

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>16 JUNE 2021</b>		
<b>TITLE:</b>	<b>RESULTS OF STATUTORY CONSULTATION: RESIDENT PERMIT PARKING IN THE GROVELANDS ROAD AREA, SHILLING CLOSE AREA AND CINTRA CLOSE.</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>REDLANDS, NORCOT, BATTLE, SOUTHCOTE</b>
<b>LEAD OFFICERS:</b>	<b>JEMMA THOMAS</b>	<b>TEL:</b>	<b>0118 9372101</b>
<b>JOB TITLES:</b>	<b>ASSISTANT ENGINEER</b>	<b>E-MAIL:</b>	<a href="mailto:Jemma.thomas@reading.gov.uk">Jemma.thomas@reading.gov.uk</a>

## **1. EXECUTIVE SUMMARY**

- 1.1 The Traffic Management Sub-Committee agreed on resident permit parking proposals in the Grovelands Road area, Cintra Close and Shilling Close at their meeting in March 2021.
- 1.2 In the Grovelands Road area, statutory consultation was carried out between 25<sup>th</sup> March - 16<sup>th</sup> April 2021. Appendix 1 provides the publicly advertised plans which show the location and detail of the parking proposals. Appendix 2 provides the objections and other comments which were formally submitted during the consultation period.
- 1.3 For Cintra Close, statutory consultation was carried out between 25<sup>th</sup> March - 16<sup>th</sup> April 2021. Appendix 3 provides the publicly advertised plan which shows the location and detail of the proposals. Appendix 4 provides the objections and other comments which were formally submitted during the consultation period.
- 1.4 For Shilling Close, statutory consultation was carried out between 13<sup>th</sup> May - 4<sup>th</sup> June 2021. Appendix 5 provides the publicly advertised plan which shows the location and detail of the proposals. Appendix 6 provides the objections and other comments which were formally submitted during the consultation period.

## **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers the objections in Appendix 2, 4 and 6 and agrees to either implement, amend or reject the proposals. Officers recommend implementing the restrictions, as advertised, including the proposed additional property inclusions for Cintra Close (Item 4.6) and Shilling Close area (Item 4.8).

- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals.
- 2.4 That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.
- 2.5 That officers progress the delivery of the resultant restrictions.

### 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

#### Grovelands Road Area

- 4.1 The most common objections to the Grovelands Road area scheme include the cost of the permits (and the potential for it to increase over time) and that many residents have multiple cars who may not be entitled to permits and that the scheme will not guarantee a parking space. Roads where 'permit holders only past this point' restrictions have been proposed have included requests for free visitor parking, and in other roads there are objections to the 2hr free visitor parking not being sufficient to allow regular visitors to visit/carry out their work without incurring a charge (by using a permit). Some residents have raised concerns about enforcement of permit schemes in the evenings (when some have said that parking is more saturated) and others do not believe that the permit scheme would prevent commercial vehicles from parking in the area.
- 4.2 Officers can confirm that commercial vehicles are not eligible for resident parking permits under the current scheme rules. This will have an impact on residents who have commercial vehicles in the area and use them for work, however it would also reduce the number of vehicles parked on the road.
- 4.3 The Sub-Committee may also choose to allow additional discretionary permits to be issued to households in the area to help residents adjust to the scheme, should it be introduced. This was done for the East Reading Study scheme, where additional permits were issued for 1 year.
- 4.4 There is an online form available on the Council's website, which allows residents to report illegally parked vehicles. The reports will go straight to our enforcement team. Short durations of additional enforcement can also be arranged if there are particular issues occurring (such as parking without a permit after 8pm).

#### Cintra Close

- 4.5 In response to the consultation in Cintra Close, objectors were concerned about the charges included in the permit scheme and also about the impact on property value due to the fact that the scheme would restrict the number of cars per household. Some comments were made regarding certain properties and their inclusion in the permit zone.

- 4.6 Officers recommend that the single property referred to on page 1 of the objection report (appendix 4) be included in the permit zone, should the scheme be approved for implementation. It is a single property and would be entitled to 2 resident parking permits. 17-20 Cintra Close are not currently included in the permit scheme on Whitley Park Lane and officers also recommend that they be included in the permit scheme (as advertised). There are parking places within Cintra Close which are privately owned and these will not be subject to the permit parking restrictions should the scheme be implemented. The restrictions would only apply to the public highway.

#### Shilling Close Area

- 4.7 In response to the consultation in Shilling Close, some residents of Tilehurst Road have requested that they be included in the scheme as they have no other parking available. Some of the objections raise concerns about how the scheme would impact the nearby hospital and others object to the cost of the permits.
- 4.8 Officers recommend that properties 362-386 Tilehurst Road be included in the permit zone, should the scheme be implemented. The proposals include a 2hr free parking period for visitors on Honey End Lane, however, in Shilling Close the highway land will be subject to a 'permit holders only' restriction at all times. There are privately owned parking places within Shilling Close, however, residents will not require Council permits to park there as the restriction will only apply to highway land.

#### General

- 4.9 The statutory consultation process is a consultation with the public and other statutory consultees to create and seal a Traffic Regulation Order. Traffic Regulation Orders underlie on-street restrictions and allow them to be implemented and enforced.

The statutory consultation process is the Council proposing a new Traffic Regulation Order and in doing so, must seek any objections to it doing so, so that these may be considered.

Therefore, statutory consultations are not to be viewed as a vote, 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 or not a scheme is amended, removed or installed as advertised.

## **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 Informal consultations were carried out in these areas in 2019. The advertised proposals were designed following feedback from residents and ward Councillors.
- 7.2 Statutory consultations have been carried out. The proposals were advertised in the Chronicle and notices were also installed on posts and lamp columns in the areas affected.

## **8. LEGAL IMPLICATIONS**

- 8.1 The creation of Traffic Regulation Orders requires 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.
- 10.3 As it has been reported to the Sub-Committee in the past, the permit charges contribute to a number of areas that are specific to the scheme. These include the maintenance of the scheme, printing and delivery of permits (all types), specific support staff and software platforms. The fees also contribute to the enforcement of the resultant restrictions, which will be one of the priority activities for the Council's Civil Enforcement Officers.

## **11. BACKGROUND PAPERS**

- 11.1 Resident permit parking report (Traffic Management Sub-Committee, March 2021).