

## 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>15 SEPTEMBER 2021</b>	<b>AGENDA ITEM:</b>	<b>8</b>
<b>TITLE:</b>	<b>RESIDENT PERMIT PARKING: RESULTS OF STATUTORY CONSULTATIONS (GRANVILLE ROAD AND KATESGROVE AREA) &amp; UPDATE ON REQUESTS FOR NEW SCHEMES</b>		
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#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Traffic Management Sub-Committee agreed for the commencement of statutory consultations on resident permit parking (RPP) proposals for Granville Road and the Katesgrove area at their meeting in June 2021. These consultations have been conducted and the Sub-Committee is asked to consider the feedback received and conclude the outcome of these proposed schemes.
- 1.2 This report also provides an update on requests that the Council has received for the introduction of new RPP schemes, including the progress of developing schemes.
- 1.3 Appendix 1 - The consultation feedback for the Granville Road RPP proposal, followed by the advertised scheme drawing.
- 1.4 Appendix 2 - The consultation feedback for Katesgrove area RPP proposal, followed by the advertised scheme drawing.
- 1.5 Appendix 3 - The updated list of requests for RPP new schemes.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers the objections in Appendix 1 and 2 and agrees to either implement, amend or reject the proposals.
- 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.
- 2.6 That the Sub-Committee considers whether the requests in Appendix 3 are retained for future development or removed from the programme.

### 3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 Resident Permit Parking schemes can compliment the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on traffic flow, perceived safety and accessibility. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal barriers to the greater use of sustainable, healthy transport options.

### 4. THE PROPOSAL

#### Current Position

##### Granville Road

- 4.1 The Granville Road statutory consultation was carried out between 1<sup>st</sup>-21<sup>st</sup> July 2021. Appendix 1 provides the feedback that was received and the scheme drawing.

41 responses were received to the Granville Road proposals, 34 of them were objections and 6 of them were comments of support. Supporters of the proposals have raised concerns about emergency vehicle access in the area, due to the high volume of vehicles parked on Granville Road. Objectors have raised a number of concerns, such as financial pressures caused by the cost of permits and possible displacement parking on nearby streets (if the scheme is installed). Some feel that there is no issue with the parking in the area and others believe the Council should create additional parking spaces as there aren't enough spaces for the high volume of properties in this area.

- 4.2 Should the advertised scheme be implemented, properties included in the zone would only be entitled to a maximum of 2 resident permits per household. It has been proposed that the flats on Granville Road would not be included in the permit zone, so these properties would all have to make an application for discretionary permits, should they need to park on the highway land.

Discretionary permits are not guaranteed and will be reviewed on a case by case basis. This could result in a reduction in the vehicles parking on Granville Road, however, it would also impact residents from the flats who do not have off street parking available. As this proposal is for a permit scheme on Granville Road only,

it is also likely that these residents and others who may not want to pay for a permit will park on surrounding streets that would remain unrestricted.

## Katesgrove Area

- 4.3 The Katesgrove area statutory consultation was carried out between 15<sup>th</sup> July - 4<sup>th</sup> August 2021. Appendix 2 provides the feedback that was received and the scheme drawing.

117 responses have been received to the Katesgrove area proposals. 99 objected to the proposals, whilst 17 were comments of support and 1 general comment (not supporting or objecting). Feedback has been received from the whole area, however, Bourne Avenue, Collis Street/Mount Street, Elgar Road South and Shenstone Road in particular appear to have generated a high number of objections. Please note that there are many comments which do not make reference to specific roads whilst others refer to the area scheme as a whole. There have also been a number of comments from different residents in Basingstoke Road (such as objections no.106 - 115 which are from different residents and refer to more than one property, though these details have been redacted from the submissions).

Many residents object to the charges that accompany a permit scheme and the restriction on the number of vehicles, as well as the fact that a number of flats would only be able to apply for discretionary permits which are not guaranteed. Many residents do not believe that a permit scheme would improve the parking in the area and there are also concerns that the restrictions would reduce the number of on-street parking spaces or push the problem elsewhere. There have also been a number of comments asking when residents will be consulted. Other comments suggest that commercial vehicles, non-residents and properties with multiple flats (and no parking spaces) cause parking issues in these areas but there are also comments from commercial vehicle owners and residents in the flats who feel that they should be allowed permits as it would be detrimental to them not to be able to park on-street.

- 4.4 Should the advertised scheme be implemented, there would likely be a reduction in the number of vehicles parking on-street in this area as a number of properties (including flats of 4 or more) would not be entitled to resident permits and properties in the zone would only be entitled to 2 permits under the current scheme rules. Requests for 3 or more permits or permits from 'out of zone' properties would be considered on a case by case basis as part of the discretionary permit process. Commercial vehicles would also not be entitled to permits. This would of course also have a negative impact on those residents who use 3 or more vehicles, commercial vehicles, or live in a large block of flats.

As previously stated, an informal consultation was carried out in this area in 2019 and as part of this statutory consultation we have installed notices on street furniture and additional yellow signs to advertise the consultation to residents. The notice has also been advertised in the Reading Chronicle. This process complies with the regulations for conducting statutory consultations.

Officers recommend introducing schemes over an area, as it enables residents to park flexibly across the streets that are included in that zone, just as they would now, when returning to find that there is no available space in the street

on which they live. Whilst a permit parking scheme does not guarantee a space outside a resident's house or even on their road, it offers a managed scheme which prioritises resident parking on these streets and greatly increases the chances of finding a more convenient parking space nearby. We cannot predict how many residents will apply for permits if the scheme goes ahead, however, on other schemes we have introduced there are often more spaces available and a good level of capacity across the zone.

## General

- 4.5 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, it must seek any objections so that these may be considered as part of the decision on whether the restrictions be implemented. The Orders advertised for these RPP schemes contain every restriction and alteration necessary to deliver the proposals illustrated in the Appendix 1 and 2 plans.

Therefore, statutory consultation is 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 Sub-Committee needs to consider the reasons provided in the objections and decide whether or not a scheme is amended, removed or installed as advertised.

Statutory consultation is open for anyone to respond, meaning that the respondent's address and other personal information irrelevant. Under Data Protection law, capturing this information is not necessary and therefore is not a requirement for response.

## Requests for Future Investigation

- 4.6 Appendix 3 provides the updated list of requests that have been received for Resident Permit Parking (RPP) schemes across the borough. Where the Sub-Committee has previously allocated a priority to a scheme, this has been recorded and adjusted, following delivery of other schemes. Where a request has previously been reported to the Sub-Committee, but not allocated a priority, this has been recorded as 'N/A', along with any schemes that are 'new' for this update.

Scheme development timescales will be dependent on the delivery of active RPP schemes, identifying budgets and availability of staff resources in the context of other active programmes/projects/schemes.

## Options Proposed

### Granville Road and Katesgrove area

- 4.7 It is recommended that the Sub-Committee considers the content of the feedback (particularly the objections) received in relation to the statutory consultations for the Granville Road and Katesgrove area RPP proposals. This feedback is contained in Appendix 1 and 2 respectively.

It is then recommended that the Sub-Committee make the following decision for each scheme:

- Implement the scheme as advertised
- Reject the proposal - the scheme will not be implemented
- Implement an amended proposal - an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order. These must be very minor alterations and the detail of the amendment(s) will need to be agreed by the Sub-Committee and officer representatives at this meeting.

#### Requests for Future Investigation

- 4.8 The Sub-Committee may wish to allocate priorities to particular schemes on this list in Appendix 3, although they are asked to note that scheme development is resource-intensive and this limited resource is shared between this and many other works programmes. Prioritisation will influence the order in which potential schemes are developed, but not necessarily expedite their development over other programmes.

The Sub-Committee may wish for requests not to be pursued and these can be removed from the list.

- 4.9 It is the recommendation of Officers that Resident Permit Parking is considered on an area basis, not street-by-street. The list contains some requests from single streets, but it is hoped that this list will prompt consideration of such restrictions from neighbouring streets to create an area scheme before it becomes an active project. Where this occurs, the listed request will be adjusted accordingly.

Officers will seek to work with Ward Councillors, the Lead Councillor for Strategic Environment, Planning and Transport and the Chair of the Traffic Management Sub-Committee to agree an initial area that should be considered alongside the original request, once a potential scheme becomes an active project.

## 5. CONTRIBUTION TO STRATEGIC AIMS

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

### Healthy environment

The installation of permit schemes can encourage residents and other road users to own and use less private vehicles in the area, by restricting the number of vehicles that can park in the designated zones. We encourage the installation of area-wide permit schemes to reduce the potential for displacement parking that is typical when smaller schemes are installed. The schemes can also remove

elements of commuter parking in already congested streets, encouraging use of either public transport or better-suited parking areas (e.g. public car parks).

In complement to other Council initiatives, permit schemes will contribute to encouraging people to make healthy transport choices and toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use and potentially removing barriers toward doing so through improved management of on-street parking.

## **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 A climate impact assessment has been conducted, which considers a net 'NIL' impact as a result of the Sub-Committee agreeing to the implementation of the RPP schemes on Granville Road and the Katesgrove area.

There will be some minor negative impacts for visiting the site as part of the delivery programming, through travel and energy usage. Travel impacts will be mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever possible. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.

The making of these permanent TROs will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.

Permit schemes are lining and signing schemes only, so there will be no civil engineering works required. Any old sign plates would not likely be suitable for re-use with the new signs, although any useable posts/infrastructure will be used for the placement of the new signs to minimise the number of additional posts that will be required.

However, it is expected that these relatively minor negative impacts over a short period of time will be overcome by the benefits of scheme implementation. The proposals aim to address a range of perceived local safety, accessibility, traffic flow and commuter parking issues that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

6.3 There are no expected impacts from the decisions relating to the list of new requests (Appendix 3).

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

7.1 Informal consultations took place in Granville Road and Katesgrove area in 2019. Following discussions with ward Councillors, a decision was made to progress these schemes further to a concept design stage.

7.2 Ward Councillors were provided with the recommended proposals prior to these being agreed for statutory consultation by the Sub-Committee. This provided an

opportunity for a level of informal consultation in order to provide initial feedback to officers.

Ward Councillors were also made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.

- 7.3 Legal statutory consultations were carried out for both schemes. The proposals were advertised in the Chronicle and notices were also installed on posts and lamp columns in the areas affected. Local ward Councillors were informed of the proposals before the consultations took place.
- 7.4 Responses to the consultations have been received in the post, by email and also through the online consultation form on our website.
- 7.5 Objectors to the statutory consultations will be contacted with the decisions of the Sub-Committee, following publication of the agreed meeting minutes.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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 is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

## **9. LEGAL IMPLICATIONS**

- 9.1 New, or changes to existing, 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. The resultant Traffic Regulation Orders will be sealed in accordance with the same regulations.

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes, depending on the decisions of the Sub-Committee relating to the implementation (or otherwise) of each scheme.

## **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.

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.

- 10.2 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.

The following information is based on an assumption that the Granville Road and Katesgrove area RPP schemes are agreed for implementation, as advertised.

### 10.3 Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	NIL	NIL	NIL
Income from:			
Fees and charges	22	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	22	NIL	NIL
<b>Net Cost(+)/saving (-)</b>	-22	NIL	NIL

The above table shows the Medium-Term Financial Strategy (MTFS) savings that are expected against extending Residents Parking Permit areas. The saving would be realised in a single financial year (2021-22) and maintained thereafter.

It is expected that the Granville Road scheme will generate relatively negligible income <£2k pa., so the majority will be from the implementation of the Katesgrove area scheme.

### 10.4 Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£12 (Granville) £50 (Katesgrove)	NIL	NIL
Funded by Grant (specify)	Capital Delivery	N/A	N/A



Section 106 (specify) Other services Capital Receipts/Borrowing	Unit Funding		
Total Funding	£62	NIL	NIL

#### 10.5 Value for Money (VFM)

All aspects of the programme that can be delivered using Reading Borough Council's own resources will be delivered internally and not outsourced. This includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

#### 10.6 Risk Assessment

If the schemes are agreed for implementation as advertised, there are no foreseen financial risks associated with them. If the decision is made at this Sub-Committee meeting, it is expected that the schemes can be implemented within this financial year to contribute toward the MTFs saving.

If the schemes are not agreed for implementation the income in Section 10.3 will not be realised. This will impact on the Council's ability to meet the agreed targets for the MTFs and there will be no mitigation for this within permit parking scheme expansion for this financial year.

### 11. BACKGROUND PAPERS

11.1 Resident Permit Parking: Schemes for Statutory Consultation (Granville Road and Katesgrove Area) (Traffic Management Sub-Committee, June 2021).

11.2 Resident Permit Parking: Proposals for statutory consultation and requests for future investigation (Traffic Management Sub-Committee, March 2021).