

Parking sub committee
Oaklands (Reading) Management Association



Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

14 March 2020

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

Dear all

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

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

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

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

Thanks for your attention to this matter,

Oaklands (Reading) Management Association

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

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

Tuesday 24 September - Monday 30 September

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

Oaklands (Reading) Management Association Limited
Street parking availability and usage: Hamilton Road and Bulmershe Road, 2020

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

Lower Hamilton Road

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

Lower Bulmershe Road

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

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

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

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

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

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

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

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

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

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

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

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

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

Why should Oaklands not be considered as 'flats'?

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

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

Has Oaklands fully maximised its own parking capabilities?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Garages – why are you not using those?

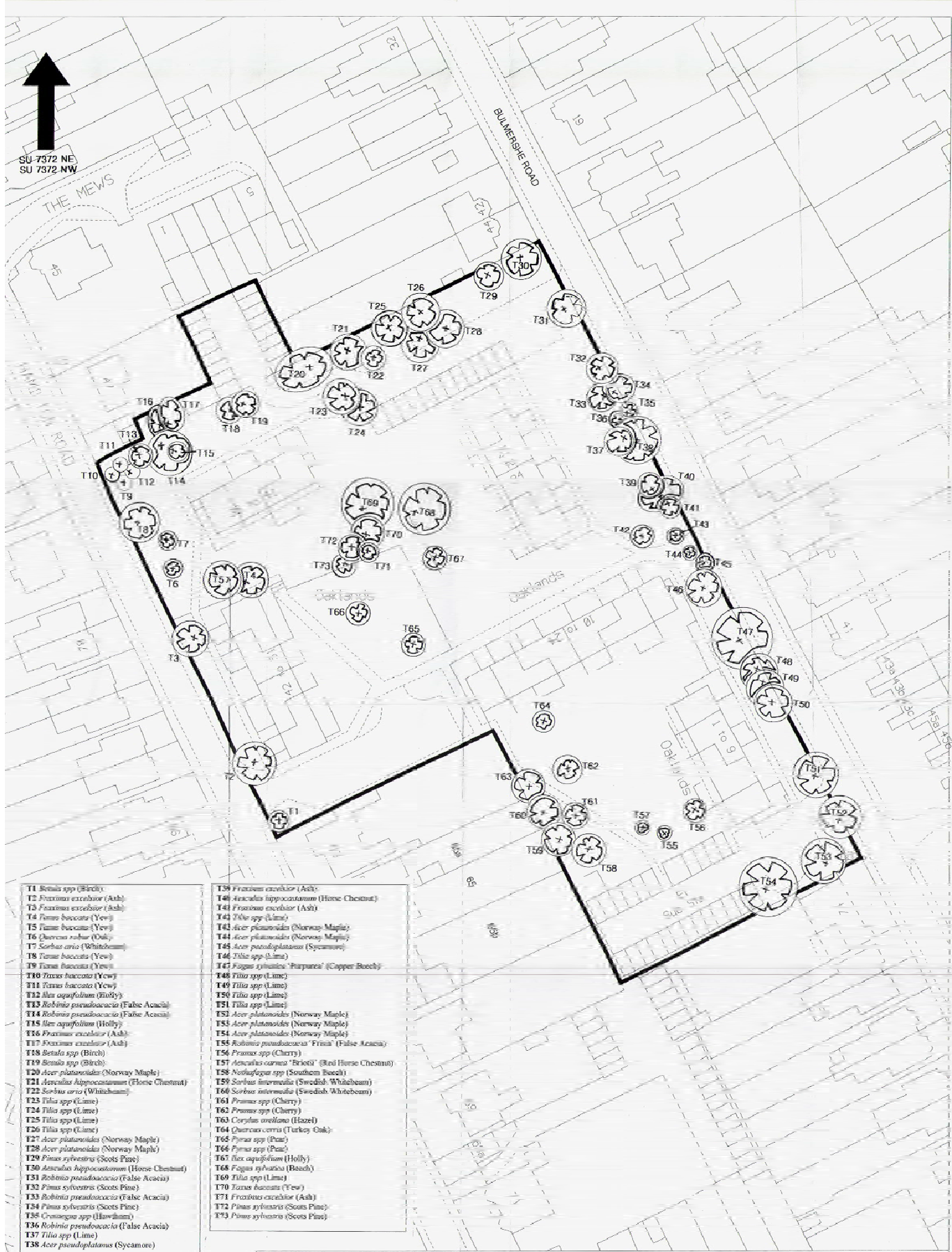
In the original planning for Oaklands, there were fifty (50) garages, one for each of the dwellings.

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





SU 7372 NE
SU 7372 NW



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

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

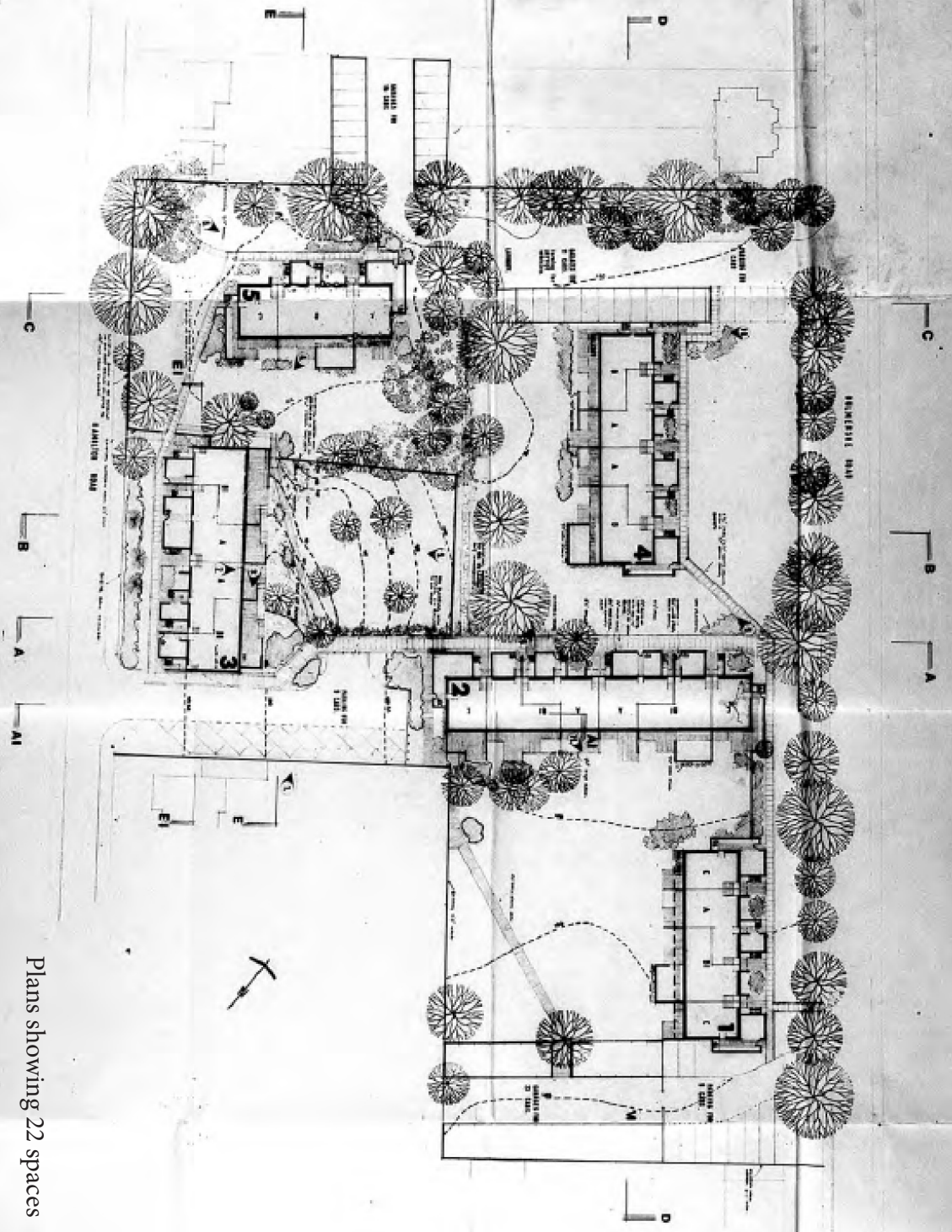
Tree Preservation Order - Oaklands, Blunteshe Road/Hamilton Road, Reading.

Date: JUNE 2001
C1247

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Plans showing 22 spaces



<p>PLAN</p> <p>1. 22 FT. DIA. B.</p> <p>2. 22 FT. DIA. C.</p> <p>3. 22 FT. DIA. D.</p> <p>4. 22 FT. DIA. E.</p> <p>5. 22 FT. DIA. F.</p> <p>6. 22 FT. DIA. G.</p> <p>7. 22 FT. DIA. H.</p> <p>8. 22 FT. DIA. I.</p> <p>9. 22 FT. DIA. J.</p> <p>10. 22 FT. DIA. K.</p> <p>11. 22 FT. DIA. L.</p> <p>12. 22 FT. DIA. M.</p> <p>13. 22 FT. DIA. N.</p> <p>14. 22 FT. DIA. O.</p> <p>15. 22 FT. DIA. P.</p> <p>16. 22 FT. DIA. Q.</p> <p>17. 22 FT. DIA. R.</p> <p>18. 22 FT. DIA. S.</p> <p>19. 22 FT. DIA. T.</p> <p>20. 22 FT. DIA. U.</p> <p>21. 22 FT. DIA. V.</p> <p>22. 22 FT. DIA. W.</p>		<p>NOTES</p> <p>1. SEE PLAN B.</p> <p>2. SEE PLAN C.</p> <p>3. SEE PLAN D.</p> <p>4. SEE PLAN E.</p> <p>5. SEE PLAN F.</p> <p>6. SEE PLAN G.</p> <p>7. SEE PLAN H.</p> <p>8. SEE PLAN I.</p> <p>9. SEE PLAN J.</p> <p>10. SEE PLAN K.</p> <p>11. SEE PLAN L.</p> <p>12. SEE PLAN M.</p> <p>13. SEE PLAN N.</p> <p>14. SEE PLAN O.</p> <p>15. SEE PLAN P.</p> <p>16. SEE PLAN Q.</p> <p>17. SEE PLAN R.</p> <p>18. SEE PLAN S.</p> <p>19. SEE PLAN T.</p> <p>20. SEE PLAN U.</p> <p>21. SEE PLAN V.</p> <p>22. SEE PLAN W.</p>
<p>LEGEND</p> <p>1. 22 FT. DIA. B.</p> <p>2. 22 FT. DIA. C.</p> <p>3. 22 FT. DIA. D.</p> <p>4. 22 FT. DIA. E.</p> <p>5. 22 FT. DIA. F.</p> <p>6. 22 FT. DIA. G.</p> <p>7. 22 FT. DIA. H.</p> <p>8. 22 FT. DIA. I.</p> <p>9. 22 FT. DIA. J.</p> <p>10. 22 FT. DIA. K.</p> <p>11. 22 FT. DIA. L.</p> <p>12. 22 FT. DIA. M.</p> <p>13. 22 FT. DIA. N.</p> <p>14. 22 FT. DIA. O.</p> <p>15. 22 FT. DIA. P.</p> <p>16. 22 FT. DIA. Q.</p> <p>17. 22 FT. DIA. R.</p> <p>18. 22 FT. DIA. S.</p> <p>19. 22 FT. DIA. T.</p> <p>20. 22 FT. DIA. U.</p> <p>21. 22 FT. DIA. V.</p> <p>22. 22 FT. DIA. W.</p>		<p>SCALE</p> <p>1" = 20'</p>
<p>DATE</p> <p>11/28/54</p>		<p>PROJECT</p> <p>22 PARSING SPACES</p>
<p>DESIGNED BY</p> <p>J.A. SPOONER INC.</p>		<p>LOCATION</p> <p>ROUTE 100, SOUTH WASHINGTON</p>
<p>CONTRACT NO.</p> <p>11/28/54</p>		<p>CLIENT</p> <p>DIAMOND, BOSTON AND PARTNERS</p>
<p>ARCHITECT</p> <p>DIAMOND, BOSTON AND PARTNERS</p>		<p>DATE</p> <p>11/28/54</p>