

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 7 MARCH 2019

Present: Councillor Ayub (Chair)

Councillors Debs Absolom, Barnett-Ward, Ennis, Hacker, Hopper, Jones, McGonigle, Page, Stanford-Beale and Terry.

Apologies: Councillor Raj Singh.

48. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

A question on the following matter was submitted, and answered by the Lead Councillor for Strategic Environment, Planning and Transport on behalf of the Chair:

Questioner	Subject
Mo McSevney	20 mile per hour zone in 'Old Redlands'

(The full text of the question and reply was made available on the Reading Borough Council website).

(2) Presentation - Local Transport Plan: Future Challenges and Opportunities

Chris Maddocks, Transport Planning Manager, gave a presentation on the Local Transport Plan (LTP): Future Challenges and Opportunities. The presentation started by providing some background in terms of the current plan and covered existing travel patterns in Reading and the wider area which would be key to consider when developing the new plan, key challenges and opportunities that would be faced and would need to be addressed when producing the new plan and the next steps. The LTP provided the basis for investment within the Borough for transport schemes and would set the strategy for transport to, from and in the Borough.

A copy of the presentation slides was made available on the Reading Borough Council website.

Resolved - That the presentation be noted.

49. MINUTES

The Minutes of the meeting of 10 January 2019 were confirmed as a correct record and signed by the Chair.

50. PETITIONS

- (a) Petition from Residents of Norcot Road, House Numbers 275 to 291 - Objection to Red Route

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition objecting to a section of the Red Route Scheme.

The petition read as follows:

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'We are petitioning for the red route scheme recently implemented along the stretch of Norcot Road house numbers 275-291, to be replaced by an alternative scheme. Our houses sit back from the highway, with tarmac access to our driveways for vehicles and there are 2 pedestrian pathways (one by the road and one in front of the houses). In the past we have always parked cars on the access to our driveways or on the grass in between. (Photo attached). By parking there we didn't cause an obstruction or hazard on the highway or the pedestrian paths. Since the introduction of the red route, numerous parking fines have been incurred due to cars being parked in this way. The impact of the scheme has meant that we are now having to park cars in local side streets where space is already limited and the obvious difficulties that occur with deliveries being made.

It seems ludicrous that these areas cannot be used to park vehicles in when it causes no disruption to traffic flow or presents obstacles or hazards to pedestrians or cyclists, which is why the scheme was implemented.

Attached are details of the residents raising objections to this scheme together with contact details. We would welcome a site visit to discuss in more detail.

We understand the need for busses and cars to flow freely and the need for a scheme that stops parking on the highway. We would like the red route changed to another scheme to enable us to park outside our houses without incurring fines or an exclusion area for this stretch of the road'

The report stated that a petition had been received from residents of Norcot Road which had contained 11 signatures on behalf of 14 persons at nine different addresses.

The report explained that the western section of the Red Route, to which the petition referred, had been implemented under the experimental order and was still in the formal consultation phase. The process had invited objections and other comments that could be considered for potential alterations to the experimental, and/or final Traffic Regulation Order. Officers would record and consider the contents of the petition in the context of the consultation and would be submitting a report on the western section of the Red Route to a future meeting.

The report explained that parking on footways and verges could cause obstruction to pedestrians, particularly those with mobility aids or push-chairs, and obstructions to sightlines for users of other vehicles, whether motor vehicles or bicycles. The footways and verges were not constructed to support vehicle traffic, unless specifically indicated otherwise, and there were legislative offences that applied to obstruction, driving on a footway and damaging the public Highway. Damage could make an area look unsightly, increase maintenance costs and put members of the public at increased risk. Red Route restrictions were waiting restrictions, in the same 'family' as yellow-lines, and just like these other waiting restrictions they applied to the entire width of the Highway land, from the centre of the carriageway to the boundary on the same side of the road as the marking/signing, this included the areas of footway and verge.

At the invitation of the Chair, lead petitioner Jenny Pickett and Councillor Daya Pal Singh addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the petition and its contents be recorded as an objection to the Red Route, for inclusion in a future report on the western section of the Red Route;
- (3) That the lead petitioner be informed accordingly.

51. RED ROUTE - ROUTE 17

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the introduction of a Red Route waiting restriction along the Reading Buses Route 17 corridor. A copy of the consultation sample material was attached to the report as Appendix 1, a sample of bus journey times, east side Red Route was attached at Appendix 2 and Red Route Penalty Charge Notices (PCN) issued to the end of January 2019 was attached to the report at Appendix 3.

The report explained that the Red Route waiting restriction had been in place on the east, from the Borough boundary to the IDR, of the Reading Buses Route 17 for just over a year. The west side Red Route restriction from the junction of Park Lane with Mayfair in Tilehurst to the IDR had been in place since late summer 2018. Initial enforcement had been limited to busiest periods and had focused on drivers pulling up onto the footway. Since October 2018 enforcement had been increased to daytime operations using a camera vehicle.

Relatively few comments had been made on the use of the no stopping restriction and those that had been received were very specific to individual experiences. A sample of bus journey times that had been taken in January 2019 had been compared to the same journey in the same period in January 2018 and had shown promising benefits to public transport.

The report sought to make permanent the east side Red Route restriction and an assessment of the west side would be made and a report submitted to the Sub-Committee in June 2019.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to make the appropriate experimental Traffic Regulation Order into a permanent Traffic Regulation Order under the Road Traffic Act 1984, advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the issue of parking on the verge and footway within the Red Route as highlighted in paragraph 4.5 of the report be addressed at the next meeting;
- (4) That no public enquiry be held in to the proposal.

52. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on key progress and milestones associated with the current programme of major transport and highways projects in Reading namely:

- Reading Station Area Redevelopment (Cow Lane Bridges)
- South Reading Mass Rapid Transit;
- Reading Green Park Station;
- Thames Valley Park and Ride;
- East Reading Mass Rapid Transit;
- National Cycle Network Route 422;
- Reading West Station Upgrade.

The report also gave an update on the following unfunded schemes:

- South Reading Mass Rapid Transit (Future Phases);
- Tilehurst Station Access Improvements;
- Third Thames Crossing East of Reading.

With regard to the Cow Lane Bridges the report explained that the route had been opened to two-way traffic without signals for the first time on 25 February 2019, with the full scheme, including pedestrian and cycle routes, to be completed in summer 2019. It was clarified at the meeting that the scheme was not yet complete with work on lighting, the footpath and resurfacing of the road still to be carried out and that there would be a further closure of the route over the weekend of 13 and 14 April 2019 for this work to be done. Road signage also needed to be changed and talks were ongoing with Network Rail over the removal of the height restriction signs.

The report also explained that a revised planning application to address concerns that had been raised by Wokingham Borough Council's Planning Committee in relation to the East Reading Mass Rapid Transit had been prepared, including further public consultation that had been carried out during September 2019 on possible amendments to enhance the appearance of the scheme. Fundamental structural changes were not possible as the scheme had needed to retain the core public transport, walking and cycling elements as set out in Reading and Wokingham's Planning and Transport Plans and the scheme business case, therefore hanging landscaping had been selected as the preferred option, which was consistent with the revised proposal for the Thames Valley Park Park and Ride scheme. Wokingham Borough Council's Planning Committee had refused permission for the revised scheme in December 2018. The second planning application refusal by Wokingham meant that the scheme could not be delivered in the timescales required by the funding grant conditions, therefore the Berkshire Local Transport Body had reallocated the funding to other schemes across Berkshire, including Reading West Station upgrade, Theale Station Park and Rail upgrade and Coppid Beech Park and Ride site. The Council did not intend to pursue the scheme further at the current time and would be carrying out a consultation on development of a new Local Transport Plan to invite suggestions to tackle the current and forecast congestion and air quality issues within the Borough.

Resolved -

- (1) That the progress on delivery of the programme of major transport schemes, as set out in the report, be noted;
- (2) That the opening on 25 February 2019 of Cow Lane to two-way traffic without signals for the first time be noted;
- (3) That the reallocation of funding for the East Reading MRT scheme to other schemes across Berkshire, including the Reading West Station upgrade, Theale Station Park and Rail Upgrade and Coppid Beech Park and Ride schemes be noted.

53. WAITING RESTRICTION REVIEW

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections received in respect of the traffic regulation order, which had recently been advertised as part of the waiting restriction review programme 2018B. The report also provided the Sub-Committee with the list of new requests for potential inclusion in the 2019A programme.

The following appendices were attached to the report:

Appendix 1 - Objections, support and other comments that had been received during statutory consultation for the 2018B programme.

Appendix 2 - New requests for consideration in the 2019A programme.

At the invitation of the Chair, Glenn Dennis addressed the Sub-Committee in respect of Thirlmere Avenue.

Resolved -

- (1) That the report be noted;
- (2) That the objections noted in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the following proposals made under the waiting restriction review 2018B, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:
 - Amersham Road - implemented as advertised;
 - Denby Way - implemented as advertised;
 - Lower Armour Road - implemented as advertised;
 - Thirlmere Avenue - removed from the programme;
 - Berkeley Avenue - implemented as advertised;
 - Bexley Court - removed from the programme;
 - Quantock Avenue - implemented as advertised;
 - Chiltern Road - implemented as advertised;
 - Hemdean Road - Remove the timed restriction from 8.00am to 5.00pm Monday to Friday and implement the double-yellow line only;
 - Longships Way - implemented as advertised;

- (4) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (5) That the respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly;
- (6) That the requests made for waiting restriction changes as shown in Appendix 2 be noted and, officers write to the Development Manager in respect of Haden Square and Reservoir Crescent in Minster Ward to find out what the objection was and subject to the removal of Culver Mews in Park Ward from the list, officers investigate each remaining request as part of the 2019A review programme;
- (7) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing an opportunity for their comments to be included in the next report submitted to the Sub-Committee;
- (8) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the recommended schemes for the 2019A programme.

54. RESIDENT PERMIT PARKING UPDATE REPORT

Further to Minute 39 of the meeting held on 10 January 2019, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the lists of requests for Resident Permit Parking, including progress of developing schemes and any new requests that had been received and revised proposals for the Wokingham Road element of the East Reading Study Area Scheme.

The comments and objections that had been received during the statutory consultation were attached to the report at Appendix 1 and the drawings showing the amendments that had been advertised were attached to the report at Appendix 2.

Requested Schemes List - Update

Appendix 1 of the report set out the list of requests that had been received for Resident Permit Parking Schemes and included the comments and objections that had been received during the statutory consultation. Where the Sub-Committee had previously allocated a priority to a scheme this had been recorded and where a request had been previously reported to the Sub-Committee but had not been allocated a priority, this had also been recorded, along with any schemes that were 'new' to the list.

Revised Proposal for Wokingham Road (East Reading Study area)

Appendix 2 of the report set out the drawings showing the amendments that had been developed by officers following consideration of the feedback from the consultation on the proposal for the bays on Wokingham Road. This included another 'shared use' type restriction, which would allow permit holders to park at any time but also allowed non-permit holders to park up to 24 hours a day, seven days a week with a Pay and Display ticket. These new proposals were intended to meet the needs of residents by providing

additional parking permit bays within the wider scheme area, but also provided flexible parking for visitors throughout the day along with the turnover and relative ease of enforcement that Pay and Display restrictions provided. It had been proposed that these restrictions would overcome the objections that had been made primarily by visitors, that the maximum stay period could be prohibitively short and limited to the 8.00am to 8.00pm period.

At the invitation of the Chair, Peter Cowling of the Earley Christian Fellowship addressed the Sub-Committee in respect of the proposals for Wokingham Road.

Resolved -

- (1) That the report be noted;**
- (2) That the priorities for scheme progression, as set out in paragraphs 4.2 to 4.4 of the report, remain on the list for future consideration;**
- (3) That the scheme for Wokingham Road, as set out in Appendix 2 attached to the report, proceed to statutory consultation;**
- (4) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (5) That any objections received following the statutory advertisement be submitted to a future meeting;**
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;**
- (7) That no public enquiry be held into the proposals.**

55. RESULTS OF STATUTORY CONSULTATIONS - PAY AND DISPLAY MINOR CHANGES (HOSPITAL AND UNIVERSITY AREA)

Further to Minute 41 of the meeting held on 10 January 2019, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of comments and objections that had been received during the statutory consultation for the agreed proposals to amend a number of parking restrictions within the Hospital and University parking scheme area. The comments and objections that had been received during the statutory consultation were attached to the report at Appendix 1 and drawings showing the amendments that were advertised were attached to the report at Appendix 2.

The report explained that the statutory consultation had taken place between 7 February and 28 February 2019 and that those proposals that had not received objections, or other comments, would be implemented as advertised. As yet, the previously agreed changes to the scheme had not been implemented, this included the agreement to increase the Pay and Display charges by 10p per tariff. It was intended that the implementation of restriction changes in this parking scheme area would be conducted as a single scheme,

once all changes had been agreed. This approach would be more cost-effective and would ensure clarity of the restrictions across the scheme area, supporting enforceability.

Resolved -

- (1) That the report be noted;
- (2) That, having considered the comments and objections noted in Appendix 1, the proposed restrictions on Elmhurst Road around and into Marlborough Avenue be removed from the scheme;
- (3) That the Head 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 objectors be informed of the decision of the Sub-Committee.

56. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

Further to Minute 18 of the meeting held on 12 September 2018, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors.

Appendix 1 provided the list of schemes/proposals, with officer comments and recommendations.

Resolved -

- (1) That the report be noted;
- (2) That the schemes set out in Appendix 1, attached to the report, be supported for further officer investigation.

57. 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 the item below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

58. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of sixteen applicants, who had subsequently appealed against these decisions.

Resolved -

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- (1) That with regard to application 5 the matter be deferred to request further information on what if any parking permit provision there was for residents of 1 to 10 Kennet Side;
- (2) That with regard to application 6 the matter be deferred to request proof of residency and proof of vehicle ownership;
- (3) That, with regard to applications 7 and 8 a first discretionary resident permit be issued, personal to the applicant;
- (4) That with regard to application 9 a first discretionary resident permit be issued, personal to the applicant, on the grounds that this was a renewal of an existing permit that had been issued in error;
- (5) That, with regard to application 12 a third discretionary resident permit be issued, personal to the applicant;
- (6) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1, 2, 3, 4, 10, 11, 13, 14, 15 and 16 be upheld.

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

(The meeting started at 6.30 pm and finished at 8.40 pm).