

**READING BOROUGH COUNCIL
REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD
SERVICES**

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 JUNE 2021		
TITLE:	RESIDENT PERMIT PARKING: SCHEMES FOR STATUTORY CONSULTATION (GRANVILLE ROAD AND KATESGROVE AREA)		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	SOUTHCOTE, KATESGROVE, KENTWOOD
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1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval for officers to undertake statutory consultations for resident permit parking schemes on Granville Road and the Katesgrove area.
- 1.2 This report seeks approval to remove the Tidmarsh Street area and Kentwood Hill schemes from the resident permit programme.
- 1.3 Appendix 1 shows the proposals for Granville Road.
- 1.4 Appendix 2 shows the proposals for the Katesgrove area.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee agrees to remove the Tidmarsh Street area and Kentwood Hill area proposals from the resident permit programme and that any renewed request for a permit parking scheme in these areas is treated as a new request, as per item 4.1.
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultations for the Granville Road and Katesgrove area schemes, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4 That subject to no objections received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Orders and scheme delivery planning will commence.

- 2.5 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.**
- 2.6 That no public inquiry be held into the proposals.**

3. POLICY CONTEXT

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

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 Following informal consultation in 2019, there was no clear support for a resident permit schemes in the Tidmarsh Street area nor on Kentwood Hill. Officers have been liaising with ward Councillors since collating these results, to reach an agreement on whether to progress with scheme development.

The results of the informal consultations were reported to the Sub-Committee at its meeting in March 2020. The Tidmarsh Street area results showed only 15% (out of 91 responses) of respondents stating that they felt that a permit parking scheme would improve parking in their area. Using the same measures, there was only 49% (out of 41 responses) for the Kentwood Hill proposal.

Due to the negative response, officers do not recommend that these schemes be developed further. Furthermore, officers recommend that any future requests for permit parking in these areas should be treated as new requests that will go to the back of the waiting list.

- 4.2 Informal consultations were also carried out for the Granville Road and Katesgrove area schemes in 2019. Following discussions with ward Councillors, officers have designed detailed schemes, which are in Appendix 1 and 2 of this report.

Officers recommend that these schemes be progressed to statutory consultation and are seeking Sub-Committee approval to undertake this process. Officers will report any consultation feedback to a future meeting of this Sub-Committee, which is expected to be September 2021.

- 4.3 It is recommended that the Granville Road proposal be included in a new permit zone, whilst the Katesgrove area scheme be part of the existing 10R permit zone.

5. CONTRIBUTION TO CORPORATE PRIORITIES

- 5.1 This proposal contributes to the Council's priorities, as set out below:

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

6. ENVIRONMENTAL IMPLICATIONS

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

- 6.2 The decisions and recommendations of this report are not expected to have any environmental implications.
- 6.3 Managed parking schemes in residential areas could have a positive impact to air quality in those areas, by removing vehicle movements caused by commuters searching for unrestricted parking. Commuters may then be more open to alternative travel modes (e.g. public transport, including park & ride) or to use the facilities that will more efficiently accommodate them (e.g. car parks).

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The requests for resident permit parking schemes to be considered have been generated by resident engagement with the Council.
- 7.2 Informal consultations have been conducted to seek the views of potentially-affected residents, to inform scheme designs.
- 7.3 A public statutory consultation would need to be undertaken and all objections considered at TMSC before a decision could be made on whether to implement a designed scheme.

8. LEGAL IMPLICATIONS

- 8.1 The creation of Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

9. EQUALITY IMPACT ASSESSMENT

- 9.1 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.
- 9.2 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. A statutory consultation will be conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

10. FINANCIAL IMPLICATIONS

- 10.1 The cost of a scheme will be dependent on the type of restrictions applied (the signing and lining requirements), the extent and the complexity of the scheme.

10.2 Funding will need to be identified prior to the implementation of any scheme. This programme is intended to be resourced using Transport Capital funding, which will include developer contributions (e.g. Section 106 contributions) wherever possible.

11. BACKGROUND PAPERS

11.1 Resident Permit Parking update report (Traffic Management Sub-Committee, September 2020).

11.2 Resident Permit Parking: b. Results of Informal Consultations (Traffic Management Sub-Committee, March 2020).