

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH &
NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 JANUARY 2020	AGENDA ITEM:	4
TITLE:	PETITIONS RECEIVED a. DE BEAUVOIR ROAD b. WRENFIELD DRIVE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	REDLANDS, THAMES
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1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of two petitions, namely:
- a) To change the parking restrictions on De Beauvoir Road, Reading, to '13R permits only'; and
 - b) For a double yellow line to be installed between 18 and 45 Wrenfield Drive, Caversham.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the contents of the petition be considered and Officer recommendations are reported to the March 2020 meeting of the Sub-Committee.
- 2.3 That the lead petitioners be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within the existing Traffic Management Policies and Standards.

4. BACKGROUND & RECOMMENDATIONS

Petition a (De Beauvoir Road) Background

- 4.1 This petition was received by the Council on 30 December 2019. At the time of writing, Officers have not received details of signatories.
- 4.2 The lead petitioner has provided the following background to the petition:

Currently the parking restrictions on De Beauvoir Road are '13R permits only or 2 hours free parking, with no return within 2 hours.' Due to reasons listed below, the parking restrictions on De Beauvoir Road are no longer fit for purpose and is causing a negative impact on the local residents, which the system is designed to protect:

- Parking is restricted to one side of the road only. However, there is a large number of residents along the street due to terraced housing on both sides of the street.*
- Parking spaces are used by people stopping to shop in the Cemetery Junction area. The big issue is Tesco Express (1-4 London Road) just around the corner from De Beauvoir Road, where parking spaces on De Beauvoir Road are used continuously for those stopping for a quick shop, which significantly reduces the amount of spaces available for local residents. When a space becomes available it is filled very quickly by the next person popping in to the shops. This means that residents are forced into parking a few streets away due to the lack of availability.*
- De Beauvoir Road is a busy road which is used as a regular rat-run for traffic when the London Road is busy. Consequently, this means parking spaces are used more regularly than neighbouring streets because of the busy nature of the road.*
- Introduction of additional parking restrictions in the Redlands area has pushed more temporary parking back onto the street.*
- Families and young professional residents are turned away from living along the street due to the lack of parking. This is something that myself and neighbours have seen first-hand on a number of occasions.*

Petition b (Wrenfield Drive) Background

- 4.3 This petition was received by the Council on 6 January 2020 and contains 13 signatures.
- 4.4 The lead petitioner has provided the following background to the petition:

The section of road that we are requesting DYL is at the very end of the cul-de-sac in the turning circle. The turning circle has been used for many years by residents for parking on two sides (as in the aerial view taken from Google Maps below). Until recently, it was very seldom that cars would be parked at the end of the turning circle, where we are now requesting DYL and there was never really a problem.

However, over the past year or so, there has been regular parking on all three sides of the turning circle - thus making it very difficult for cars to use the turning circle and for residents to access driveways.



New Double Yellow Lines Requested

Recommendations

- 4.5 Officers will consider the contents of the petitions and report their recommendations to the March 2020 meeting of the Sub-Committee.
- 5. CONTRIBUTION TO STRATEGIC AIMS**
- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The lead petitioners will be informed the Sub-Committee decisions, following publication of the meeting minutes.

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 The Council will carry out an equality impact assessment scoping exercise prior to proposing the introduction of any changes to waiting restrictions.

9. FINANCIAL IMPLICATIONS

- 9.1 None arising from this report.

10. BACKGROUND PAPERS

- 10.1 None.