

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH &
NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 JULY 2020	AGENDA ITEM:	5(a)
TITLE:	PETITION: OAKLANDS RESIDENTS PARKING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	PARK
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1. EXECUTIVE SUMMARY

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

2. RECOMMENDED ACTION

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

3. POLICY CONTEXT

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

4. BACKGROUND & RECOMMENDATIONS

Background

- 4.1 Area 1 of a new east Reading resident permit parking scheme was introduced from September 2019. The scheme introduced restrictions that affected the streets surrounding the properties known as 'Oaklands', namely Hamilton Road and Bulmershe Road.

- 4.2 It is typical that properties containing flats/multiple addresses, particularly those with off-street parking availability, will not be eligible for the full entitlement of parking permits (up to 2 permits per address and an initial visitor permit allocation, upon application) when a new scheme is introduced in Reading. This approach is taken to minimise the risks of oversaturating parking levels in a new permit parking scheme.

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

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

- 4.5 The petition reads:

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

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

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

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

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

Officer Investigation

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

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

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

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

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

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

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

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

Summary and Recommendations

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

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

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

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

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

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

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

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

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

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

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

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

9. LEGAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

9. FINANCIAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

10. BACKGROUND PAPERS

10.1 None.