the same vehicle as me and both vehicles are the same age, but my neighbour has a driveway in which to park his whereas I have to park in the road, the proposed scheme unjustly penalises me because I do not have a driveway. That is wrong, unfair, and challengeable. Again, it would not change the road usage habits of either of us, so there is no reduction in no pollution/congestion.
4. I already pay the council to park my car in my street and surrounding streets, through the Residents' Parking Scheme. You can should not tax street parking twice.
5. More generally, Reading residents should not be penalised ahead of non-residents. For example, I live near a grammar school where very many pupils are non-Reading residents and are dropped off/collected by parents driving into the town/my neighbourhood causing significant traffic congestion and pollution. There are good local bus services available with connections to the rail station. The council should firstly look to alter the road usage behaviour of these non-residents who, additionally, do not contribute to Reading's road maintenance budget via council tax yet use the roads, create pollution etc. It also puts Reading residents as a very soft target.
6. I am very much in favour of reducing vehicular traffic, congestion and pollution but this should be done on a USAGE basis such as with the ULEZ system in London. So much traffic in and through Reading is non-residential traffic. This should be the primary target group.
7. The proposed scheme to penalise on a parking basis does not seem well thought out and its ability to meet its stated objectives is doubtful. It sounds more like a tax raising initiative and not a well-considered strategic initiative to improve the town.

8. Better enforcement of local speed restrictions (20mph zones) through technology would also reduce pollution, alter driving behaviours, and raise much needed revenue.

I feel the council is more of a money making scheme rather than actually caring about pollution. If you really want to help then we need affordable priced electric cars. I've spent sooo much just for an electric car which not everyone can afford. Hope you understand.

You haven't really explained the plan in any detail before asking questions about the plan. I'm not sure exactly what you're proposing. Is this about parking or also driving? Is it about parking at home or parking in paid bays?

RFL punishes hybrids for no obvious reason. Reading BC dwellers are already paying plenty for rubbish roads. Electricity has to be produced somewhere, so even all electric cars are just moving the problem.

Lower cost resident's parking will not make a big enough difference to influence the choice of car for most people. Changing cars is expensive, and most people are not in a position to do so unless there are other requirements, such as repairs or a bigger vehicle needed. This just feels like a way to make more money, trying to pitch it as an environmental measure. Making busses a more affordable and practical choice for journeys in and around Reading would be much more beneficial.

Whilst electric cars may not generate emissions themselves, there are different environmental implications to consider, such as the materials required for batteries, disposing of batteries and replacing tyres more often.

Better traffic management to reduce congestion would, I believe, have a greater impact on air quality. Most people would not be in a position to buy an electric car, and the infrastructure is not in place for charging, particularly for those who use on street parking at home.

Most of the congestion in the town is caused by the council's own traffic mismanagement.

No

It looks like a way to make money. I can't imagine the air quality will change much as the vehicles spend most of their time parked and emissions have improved massively over the years.

The proposed changes are designed to punish people for the right to use whichever vehicle they choose. It is discriminatory towards people who cannot afford more economical vehicles. Greater emissions are caused by the lack of flowing traffic around Reading with the constant cycle of roadworks, fibre works (essential) and Thames Water. Bus routes are also an issue as they don't logically flow with traffic and have to cut and stop traffic. Keep the traffic moving and emissions will drop.

I really do support cleaner air in Reading - the days I am able to walk to work, I often need to cover my nose and mouth with a scarf due to exhaust fumes at key junctions. However, I strongly feel charging more to park isn't going to address the problem. As a public sector employee who needs their car to carry out certain aspects of my job (somedays this involves motorway travel too, so riding a pedal bike is not an option), as well as my childcare pick ups on days I work further from home, it won't stop me driving and parking, therefore the increased charges will result in NO reduction in my carbon emissions. Unfortunately, I am not currently I'm in a position to be able to afford a car with lower emissions, as much as I would like one. I would instead like to see:

1. 'NO IDLING' signage/zones and education about turning off engines when stationary disseminated into workplaces, schools, via local media etc. This would be a huge help and likely quick win to improving air quality in Reading, and I suspect may have a better impact on air quality than the current proposals.
2. Better coordination of roadworks/phasing of key traffic signals so traffic is not held up in town.
3. More enforceable yellow box junctions which helps prevent traffic jams in the first place - junctions are not blocked so traffic can flow through better.
4. More school streets to protect the air quality around schools, and to force more parents to walk/cycle their children to school.
5. Greater pressure on local delivery companies to use electric vehicles - specifically Amazon, Evri.
6. More trees being planted to offset the inevitable carbon emissions.
7. Greater pressure on the schools in Redlands Ward and surrounds to provide and use school transport. The difference in traffic when Reading School, Kendrick, St Joseph's and The Abbey are closed early (before RBC schools shut for holidays) is staggering. These schools attract students from all over Berks and South Oxon, and whilst some do travel on coaches, many do not and are individually dropped off.

Reading has such a huge traffic problem, particularly getting to and from Caversham. You need to work out how to get people walking, on buses or on bikes. People don't cycle because it's felt dangerous because of too many cars. Cycle routes are often full of glass (ie next to bottle banks which is such a stupid idea), ok for a bit and then non-existent, or put you on really busy roads like under Vastern roundabout railway bridge. There are no safe routes through and across the town centre

Use carrot not stick approach. Remove failing A4 bus lane. Fill potholes. Maintain roads properly. Potholes endanger all road users. Invest in education and where necessary penalise all road users who ride or drive without respect for safety of others, particularly vulnerable, road users.

I think you should focus on the people doing short drives not punish those of us on permit streets. Part of the reason I picked to live where I live is so that I can walk to the shops and walk or cycle into the town centre. Those of us closer to town already

pay permits, and probably use our cars less as we are closer to things like the shops etc. I use my car once a week or so for journeys that would take 3x as long by public transport, or that I can not cycle or walk. The people causing air pollution are the ones driving their cars and in particular those doing short drives eg the school run, you need to find ways of discouraging that. Not fining us for having a car that may cause more emissions when driven, but is merely being parked on a resident road.

I am supportive of the idea of varied charges depending on the emissions of the vehicle, however there must be consideration that lower socio-economic households may be more likely to have lower emission vehicles. Not taking this into consideration will have a disproportionate impact on these households. The scheme either needs to take household income into consideration or provide additional support measures to mitigate this disproportionate impact. People may rely on a lower emission vehicle to work, taking such a simple approach without considering contextual factors could put increasing pressure against the backdrop of ever increasing cost of living.

The idea that a council that already heavily taxes residents with parking permits thinks it is OK to now dictate what car I buy is ridiculous.

The bus lane on London Road has made travel horrendous. It has done nothing to cut emissions only created traffic queues and late buses. People who use a motorway to visit a town are very unlikely to use a bus!

Your proposals are a tax on the poor, who generally don't have the choice to change their vehicle to one with lower emissions. If I have a 20 year old Fiesta that will cost me more to park than a new £100k hybrid Range Rover. Makes no sense at all and this proposal is not in the interest of citizens at all.

Also consider that a lower emissions vehicle doing a high mileage will emit more emissions overall than a higher emissions vehicle doing a low mileage. And parked cars emit no emissions! Your proposals are virtue signalling nonsense and just another money grab.

The general public are already struggling with the cost of living rises and living on the bread line if Reading Borough Council bring in these extra fees this could cause unnecessary extra stress and worry about how they will get to work, visit family members because they can financially not afford to pay these additional charges let alone potentially having to buy another car.

Maybe the council should think about the amount of flats within the town centre you are allowing to be built. Building more flats will increase the towns population along with more cars on the road causing our roads to become more congested then what they already are and more cars polluting the air.

Surely we should encourage the most polluting cars to be parked so they are not actually driving more?

Please don't destroy our local businesses with further parking charges. Run a fast, AFFORDABLE, reliable and safe bus service that people choose to use. It's usually cheaper for us to get a taxi than use the bus.

If you charge more for the most polluting vehicles, the people who can't afford to buy a new car will be the ones that suffer the most. I have to use my car to get to work, I have to use my car to pick up my children.

We'd all like to be more environmentally friendly, but neighbours are robbed at knife point in Caversham for their electric bikes, it's not always safe to walk home in the dark.

This appears to be another way to tax and financially penalise people in the name of sustainability. Most electric vehicles are cost prohibitive to the majority of families yet by increasing costs to park you are targeting people that most likely can not afford newer or electric vehicles.

Current national vehicle VED rates already take into account a vehicles emissions and therefore your proposal will effectively mean people pay twice to drive their car.

At a time where the cost of living still remains high, this is an absolute disgrace from a Labour led council.

As an example, thousands of pounds were spent on the cycle lane on the Shinfield Road past the University, which ironically is barely used. The recent bus lane from the A329M towards Cemetey junction has caused totally avoidable bottlenecks and excess traffic.

Serious questions should be asked at the top of Reading Borough Council to find out why such incompetent decisions are being made, rather than burying heads in sand and then doubling down with more ludicrous proposal that will adversely effect citizens of Reading.

Yet another tax on the less well off who can't afford new cars - especially electric ones.

The majority of people are not in a position to be able to afford to switch to an electric or lower emissions car, so this proposal punishes the less well off.

This is a terrible idea. You are overstepping the bounds of democracy. I do not support you penalising the public for making our own choices, and this is obviously your starting position before you impose charges on us just for driving around.

Businesses already struggle due to high parking charges, and this will just cause even fewer people to want to come into Reading so businesses will close.

I understand the parking charge proposal is motivated by necessary requirement to upgrade on-street parking meters, not primarily to address emissions and may be seen by some residents as an exploitative grab for cash. Perhaps RBC should signal intention but delay implementation of 'emissions-based charging' – at least to allow people time to change vehicles.

The proposal is a controversial policy suggestion and councillors and the public should be sceptical, especially as the result may lose support for positive emissions regulatory changes.

Emissions-based taxing on-street parking may serve as a tax on the poor and the council is first requested to consider the distribution of old/polluting car ownership amongst Reading's demographics to ensure the approach is indeed fair. Depending on assessment Reading may consider plans for London-style CAZ grants or other positive incentives to calibrate fairness for the charging approach. On-street parking charges neglect emissions from vehicles in car parks and more importantly those driving through Reading. The proposal neglects a main source of emissions that can be more easily addressed without political down-side and is long overdue from Independent Transport Commission recommendations over 10 years ago.

Emissions-based charging can easily use ANPR at Thames Bridges as a more preferred option. Time spent driving causes emissions, not time spent parked. A proposal and estimated calculations to implement ANPR at the two Thams Bridges has been highlighted by Reading Friends of the Earth (mainly authored by me) to Reading Borough Council over 5 years ago. I am happy to discuss this again.

Parking in Reading is already really expensive, so I don't think anything will be achieved by charging more for high polluting vehicles. Clearly people are willing to pay a lot to park. Electric vehicles are significantly more expensive than combustion engined vehicles, so I don't think your parking charges will change peoples thinking when it comes to buying their next car, especially as many in the Reading area don't earn enough to splash the cash on a new, incredibly expensive car. When the cost comparison is closer, this kind of proposal can be considered again. For most, a petrol car and higher parking charges will be a cheaper option than an electric car and low parking charges. If one is lucky enough to afford a high emission vehicle, then I would imagine you won't change their mind will higher parking charges.

There are very few charging points in Reading. Invest in making this much better, including residential areas with shared parking, like flats / apartments. If you live in a flat and you park 30 - 40 metres from your home and you are 3-4 floors up, you can't plug into your home. There are a lot of central Reading residents with this dilemma.

Invest in lower cost of bus and train travel (particularly buses).

Invest in park and ride. Visit other towns and cities where there is good park and ride facilities. You will see how bad Reading is. Make sure it is accessible from each main entry point to Reading. You have invested a lot in bus lane conversion and I rarely see them used by buses. By encouraging people to park out of town, you can

have cleaner air, make use of the bus lanes so they actually add value, reduce traffic, reduce the weight of in town parking and more travellers spreads the constant costs of running a bus service. I don't know how many people come into town to shop and want to have their car nearby so they can transport heavy items. Perhaps consider a drop off service taking peoples purchases to their park and ride for collection later? Perhaps add online purchase parcel pick up points too so there is more value to using the park and ride.

Reducing greenhouse gases comes in 2 parts. How much we emit, which is the focus of this questionnaire. There is also the plant life that removes greenhouse gases from the atmosphere. Maximise green spaces, plant more in the spaces you have, consider how to increase green spaces, do not approve plans to build on green spaces, and where there is no choice, ensure the effect of the green space is replaced locally.

Taxing people more does nothing to reduce pollution. Get a grip.

The principle is sound. But much of Reading's housing stock is terraced, and that will surely have a bigger influence on people's ability to swap to hybrid/electric cars. Without resolving the issue of how those living without driveways/private spaces can charge their electric cars, it seems unfairly punitive to charge petrol/diesel cars higher parking charges. I can't swap to an electric car without having to pay for charging at public charge points because of the parking situation at my home.

You are penalising people who don't have a driveway. We are already taxed enough by the government and you are raising cost for something we've already been taxed on. We have to drive for work there is no bus route.

Please stop using motorists as a cash cow. As a retired pensioner I rely on my vehicle for social and leisure activities; public transport does not, and cannot, meet my needs. I resent being charged ever more by the council for the use of my vehicle which is essential to my social life and leisure activities, and therefore my wellbeing.

Before the council imposes additional charges for residents permits, I would like to see them proactively provide charging facilities for those who cannot park outside their own properties. How can we move to EVs when we have no means to charge them? Not to mention the environmental impact of replacing a perfectly functioning petrol vehicle with an EV, that can't be charged outside my home. Why would I do that, it makes no practical sense whatsoever. The proposal has been ill thought through, and simply comes across as a money making exercise from a group of residents who have no way to object if it's put through. Are we simply cash cows? I fail to see how my car contributes more pollution to the town by being parked in a residents permit bay, than a lorry or a high emissions vehicle that is driven through the town or parked on a private drive in the borough. Why penalise those who are least able to change their behaviour. Madness.

I drive a 2020 car so I am not talking about myself so it is not a biased response but often those driving the worst polluting cars or older cars cannot afford to upgrade to

a car to something like an electric. So I think these kinds of initiatives often impact the least well off so I do not agree with them at all. It further impacts them more than others. I am happy to pay for parking like everyone else. And I often walk to town from my house or get the bus.

I understand that you are trying to prioritise people health (which is good) HOWEVER, a lot of people who perhaps have older and more polluting cars, have them because they CANNOT AFFORD TO BUY SOMETHING MORE MODERN AND SUSTAINABLE!!! By introducing this emissions based parking charges you are CONTINUING CAPITALISM AND PUNISHING THE WORKING CLASS FOR BEING UNABLE TO AFFORD MORE MODERN VEHICLES!!! Life is expensive and difficult enough as it is!

Perhaps you should consider improving the public transport around Reading instead! The buses are awful and never on time and need a huge re-vamping. I have not enjoyed being on a bus in Reading probably in well over 15years. The experience is always disgusting and very much puts me off using them unless it is my only option. The trains are okay however, they are STUPID expensive (which I know you don't have much say in). But regardless, if you want better air in and around Reading, improve our options of public transport.

Charging even more for parking is disgusting. You will be penalising people who can't afford electric cars, not to mention the provision of car charging in Reading is so poor. It costs so much just to park on my own street the idea of paying more is awful. I have no option but to use my car as the roads are unsafe to cycle on and public transport is terrible. Reading council why are you punishing your residents.

Yet again it will be less abled people, who need a vehicle to get about, and the less well off that are going to be penalised. They can't afford to go and buy a new car. If I didn't have a car then I wouldn't go out. The bus lane on London Road hasn't done anything to improve air quality.....and that was the intention, it's made car journeys longer and there's more standing traffic.

Appendix 7

Comments received directly to Parking Managers email address.

Hi Phil,

I wanted to reach out about the Emissions based charging consultation. I'm keen to find out if you or the powers above you are pushing this war on motorist for Reading. Soon you will want it to become an LTN or have you and the powers above you that you are worried to go against decided that already?

The council need to focus on real problems and not just using every small thing as a chance to royally mess about the people that live in Reading.

I am not sure why you have stated that the views of people that oppose will be listened to as it's quite obvious the council will go ahead with this anyway.

You and your colleagues are ruining Reading, listen to the citizens for once and stop the madness you are pushing.

Thanks,

Afternoon,

Are you exempting

1 Disabled drivers , who may not be able to change their vehicle due to modifications and cost to change their vehicle .

2. Those on a low income / benefits who may not be able to change their vehicle due to cost.

This type of charge hits the poor and vulnerable not the wealthy who can afford to pay higher charges or change their vehicle.

A better solution would be to put in a Northern park and ride and provide disabled bus passes for working disabled people that has no morning time constraints!

Regards

Hi

I am a Reading resident who lives in the town centre and has to drive due to disability and carrying a wheelchair around.

Do I assume I am going to have to pay more to park now when using buses etc is not an option for me.

Thanks

Hi

This is all wrong the guidelines for emissions on an MOT are set by government dvsa which are 0. 1 or 2 or 3 which is minuet
You can not keep putting all this extra cost on working people who are struggling and can not afford new cars just to get more money for less services by the council
Regards

I'm unsure if this is the correct forum to give my views on this consultation?
It is only today that I have become aware of this policy !
There seems to have been little or no advertising by the council on this matter!.
Presumably a consultation requires this ?

In any event I am against this policy, it's just another virtue signalling and money making venture policy !
Any so called pollution problems are caused by traffic entering the Reading road system which is not fit for purpose !

I don't believe there is any evidence that people living in neighbouring areas covered by parking permits are causing problems .
You are simply trying to extract more from motorists as they are easy targets .

Further more if pollution is such a great peril to the area ,get the 3rd Bridge built to remove much of the through traffic that causes so much congestion in the town

Dear Mr Grant,
I am opposed to this tiered pricing as, yet again, the poorer members of society are being targeted. Those with money to spare can afford EVs, others are not so fortunate.

Years ago we bought a diesel car as it was more fuel efficient and touted as better for the environment. Now, our car is considered to be worse than scrapping it and buying new, despite the carbon footprint of any new car bring far worse than keeping an old car going. This encouragement of scrapping old cars does not make sense environmentally and is unfair on the less well off.

Yours sincerely

Hi Phil,
Mi have just completed the survey and the survey quality, I am sorry to say was not good.

The questions are badly written generally with mulitple questions requiring more than one answer but only one answer is possible.

Even worse I was forced to answer the question about commuting which I do not do. That question should be optional but it was not.

The questions are designed to give the answer that emission based charging is supported suggesting that this is not a consultation but a box ticking exercise.

Regards

Dear Mr. Grant,

I write to you to strongly object to the council's plans as I understand them, for the introduction of emissions based charging where these will be applied to permit parking, for the following reasons:

1. Many residencies in Reading do not have off-street parking and by their very nature these tend to be in the less expensive areas inhabited by people who are less able to pay such charges. If I understand the council's proposal, anyone affluent enough to have a larger house with a drive can have any car they choose and will not be penalised based on emissions.

2. To expect people limited to on-street parking to move to emissions reduced/emissions free vehicles is impractical for the following reasons:

a) I have seen no evidence of how the council or government will enable the many people who have to park on the street to cheaply trickle-charge their vehicles outside their homes, assuming they are lucky enough to find a parking space outside their house;

b) It will not be possible to have a charging station outside every house allotted to each address;

c) It will be impractical and dangerous to have cables trailing across pavements from house to car to facilitate trickle-charging. Therefore, if they wish to charge their only alternative will be to use public charging points which are currently extortionate.

3. The costs of PHEVs and EVs are too high for most people for the following reasons:

a) Insurance tends to be a lot more expensive;

b) Assuming most of the people you are targeting will purchase a second-hand vehicle, these are undesirable as the lifespan of the battery is affected by the rate at which the battery has been charged;

c) The purchaser has no knowledge of the extent to which the battery has degraded;

d) At the moment the motoring industry generally quotes the expected lifespan of a battery as around 10 years and the cost of replacing a battery was once quoted to me in the order of £10k.

In summary, people who have to park on the street are by definition less able to pay charges, can less afford to transition to PHEVs and EVs, and the current infrastructure cannot accommodate the transition to PHEVs and EVs. So, unless you intentionally wish to target the less affluent, the proposal should be abandoned. I understand the council's aim and believe a more effective means would be to charge people based on the engine size or maybe the curb-weight using ANPR technology. Below a certain size - the type of car less affluent people would typically drive - the charge is minimal and above that the charges increase exponentially.

Yours sincerely,

Hello

I have seen this proposal and it's very clearly just a money grab from the council. You guys should do your job and act in the best interests of the people you represent. Penalising people financially that can't afford the newest cars is going to put them further away from being able to afford a newer car.

Use some common sense, the people of Reading are not stupid and will see right through this stupid proposal.

Kind Regards

I think such a charge is unfair. Owners of vehicles already pay extra for higher emissions through Road Tax licensing. So you're proposing to tax them twice.

Dear Sirs,

- 1) Your proposals lack any detail. What concrete calculations have been put before our Council and will you share them with your constituents?
- 2) Does your proposal intend a meaningful drop in parking fees for vehicles emitting less than a fixed output, and an equal uplift in charges for those failing to comply?
- 3) Fact: We cannot offer our opinion until you publicise your real proposals on which you are expecting constructive observation?
- 4) Please get your experts to show factually, how parked vehicles with their engines off contribute to noxious carcinogenic hydro-carbon emissions?
- 5) If carcinogenic emissions are really your concern, please show how you are vectoring your efforts towards those causes your experts suggest are the teal problem.

Such as: Scarcely used restricted traffic lanes, forcing 90% of all traffic in a single lane, repeatedly stopping, starting and excellerating.

With out some detail, this tax increase will only affect residents who pay to park outside their homes. Non residents will be charged no more. RBC has already doubled its income on residents by halving the resident permit duration. Low hanging fruit again.

Isn't this just a plain tax increase? Unless of course your proposal promises to be tax neutral for residents? Please don't suggest further admin costs to implement the new 'green thinking policy'.

May I be constructive and point you to the real causes of saturated hydrocarbon emissions within your purview? Constriction of roads to allow a relatively few non tax paying cyclists, ebikes, escooters to cause saturation exhaust emissions when on constricted lanes. The phenomenal cost of implementing unnecessary traffic lights at specific road junctions. Where cars back up to a stop, and then all accelerate. You have the primary causes of emissions writ clear. A stationary parked vehicle it is not!

Resent parking emissions charges. I can only say I am so against these proposed further charges. I already pay resident's parking in order to park in a street nearby. I am not luckie enough to have off road parking so I am not exempt from these charges ☺ ☹

Dear Phil.

With respect to people who are already charged on the 'resident parking' scheme, I am against this proposed new cost to Reading Residents.

Many houses in Reading are Victorian and Edwardian terraces with no Facility for off road parking. Such residents already pay a substantial amount to be allowed the opportunity to park near their house.

Also, if your push is for this proposed scheme to lessen the pollution in the town, then possibly what you could do is all the other parts of the proposal but leave Resident Parking Permits out of it.

If however, you feel you must again hit your town's not so well off residents I.e. those living in terraced accommodation with no off street parking facilities, maybe you could delay that hit till they inform you of their car change? Also, if you wish to help the environment, then leave those with cars older than a certain age e.g. 25 years old alone. As these people are not significantly adding to the problem.

However, if your actions caused such owners to get rid of their old but trusted vehicle so as to replace it with a newer less emissions car, you may be defeating your objective.

Thankyou.

Hello Phil.

We received an email regarding the emissions based parking.

Unfortunately we think it isn't a helpful idea for most people. Particularly busy family people.

The overall traffic policies of the council seem to make life harder and more awkward for the residents or atleast anyone who wants to move around Reading in a car.

I drive a van for work all around Reading. My wife needs to move our young children around the town. Its not practical or safe to use the bus.

It would be nice to scrap all these policies which close roads, introduce bus lanes and carry out continuous road works all over the town. It's really not helping.

Not everyone can afford or wants an electric vehicle.

Hope you can consider alternative points of view.

I think the idea to pay a parking fee to park outside my house is just wrong. Just because I cannot park on a drive and like my neighbour can do with their 4x4 and so would not need to pay by meter. I live on a street of terraced houses in West Reading.

Hi there

Just some thoughts on this for residents parking - it seems very unfair to penalise people to park outside their own home and make some pay more than others. You will only be targeting residents on streets with permits, what about all the people that park on streets that do not have permits, or where they have a drive way? Is it ok for them to drive more polluting cars?

I assume the drive is towards electric cars, but how are you expecting people that have to park on the road near their house (where permits are required) to be able to charge their electric car? We can rarely park outside our house and so I wouldn't know how we could charge an electric car and so that will be the main consideration when we eventually have to replace our car.

I understand that you may want to discourage people from driving into town and parking and so would support the different tariffs in town car parks. Please consider however that electric cars are often SUVs and are larger than normal cars and so often I see these large electric cars badly parked taking up more than one space!

But I am against charging residents different amounts. Especially when electric cars are not financially viable for many and also not practical for people living on busy streets without guaranteed parking outside their home.

Thanks

Hi Phil

I have filled in the survey, but have had further thoughts.

Whilst I am in favour as a whole in the concept of what your "claim" you are doing, I question why you are targeting only on street parking and not actual car parks.

Here is why, people who have to park on street, might not have a choice in where they park, also might not have a choice to use public transport to this location, hence these people might also not be able to switch to a less polluting vehicle, so you could be hitting people who would find it hard to pay increase charges.

Whilst your car parks, are for people who shop or work, and normally are travelling into the centre so more public transport.

Okay to say I travel Tilehurst to get my haircut, this is a drive to location, you could park for free for 30 minutes in the local car park, but now must pay, there is free on street parking, people drive round looking for this, burning fuel, not very climate friendly.

As a member of the Green Liberal Democrats (and a LibDem Activist) I have many times had to explain that car parks do not maintain themselves, but the issue with your car parks is RBC do not pick up the cost of the App.

Hi Phil,

I am writing to you to as I wanted to make sure that it is taken into consideration that people who do not have a driveway and are therefore unable to have a charging point do not have the ability to charge their cars at home need to have fuel powered cars at the moment. People who have less money are less likely to have a driveway, it would therefore make charging more for permits for people with diesel/ petrol powered cars a tax on being poor.

Making public transport a lot more affordable would really help reduce the use of cars. My daughter would travel back from Theale Green school to just past Sainsbury's, this one journey would cost me over £5 as the school is not in the reading bus catchment. Now my children travel both ways to school, So my son is learning to drive because paying for a car, insurance, tax etc is cheaper than them catching the bus. It shouldn't be that way and we really should be encouraging our children to use public transport and try not to have cars at all.

I also feel that school uniforms need an overhaul to make it easier and safer to cycle (my son stopped cycling when he received a detention for wearing a hi vis cycling jacket and he was supposed to only wear black!) but that is a separate argument!

I really am passionate about greener issues and green travel. If I had loads of money I would use a lot more public transport but at the moment I simply can't afford to.

Dear Phil,

I own & drive a car.

Due to health reasons the public transport provision is not an option for me as it is inadequate to meet my needs. I use my car as a means to get to work but also to get from A to B as once again public transport does not make allowances for my health needs.

Your proposal will disadvantage those whose travel/health needs are not met by the provision you provide. The lack of investment in providing suitable & accessible bathroom facilities amplifies this. Just because one has health needs it does automatically mean they would qualify for a blue permit if this meant one might be exempt from such changes in your proposals. Although I have not applied for a blue permit myself as having my own car enables me to just about get by although still that can be very challenging at times.

Being penalised for having to use my own transport to enable myself to travel to work & get about with life activities & not having the financial resources to purchase a new more environmental friendly car I find hardly fair. This will result in those striving to work for a living despite having many challenges becoming worse off & making the option to work more costly.

Have you considered how the proposal might impact people who find themselves in a similar situation? Working may no longer be cost effective for some??

Please do let me know your thoughts.

Dear Sir.

I am against this proposal, because like the vast majority of Newtown, St Bartholomews Rd, Palmer Park Avenue etc. We reside in terraced houses, with no access to 'off road parking' and so are very likely to have petrol or diesel vehicles for practical reasons. Also, this proposal does not take into account the age of the car, and the council's stated aim to improve air quality, although laudable is fairly recent, so can I suggest that cars older than a certain age eg. 5 years, 10 years, 15 years, 20 years -YOUR CHOICE- be exempt, because these owners tend to be the less well off and so also tend to already be contributing less towards Carbon Emissions wrt nor needlessly buying a new car because they can. Thank-you and kind Regards

The council's proposal to add a further tax to the poorer residents in Reading ie the people who live in the terrace houses in Reading because having a more expensive houses with a driveway is immoral, you already have the permit money as an extra source of income , please rethink this proposal and stop picking on the poorer residence.

People need their cars it is not practical to use public transport as your main source of transport!

What is the point of going in to Reading if residents are subjected to high car parking charges. Already shops are suffering and shutting due to high business rates and pressure from online shopping. Is RBC looking to turn Reading into a ghost town like other cities and towns in England?

It's not easy for many residents to replace their petrol or diesel cars with hybrid or electric. That comes with high costs for the vehicle and additional costs for installation of a charging point. It will therefore **disproportionately affect low-income residents** who may not afford to upgrade to low-emission vehicles.

All very well RBC thinking, "Oh! We can raise more revenue by doing this". But discounting the fact that **local shops will be shuttered** which will mean loss of business rates revenue.

Other reasons for not doing this include the **cost of upgrading pay-and-display machines** and integrating them with vehicle emissions data. Apart from Reading Borough **residents backlash** such charging will **deter visitors coming to Reading** which will reduce the revenues spent in the town impacting shops and businesses alike. It will also **push drivers to park illegally**, creating enforcement challenges.

Dear Sirs

I've read the introductory material on this new proposed approach to parking charges. I have a couple of early questions:

1. You state "It has long been known that air quality is adversely affected by emissions from vehicles". While I am not disputing I would like to see the air quality measurement records to support this new proposal. I would like to see this broken down by postcode as I am not sure the air quality results are the same all over the town.
2. I note that the new charges will be paid by a phone app. Not everyone uses a smart phone and thus this approach is discriminatory unless you are proposing additional measures in addition to the phone app.

I look forward to your responses.

Hi Phil

I am concerned that the planned increase in parking charges and changes may encourage more residents to pave over their front or rear gardens to avoid paying higher fees. This practice can lead to negative environmental effects, such as increased surface water runoff, drainage issues, and loss of biodiversity.

... a completely ridiculous and desperate idea by this council when more and more is being squeezed out of the British public!

When you already have diesel engined Buses, coaches and Trains plus heavy goods vehicles which pollute far more than your average car then these commercial modes of transport being unfairly targeted as well? Yet again it's the British public and not businesses who the easiest target to plug holes in the Council's finances.

It's high time this Council's CEO and the Exec team are removed and fired from these grossly overpaid jobs.

A very frustrated citizen

Regarding your resident permit emissions based payment I have to say what a bit of a joke this seems! People that buy particular cars are generally because that's all they can afford and need for yet RBC think charging extra to park is going to somehow encourage us to find more money for a better car when everything is increasing in this god awful town and that's your answer to pollution , more like greed. Also parking In my particular zone is ridiculous due to non resident parking continually for long periods with no consequence or parking attendants to be seen !! Yet you want more money !! How about ticketing the offenders who do park illegally and get your blood money that way and for once leave the residents who do pay alone .

Dear Sir,

Whoever you are I hope that you will be in good health to your old age and never will need any help. I cannot say the same thing about myself. In the age of 77 I no longer can carry on any substantial weight like shopping I can't walk very far. Having cancer and other problem your "genius" plan will stop me going shopping in Reading. But this is your long-term plan. Stop people coming to Reading would mean no problems, street will be clean, nobody will trip on uneven payments, nobody will complain, list is endless. It would not matter to you if businesses will close, they are obstacle in your plan. No businesses no people problem solved, easy life for council. Do not forget people need the air to be alive and body produce emission. No people will help you quicker to achieve clean air. My only consolation is that I am old and will not have to deal with madness for much longer

Kind regards

Hello,

This is a great idea, in theory. But the reality is that people with lower incomes, who probably have a higher proportion of the higher emissions cars (being unable to afford a new one) will be the first to be penalised.

If you live in a house without a driveway, where there are resident permits for parking, these will go up even further. With the rise of everything else, it is becoming absolutely ludicrous.

The working man is barely able to live at the moment, and another increase in taxes is just too much.

This needs to be paused on resident permits, whilst the cost of living is becoming exponentially expensive.

Thank you,

Hi all

Prior to this evenings CAST forum Reading FOE have sent us a number of questions including the one below. I am expecting that this will just generate a discussion between the Councillors in the Forum and attendees but if you have anything to add

or share then please can you let me know? It might just be useful to have the timeframe for the consultation reporting and next steps, expected committees etc.. if this is known.

Thanks
James

2 Emissions – Based Charging for Pay and Display

There's assessment of expected revenue, but is there any assessment of expected impact on air quality, CO2 emissions, vehicle ownership, or vehicle mileage in Reading?

Are public likely to see it as 'fair' – especially to less well-off people with older vehicles who don't benefit from off street parking? Vehicles emit very little when parked will it provoke a public reaction like London LEZ introduction?

How do air quality impacts correlate with CO2 emissions (which surcharge is based on)?

Wouldn't an emissions-based charging for road users coming into Reading from outside be much more effective and acceptable to Reading residents, especially if it didn't apply to Reading residents for an initial period allowing them time to change their cars.

Good morning,

I understand that the consultation period for this proposal has closed, but I am hoping that my views, which are shared by a number of residents, will be passed to the relevant committee and taken into account.

I live on Wantage Road, and have done for more than 30 years. The majority of parking is on-road; resident permits used to be free of charge for the first permit with a reasonable charge for a second vehicle. In recent years residents have had to pay for the opportunity to park by or near our homes. On the whole this works reasonably well, though traffic wardens seem to be incentivised to catch out any visitor who hasn't replaced their scratchcard in time rather than address any of the actual problems residents experience with illegal parking (especially at the Oxford Road end).

Proposing to charge residents more to park on the road outside their homes is unacceptable, regardless of the vehicle type. We have no option to park off-road, and vandalism and theft from our vehicles is increasing. We would park elsewhere if we could.

I understand that this proposal is to "reduce the overall reliance on the private motor vehicle". Rather than penalise residents yet again, perhaps council leaders could encourage more people to use public transport by subsidising its use. The buses are good; the cost of travelling on them is far too expensive to coax anyone out of their cars.

Agenda Item 14

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