

READING BOROUGH COUNCIL

**REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH &
NEIGHBOURHOOD SERVICES**

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2021		
TITLE:	EAST READING RESIDENT PERMIT PARKING SCHEME - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
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1. EXECUTIVE SUMMARY

- 1.1 To summarise the delivery of the East Reading Resident Permit Parking scheme, provide an update on permit uptake and confirm the previously-reported officer recommendation against adding further multiple-occupancy addresses (e.g. Oaklands) to the Traffic Regulation Order for full permit entitlement.
- 1.2 Appendix 1 - Plan to show the parking restrictions and area of private land on Oaklands.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the current address eligibility for the full allocation of resident parking permits remains unchanged.
- 2.3 That the methodology for renewing discretionary permits in Item 4.11 be adopted.

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 in the area that was broadly bounded by the Redlands ward boundary to the west, Whiteknights Road and Wokingham Road. This included the streets surrounding the properties known as 'Oaklands', namely Hamilton Road and Bulmershe Road.

Area 2 of the scheme was introduced in August 2020 and was broadly bounded by the borough boundary, Palmer Park Avenue and Wokingham Road.

Both areas joined the 14R permit parking zone.

- 4.2 Introduction of this scheme has had a transformational, positive impact on parking throughout the area. Availability for residents and visitors has increased and the complaints that the Council received about footway parking obstructions in particular areas have stopped.
- 4.3 The Table below shows the current permits issued in 14R (as at 18/02/2021)

Permit Type	Permits issued
Business	10
Business Discretionary	3
Business Visitor	10
Carer	14
Charity	1
Charity Visitor	3
Resident 1 st	971
Resident 2 nd	238
Resident Discretionary 1 st	48
Resident Discretionary 2 nd	5
Resident Discretionary 3 rd	15
Teacher	4
Temporary	42
Visitor - free	1,430
Visitor - Charged	162
Visitor Discretionary - free	26

Visitor Discretionary - charged	9
Total	2,991

The table below shows the current number of Resident Permits issued in Permit Zone 14R (as at 18/02/2021)

Total Resident Permits Issued	1 st Permits (£40)	2 nd Permits (£150)
1,209	971	238

The table below shows the number of Discretionary Resident Permits issued in Permit Zone 14R (as at 18/02/2021)

Total Discretionary Resident Permits Issued	1 st Discretionary Permits (£40)	2 nd Discretionary Permits (£150)	3 rd Discretionary Permits (£300)
68	48	5	15

The following table shows the permits issued in Hamilton Road, Bulmershe Road and Crescent Road (excluding visitor permits) and the estimated number of available parking spaces. These are the streets closest to the primary concentration of multiple-address properties referenced in Items 4.5 - 4.6.

	Resident Permit 1 st	Resident Permit 2 nd	Discretionary Resident Permit 1 st	Discretionary Resident Permit 2 nd	Estimated Spaces
Hamilton Road	68	13	7	0	136
Bulmershe Road	40	7	5	1	85
Crescent Road	21	4	0	0	45

There are a further 5 spaces on Oaklands Road, 8 on Waybrook Crescent and 3 on The Mews, which are accessed from Hamilton Road and part of the same parking zone.

These spaces are available to all 14R permit-holders, not just to residents of each street, and there are areas of this zone that are more densely-housed than others. The figures should be read in this context.

- 4.4 At the July 2020 meeting of the Sub-Committee, it was reported that the Council had received a petition from Oaklands. The signatories requested for their properties to be included for eligibility to the full entitlement of permits.

- 4.5 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) in the Traffic Regulation Order of a new permit parking scheme 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.

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.

- 4.6 Officers reported that within this scheme area (Area 1), 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).
- 4.7 It remains 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 that would have specific demand concentrations in Hamilton Road and Bulmershe Road.
- 4.8 It remains the recommendation of Officers that the permit entitlement is not changed.
- 4.9 Officers have been asked to confirm to the Sub-Committee the extent of adopted Highway land on Oaklands and whether there is scope to increase the level of on-street parking.

Appendix 1 provides the scheme drawing that was used for the public consultation and now forms part of the resultant Traffic Regulation Order. The black-shaded area to the south is not adopted Highway. It

is used as a parking area but is not managed nor enforced by Reading Borough Council.

A bay-marked restriction has been implemented on the northern side, with the turning-head of this no-through-road protected by double-yellow-line restrictions.

It is not recommended that the double-yellow-line restrictions be reduced to accommodate more parking on the Highway land, as this would compromise vehicle movements on Oaklands.

- 4.10 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.

The table below provides further analysis of the Discretionary permits issued to Bulmershe Road and Hamilton Road addresses

	Discretionary Resident Permits 1 st	Discretionary Resident Permit 2 nd	Discretionary Visitor Permits Free	Discretionary Visitor Permits charged	Carer
Bulmershe Road	5	1	1	4	0
Charfield Court, Hamilton Road	4	0	1	0	1
Hamilton Road	1	0	2	0	0
Oaklands, Hamilton Road	16	0	6	3	0
Osteriey Court, Hamilton Road	2	0	0	1	0

- 4.11 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 This programme supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

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

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

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

6.2 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 for the Oaklands petition reported to the Sub-Committee in July 2020 will be informed the Committee decision, following publication of the meeting minutes.

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.

10. FINANCIAL IMPLICATIONS

10.1 None arising from the recommendations of this report.

11. BACKGROUND PAPERS

11.1 Petition - Oaklands Residents Parking (Traffic Management Sub-Committee, July 2020)