Policy Committee

20 January 2025

Title	Changes to Parking services
Purpose of the report	To make a key decision
Report status	Public report
Report author	Phil Grant, Parking Services Manager
Lead Councillor	Cllr John Ennis (Climate Strategy & Transport), Leadership (Strategic Infrastructure)
Corporate priority	Healthy Environment
Recommendations	1. That the Council's pay and display machines are replaced as part of an end-of-life upgrade and replacement programme. 2. That the number of pay and display machines is reduced from 168 to circa 75 based on analyses of use data and future requirements. 3. That authority is given for pay and display tariff structures to be rationalised from seven to three to simplify customer experience and reduce costs associated with changes to tariffs. 4. On street charges are increased as part of the wider tariff review. 5. That authority is given to introduce emissions-based charging for on street pay and display, Residents and all other permits.

1. Executive Summary

1.1. There is a need to continually improve the way in which Parking services are delivered to both enable a better customer experience but also support changes to behaviour in support of wider policy objectives around health and climate. Without these changes, there will be ongoing costs to pressurised health services which could be tackled through early intervention and higher costs associated with climate change and the need to adapt to them. This paper sets out measures to enable the modernisation of services but also steps that over time will impact positively on air quality, health and climate.

1.2. As part of the Council's on and off-street parking offer, pay and display (P&D) machines are located across the Borough. The machines currently allow customers to pay by cash only, with a standalone pay by phone option operated by the RingGo App. There

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

is little historical data to support the decision on the specific locations or numbers of machines provided.

1.3. The in service pay and display machines are nearing end of life and critically, support for the machine's connectivity, which allows the Parking service to monitor faults, usage etc will be lost as nationally the 3G network is switched off by three of the four main operators. Operating the machines without this functionality will lead to additional cost, a likely reduction in revenue and a poor customer experience.

1.4. The need to replace the machines has aligned with a wider review of the need for the assets, particularly given the sustained use of RingGo and a report commissioned by the Council by Project Centre, which recommended that there should be a rationalisation of the on-street tariff structure, with officers now recommending a reduction from seven to three tariff zones. Additionally, replacement of the machines offers an opportunity to upgrade functionality, such as providing card transactions which the current machines largely do not have.

1.5. The modernisation of pay and display also acts as an enabler to support the Council's commitment to Climate Change and improving health outcomes by tackling air quality in the Borough, the report also proposes introducing emissions-based charging for parking and residents permits across the Borough.

1.6. To support the delivery of the emissions-based charging and following recommendations as part of the Project Centre review, it is also proposed to modernise the parking permit system.

2. Policy Context

2.1 The Council has been developing Parking Policy over the last few years, however, it has yet to achieve a position where all aspects of its on-street offer have been comprehensively reviewed.

2.2 One of the future workstreams will be to deliver a new Parking Policy, which links organisational objectives such as Net Zero, the newly adopted Local Transport Plan and the current partial update of the Local Plan, alongside other strategic plans such as the Air Quality Action Plan and EV Strategy.

2.3 As part of the drive to Net Zero, emissions-based parking charges can be used to change drivers' behaviour and reduce the number of vehicles with higher emissions, whilst having direct benefits for air quality and health.

2.4 The introduction of Emissions Based Charging forms part of a wider system of improvements in the town, which aim to increase options and accessibility to public transport and active travel.

2.5 The overall aim of the policy change is to encourage motorists to consider other more environmentally friendly modes of transport, such as walking, cycling or public transport.

2.6 To further support this shift away from ICE, the council is progressing with plans to install on street charging facilities throughout the borough. Additionally, installation of EV charging points are planned in suitable car parks throughout the borough.

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

3. Background

3.1. The present stock of pay and display machines are now past their useful life and require renewal. The technology is outdated, and some machines are physically in need of replacement. The modems within the machines are programmed to operate on the 3G network which is being switched off this year by all service providers except Virgin. They will switch their network off in 2025.

3.2. The authority has a total of 168 machines, some are in car parks, but the bulk are on street.

3.3. The impending switch off of 3G will render the present pay and display machines unable to communicate with the back office. This loss of connectivity will mean there will be no access to data or transactions or alerts when a machine is not working.

3.4. This loss of connectivity will result in the back-office functions ceasing to operate. Officers will not be aware of the status of the machines and customers will potentially be unable to park. This may result in loss of revenue through machines being out of service for a longer period than necessary. The alternative would be to have each machine physically checked by an officer each day, placing an additional burden on the Enforcement Team and therefore a reduction in core services.

3.5. In 2021, nationally 57% of all payments were made using cards, with 66% of those being contactless transactions. Since the Covid 19 pandemic, there has been a substantial increase in the number of people using digital wallet payment applications such as Pay Pal, Apple Pay and Google Pay, further reducing the reliance on cash.

3.6. The growth is predicted to continue to a point where the use of cash will become minimal over the next 2-3 years (2026/27).

3.7. Data collected by U Switch shows that there were approximately 71.8 million mobile connections in the UK in 2022, compared to a population of 66.98 million. This is likely to be due to individuals having more than one mobile, such as a work phone, as well as a personal device and the use of mobile Sim Cards for a range of 'Internet of Things (IOT) devices.

3.8. The data also states that 98% of 18 – 24-year-olds, 86% of people aged between 55 – 64 and 80% of those over 65 own a smartphone. Ofcom state that just 2% of all households are without a mobile phone. Additionally, Ofcom expect the penetration rate of smart phones to be 93.7% by 2025. This level of usage gives the Council the confidence that there is an opportunity to rationalise the number of pay and display machines in use in areas where there are few transactions.

3.9. The successful implementation of the RingGo pay by phone system offers a realistic and sustainable alternative to customers to pay for parking. Since inception, usage has increased and now stands at 55% of all parking transactions. Of the 168 machines the authority operates, 110 of these have a low number of transactions or cash collected from them annually. A list of all the machines is shown in Appendix 1.

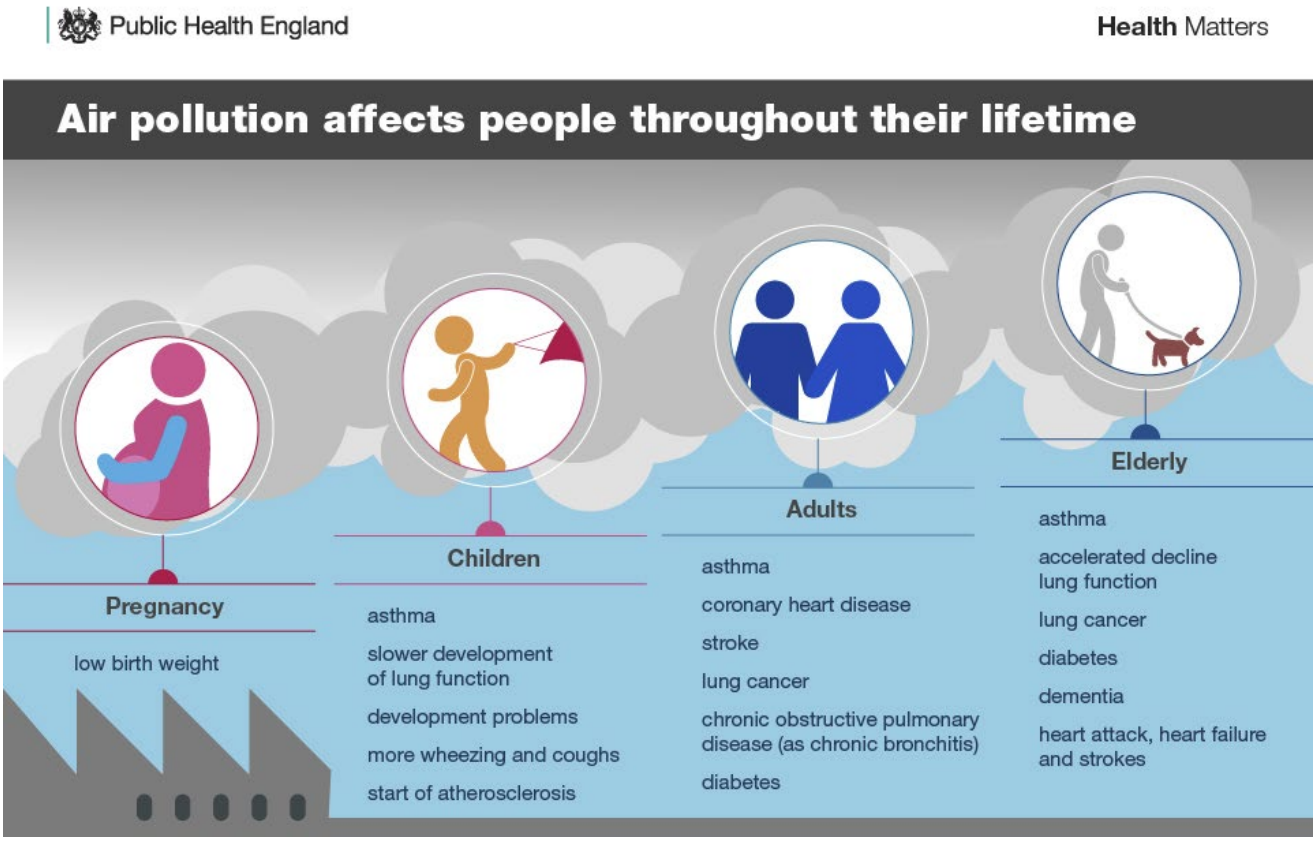
3.10 The approach to on street parking charges is currently based on zones, with charges typically higher in the town centre and reducing away from it. This is in part due to the availability of off-street parking which caters for longer stays, but also due to the excellent public transport options that exist. The current charging regime does not consider the size or weight of the vehicle or the tail pipe emissions from it. There are therefore vehicles that have a higher impact on the environment and public health than others yet are subject to the same charge as an ultra-low emission vehicle for example.

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

Air quality

3.17 The Office for Health Improvement & Disparities (OHID) published guidance (Air pollution: applying All Our Health - GOV.UK) which set out that annual mortality of humanmade air pollution (all sources, including transport) is "roughly equivalent to between 28,000 and 26,000 deaths every year. It is estimated that between 2017 and 2025 the total cost to the NHS and social care system of air pollutants (fine particulate matter and nitrogen dioxide), for which there is more robust evidence for an association will be £1.6 billion."

3.18 The illustration below sets out some of the impacts of poor air quality on the population throughout their lifetime.



3.19 Government figures show that there has been a steady decline in the amount greenhouse emissions per head of capita. The Co2 per capita report[1] shows that there has been a steady reduction in the amount emitted, however the increase in population has counteracted that reduction, resulting in an overall increase in level of co2 emissions.

The Proposals

Pay & Display Machines

3.20 It is proposed that end of life machines are removed at the same time as reducing the number of pay and display machines from 168 to 75. The number operating on a card only basis will increase, further reducing the cost of cash collection and offering the convenience of tap and pay for customers. Approximately a third (c20) of retained

[1] United Kingdom: CO2 Country Profile - Our World in Data
[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

machines will accept cash, as the data demonstrates that there is a high demand at sites, such as around the hospital.

3.21 The new equipment will be equipped with video screens which can be used for advertising or community messaging. As the machines are solar powered, the screens only activate when the machine is in use.

3.22 New equipment will include an alpha numeric keypad and require the Vehicle Registration Mark (VRM) to be entered. This enables the introduction of ticketless parking, with the Civil Enforcement Officers (CEOs) using ANPR vehicles already in operation to identify those who have not paid the appropriate fee or without a valid permit. A CEO can then be directed to attend and issue a Penalty Charge Notice (PCN) where appropriate.

3.23 The new equipment would not issue paper tickets which has environmental benefits and benefits to the customer, reducing risks around failure to display offences where a ticket has fallen for example.

Emissions based charging.

3.24 The introduction of new machines which record the VRM opens the opportunity to link to Driver and Vehicle Licensing Agency (DVLA) data on tail pipe emissions. Data on vehicle type is already collected through the RingGo pay by phone system. The data enables the service to identify the number of internal combustion engines (ICE) or environmentally friendly fuels and the type (Petrol, Diesel etc). This information can be used to model a charging regime targeted at the most polluting vehicles. The primary objective is to encourage those with the most polluting vehicles to choose other modes of transport.

3.25 RingGo data for Reading shows that 88% of all vehicles using the parking app are either petrol or diesel. Only a small percentage (6%) are Ultra Low Emission Vehicles. It is proposed that a percentage charge is added to on-street parking tariffs for the most polluting vehicles, based on the addition of 20% for petrol and 25% for diesel on a sliding scale of charging based on carbon dioxide emissions.

3.26 Recognising the tail pipe emission benefits of Electric Vehicles (EV), it is proposed not to charge an additional tariff, to encourage take up and reflect the delivery programme of the Council's EV Strategy which will further support sustainable growth. As more data is gathered about the types of vehicles using the parking service, a review of tariffs should be carried out in order address any imbalances within the system. A tariff structure is proposed and shown in Appendix 2.

3.27 It is proposed that emissions-based charging is scheduled to be introduced in April 2025 in line with the roll out of the new machines. Examples of the types of vehicles that would fall within each emissions category are:

151-170 g/km

- **Ford Focus** (1.0 EcoBoost)
- **Vauxhall Astra** (1.2 Turbo)
- **Mini Cooper** (1.5)

171-190 g/km

- **Nissan Qashqai** (1.3 DIG-T)

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

- **Kia Sportage** (1.6 T-GDi)
- **Hyundai Tucson** (1.6 T-GDi)

191-225 g/km

- **Land Rover Discovery Sport** (2.0 D180)
- **Ford Kuga** (2.0 EcoBlue)
- **Skoda Kodiaq** (2.0 TDI)

226-255 g/km

- **Jeep Grand Cherokee** (3.0 V6 CRD)
- **Toyota Land Cruiser** (2.8 D-4D)
- **Mitsubishi Shogun** (3.2 DI-D)

Over 255 g/km

- **Range Rover** (5.0 V8 Supercharged)
- **BMW X7** (M50i)
- **Mercedes-Benz G-Class** (G63 AMG)

3.28 It is recognised that this proposal does not cover the Council's off-street parking offer. This will be part of a future programme, in recognition of the additional complexity, particularly of the Council's multi storey car park offering which is subject to significant private commercial operator pressure.

3.29 It is also proposed that as a future review of tariffs, EV vehicles are considered for inclusion, given the evidence base around increased particulates production. A wider review of the impact of the scheme, should also consider the benefits of either a combined weight and emissions scheme or a size-based tariff. These are currently being considered by Oxford and Bristol Councils.

3.30 Digital permits

3.31 The authority took the decision to introduce digital permits for vehicles in the borough. A trial has been running since October 2023. There have been some negative comments but overall, the scheme has been generally accepted.

3.32 Digital permits give greater flexibility to the individual to access the permit system at any time without the need for assistance from a council officer. Permits can be booked for a short period and a with little or no notice through the councils' web site.

3.33 The development of digital permit scheme has been in production for some time. The primary reasons behind the move are reduction in cost and an improved service for customers.

3.34 Parking Permits

3.35 In 2023/24, the Council issued 62,487 permits. Post Covid, there has been a positive shift in the reduction of second vehicle permits issued to residents, however analysis of vehicle emissions indicates a slow transition to lower emissions vehicles. Whilst affordability and availability are a clear factor in residents' choice to transition to ultra-low emissions vehicles, the impact on air quality particularly in densely packed town

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

centre locations is significant. It is therefore proposed to introduce an Emissions Based Charging regime, as set out in Appendix 3.

Tariffs

3.36 Tariffs are used as a means of controlling the multiple demands for kerbside space. In general, the closer to the town centre, the greater the demand, therefore the higher the parking charge. However, this must be balanced against the requirements of the town centre as a whole and private car parks that are located in the town centre. Each pay and display machine must be updated with appropriate tariff information, the fascia needs to be reprinted, and signage changed accordingly. This is a costly and time-consuming process which requires planning and co-ordination between Parking Services, Legal Services, the supplier of the equipment and Highways maintenance.

3.37 All changes must be advertised in the local press and at the location where the changes will take effect.

3.38 To simplify the process, geographical areas have been grouped. There are presently seven on-street tariffs which can be rationalised into three. The change would mean a less confusing structure for those using the service and reduce time and costs for the Council. All on street tariffs are shown in Appendix 4.

It is proposed that there are 3 tariffs areas:

- Inner town centre
- Outer town centre
- Outer Reading

4 Other Options considered.

4.0 **Do nothing.**

4.1 With regards to the replacement of machines, this is not feasible as the loss of connectivity would be a regressive step, increasing manual interventions, increasing cost and the losing access to data which supports the development and management of Parking Services.

4.2 Failure to introduce Emissions Based Charging would limit the Council's ability to influence the impact of internal combustion engine emissions and pollution and encourage a shift towards more sustainable forms of transport. It would also continue to impact on poor health outcomes, particularly for the younger and more elderly population.

4.3 Leaving the tariff structure in place will result in higher costs to the Council and complexity for customers.

4.4 **Upgrade existing machines with modems to provide the latest connectivity.**

Not all equipment is able to be upgraded due to the age of the technology or its condition. Some machines may need to be replaced completely. The estimated cost of replacement for each machine is £3,500. Upgrading the modems will have limited benefit, as the machines would not be future proofed, able to accept card payments or suitable for ticketless enforcement. An alpha numeric keyboard and card reader would need to be purchased as separate units.

4.5 **Remove all machines.**

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

4.6 An alternate option would be to remove all on street machines in favour of a cashless pay by phone option, such as RingGo. This would have benefits such as decluttering the streets, reducing overheads, and providing a single clear payment option.

4.7 The reason for excluding this option is that there are clear equality impacts in taking this approach on those that currently do not have a smart phone, who struggle with digital literacy or choose to pay by cash or card.

5 Contribution to Strategic Aims

5.1 There is a direct need to replace the current end of life pay and display machines, which has resulted in a wider review of how this programme could drive further improvements. A data led approach to reviewing machine usage, location and options for customers has resulted in an inclusive proposal which retains cash payment options in certain locations, whilst upgrading machines to include technology offers an alternative to pay by phone.

5.2 Poor air quality is considered the largest environmental risk to public health in the UK, because long-term exposure to poor air quality can cause chronic conditions which lead to reduced life expectancy.

5.3 Whilst emissions-based charging will not completely resolve the problem, it is one of a suite of measures open to authorities. It can contribute positively to reducing the overall level of air pollution, certainly contributing to a healthier environment.

5.4 Emissions based parking charges are already in operation in other councils in the country, such as Lambeth, Lewisham, Westminster and more recently Bath & Northeast Somerset, with positive impacts on air quality being demonstrated.

5.5 The aim of the scheme would be to progress the safety of pedestrians through the improvement of air quality. Higher parking charges for the most polluting vehicles is one of a number of tools available to encourage behaviour change. Motorists may elect to choose an alternative mode of transport.

5.6 The system can be used to support the Council's wider strategic aims of reaching Net Zero by 2030 through the introduction of charging based around emissions, as well as increasing other modes of transport such bus, walking and cycling in line with the objectives of the Reading Transport Strategy.

6 Environmental and Climate Implications

6.1.1 Transport contributes approximately 30% of all carbon emissions. By using up to date technology and a pricing strategy, motorists' behaviour can be influenced towards cleaner modes of travel.

6.1.2 The Reading Climate Emergency Strategy 2020 – 25 contains a transport action plan which cites an objective as switching from cars to more sustainable modes of transport such as public transport, walking or cycling. Encouraging motorists to move from ICE to EV which are less polluting, will contribute and support the goals outlines in the plan overall. In particular:

- T2 Develop demand management measures to reduce traffic and encourage shift from high carbon transport[2].

[2] Environment and Climate Impacts in Committee Reports - guidance
[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

- T12 Implement traffic management schemes to support low carbon travel choices[3].

6.1.3 A Climate Impact assessment is contained in Appendix 5.

7 Community Engagement

7.1 The legal process for changing the pricing structure is detailed in The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The changes outlined above will require public consultation in line with the regulations and the Order to be advertised in local press. A Notice of Making must also be posted at each location.

7.2 The proposal will also be available at public buildings such as the Civic Centre and Libraries for inspection. There will also be an e mail address for the public to register their objections and views on.

7.3 All objections to the proposed scheme must be responded to. The response must give the reasons why the objection has been rejected.

8 Equality Implications

8.1 Equality Impact Assessment contained within Appendix 6.

9 Other Relevant Considerations

9.1 The process for bringing in changes to fees and charges for parking is documented in The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

10 Legal Implications

10.1 The Traffic Management Act 2004 (TMA 2004) gives the authority powers to levy charges for on street parking. The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 defines the process of amending Traffic Management Orders.

10.2 Contract procurement rules apply to the purchase of the equipment. There will be a requirement for the authority to enter into contracts with suppliers of the equipment and on-going service and maintenance.

10.3 This report seeks delegated authority to progress with the upgrading of the equipment and the progression of the emissions-based charging scheme.

11 Financial Implications

Machine Purchase options

11.1 As part of the procurement process three options were explored; outright purchase, lease rental or a hybrid option which in some cases may also involve the retrofit of the machine if appropriate.

Outright purchase of new pay and display machines

11.2 New equipment provides the Council with reliable equipment for the next 5 to 6 years and possibly beyond. It will enable the Council to assess the potential for emissions-based charging and monitor its progress.

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[3] Environment and Climate Impacts in Committee Reports - guidance

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

Lease Rental

11.3 The authority would pay a monthly fee for the equipment with an option to purchase for a nominal fee at the end of the term or upgrade to the latest technology. This is a cost-effective option and includes maintenance and upgrades which will keep assets in the best possible condition. This will reduce the potential revenue savings as an element of the additional income and running costs will need to service the lease cost. This would release the capital funding for other priorities.

Running Costs Savings

11.4 As part of the project, the service will seek to reduce the number of pay and display machines substantially. Overall, this will reduce the amount paid in machine maintenance, card/airtime rental, repairs outside of the maintenance agreement and cash collection. The reduction on the number of machines would save approximately £35k per annum in total.

11.5 All new machines will have an option to pay by contactless card. The cashless payment option will enable the service to reduce the number of cash collections and associated costs. The removal of cash from pay and display machines will reduce the opportunity for break-ins, thereby reducing the prospect for vandalism and associated costs for repairs as well as lost income.

11.6 The current cost of cash collection is £10.67 per collection. The monthly cost is approximately £1,600 per month which would reduce pro rata to approximately £350 per month, saving circa £15,000 pa. The reduction reflects the number of machines in service.

11.7 The annual cost of maintaining current machines is £266.66, giving a total of circa £44,000 at the present level of equipment, excluding repairs not covered under the agreement caused by vandalism. The proposed rationalisation of machines from the current level of 168 to 75 will save approximately £20k per annum in repairs outside the maintenance contract.

Emissions Based Charging

11.8 By applying a surcharge onto internal combustion engines, an estimated additional revenue of approximately £330k per annum could be generated across Pay and Display and Residents Permits. This would be invested back into improvements in the transport network and deliver net zero projects. Investments will be reported through the Annual Parking Report.

12 Timetable for Implementation

12.1 The machine replacement will need to be finalised in the first months of 2025 to ensure an uninterrupted service.

12.2 Emissions based charging can then be introduced from April 2025.

13 Background Papers

13.1 There are none.

Appendices

1. Pay and display machines with under 1,000 transactions per annum.
2. Emissions based charging scale.

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

3. Tariff structure including emissions charges.
4. On street permits
5. Climate Impact Assessment
6. Equality Impact Assessment
7. Green House Gas Emissions by Sector (UK 2021)

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

FINANCIAL IMPLICATIONS

The financial implications arising from the proposals set out in this report are set out below:-

1. Revenue Implications

	2024/25 £000	2025/26 £000	2026/27 £000
Savings from reduced maintenance Savings from reduced cash collection costs		(20) (15)	
Expenditure * Cost of leasing is not set out here due to the current completion of the procurement, however this has been evaluated against capital expenditure and represents better value for money.		(35)	
Income from: Fees and charges (Residents Permits) Fees and charges (On Street P&D)		(100) (230)	
Total Income		(330)	
Net Cost (+)/saving (-)		(365)	

2. Value for Money (VFM)

The procurement exercise will secure the best value for money outcome.

3. Risk Assessment.

3.1 Legislation introduced by Government to change the policy on EV.

3.2 There may be some rejection of the proposal of motorists who seek to use other parking facilities, thereby reducing the predicted revenue stream. This has been factored into the sensitivity analysis.

3.3 As the number of ultra-low vehicles increases, the revenue value is impacted therefore reducing the available income to other schemes.

3.4 Failure of the DVLA system to correctly identify a vehicle emissions classification. This will be resolved through the use of a third party that can cross check the data.

3.5 Increase in transaction charges by supplier.

[1] Transport and environment statistics 2022 - GOV.UK (www.gov.uk)

Appendix 1

Pay and display machine usage where the number of transactions is low and/or the cash taken is low (October 2023 – October 2024).

Location	Tariff Zone	Ringo Zone	Number Of Transactions	Total Amount (£)
Erleigh Rd	Zone 4	9455	613	1182
Erleigh Rd	Zone 4	9455	635	1266
Wokingham Road Reading	Zone 8	9487	1565	170
Wokingham Road Reading	Zone 8	9487	1362	95
Addington Rd	Zone 4	9456	63	138
Addington Rd	Zone 5	9461	147	323
Addington Rd	Zone 4	9456	157	314
Wokingham Road Reading	Zone 8	9487	889	238
Wokingham Road Reading	Zone 8	9487	879	223
Wokingham Road Reading	Zone 8	9487	864	240
Alexandra Road	Zone 5	9463	17	41
Alexandra Road	Zone 5	9463	20	34
Alexandra Road	Zone 5	9463	76	162
Alexandra Road	Zone 5	9463	190	383
Alexandra Road	Zone 5	9463	278	600
Alexandra Road	Zone 5	9463	410	931
Alexandra Road	Zone 5	9463	441	888
Alexandra Road	Zone 5	9463	444	828
Alexandra Road	Zone 5	9463	445	1073

Wokingham Road Reading	Zone 8	9487	477	52
Wokingham Road Reading	Zone 8	9487	437	147
Wokingham Road Reading	Zone 8	9487	382	74
Wokingham Road Reading	Zone 8	9487	22	9
Wokingham Road Reading	Zone 8	9487	4	5
Wokingham Road	Zone 3	9483	3772	457
Wokingham Road	Zone 3	9483	3080	435
Cintra Avenue Reading	Zone 2	9470	146	336
Cintra Avenue Reading	Zone 2	9470	195	396
Wokingham Road	Zone 3	9483	1234	91
Weldale Street Reading	Zone 2	9478	439	1109
Denmark Rd	Zone 5	9459	275	740
Denmark Rd	Zone 5	9459	283	680
Vachel Road	Zone 1	9433	513	1381
Eldon Square	Zone 5	9464	241	539
Elmhurst Rd	Zone 6	9462	10	22
Elmhurst Rd	Zone 6	9462	22	44
Elmhurst Rd	Zone 6	9462	26	52
Elmhurst Rd	Zone 6	9462	61	135
Elmhurst Rd	Zone 6	9462	95	218
Elmhurst Rd	Zone 6	9462	97	243
Erleigh Rd	Zone 5	9467	253	733
Erleigh Rd	Zone 4	9455	323	635

Erleigh Rd	Zone 4	9455	654	1278
Upper Redlands Road	Zone 5	9468	137	349
Erleigh Rd	Zone 4	9455	902	1658
Upper Redlands Road	Zone 5	9468	68	151
Upper Redlands Road	Zone 5	9468	60	135
Upper Redlands Road	Zone 5	9468	36	91
Upper Redlands Road	Zone 5	9468	29	57
Upper Redlands Road	Zone 5	9468	21	56
Upper Redlands Road	Zone 5	9468	12	34
Stanshawe Road	Zone 1	9444	428	1177
South Street	Zone 2	9437	320	661
Sidmouth Street	Zone 2	9445	73	165
Redlands Rd	Zone 5	9466	711	1621
Pepper Lane	Zone 7	9469	69	145
Pepper Lane	Zone 7	9469	11	18
Kenavon Drive	Zone 2	9433	354	699
Kenavon Drive	Zone 2	9433	502	1096
Kendrick Rd	Zone 5	9465	26	66
Kendrick Rd	Zone 5	9465	75	186
Kendrick Rd	Zone 5	9465	136	336
Kendrick Rd	Zone 5	9465	161	495
Kendrick Rd	Zone 5	9465	275	581
Kendrick Rd	Zone 5	9465	329	746
Kendrick Rd	Zone 5	9465	641	1630

Oxford Road	Zone 3	9486	6504	986
Oxford Road	Zone 3	9486	4792	749
Oxford Road	Zone 3	9486	3929	673
Oxford Road	Zone 3	9486	3299	634
London Street	Zone 2	9448	114	249
London Street	Zone 2	9448	400	830
London Street	Zone 2	9448	471	949
Oxford Road	Zone 3	9486	2991	469
Oxford Road	Zone 3	9486	2764	539
Oxford Road	Zone 3	9486	1929	312
Oxford Road	Zone 3	9486	1674	813
Oxford Road	Zone 3	9486	1610	390
Northfield Road Reading	Zone 2	9482	541	1310
Oxford Road	Zone 3	9486	74	40
Oxford Road	Zone 3	9486	351	171
Oxford Road	Zone 3	9486	536	213
Oxford Road	Zone 4	9485	1179	1435
Oxford Road	Zone 3	9486	1282	308
Oxford Road	Zone 3	9486	1397	216

Appendix 2 - Proposed Tariff Zone Changes

Inner Central		Outer Reading		Out of Town	
Existing tariff Pre increase and changes	Proposed tariff	Existing tariff Pre increase and changes	Proposed tariff	Existing tariff Pre increase and changes	Proposed tariff
Tariff 1 20 mins for £1.00 40 mins for £2.00 1 hr £3.00 80 mins £4.00 100 mins £5.00 2 hrs £6.00	**Inner Central 2hrs Max stay** 20 mins for £1.00 40 mins for £2.00 1 hr £3.00 80 mins £4.50 100 mins £5.00 2 hrs £6.00	**Tariff 4** 20 mins £0.70 40 mins £1.40 1 hr £1.50 80 mins £2.20 100 mins £3.00 2 hrs £3.50	**Outer Reading 2 hours Max stay** 30 mins £1.00 1 hr £1.50 90 mins £2.50 2 hrs £3.50	**Tariff 7 (RINGO ONLY)** 30 mins free 1 hr £1.00 2 hrs £1.50 3 hrs £2.00 4 hrs £2.50 7 hrs £3.00	**Out of Town Tariff** Withdraw 1 hr £1.00 2 hrs £1.50 3 hrs £2.00 4 hrs £3.00 7 hrs £4.00
Tariff 2 20 mins for £1.00 40 mins £1.50 1 hr £2.00 80 mins £2.50 100 mins £3.00 2 hrs £3.50 140 mins £4.00 160 mins £4.50 3 hrs £5.00	**Inner Central 3hrs Max Stay** 20 mins for £1.00 40 mins for £2.00 1 hr £3.00 80 mins £4.50 100 mins £5.00 2 hrs £6.00 140 mins £7.00 160 mins £8.00 3 hrs £9.00	**Tariff 5** 30 mins £0.80 1 hr £1.50 90 mins £2.50 2 hrs £3.50 2.5 hrs £4.00 3 hrs £5.00 3.5 hrs £5.30 4 hrs £6.00 6 hrs £9.00	**Outer Reading Day Rate** 30 mins £1.00 1 hr £1.50 90 mins £2.50 2 hrs £3.50 2.5 hrs £4.00 3 hrs £5.00 3.5 hrs £5.50 4 hrs £6.00 6 hrs £9.00	**Tariff 8** 30 mins free 1 hr £1.00 2 hrs £1.50 3 hrs £2.00 4 hrs £2.50 7 hrs £3.00	**Out of Town Tariff** Withdraw 1 hr £1.00 2 hrs £1.50 3 hrs £2.00 4 hrs £3.00 7 hrs £4.00
RINGO ONLY	**Inner Central 3hrs Max Stay**	Max £12.00	Max £12.00		

Tariff 3 30 mins £0.50 1 hr £2.00 90 mins £2.50 2 hrs £3.50	20 mins for £1.00 40 mins for £2.00 1 hr £3.00 80 mins £4.50 100 mins £5.00 2 hrs £6.00 140 mins £7.00 160 mins £8.00 3 hrs £9.00	**RINGO ONLY** Tariff 6 1 hr £1.00 2 hrs £2.50 3 hrs £3.50 4hrs £4.50 Max £6.00	**Outer Reading 4 hour Max stay** 1 hr £1.50 2 hrs £2.50 3 hrs £3.50 4 hrs £4.50 Max £6.00

Appendix 3 – Emissions Based Charging Tariffs

Inner Tariff

Proposed tariff						
Petrol	**Existing Tariff**	**CO2 bands increments of 20% *rounded to the nearest 10p**				
Mins / Hours *(where applicable)*	131-150 g/km	151-170 g/km	171-190 g/km	191-225 g/km	226-255 g/km	Over 255 g/km
20	£1.00	£1.20	£1.40	£1.60	£1.80	£2.00
40	£2.00	£2.40	£2.80	£3.20	£3.60	£4.00
1 hr	£3.00	£3.60	£4.20	£4.80	£5.40	£6.00
1 hr 20	£4.50	£5.40	£6.30	£7.20	£8.10	£9.00
1 hr 40	£5.00	£6.00	£7.00	£8.00	£9.00	£10.00
2 hrs	£6.00	£7.20	£8.40	£9.60	£10.80	£12.00
2 hrs 20	£7.00	£8.40	£9.80	£11.20	£12.60	£14.00
2 hrs 40	£8.00	£9.60	£11.20	£12.80	£14.40	£16.00
3 hrs	£9.00	£10.80	£12.60	£14.40	£16.20	£18.00

Outer Tariff

Petrol	**Existing Tariff**	**CO2 bands increments of 20% *rounded to the nearest 10p**				
Mins / Hours *(where applicable)*	131-150 g/km	151-170 g/km	171-190 g/km	191-225 g/km	226-255 g/km	Over 255 g/km
30	£1.00	£1.20	£1.40	£1.60	£1.80	£2.00
1 hr	£1.50	£1.80	£2.10	£2.40	£2.70	£3.00
1 hr 30	£2.50	£3.00	£3.50	£4.00	£4.50	£5.00
2 hrs	£3.50	£4.20	£4.90	£5.60	£6.30	£7.00
2 hr 30	£4.00	£4.80	£5.60	£6.40	£7.20	£8.00
3 hrs	£5.00	£6.00	£7.00	£8.00	£9.00	£10.00
3 hr 30	£5.50	£6.60	£7.70	£8.80	£9.90	£11.00
4 hrs	£6.00	£7.20	£8.40	£9.60	£10.80	£12.00
6 hrs	£9.00	£10.80	£12.60	£14.40	£16.20	£18.00
Max	£12.00	£14.40	£16.80	£19.20	£21.60	£24.00

Out of Town Tariff

Petrol	Existing Tariff	CO2 bands increments of 20% *rounded to the nearest 10p				
Mins / Hours *(where applicable)*	131-150 g/km	151-170 g/km	171-190 g/km	191-225 g/km	226-255 g/km	Over 255 g/km
1 hr	£1.00	£1.20	£1.40	£1.60	£1.80	£2.00
2 hrs	£1.50	£1.80	£2.10	£2.40	£2.70	£3.00
3 hrs	£2.50	£3.00	£3.50	£4.00	£4.50	£5.00
4 hrs	£3.00	£3.60	£4.20	£4.80	£5.40	£6.00
7 hrs	£4.00	£4.80	£5.60	£6.40	£7.20	£8.00

	Inner central Tariff							
Diesel								
Hours	*(where applicable)*	0-130	131 - 150	151 - 170	171 - 190	191- 225 g/km	226-255 g/km	Over 255 g/km
30		£1.00	£1.80	£2.50				
1 hr		£2.00	£3.50	£5.00		£1.80	£2.00	£2.30
1 hr 30		£3.00	£5.30	£7.50		£2.60	£3.00	£3.40
2hrs		£4.50	£7.90	£11.30		£4.40	£5.00	£5.60
2 hrs 30		£5.00	£8.80	£12.50		£6.10	£7.00	£7.90
3 hrs		£6.00	£10.50	£15.00		£7.00	£8.00	£9.00
3 hrs 30		£7.00	£12.30	£17.50		£8.80	£10.00	£11.30
4 hrs		£8.00	£14.00	£20.00		£9.60	£11.00	£12.40
6 hrs		£9.00	£15.80	£22.50		£10.50	£12.00	£13.50
Max		£9.00	£11.30	£13.50		£15.80	£18.00	£20.30
		£12.00	£15.00	£18.00		£21.00	£24.00	£27.00
	Outer Central Tariff							
Diesel								
Hours	*(where applicable)*	0 - 130	131 - 150	151- 170	171 - 190	191 - 225	226 - 250	251 & over
30 mins		1..00	£1.30	£1.50	£1.80	£2.00	£2.30	£2.50
1 hour		1.50	£1.90	£2.30	£2.60	£3.00	£3.40	£3.80
1 hours 30		£2.50	£3.10	£3.80	£4.40	£5.00	£5.60	£6.30
2 hours		£3.50	£4.40	£5.30	£6.10	£7.00	£7.90	£8.80
2 hours 30		£4.00	£5.00	£6.00	£7.00	£8.00	£9.00	£10.00
3 hours		£5.00	£6.30	£7.50	£8.80	£10.00	£11.30	£2.50
3 hours 30		£5.50	£6.90	£8.30	£9.60	£11.00	£12.40	£13.80
4 hours		£6.00	£7.50	£9.00	£10.50	£12.00	£13.50	£15.00
6 hours		£9.00	£11.30	£13.50	£15.80	£18.00	£20.30	£22.50
Max		£12.00	£15.00	£18.00	£21.00	£24.00	£27.00	£30.00

	Diesel	Out of town				
			171-190 g/km	191-225 g/km	226-255 g/km	Over 255 g/km
1 hr	£1.00	£1.30	£1.50	£1.80	£2.00	£2.30
2 hrs	£1.50	£1.90	£2.30	£2.60	£3.00	£3.40
3 hrs	£2.50	£3.10	£3.80	£4.40	£5.00	£5.60
4 hrs	£3.00	£3.80	£4.50	£5.30	£6.00	£6.80
7 hrs	£4.00	£5.00	£6.00	£7.00	£8.00	£9.00

Appendix 4 **On street permits**

Petrol / Other	Tariff	CO2 bands increments of 20% *rounded to the nearest 10p				
g/km	131-150	151-170	171-190	191-225	226-255	Over 255
Business	£331.00	£397.20	£463.40	£529.60	£595.80	£662.00
Business Discretionary	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Carer	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Charity (charged)	£145.00	£174.00	£203.00	£232.00	£261.00	£290.00
Charity (free)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Chester Street	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Doctor	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Emergency Cover	£36.00	£43.20	£50.40	£57.60	£64.80	£72.00
Health Care Professional	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Health Care Professional - Staff	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Landlord - Annual	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Landlord - daily	£8.00	£9.60	£11.20	£12.80	£14.40	£16.00
Nanny	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Non-UK Registered Vehicle Permits	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Resident - First Permits	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Resident - Second Permits	£180.00	£216.00	£252.00	£288.00	£324.00	£360.00
Resident Discretionary (1st permit)	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00
Resident Discretionary (2nd permit)	£180.00	£216.00	£252.00	£288.00	£324.00	£360.00
Resident Discretionary (3rd Permit)	£362.00	£434.40	£506.80	£579.20	£651.60	£724.00
Special Vehicle Annual	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Special Vehicle Daily	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Teacher	£48.00	£57.60	£67.20	£76.80	£86.40	£96.00

Temporary Permits	£19.00	£22.80	£26.60	£30.40	£34.20	£38.00
Tradesperson - Annual	£398.00	£477.60	£557.20	£636.80	£716.40	£796.00
Tradesperson - Daily	£8.00	£9.60	£11.20	£12.80	£14.40	£16.00
Diesel	Tariff	CO2 bands increments of 25% ***rounded to the nearest 10p**				
g/km	131-150	151-170	171-190	191-225	226-255	Over 255
Business	£331.00	£413.80	£496.50	£579.30	£662.00	£744.80
Business Discretionary	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Carer	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Charity (charged)	£145.00	£181.30	£217.50	£253.80	£290.00	£326.30
Charity (free)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Chester Street	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Doctor	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Emergency Cover	£36.00	£45.00	£54.00	£63.00	£72.00	£81.00
Health Care Professional	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Health Care Professional - Staff	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Landlord - Annual	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Landlord - daily	£8.00	£10.00	£12.00	£14.00	£16.00	£18.00
Nanny	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Non-UK Registered Vehicle Permits	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Resident - First Permits	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Resident - Second Permits	£180.00	£225.00	£270.00	£315.00	£360.00	£405.00
Resident Discretionary (1st permit)	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Resident Discretionary (2nd permit)	£180.00	£225.00	£270.00	£315.00	£360.00	£405.00
Resident Discretionary (3rd Permit)	£362.00	£452.50	£543.00	£633.50	£724.00	£814.50
Special Vehicle Annual	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Special Vehicle Daily	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00

Teacher	£48.00	£60.00	£72.00	£84.00	£96.00	£108.00
Temporary Permits	£19.00	£23.80	£28.50	£33.30	£38.00	£42.80
Tradesperson - Annual	£398.00	£497.50	£597.00	£696.50	£796.00	£895.50
Tradesperson - Daily	£8.00	£10.00	£12.00	£14.00	£16.00	£18.00

Appendix 5

Project / Proposal Name or Reference:

	Date:		**Your Name:**
Introduction of emissions based charging	December 2024		Phil Grant

1.	**IMPACT ON CARBON EMISSIONS**				
HOW WILL THIS PROJECT/PROPOSAL AFFECT:	**CONSIDERATIONS** ***See guidance below on determining whether negative or positive impacts are High, Medium or Low***	**IMPACT?** ***Use drop down list***		**GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED**	**SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS**
1 ENERGY USE	* More energy will be consumed or emissions generated (by RBC or others) = Negative Impact * No extra energy use is involved or any additional energy use will be met from renewable sources = Nil Impact * Energy use will be reduced or renewable energy sources will replace existing fossil fuel energy = Positive Impact	**Nil**		**Consider:** ▫ Energy efficiency measures ▫ Renewable energy ▫ Reducing demand for energy	The introduction of emissions-based charging is not likely to have an immediate impact on drivers behaviour but may influence choices in the future.
2 WASTE GENERATION	* More waste will be generated (by RBC or others) = Negative Impact * No waste will be generated = Nil Impact * Less waste will be generated OR amount of waste that is reused/ recycled will be increased = Positive Impact	**Nil**		**Consider**: ▫ Re-usable /recycled goods ▫ Recycling facilities ▫ Reducing /reusing resources	

3	**USE OF TRANSPORT**	* RBC or others will need to travel more OR transport goods/people more often/further = Negative Impact * No extra transport will be necessary = Nil Impact * The need to travel, the use of transport and/or of fossil fuel-based transport will be reduced = Positive Impact	**Low Positive**		**Consider:** ▫ Use of public transport ▫ Reducing need to travel or transport goods ▫ Alternative fuels/electric vehicles/walking and cycling	May influence drivers to consider alternative modes of transport.
2.		**IMPACT ON RESILIENCE TO THE EFFECTS OF CLIMATE CHANGE**				
HOW WILL THIS PROJECT/PROPOSAL AFFECT THE ABILITY OF READING TO WITHSTAND:		**CONSIDERATIONS** ***See guidance below on determining whether negative or positive impacts are High, Medium or Low***	**IMPACT?** ***Use drop down list***		**GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED**	**SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS**
4	**HEATWAVES**	* Increased exposure of vulnerable people and/or infrastructure to heat stress = Negative Impact * No increase in exposure to heat stress = Nil Impact * Reduced exposure of vulnerable people and/or infrastructure to heat stress = Positive Impact	**Nil**		Greater need for cooling, ventilation, shading and hydration methods	

5	**DROUGHT**	* Water use will increase and/or no provision made for water management = Negative Impact * Levels of water use will not be changed = Nil Impact * Provision made for water management, water resources will be protected = Positive Impact	**Nil**		Greater need for water management and perhaps reserve supplies	
6	**FLOODING**	* Levels of surface water run-off will increase, no management of flood risk = Negative Impact * Levels of surface water run-off & flood risk are not affected = Nil Impact * Sustainable drainage measures incorporated, positive steps to reduce and manage flood risk = Positive Impact	**Nil**		Consider flood defence mechanisms or alternative arrangements (business continuity)	
7	**HIGH WINDS / STORMS**	* Exposure to higher wind speeds is increased or is not managed = Negative Impact * No change to existing level of exposure to higher wind speeds = Nil Impact * Exposure to higher wind speeds is being actively managed & reduced = Positive Impact	**Nil**		Greater need for stabilisation measures, robust structures resilient to high winds	

8	**DISRUPTION TO SUPPLY CHAINS**	* Exposure to supply chain disruption for key goods and services is increased = Negative Impact * No change in exposure to supply chain disruption for key goods and services = Nil Impact * Exposure to supply chain disruption for key goods and services is reduced = Positive Impact	**Nil**		Source key goods and services locally as it reduces exposure to supply chain disruption and boosts the local economy	
	Weighing up the negative and positive impacts of your project, what is the overall rating you are assigning to your project?:		***Net Low Positive***		*This overall rating is what you need to include in your report/ budget proposal, together with your explanation given below.*	

Guidance on Assessing the Degree of Negative and Positive Impacts:

Note: Not all of the considerations/criteria listed below will necessarily be relevant to your project	
Low Impact (L)	* No publicity
	* Relevant risks to the Council or community are Low or none

In the box below please summarise any relevant policy context, explain how the overall rating has been derived, highlight significant impacts (positive and negative) and explain actions being taken to mitigate negatives and increase positives. This text can be replicated in the 'Environment and Climate Impacts' section of your Committee Report, though please note you may need to supplement this climate impact assessment with commentary on other (non-climate) environmental impacts:

Appendix 6
Equality Impact Assessment (EIA)

For advice on this document please contact Clare Muir on 72119 or email Clare.Muir@reading.gov.uk.

Please contact the Project Management Office at pmo@reading.gov.uk for advice and/or support to complete this form from a project perspective.

Name of proposal/activity/policy to be assessed: Introduction of cashless parking and emissions-based charging.
Directorate: Public Protection
Service: Parking Services

Name: Phil Grant
Job Title: Parking Services Manager
Date of assessment:

Version History

Version	Reason	Author	Date	Approved By

Scope your proposal

- **What is the aim of your policy or new service/what changes are you proposing?**

To reduce the overall number of pay and display machines and introduce emissions-based charging.

- **Who will benefit from this proposal and how?**

Residents, businesses and visitors of the Borough. By encouraging behaviour change all members of society will benefit from cleaner air. Income from the scheme will invested in schemes to improve air quality and reduce climate impact .

- **What outcomes does the change aim to achieve and for whom?**

Encourage behaviour change of motorists to elect to drive more environmentally friendly vehicles. Cleaner air through less pollution from the most polluting vehicles.

- **Who are the main stakeholders and what do they want?**

Residents of the Borough. Cleaner air.

Assess whether an EqIA is Relevant

How does your proposal relate to eliminating discrimination; advancing equality of opportunity; promoting good community relations?

- **Do you have evidence or reason to believe that some groups may be affected differently than others (due to race, disability, sex, gender, sexuality, age, religious belief or due to belonging to the Armed Forces community)? Make reference to the known demographic profile of the service user group, your monitoring information, research, national data/reports etc.**

Air quality affects younger and older people disproportionately, which can cause breathing difficulties, making exsiting health conditions worse.

Data collected by U Switch shows that there were approximately 71.8 million mobile connections in the UK in 2022, compared to a population of 66.98 million. This is likely to be due to individuals having more than one mobile device, such as a work phone as well as a personal device. Sim cards are also used in other mobile devices for a range of 'Internet of Things (IOT) devices.

The data shows that 98% of 18 – 24-year-olds, 86% of people aged between 55 – 64 and 80% of those over 65 own a smart phone. Ofcom state that just 2% of all households are without a mobile phone. Additionally, Ofcom expect the penetration rate of smart phones to be 93.7% by 2025. This level of usage gives the authority an opportunity to rationalise the number of pay and display machines in use in areas where there are few transactions.

- **Is there already public concern about potentially discriminatory practices/impact or could there be? Make reference to your complaints, consultation, feedback, media reports locally/nationally.**

No

If the answer is **Yes** to any of the above, you need to do an Equality Impact Assessment.
If **No** you **MUST** complete this statement.
An Equality Impact Assessment is not relevant because:

The changes in the service delivery and introduction of emissions-based charging will apply equally to all residents, visitors and businesses, regardless of disability, age, race, religion, gender or sexual orientation.

X	X
Lead Officer	Lead Officer

Assess the Impact of the Proposal

Your assessment must include:

- **Consultation**
- **Collection and Assessment of Data**
- **Judgement about whether the impact is negative or positive**

Think about who does and doesn't use the service? Is the take up representative of the community? What do different minority groups think? (You might think your policy, project or service is accessible and addressing the needs of these groups, but asking them might give you a totally different view). Does it really meet their varied needs? Are some groups less likely to get a good service?

How do your proposals relate to other services - will your proposals have knock on effects on other services elsewhere? Are there proposals being made for other services that relate to yours and could lead to a cumulative impact?

Example: A local authority takes separate decisions to limit the eligibility criteria for community care services; increase charges for respite services; scale back its accessible housing programme; and cut concessionary travel.
Each separate decision may have a significant effect on the lives of disabled residents, and the cumulative impact of these decisions may be considerable.
This combined impact would not be apparent if decisions are considered in isolation.

Consultation

How have you consulted with or do you plan to consult with relevant groups and experts. If you haven't already completed a Consultation form do it now. The checklist helps you make sure you follow good consultation practice.
Consultation manager form - Reading Borough Council Dash

Relevant groups/experts	How were/will the views of these groups be obtained	Date when contacted
All residents and businesses	The process requires the authority to change the Traffic Regulation Order. The process requires consultation with the public through the publication of notices at all affected sites, publication in local press and web sites. There is a list of statutory consultees which must be contacted. Any objections or comments must be addressed prior to the final decision being made to implement the proposal.	TBC

Collect and Assess your Data

Using information from Census, residents survey data, service monitoring data, satisfaction or complaints, feedback, consultation, research, your knowledge and the knowledge of people in your team, staff groups etc. describe how the proposal could impact on each group. Include both positive and negative impacts.
(Please delete relevant ticks)

- **Describe how this proposal could impact on racial groups**
- **Is there a negative impact?** No

The changes in the system will be applied equally to all users, regardless of ethnicity.

- **Describe how this proposal could impact on Sex and Gender identity (include pregnancy and maternity, marriage, gender re-assignment)**
- **Is there a negative impact?** No

The changes in the system will be applied equally to all users, regardless of sex or gender identity.

- **Describe how this proposal could impact on Disability**
- **Is there a negative impact?**

No. The changes will not impact Blue Badge holders

- **Describe how this proposal could impact on Sexual orientation (cover civil partnership)**
- **Is there a negative impact?**

No. The changes in the system will be applied equally to all users, regardless of sexual orientation.

- **Describe how this proposal could impact on age**
- **Is there a negative impact?**

No. The introduction of cashless means of payment will simplify the process as it will no longer require cash to. 55% of all pay and display transactions are through the Ring Go app. Offcom predicts that 80% of peop0le over 65 will have a smart phone and only 2% of houdseholds will not have a mobile phone.

- **Describe how this proposal could impact on Religious belief**
- **Is there a negative impact?**

No. The changes in the system will be applied equally to all users, regardless of religious belief.

- **Describe how this proposal could impact on the Armed Forces community (including reservists and veterans and their families)**
- **Is there a negative impact?**

No. The changes in the system will not impact on the Armed Forces.

Make a Decision

If the impact is negative then you must consider whether you can legally justify it. If not you must set out how you will reduce or eliminate the impact. If you are not sure what the impact will be you MUST assume that there could be a negative impact. You may have to do further consultation or test out your proposal and monitor the impact before full implementation.

(Delete numbers below which don't apply)

1. **No negative impact identified –** Go to sign off

- **How will you monitor for adverse impact in the future?**

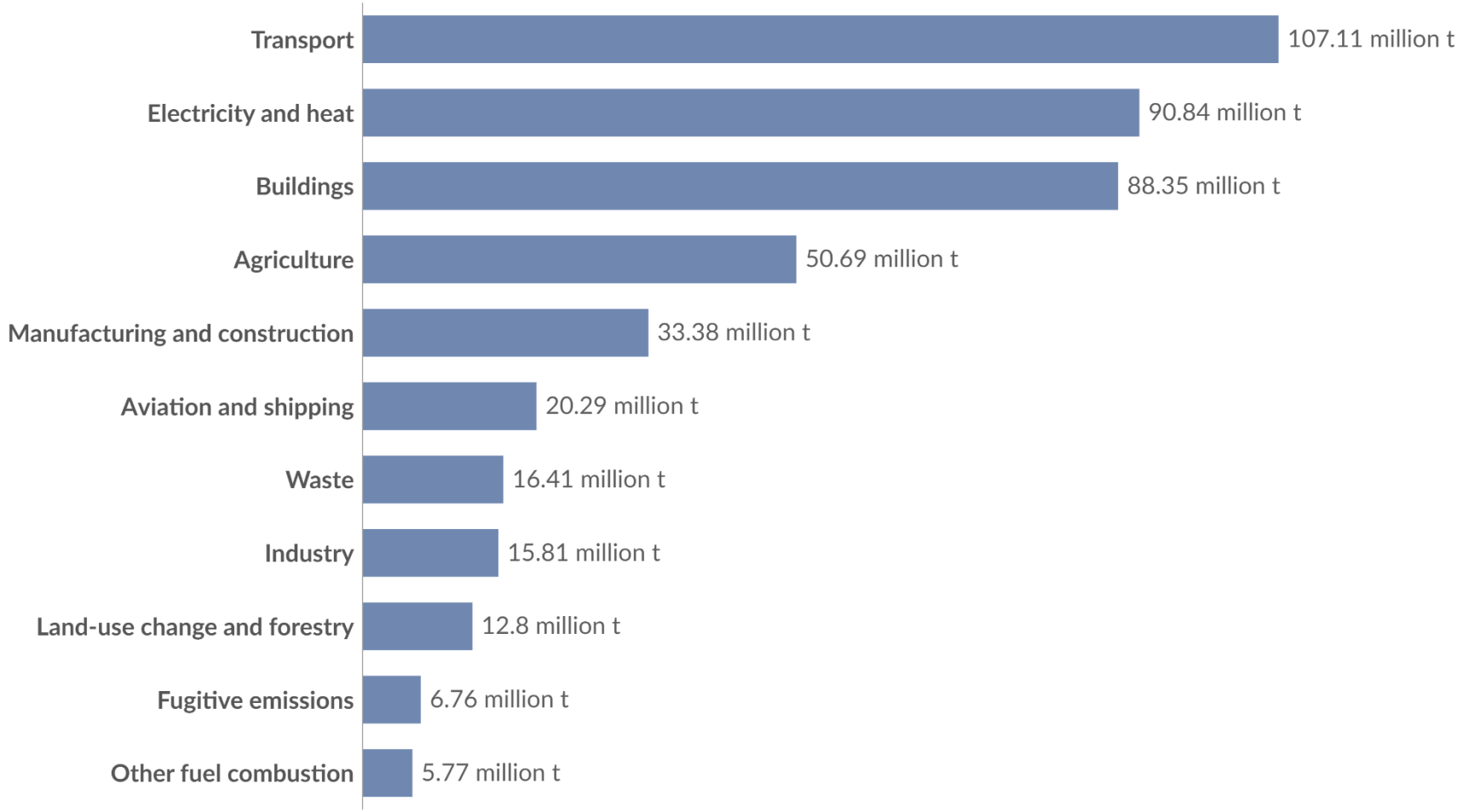
Monitor complaints and address any unintended consequences through the management of the system.

X	X
Completing Officer	Lead Officer

Greenhouse gas emissions by sector, United Kingdom, 2021

Our World in Data

Greenhouse gas emissions[1] are measured in tonnes of carbon dioxide-equivalents[2] over a 100-year timescale.



Data source: Climate Watch (2024)
Note: Land-use change emissions can be negative.

OurWorldinData.org/co2-and-greenhouse-gas-emissions | CC BY

1. Greenhouse gas emissions: A greenhouse gas (GHG) is a gas that causes the atmosphere to warm by absorbing and emitting radiant energy. Greenhouse gases absorb radiation that is radiated by Earth, preventing this heat from escaping to space. Carbon dioxide (CO_2) is the most well-known greenhouse gas, but there are others including methane, nitrous oxide, and in fact, water vapor. Human-made emissions of greenhouse gases from fossil fuels, industry, and agriculture are the leading cause of global climate change. Greenhouse gas emissions measure the total