

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 14 JUNE 2023

Present: Councillor Ayub (Chair);

Councillors Lanzoni (Vice-Chair), Barnett-Ward, Ennis, Gittings, Griffith, Hacker, Hornsby-Smith, Keeping, Kitchingham, McCann, Moore, Page, R Singh and White

Apologies: Councillors Cross

1. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of 2 March 2022 were confirmed as a correct record and signed by the Chair.

2. PETITIONS

- (a) Petition - Request to Improve Road Safety of Hamilton Road junction with Crescent Road

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition, asking the Council to improve road safety at the Hamilton Road junction with Crescent Road.

The report stated that on 2 March 2023 a petition had been submitted to the Council that had contained 23 reports of near misses/collisions and 26 comments and ideas from residents to improve safety at the crossroad. The petition read as follows:

“Because of ongoing expressions of concern, I recently asked residents of Hamilton Road to send me their examples of collisions and near-miss incidents at this crossroads, and their views on what might improve the situation. The responses are included in the attached document: Tables 1 and 2.

Near-miss incidents must be taken seriously as they are an indication of a danger that could result in death/injury/damage. Data from Crashmap.co.uk, shows only 3 incidents reported for this junction (2017 - 2020), but these data are based on reported incidents only, and exclude any unreported collisions, and the numerous, and highly significant, near-miss incidents.

The sample size of residents who responded is, not surprisingly, very small: only those on our local WhatsApp and Community email groups were consulted and this excluded the many residents not known to, or reached by, these internet-based groups. However, even this small number of residents has observed / experienced near-miss incidents on a weekly or daily basis, and some have been injured. Fortunately, so far, no one has suffered a serious or fatal injury, but we are all worried about such an occurrence, especially involving children and adults on bicycles.

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Examples of Experiences/observations include:

- *The danger to life is primarily to cyclists going north or south on Hamilton Road*
- *Near misses affecting such cyclists are a frequent occurrence, but also affect car users*
- *There have been injuries/damage from collisions*
- *Road-users (both vehicles and cyclists) are not infrequently seen ignoring the Give-Way sign on Crescent Road, crossing Hamilton without pausing. Collisions have occurred for this reason*
- *Sight-lines for road-users on both Hamilton and Crescent Roads are poor, and without stopping at the junction, and easing forward, users cannot see approaching traffic, especially cyclists.*

Examples of Ideas for improving safety at this junction include:

- *Redesign junction with bollards and staggered entry to Crescent Road users*
- *Create a mini-roundabout with raised platform, and therefore no priority to any one direction*
- *Measures to force speed-reduction especially on Crescent Road*
- *A camera to warn users of scrutiny of their driving / cycling behaviour*
- *A continuous raised hump at the junction across Crescent Road, both West and East sides.*

Whilst these changes have cost implications, the costs of injury / loss of life and their treatment by health services, and the investigation costs etc by police / Council are also considerable, let alone the long-lasting and traumatic impact of such events on the people affected.

I and others are interested in helping the Council gather more data if that would help: for instance, by gathering more reports of near-miss incidents/collisions, helping to install a camera to record activity at this junction, or helping in any way that would help the Council come to an early decision.”

The report explained that the crossroad of Crescent Road and Hamilton Road was situated within a 20mph zone, which benefitted from existing vertical traffic calming measures to encourage drivers to adhere to the speed limit. The junction layout was presented with ‘give way’ on both approaches of Crescent Road to Hamilton Road and both Crescent Road approaches were signed and lined with the associated give way restriction in accordance with National Standards. The petition covering letter had acknowledged that casualty data that had been supplied by the police did not suggest a road safety issue at the junction, with a single ‘slight’ incident occurring in the latest five year period of supplied data.

The Requests for Traffic Management Measures report, that was submitted to the Sub-Committee twice annually, contained a long standing request to reduce rat-running traffic along Crescent Road and beyond. Implementation of the School Street might have

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partially mitigated this issue, although it had been acknowledged that this was currently in a trial phase.

The report proposed that officers considered the contents of the petition, shared their findings with the Lead Councillor and Ward Councillors for discussion and a report on the outcome of these discussions would be submitted to a future meeting. There was currently no allocated funding for the development and delivery of physical changes to the junction, but it was recognised that there was a desire to reduce risks, where feasible.

At the invitation of the Chair, Mr David Whipple, addressed the Sub-Committee on behalf of the Hamilton Road Community. He also gave a presentation to illustrate the safety issues and suggestions for modifications at the junction.

Resolved -

- (1) That the report be noted;**
- (2) That officers consider the comments and proposals contained in the petition and a report be submitted to a future meeting, following engagement with the Lead and Ward Councillors;**
- (3) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;**
- (4) That no public inquiry be held into the proposals.**

3. READING GREEN PARK STATION - TRO CONSULTATION RESULTS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections and other feedback that had been received during the statutory consultation, relating to the proposed measures at Reading Green Park Station. Feedback that had been received to the statutory consultation was attached to the report at Appendix 1.

The report explained that the new Reading Green Park Station and multi-modal interchange would improve significantly accessibility and connectivity to the area of south Reading which had large-scale development proposed, including the expansion of Green Park Business Park, Green Park Village residential development and the Royal Elm Park mixed use development. The station had opened on 27 May 2023 and therefore the proposed TRO measures should be implemented to ensure the safe management of traffic and parking within the wider station site. The full details of the measures were set out in the report.

A statutory consultation had been carried out and had commenced on 6 April and ended on 30 April 2023. A total of three consultation responses had been received which supported the majority of the measures that were being proposed, however, two of the

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responses objected to the measures being proposed for the short stay car park, stating that the short stay limit should be increased from 20 minutes to 35 minutes and that the parking charges for the short stay car park were too high. An objection had also be registered to the proposed long stay car park and to the proposed Disabled Badge Holders at any time, maximum stay 24 hours, no return within two hours. The report proposed that the Traffic Regulation Orders be made without further amendment, noting that the proposals were consistent with the intended operation of interchange and parking facilities.

Resolved -

- (1) That the Assistant Director of Legal and Democratic Services be authorised to approve the proposed traffic restrictions on Reading Green Park Station in accordance with the Local Authorities Traffic Orders Procedure)(England and Wales) Regulations 1996;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and no public inquiry be held into the proposal.**

4. A33 ROSE KILN LANE SPEED LIMIT - APPROVAL TO CONSULT

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval from the Sub-Committee to carry out a statutory consultation for the implementation of traffic restrictions in the form of a speed reduction between the Berkeley Avenue overbridge and 29 Rose Kiln Lane in both directions to 30mph. Proposed A33 Speed Reduction Location Drawing was attached to the report at Appendix 1.

The report explained that the speed limit reduction was necessary to enable the introduction of inbound and outbound bus stops, the former being in carriageway, rather than bus lane, providing much needed transport links for employees and customers to the various commercial premises in the area. In order to protect the existing capacity the lane widths would be reduced in places and so a speed limit reduction was required to maintain safe vehicle movements, including those turning left into commercial premises, which had been identified as an existing issue during the Road Safety Audit. This new section of Bus Rapid Transit (BRT) supported and connected to the existing dedicated public transport priority measures on the A33 corridor, linking the town centre to Green Park, Mere oak park and ride and the longer term proposed Grazeley Garden Settlement and Four Valleys developments. The scheme was currently provided for buses but in the future could be used by guided buses, trams or driverless public transport vehicles.

This phase of the scheme was being delivered using Bus Service Improvement Plan (BSIP) funding and would provide key sections of the overall scheme by joining up previous section of the BRT to provide continuous bus priority, particularly south bound, and would tackle a key pinch point of the overall scheme by constructing over the river

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Kennet. These phases were therefore a vital element within the Borough as part of the overall approach and would complement further aspirations for enhancements to the BRT route within Reading and future aspirations for enhancements at the Mere oak park and ride facility. Delivering this phase of the south Reading BRT would help to deliver against the aspirations of the Borough's Local Plan and draft Local Transport Strategy as it was key to increasing the capacity of the network to deliver the journeys that would support the economy and levels or proposed growth while contributing to the wider region public transport ambitions.

A Temporary Traffic Regulation Order, reducing the speed limit, had been drafted and was due to be implemented prior to commencement of construction in Autumn 2023.

The Sub-Committee discussed the report and it was suggested that the 30mph restriction be extended to the wider area.

Resolved -

- (1) That the Statutory Consultation be approved to take place;**
- (2) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order(s);**
- (3) That any objection(s) received following the statutory advertisement be submitted to a future meeting.**

5. CRESCENT ROAD SCHOOL STREET SCHEME

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval to make the Experimental Traffic Regulation Order for the implementation of the Crescent Road School Street Scheme permanent. The full results of the Crescent Road Statutory Consultation were attached to the report at Appendix 1.

The report explained that the Crescent Road School Street Scheme had initially been due to launch in November 2021, however, it had been delayed in order to recruit more marshal volunteers. The scheme was subsequently launched in February 2022 operating in the mornings only. The afternoon school street closure had then been introduced in November 2022 following the recruitment of marshal volunteers. A Road Safety Audit (RSA) Stage 3 had been carried out in May 2022 and only two problems had been noted, both in relation to the junction of Bulmershe Road/Crescent Road. Recommendations were made to cut back vegetation and to remove traffic cones that had been placed there to prevent parking/drop-off on the double yellow lines. These were partly accepted by the Council. The RSA 3 had also made an observation regarding the crossing point on the Wokingham Road next to the bus stop which the Council would look to address as part of the Bus Service Improvement Plan measures.

Transport Officers had made a number of site visits to review the operation of the School Street scheme, including on the surrounding roads outside of the closure. Following

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initial congestion on the implementation of both the morning and afternoon closures the scheme had operated well once parent and carers had become used to the arrangements and had changed travel habits accordingly. Traffic surveys, including automated traffic counters, had been carried out before and after the implementation of the scheme. This had highlighted that there were some displacement of traffic movements to Bulmershe Road and the surrounding network, including Eastern Avenue, Hamilton Road and Culver Lane, but these were minor and were considered to be manageable within the existing network. Officers would continue to monitor traffic levels in the surrounding area. Throughout the School Street scheme officers had requested visits by parking enforcement officers and Thames Valley Police officers to monitor vehicles and encourage safe and legal practice and this had proved to be effective.

The results of the statutory consultation were detailed in the report and there had been 66.7% support for making the scheme permanent.

Resolved -

- (1) That the progress of the School Street scheme for Crescent Road, as outlined in the report, be noted;
- (2) That the Assistant Director of Legal and Democratic Services be granted authority to make the Experimental Traffic Regulation Order permanent for Crescent Road subject to agreement from the schools to continue co-ordinating the marshals;
- (3) That the observation from the RSA 3 regarding the crossing point from the bus stop on the Wokingham Road be noted and officers investigate possible solutions as part of BSIP measures.

6. BSIP BUS LANES - STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of initial feedback from the informal consultation relating to the six proposed Bus Service Improvement Plan (BSIP) bus lanes. The following appendices were attached to the report:

Appendix 1	Bus Lane Consultation Narrative;
Appendix 2	A329 Oxford Road – Outbound bus lane between Zinzan Street and George Street;
Appendix 3	A329 Oxford Road – Outbound bus lane between Pangbourne Street and Norcot Junction;
Appendix 4	A4 Bath Road – Outbound bus lane from Circuit Lane to Granville Road;
Appendix 5	A327 Southampton Street – Inbound bus lane on Southampton Street from Pell Street to the Oracle roundabout;
Appendix 6	A4 London Road – Inbound bus lane between Sidmouth Street and London Street;
Appendix 7	A4 London Road – Inbound bus lane between Liverpool Road and Cemetery Junction.

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The report explained that concept designs had been developed for six bus lanes across the Borough and had been identified as areas where bus services suffered delays as a result of traffic congestion, particularly at peak times. Therefore, there was a need to introduce greater priority for buses on key routes to improve services for bus users and to encourage modal shift due to the environmental benefits of public transport. The proposed bus lanes were as follows:

- A329 Oxford Road - Outbound bus lane between Zinzan Street and George Street;
- A329 Oxford Road - Outbound bus lane between Pangbourne Street and Norcot Junction;
- A4 Bath Road - Outbound bus lane from Circuit Lane to Granville Road;
- A327 Southampton Street - Inbound bus lane from Pell Street to The Oracle roundabout;
- A4 London Road - Inbound bus lane between Sidmouth Street and London Street;
- A4 London Road - Inbound bus lane between Liverpool Road and Cemetery Junction.

A four week informal consultation that had sought views on the initial bus lane scheme proposals had run from 19 May to 16 June 2023. Plans and information had been available on the Council's website for members of the public to provide their feedback and the results would be assessed and any amendments would be incorporated into detailed designs. It was intended that the scheme design would be prioritised based on deliverability of the scheme, with the first of these designs expected to be completed later in summer 2023. Due to limited road space in the Borough, it had been acknowledged that some of the proposals would have an impact on traffic flows and an initial analysis of the potential impact had been included in the description of each scheme. All the proposals were initial designs and if approval was given to take the schemes forward they would be subject to detailed design work, junction modelling and road safety audits.

At the invitation of the Chair, Asif Rasheed, Chair of the Reading Taxi Association, addressed the Sub-Committee specifically on the wording used on signage.

The Sub-Committee discussed the report and asked for the results of the informal consultation to be sent to them.

Resolved -

- (1) That the report be noted;
- (2) That a Statutory Consultation on Traffic Regulation Orders relating to the proposed bus lanes be carried out.

7. PARKING RESTRICTIONS AT NEW VEHICULAR ACCESS FOR READING LINK RETAIL PARK

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The Executive Director for Economic Growth and Neighbourhood Services submitted a report on traffic management measures associated with the development at Reading Link Retail Park, Rose Kiln Lane, and sought approval to carry out a statutory consultation on the introduction of waiting restrictions within the new vehicular access into the retail park situated on Rose Kiln Lane. An illustration of the proposal was attached to the report at Appendix 1.

The report explained that planning permission had been granted in July 2021 for a new drive-thru coffee shop and vehicular access onto Rose Kiln Lane and that it had been constructed, but it had been acknowledged that the waiting restrictions within the access had not been provided as had been secured through the Highways Agreement. The report proposed providing a double yellow line waiting restrictions on both sides of the road to the new retail park access for a setback distance of circa 6.33m. The inclusion of the waiting restrictions had been deemed necessary to ensure that indiscriminate parking did not occur within the new access resulting in queues back onto Rose Kiln Lane. The new access would only provide access to and not egress from the retail park, given constraints and as such had been designed narrower than a standard access width. Any vehicle that had parked within the access would therefore leave insufficient room for an additional vehicle to pass. The waiting restrictions were therefore essential to dissuade drivers from parking vehicles on or close to the new access road to the retail park. The funding that had been provided by the developer only related to works associated with the development and therefore only dealt with the new access and not any restrictions on the surrounding Highway Network.

Resolved -

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be granted authority to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained set out in Appendix 1, attached to the report;**
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Order for the proposed scheme;**
- (4) That any objection(s) received following the statutory advertisement be submitted to a future meeting;**
- (5) That the Head of Transport (or appropriate Officer) in consultation with the appropriate Lead Councillor, be granted authority to make minor changes to the proposals;**
- (6) That no public inquiry be held into the proposals.**

8. PARKING RESTRICTIONS AT ALTERED VEHICULAR ACCESS FOR FORMER READING COLD STORE, DEACON WAY

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The Executive Director for Economic Growth and Neighbourhood Services submitted a report on traffic management measures associated with the development at Reading Cold Store, Deacon Way, and sought approval to carry out a statutory consultation on the alteration or waiting restrictions within the new vehicular access into the proposed industrial units situated on Deacon Way. An illustration of the proposal was attached to the report at Appendix 1 and a drawing of the existing waiting restriction layout was attached to the report at Appendix 2.

The report explained that planning permission had been granted on 6 April 2023 for a front and side extension on the ground and first floor of the building on Deacon Way, following the partial demolition of the building, the replacement of external materials, reconfiguration of internal layouts and relocation of vehicular access. Commencement of the development was subject to the positive outcome of the statutory consultation as the changes were fundamentally to the proposed access arrangement as without them access would not be possible for larger delivery vehicles because of the current on street parking arrangement. The proposal consisted of redistributing the existing single and double yellow line waiting restrictions on both sides of Deacon Way in the vicinity of the site; the current restrictions were detailed in the report and were set out in Appendix 2. The current restrictions allowed for up to nine cars to park on carriageway with these spaces provided directly opposite one another along Deacon Way therefore reducing the carriageway to single line traffic.

The new access would be located central to the site as well as the current areas of parking along Deacon Way therefore necessitating the required changes. This was detailed in the report and set out in the drawing attached at Appendix 2. The proposed alterations did result in a reduction of three on street parking spaces, however, this was mitigated by the provision of seven on-site parking bays whereby the former Reading Cold Store site had provided none. Overall, the scheme would present a benefit to the wider area by reducing the demand for on street parking and as such created an additional space on street. In addition, the staggered arrangement of the proposed parking areas provided for a better flow of vehicles along Deacon Way by ensuring greater length of carriageway that could allow for two vehicles to pass one another.

Resolved -

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be granted authority to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1, attached to the report;**
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Order for the proposed scheme;**

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- (4) That any objection(s) received following the statutory advertisement be submitted to a future meeting;**
- (5) That the Head of Transport (or appropriate Officer) in consultation with the appropriate Lead Councillor, be granted authority to make minor changes to the proposals;**
- (6) That no public inquiry be held into the proposals.**

9. JACKSONS CORNER - PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought agreement for officers to carry out statutory consultation on proposed alterations to the highway layout at Jacksons Corner to the north-east of the junction with King's Road and High Street. An illustrative plan to show the alterations proposed within the funding agreement was attached to the report at Appendix 1 and an Equality Impact Assessment was attached at Appendix 2.

The report explained that as part of the agreed planning permission at Jacksons Corner, situated to the north-east of the junction with King's Road and High Street, proposed alterations to the highway layout had been agreed. The alterations included widening of the narrow footway width on the northern side of King's Road, reversal of the one-way traffic direction along Abbey Square, increased provision and relocation of bus stops and provision of on-street loading bays. These changes would necessitate alterations to existing waiting restrictions. The developer had provided the Council with funding to deliver these alterations, which it was required to carry out by 31 March 2024. The alterations required statutory consultation and the report sought agreement for officers to carry out these processes and submit feedback to a future meeting to inform the implementation, or otherwise, decision.

Resolved -

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be granted authority to undertake a statutory consultation for the proposed alterations in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Order(s);**
- (4) That any objection(s) received during the statutory advertisement be submitted to a future meeting;**

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- (5) That the Highways & Traffic Services Manager, in agreement with the Lead Councillor and Ward Councillors, be allowed to make minor alterations to the proposals as may be necessary;
- (6) That no public inquiry be held into the proposals.

10. CIL LOCALLY FUNDED SCHEMES - RESULTS OF STATUTORY CONSULTATIONS

Further to minute 53 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with details of the objections that had resulted from the statutory consultations for the agreed proposals of zebra crossings on Imperial Way and Whitley Wood Lane and for traffic calming measures on Shaw Road and Boston Avenue. Feedback that had been received to the consultations and the advertised scheme drawings was attached to the report at Appendix 1.

The report explained that statutory consultations had been carried out between 11 May and 1 June 2023 and that the proposed location for the zebra crossing had taken into account the restrictions associated with funding and feasibility.

Resolved -

- (1) That the report be noted;
- (2) That having considered the objections, set out in Appendix 1 attached to the report, the proposals be implemented;
- (3) 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;
- (4) That no public inquiry be held into the proposals.

11. EVALUATION OF LOCAL 15% CIL SCHEME UPDATE - REDLANDS TRAFFIC CALMING

Further to Minute 30 of the meeting on 10 November 2022, the Executive Director for Economic Growth and Neighbourhood Services submitted a report that summarised the outcome of a meeting with Ward Councillors and Reading Cycle Campaign that had discussed areas of concern that had been raised about the officer recommendation to alter a priority flow measure on Redlands Road. The report also summarised some desirable changes and some officer comments. The original scheme drawings, that had been advertised during the statutory consultation, were attached to the report at Appendix 1.

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The report explained that at the meeting on 10 November 2022 the Sub-Committee had agreed to alter a priority-flow measure on Redlands Road. This alteration was still subject to funding and would require statutory consultation. There had been an additional action added, that officers met with Ward Councillors and Reading Cycle Campaign to discuss other areas of concern that had been raised and to submit agreed proposals to a future meeting so that a single statutory consultation could be carried out. The meeting took place on 27 March 2023 and additionally included attendance by the then Lead Councillor for Climate Strategy and Transport, Councillor Page, and a number of local residents. The report included a summary of the elements that had been raised during the joint site visit; desirable changes and some officer comments. Funding had not yet been identified for these changes and the majority of the requested alterations would be subject to detailed investigation, design, road safety audit and statutory consultation before they could potentially be agreed, or otherwise, for implementation.

The report proposed that a high-level summary of the requested changes should be added to the regularly reported Requests for Traffic Management Measures so that they were formally captured. It also proposed the removal of the priority flow feature on Redlands Road was given priority for any identified funding and for resourcing, as it had been this element that had been identified in the road safety audit and appeared to be causing the greatest local concern. Agreement for a suitable replacement to this speed calming feature would need to form part of this work and further discussions would need to take place in order to reach an agreement in principle about the type of feature that should be investigated.

Resolved -

- (1) That a high-level summary of the requested changes be added to the regularly reported 'Requests for Traffic Management Measures' so that they are formally captured, as set out in paragraph 3.6 of the report;**
- (2) That once resources permit, detailed investigations be conducted for the requested changes, enabling further stakeholder discussion and refinement toward an agreed scheme of alterations;**
- (3) That the removal of the priority flow feature on Redlands Road, as set out in paragraph 3.5.1 of the report, be given priority for any identified funding, as detailed in paragraph 3.7 of the report;**
- (4) That no public inquiry be held into the proposals.**

12. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 16 below, as it was likely that there would be disclosure of exempt

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information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

13. WAITING RESTRICTION REVIEW PROGRAMME

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections (including petitions) that had resulted from the statutory consultation for the agreed proposals that had formed the 2022B programme. The report also sought approval for officers to carry out statutory consultation for recommended new/alterations to waiting restrictions as part of the 2023A programme. These proposals aimed to address the issues that had been raised in the initial list of requests which had been submitted to the previous meeting and agreed for investigation.

The following appendices were attached to the report:

Appendix 1 - Feedback that had been received to the consultation for the 2023B programme, along with the advertised drawings for the proposals.

Appendix 2 - A summary of the petitions that had been received against the consulted 2022B programme proposals for Charndon Close, Lyndhurst Road and Barry Place.

Appendix 3 - The officer recommendations from the 2023A programme, along with the drawings for the proposals.

Resolved -

- (1) That the report be noted;**
- (2) That the following proposals made under the waiting restriction review 2022B programme, as set out in Appendices 1, and petitions in Appendix 2, attached to the report, be implemented, amended or removed from the programme as follows:**
 - **Friar Street - Implement as advertised;**
 - **Elm Park - Implement as advertised;**
 - **Loverock Road - Implement as advertised;**
 - **Donkin Hill, Anglefield Road - Implement as advertised;**
 - **Hemdean Road - Implement as advertised;**
 - **Donkin Hill and Lower Henley Road - Remove from the programme;**
 - **Priest Hill - Remove from the programme;**
 - **Gurney Close - Implement as advertised;**
 - **Christchurch Road - Implement as advertised;**
 - **Brownlow Road - Remove from the programme;**
 - **Lesford Road/Heron Way - Implement as advertised;**
 - **Maitland Road - Implement as advertised;**

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- Kendal Avenue - Implement as advertised;
 - Charndon Close - Remove from the programme;
 - Armour Hill - Implement as advertised;
 - Lyndhurst Road - Remove from programme;
 - Norcot Road - Remove form the programme;
 - Crescent Road and Hamilton Road - Implement as advertised;
 - Palmer Park - Implement as advertised;
 - Eldon Terrace - Remove from the programme;
 - Kennetside - Remove from the programme;
 - Barry Place - Remove from the programme;
 - Blandford Road - Implement as advertised;
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (4) That the respondents to the statutory consultation, and lead petitioners, be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;
- (5) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2023A programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 3, subject to:
- (i) Church and Katesgrove Wards, Northumberland Avenue - Defer to the next programme;
 - (ii) Katesgrove Ward, Newark Street - Officer recommendations be agreed, namely remove from the programme;
 - (iii) Katesgrove Ward, Whitely Street - Officer recommendations be agreed, namely remove from the programme;
 - (iv) Kentwood Ward, Armour Hill - Officer recommendations be agreed, namely remove from the programme;
 - (v) Norcot and Southcote Wards, Honey End Lane - Officer recommendations be agreed, namely remove from the programme;
 - (vi) Redlands Ward, Newcastle Road - Officer recommendations be agreed, namely remove from the programme;
 - (vii) Tilehurst Ward, Beverley Road - Officer recommendations be agreed, namely remove from the programme;

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- (6) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the 2023A programme;
- (7) That any objection(s) received during the statutory advertisement be submitted to a future meeting;
- (8) That no public inquiry be held into the proposals.

14. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from 24 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 8 and 12, a first discretionary permit be issued, personal to the applicants;
- (2) That, with regard to application 13, a first discretionary permit be issued, personal to the applicant, subject to the applicant providing the appropriate proofs and documentation;
- (3) That, with regard to application 4, a third discretionary permit be issued, personal to the applicant charged at the third permit fee;
- (4) That, with regard to application 10, a second discretionary permit be issued, personal to the applicant;
- (5) That, with regard to application 14, discretionary visitor permit books be issued, personal to the applicant, subject to the standard scheme limits for the number of books that could be issued each year and charged at the standard rate;
- (6) That, with regard to application 15, a first discretionary permit be issued, personal to the applicant, for Zone 14R and additionally, that discretionary visitor permit books be issued, personal to the applicant, also for Zone 14R, subject to the standard scheme limits for the number of books that could be issued each year and charged at the standard rate;
- (7) That, in line with the Council's environmental and climate change commitments and with a view to encouraging car sharing arrangements, for officers explore ways to accommodate the issuing of permits to residents who lived at separate addresses but who shared the use of a

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single vehicle to enable the shared vehicle to be parked in different permit zones within Borough;

- (8) That, with regard to application 16, a temporary permit be issued, personal to the applicant, whilst the above matter, as outlined in (7) above, was being investigated;
- (9) That, with regard to application 18, a first discretionary permit be issued, personal to the applicant, subject to the applicant providing appropriate proof of medical need, with a temporary permit to be issued in the meantime, officers check whether the correct reason for the refusal of the original permit application had been communicated back to the applicant and for the applicant to be advised of the correct reason if not;
- (10) That, with regard to application 19, officers be instructed to check whether the applicant had previously been granted a permit for Zone 01R and subject to the applicant previously having been granted a Zone 01R permit, a first discretionary permit, personal to the applicant, for Zone 01R, be issued; if the applicant had not previously been granted a Zone 01R permit the application be refused and officers provide the applicant with an explanation as to the reason;
- (11) That, with regard to application 24, a temporary one year permit be issued, personal to the applicant, subject to the applicant providing the appropriate proofs and documentation;
- (12) That a decision in respect of application 9 be deferred to the next meeting to allow officers to provide further information as to whether the applicant was applying for the first discretionary permit for the flat or for the first discretionary permit for the building as a whole, and for officers to also provide details as to whether the planning informative applied to the specific flat or to the building as a whole;
- (14) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 1 be upheld, but that officers contact the applicant to discuss whether they might be eligible for business permits;
- (15) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 7 be upheld but that officers liaise with colleagues in social services teams to consider ways to accommodate requests from officers who had legitimate reasons for needing the use of a Healthcare Professional Permit in order to allow them to carry out their official duties;
- (16) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 2, 3, 5, 6, 11, 17, 20, 21, 22 and 23 be upheld.

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(Exempt information as defined in Paragraphs 1 and 2).

(The meeting closed at 9.15 pm)