

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	03 MARCH 2022	AGENDA ITEM:	6
TITLE:	RESIDENT PERMIT PARKING: UPDATE ON REQUESTS FOR NEW SCHEMES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	NETWORK.MANAGEMENT@ READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report provides an update on requests that the Council has received for the introduction of RPP schemes, including the progress of any developing schemes.
- 1.2 Appendix 1 - The updated list of requests for RPP schemes.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers whether the requests in Appendix 1 are retained for future development or removed from the programme.
- 2.3 That Officers continue to engage with ward Councillors to consider whether there remains a demand for the requests in Appendix 1 and will report back on recommendations to a future meeting.

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 complement 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: Requests for Investigation

- 4.1 Appendix 1 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.

- 4.2 The Sub-Committee may wish to allocate priorities to schemes on this list, 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.

- 4.3 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.

- 4.4 Scheme development will typically commence with an informal consultation to survey demand for permit parking restrictions in an area. Before any scheme can potentially be implemented, the detailed restrictions must be formally consulted and the reasons given in any objections considered.
- 4.5 Some of the requests have originated from a very small number of complaints. It was hoped that this report would trigger interest in the wider area for the schemes listed (as per Item 4.3), or that there would be a level of sustained interest in commencing scheme development. However, officers have experienced little of this demand in recent years and the list in this report has changed little during this time.

The Officer comments in Appendix 1 have been updated to provide some context.

Additionally, Officers developed two large area schemes where initial surveys had demonstrated majority support, but which attracted significant objection during statutory consultation. As a result, these schemes, alongside a smaller proposal, were not agreed for implementation.

- 4.6 The COVID-19 pandemic has been - and continues to be - very impactful. It is possible that one of these impacts has been on the way many people now work, which is causing less of the commuter parking issues that have previously been reported in residential areas. This could still be a temporary impact. Officers are also conscious of the financial impacts of the pandemic and cost-of-living pressures that the media is reporting.

The development of schemes is also very resource-intensive, which has a cost to the Council both literally and in terms of the impact this has on the development of other initiatives.

The Council's Medium-Term Financial Strategy contained agreed revenue savings against the further development of Resident Permit Parking in Reading, which have been previously reported (September 2021). The expected savings for 2021-22 have not been delivered as a result of schemes not being agreed for delivery.

Current Position: Officer Recommendations

- 4.7 Officers are not presently recommending adding the development of the schemes on Appendix 1 to a programme of works. Instead, they have commenced engagement with local ward Councillors to ascertain whether there still appears to be local demand for the development of these schemes.

It is intended that a future update report will make recommendations about whether schemes should be programmed for development or should be removed from the list.

Officers will continue to add any new requests to the list, should there be a demonstrable level of demand.

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 fewer 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 There are no expected impacts from the decisions relating to the list of new requests (Appendix 1).

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Scheme development typically commences with an informal consultation to survey the level of demand for further development.
- 7.2 For any schemes that are progressed, statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

Objectors to statutory consultations will be contacted with the decision 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 None arising from this report.
- 9.2 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.

10. FINANCIAL IMPLICATIONS

- 10.1 None arising from the decisions of this report.
- 10.2 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.

- 10.3 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

- 11.2 Resident Permit Parking: Results of statutory consultations (Granville Road and Katesgrove Area) and update on requests for new schemes (Traffic Management Sub-Committee, September 2021).