

Traffic Management Sub-Committee

06 March 2025



Reading
Borough Council
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Title	Petition – Tuns Hill Cottages change of parking restrictions
Purpose of the report	To make a decision
Report status	Public report
Report author	James Penman – Network Services Manager
Lead councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Corporate priority	Not applicable, but still requires a decision
Recommendations	<p>The Sub-Committee is asked to:</p> <ol style="list-style-type: none">1. Note the content of this report.2. Agree to the officer recommendations in Section 3.5.3. Agree to the lead petitioner being informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.4. Agree that no public inquiry be held into the proposals.

1. Executive summary

- 1.1. The purpose of this report is to inform the Sub-Committee of a petition that has been received, requesting that the parking spaces on Tuns Hill Cottages be changed to only allow resident permit parking for those living in the street (but allowing these residents to park within the 14R zone also) and to increase the space available for their vehicles on the street.
- 1.2. Officers have considered the requests and have made the recommendation that they be considered within the next Waiting Restriction Review programme, for which updates are reported to this Sub-Committee.

2. Policy context

- 2.1. The recommendations of this report will not directly lead to changes being introduced.

3. The proposal

Current Position

- 3.1. On 18 February 2025, a petition was submitted to the Council containing indications of support from 8 households, which stated:

'We'd like Tuns Hill Cottages parking spaces to be resident only and increase the space available for our cars on the street'

Formal wording was provided to the Council on 25 February 2025 as below, but at the time of writing officers do not have details for the number of signatories:

Why the petition?

Parking in Tuns Hill Cottages is problematic! Not only are there only 15 spaces (at a squeeze) for the 30 households present, but additional space in surrounding roads is limited because Tuns Hill Cottages is located at the end of the parking zone, sharing the border to Wokingham District. Some households also have more than one vehicle, further adding to the problems.

Poorly parked cars (e.g. not utilising the full available space of the bays) further significantly reduces the available spaces in each instance, often forcing vehicles to be parked overhanging the undersized marked bays.

Additionally, non-resident parking permit holders utilising the same permit zone (14R), are permitted to leave their vehicles in the residents' parking bays whilst going about their business (making school runs, catching the No 17 bus into the town centre, using local facilities, etc.), or simply using the spaces if they live in neighbouring roads and have been issued with 14R permits (most noticeably residents of Church Road).

There has also been a large increase in illegally parked vehicles since the opening of "The Good Brothers" café on Wokingham Road where patrons occupy residents' spaces or park on double yellow lines multiple times daily.

What are we asking for?

- 1) **Reallocate ALL spaces within the road boundary for Tuns Hill Cottages residents only.** The two (or four tight) spaces at the entry to Tuns Hill Cottages to be reallocated to residents only. Customers accessing the businesses on Wokingham Road still have ample parking along Wokingham Road and the private car park to the rear of the businesses.
- 2) **Extend length of existing bays to allow medium – larger cars to park.** Extend the three smallest parking bays to allow medium to larger size cars to park comfortably and possibly facilitate additional space for a motorcycle. (The size of the largest bay is confined by physical factors.)
- 3) **Dual Permit Zone for Tuns Hill Cottages.** Tuns Hill Cottages to have its own permit zone, issued only to residents of the road, and retain the current 14R zone to allow for overflow and visitors. Visitors' scratch card permits to be dual zone to facilitate tradespeople and visitors. Since the residents permit system has recently become paperless, making this change should be straightforward.

- 3.2. Currently the restrictions for the two bays referred above allow up to two hours parking without a permit (no return within two hours) between the hours of 8am and 8pm, with permit holder only parking (Zone 14R) at all other times.

These 'shared-use' restrictions used across the permit parking zone are intended to provide residents with a greater degree of parking flexibility for guests/visitors and tradespersons, without placing a reliance on their allocation of visitor parking permits. Permit parking only restrictions require every parked vehicle to have a valid permit in place and such a change at this location would remove the shared-use facility in this street and reduce this flexibility both for residents of Tuns Hill Cottages and those within the wider parking zone area.

- 3.3. The Council operates a 'Waiting Restriction Review programme' where such requested changes/additions Highway parking restrictions can be considered and the change requested in this petition is appropriate for consideration in this programme.
- 3.4. The development of each programme is reported to the Traffic Management Sub-Committee at various key decision points and the primary stages of development are as follows:

- Request received

- Request added to the list of new requests for the start of the next Waiting Restriction Review Programme (report to Traffic Management Sub-Committee (TMSC)). Decision made on whether request should be investigated by Officers.
- Officers investigate the issue and make recommendations in consultation with Ward Councillors.
- Officers recommend proposals for statutory consultation (report to TMSC). Decision made on whether proposals should progress to statutory consultation.
- Legal documents are prepared and on-street notices created (also advertised in the local newspaper) and erected for the start of the 21-day statutory consultation period, following publication of the agreed TMSC meeting minutes.
- The results of the statutory consultation (objections) are reported to TMSC. Decision made on whether proposals should be implemented.
- The Legal Order for the parking restrictions is finalised and advertised in the local newspaper, following publication of the publication of the agreed TMSC meeting minutes.
- Signs are designed and ordered. Contractors are issued detailed designs and instructions for sign and post installation and lining work.
- The Waiting Restriction Review programme is implemented.

There is no guarantee that a requested change will lead to that change being implemented.

Options proposed

- 3.5. It is recommended that this requested change be captured in the next Waiting Restriction Review programme for consideration as per Section 3.4.

Resourcing and other workload priorities mean that officers cannot currently confirm when the next programme will commence – there is work on other programmes and other schemes outstanding. It is expected that there will be a further programme commencing in 2025.

Other options considered

- 3.6. None at this time.

4. Contribution to strategic aims

- 4.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:

- Healthy Environment
- Thriving Communities
- Inclusive Economy

- 4.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:

- People first
- Digital transformation
- Building self-reliance
- Getting the best value
- Collaborating with others

- 4.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the [Council's website](#). These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

- 4.4. The recommendations of this report will not directly lead to changes being introduced.

5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. The recommendations of this report will not directly to changes being introduced, so a Climate Impact Assessment has not been considered necessary at this time.

6. Community engagement

- 6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 6.2. Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website (www.reading.gov.uk).

7. Equality impact assessment

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
 - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendations do not directly lead to any physical changes. Assessment will be considered once funding for development and delivery of a scheme is identified.

8. Other relevant considerations

- 8.1. None expected from the recommendations and decisions for this report.

9. Legal implications

- 9.1. There are no foreseen legal implications relating to the recommendation of this report.

10. Financial implications

- 10.1. None arising from the recommendation of this report.

11. Timetable for implementation

- 11.1. Not applicable.

12. Background papers

- 12.1. There are none.