

Individual Decision

The attached reports will be taken as
Individual Portfolio Member Decisions on:

Monday 26 September 2016

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Individual Executive Member Decision

Parking Review Amendment 23

Committee considering report:	Individual Executive Member Decision
Date ID to be signed:	26 September 2016
Portfolio Member:	Councillor Jeanette Clifford
Forward Plan Ref:	ID3078

1. Purpose of the Report

- 1.1 To inform the Executive Member for Highways and Transport of the responses received during the statutory consultation on the review and introduction of waiting restrictions within Chieveley, Clay Hill, Falkland, Greenham, Hungerford, Kintbury, Lambourn Valley, Northcroft, St. Johns, Speen and Victoria Wards and to seek approval of officer recommendations.

2. Recommendations

- 2.1 That the Executive Member for Highways and Transport approves the revisions to the proposed parking scheme and the proposals as set out in Section 9 of this report.

3. Implications

- 3.1 **Financial:** The implementation of the physical works would be funded from the approved Capital Programme.
- 3.2 **Policy:** The consultation was in accordance with the Council's Consultation procedure.
- 3.3 **Personnel:** None arising from this report.
- 3.4 **Legal:** The Sealing of the Traffic Regulation Order would be undertaken by Legal Services.
- 3.5 **Risk Management:** None arising from this report.
- 3.6 **Property:** None arising from this report.
- 3.7 **Other:** N/A

4. Consultation Responses

Members:

- Leader of Council:** Councillor Roger Croft - to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

**Overview & Scrutiny
Management
Commission Chairman:
Ward Members:**

Councillor Emma Webster - to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Jeff Beck – The proposal for Regnum Drive, once implemented, should reduce the levels of frustration experienced by local residents.

Councillor Hilary Cole – I am happy with the proposal as it stands and look forward to implementation.

Councillor Adrian Edwards – The proposals are well considered and I support them.

Councillors Howard Bairstow, Jeremy Bartlett, Dennis Benneyworth, Paul Bryant, Lynne Doherty, James Cole, Billy Drummond, Marcus Franks, James Fredrickson, David Goff, Paul Hewer, Mike Johnston, Graham Jones, Gordon Lundie, Anthony Pick, James Podger, Anthony Stansfeld – to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

**Opposition
Spokesperson:**

Councillor Billy Drummond - to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Local Stakeholders: N/A

Officers Consulted: Mark, Edwards, Mark Cole and Alex Drysdale.

Trade Union: N/A

5. Other options considered

5.1 None.

6. Introduction/Background

6.1 The West Berkshire Clear Streets Strategy is the basis on which the main towns and villages have been formally reviewed. Any new parking concerns that are raised at individual locations across the district are now investigated within a district-wide parking scheme rather than having to wait until a specific town or area is being reviewed.

6.2 Parking Review Amendment 23 investigated various sites within Chieveley, Clay Hill, Falkland, Greenham, Hungerford, Kintbury, Lambourn Valley, Northcroft, St. Johns, Speen and Victoria Wards where parking has been expressed as a safety or obstruction concern. Following investigation into the parking issues the Ward Members and Parish/Town Councils affected were consulted for any further comments to the parking proposals. This consultation resulted in some minor changes to the proposals which were then progressed to statutory consultation as detailed in the 52 plans listed under Background Papers.

6.3 The statutory consultation and advertisement of the agreed proposals was undertaken between 7 and 28 April 2016.

7. Supporting Information

7.1 At the end of the statutory consultation period 149 responses had been received, which consisted of:

- (1) Responses from Great Shefford Parish Council, Hungerford Town Council, Kintbury Parish Council and Newbury Town Councils indicating support for the proposals.
- (2) An 896 signature petition and 42 separate responses opposing proposals in Great Shefford.
- (3) 33 responses objecting to the proposals for the Goldwell Drive, Jesmond Dene and Leys Gardens area and 4 in support.
- (4) 14 responses in support of the proposals for Sandleford Lane.
- (5) 12 responses in support of the proposals for Old College Road.
- (6) 6 responses objecting to the proposals for Chieveley High Street and 1 in support.
- (7) 6 responses objecting to the proposals for Greenham Road cul-de-sac and 1 in support.
- (8) 2 responses including a letter signed by 12 residents objecting to proposals for Enborne Street.
- (9) 17 other responses in support of the proposals and 4 objecting to the proposals in roads across the district which affected them.
- (10) 1 response from a resident seeking additional information on how the proposals would affect them directly.
- (11) 1 response which provided information relating to Hungerford Primary School and indicated that the proposals would no longer be required.

7.2 A meeting was held in the Council Chambers on 13 June 2016 with residents of the Goldwell Drive, Jesmond Dene and Leys Gardens area as a result of the objections received to discuss the proposals and suggest possible solutions. The meeting concluded with a vote which indicated a majority of residents in support of an amended scheme for this area, as detailed in Appendix C.

7.3 A meeting was held in Great Shefford on 5 May with Ward Members, Parish Councillors and the store owner to discuss the proposals. The meeting concluded with a solution which met with the agreement of all parties.

7.4 Responses to the consultation, together with officer comments are detailed in Appendix A.

7.5 No comments or objections were received in respect of the proposals for Clay Hill or Kintbury Wards.

8. Options for Consideration

- 8.1 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the Traffic Regulation Order prior to its Sealing.
- 8.2 Having carefully considered the responses to the consultation the following adjustments would address the comments received and they could be introduced without significantly compromising road safety and without the need for the re-advertisement of the TRO:
- (1) **Hungerford - Fairview Road** (Plan L70) - The proposal to introduce No Waiting Monday-Friday 8am-6pm be omitted from the final scheme.
 - (2) **Lambourn Valley – Great Shefford, Fetti Place** (Plan V41) – The proposal to introduce No Waiting At Any Time at the junction of Fetti Place with The Mead be omitted from the final scheme.
 - (3) **Northcroft – Goldwell Drive, Jesmond Dene & Leys Gardens** (Plan AM76) – The proposed restrictions be amended to those as detailed on the plan at Appendix C, which were agreed by majority vote of residents at a meeting held on 13 June 2016.
 - (4) **Victoria – Greenham Road cul-de-sac** (Plan AM76) – The proposal to introduce No Waiting Monday-Saturday 8am-6pm be omitted from the final scheme.

9. Proposals

- 9.1 That the revisions to the proposed parking scheme as detailed in Section 8 of this report be approved.
- 9.2 That the remaining proposed restrictions be introduced as advertised.
- 9.3 That the respondents to the statutory consultation be informed accordingly.
- 9.4 That the parking scheme be monitored so that any parking displacement can be addressed as part of a future review.

10. Conclusion

- 10.1 Due to the nature of parking schemes it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any further amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure.

Background Papers:

Plan Nos: K68, K69, L66, L68, L69, L70, L71, L72, L73, V41, V76, AI83, AI84, AI85, AJ70, AJ71, AJ80, AJ83, AK71, AK72, AK78, AL70, AL71, AL72, AL74, AL75, AL76, AL77,

AL78, AM70, AM71, AM72, AM73, AM74, AM75, AM76, AM77, AM78, AN46, AN47, AN70, AN72, AN74, AN75, AN76, AN77, AN82, AO39, AO74, AO75, AO81 and AQ56.
Responses received during statutory consultation.

Subject to Call-In:

Yes: X No:

The item is due to be referred to Council for final approval
Delays in implementation could have serious financial implications for the Council
Delays in implementation could compromise the Council's position
Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months
Item is Urgent Key Decision
Report is to note only

Wards affected:

Chieveley, Clay Hill, Falkland, Greenham, Hungerford, Kintbury, Lambourn Valley, Northcroft, St. Johns, Speen and Victoria.

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aim(s):

X HQL – Maintain a high quality of life within our communities

The proposals contained in this report will help to achieve the following Council Strategy priority:

X SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy

The proposals contained in this report will help to achieve the above Council Strategy aim and priority by addressing local road safety concerns associated with parking.

Officer details:

Name: Glyn Davis
Job Title: Principal Engineer
Tel No: 01635 519501
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11. Executive Summary

- 11.1 Parking Review Amendment 23 investigated various sites within Chieveley, Clay Hill, Falkland, Greenham, Hungerford, Kintbury, Lambourn Valley, Northcroft, St. Johns, Speen and Victoria Wards where parking has been expressed as a safety or obstruction concern.
- 11.2 The proposals were progressed to statutory consultation and advertisement as detailed in the 52 plans listed under Background Papers between 7 and 28 April 2016.
- 11.3 At the end of the statutory consultation period 149 responses had been received. Responses to the consultation, together with officer comments are detailed in Appendix A.

12. Conclusion

- 12.1 Having considered the responses to the consultation the following adjustments would address the comments received and they could be introduced without significantly compromising road safety and without the need for the re-advertisement of the TRO:
- (1) **Hungerford - Fairview Road** (Plan L70) - The proposal to introduce No Waiting Monday-Friday 8am-6pm be omitted from the final scheme.
 - (2) **Lambourn Valley – Great Shefford, Fetti Place** (Plan V41) – The proposal to introduce No Waiting At Any Time at the junction of Fetti Place with The Mead be omitted from the final scheme.
 - (3) **Northcroft – Goldwell Drive, Jesmond Dene & Leys Gardens** (Plan AM76) – The proposed restrictions be amended to those as detailed on the plan at Appendix C, which were agreed by majority vote of residents at a meeting held on 13 June 2016.
 - (4) **Victoria – Greenham Road cul-de-sac** (Plan AM76) – The proposal to introduce No Waiting Monday-Saturday 8am-6pm be omitted from the final scheme.
- 12.2 The remaining proposed restrictions should be introduced as advertised.
- 12.3 The parking scheme should be monitored so that any parking displacement can be addressed as part of a future review.

13. Appendices

- 13.1 Appendix A - Supporting Information
- 13.2 Appendix B – Equalities Impact Assessment
- 13.3 Appendix C – Goldwell Drive, Jesmond Dene & Leys Gardens parking proposals, Plan 2 (2 hour Limited Waiting with permit exemption)

Parking Review Amendment 23 – Supporting Information

1. Introduction/Background

- 1.1 The West Berkshire Clear Streets Strategy is the basis on which the main towns and villages have been formally reviewed. Any new parking concerns that are raised at individual locations across the district are now investigated within a district-wide parking scheme rather than having to wait until a specific town or area is being reviewed.
- 1.2 Parking Review Amendment 23 investigated various sites within Chieveley, Clay Hill, Falkland, Greenham, Hungerford, Kintbury, Lambourn Valley, Northcroft, St. Johns, Speen and Victoria Wards where parking has been expressed as a safety or obstruction concern. The proposals were progressed to statutory consultation as detailed in the 52 plans listed under Background Papers.
- 1.3 The statutory consultation and advertisement of the agreed proposals was undertaken between 7 and 28 April 2016.

2. Supporting Information

- 2.1 At the end of the statutory consultation period 149 responses had been received. Analysis of the comments and objections, together with officer comment is as follows:
 - (1) **Chieveley – High Street** (Plan AN46 and AN47)
 - (a) 6 responses objecting to the proposals on the grounds that:
 - (i) There is no problem from a safety perspective with parking where restrictions are proposed.
 - (ii) There was insufficient consultation with the school, residents and the village hall committee.
 - (iii) This will only result in displacement by the shop workers and exacerbate parking problems in the village.
 - (b) 1 response supported the proposal as a good idea for residents with no off-street parking available to them.
 - (c) **Officer comment** – There is an increasing problem of long term parking by commuters at this location which is preventing local residents and their visitors from accessing the area. The commuter parking is occurring within a narrow section of High Street and this is introducing problems for deliveries to the village shop and through traffic, including buses. The proposals will address this and create

turnover for the shop. If displacement was to occur it is likely to be at a wider section of High Street and problems would be less severe.

- (2) **Chieveley – Curridge Primary School** (Plan AQ56) 1 response supported the proposal, which would remove the long line of parked cars on the approach to the hill on Curridge Road.
- (3) **Falkland – Enborne Street** (Plan AI83, AI84 and AI85)
 - (a) 2 responses, including a letter signed by 12 residents, objecting to the proposals on the grounds that:
 - (i) Residents of Bedford Close, Kingsmead and Norton Close have to park on Enborne Street as there is no alternative available other than Balfour Road, which is already a problem.
 - (ii) If parking is removed traffic speeds will increase on Enborne Street.
 - (iii) The restrictions will have a negative impact on local house prices.
 - (iv) The verge should instead be converted to a hard standing parking area.
 - (b) **Officer comment** – The proposals will not remove all parking on Enborne Street but will instead address road safety concerns and create informal passing places by breaking up the long line of parked cars that cause problems for through traffic. The remaining unrestricted lengths will still provide some parking for residents which will continue to act as a form of traffic calming. Converting the verge to hard standing is not a practical solution due to the costs involved and the presence of a local drainage ditch and the disturbance this would create for roots of established mature trees in the verge.
- (4) **Greenham – Sandleford Lane** (Plan AN82) 14 responses supporting the proposals, which would remove the long line of parked cars at the entrance to this development.
- (5) **Hungerford – Parsonage Lane** (Plan K68) 1 response indicating support for the proposal, which would assist services at the church.
- (6) **Hungerford – The Croft** (Plan L68) 1 response indicating support for the proposal, which would assist residents with access to their properties.
- (7) **Hungerford – Fairview Road** (Plan L70) 1 comment from Hungerford Primary School that the proposed restriction opposite the school entrance would no longer be required as the proposed development of the school had been put on hold.
 - (a) **Officer comment** – The proposal had been requested to assist large vehicles accessing the school from a new entrance being created as part of the development.

- (8) **Lambourn Valley – Great Shefford** (Plan V41)
- (a) A petition containing 896 signatures objected to the specific proposals for the junction of Fetti Place with The Mead.
 - (b) 42 responses objecting to the proposals on the grounds that:
 - (i) The parking is not dangerous and the restrictions are not justified.
 - (ii) The proposals will have a detrimental effect on the village shop, which is a vital community facility and will potentially have to close with a loss of local jobs.
 - (iii) The proposals will just result in vehicles parking on the A338, which would be more of a hazard.
 - (iv) The proposals will result in driveways being obstructed by delivery vehicles for the village shop.
 - (c) **Officer comment** – The proposals were intended to address road safety concerns for pedestrians, including school children, crossing the junction of The Mead when vehicles parked in this location. The proposals for the Fetti Place junction were intended to address potential displacement into this area if the restrictions were introduced. A meeting was held in Great Shefford on 5 May 2016 with Ward Members, Parish Councillors and the store owner to discuss the proposals and the objections received. The meeting concluded with a solution which still addressed the immediate road safety concerns at The Mead junction and met with the agreement of all parties.
- (9) **Northcroft – Old College Road** (Plan AL71)
- (a) 12 responses indicating support for the proposals, with 3 of those responses indicating that the proposals do not go far enough and one indicating support for the No Waiting At Any Time restriction but raising an objection to the proposed No Waiting Monday-Saturday 8am-6pm restriction.
 - (b) **Officer comment** – The proposals were in response to a long term request made by the local Resident’s Association to address road safety and obstruction concerns.
- (10) **Northcroft – Goldwell Drive, Jesmond Dene and Leys Gardens** (Plan AL72)
- (a) 33 responses objecting to the proposals on the grounds that:
 - (i) There is no problem with the current restrictions and they should remain.
 - (ii) The proposals are too severe and do not provide parking for visitors, including tradesmen and carers.

- (iii) The proposals will result in more residents removing front gardens to provide parking which will add to the flooding problems in Goldwell Park.
 - (iv) The garages for properties are too small for modern family cars and some driveways are too steep sloped for safe parking and as a result some residents have no alternative other than to park on-street.
 - (v) The weekend restriction is unnecessary as commuter parking is significantly less and the restriction would impact too greatly on residents and their visitors.
 - (vi) Access should be restricted to this residential estate rather than changes made to parking restrictions.
- (b) 4 responses indicating support for the proposals as there were concerns that parking would be more of a problem following the opening of the surgery on Strawberry Hill.
- (c) **Officer comments –**
- (i) The regulations relating to single yellow lines do not provide an exemption which allows permit holders to park on them without prosecution and it is this fact which has prompted the review of current restrictions.
 - (ii) The new surgery on Strawberry Hill does not open at weekends and it is agreed that commuter parking will be less severe at weekends.
 - (iii) An ‘except for access’ restriction would not be supported as these are notoriously difficult to enforce. This can only be undertaken by the police and given their operational commitments it is also likely to be a very low priority for them.
 - (iv) Due to the level of objection received a meeting was held in the Council Chambers on 13 June 2016 with residents to discuss the proposals and suggest possible solutions. Four prepared plans were provided as options for residents to choose as solutions. The meeting concluded with a vote by those residents that attended the meeting which indicated that 27 were in favour of an amended scheme as detailed in Appendix C. This would introduce 2 hour Limited Waiting Monday-Friday 8am-6pm restrictions with exemptions for permit holders on some lengths of roads in this residential area. The option for 4 hour Limited Waiting restrictions received two votes and the other two options received no support. Some residents in attendance abstained from voting or indicated they would not support any of the options provided.
- (11) **Northcroft – Castle Grove** (Plan AL70) 1 response indicating support but raising concerns about displacement into side roads.

- (12) **Northcroft – Pelican Lane** (Plan AL72 and AM72)
- (a) 1 response indicating support due to parking being very limited for permit holders who commute during the day and get no benefit from having a permit, as overnight parking is unrestricted. A private car park for a local business is also no longer available overnight, which exacerbates the problem.
 - (b) 1 response objecting to the proposals as the current unrestricted parking gives flexibility for evening guests and the daytime restriction prevents long term parking by shoppers and commuters.
 - (c) **Officer comment** – Parking provision is very limited in Pelican Lane and the 25 properties of Westbourne Terrace have no off-street parking available to them which exacerbates the problem. Residents who have opted into the permit scheme face stiff competition for overnight parking space.
- (13) **Northcroft – Western Avenue (entrance to Benedict Court and Microfocus)** (Plan AL71) 1 response indicating support for the proposal.
- (14) **St Johns – Old Newtown Road** (Plan AL77 and AL78) 1 response indicating support for the proposals.
- (15) **St Johns – Porchester Road** (Plan AM77 and AM78)
- (a) 4 responses indicating support for the proposals but requesting that they be introduced on both sides.
 - (b) 2 responses objecting to the proposals and suggesting there is no issue with parking and there is no need for a permit scheme.
 - (c) **Officer comment** – Residents have complained that competition for parking space has increased significantly since the introduction of on-street charging on Newtown Road as commuters have displaced into Porchester Road, which can make it difficult for residents and visitors to find parking space.
- (16) **St Johns – Rectory Close** (Plan AL76 and AL77) 4 responses indicating support for the proposals, acknowledging that something has to be done but requesting measures are also introduced on the west side to prevent verge damage. A comment was made that the restriction only needed to be in operation for a short period to prevent all day parking by commuters. 1 response asked why the western arm of Rectory Road had not been included in the proposals.
- (a) **Officer comment** – The proposals are intended to address daytime parking by commuters and resolve obstruction problems which have prevented large vehicles, including refuse and delivery vehicles, from servicing local properties. The parking problem also occurs on Fridays due to the mosque located close by. In the evening residents park on both sides and any measure to prevent parking on the west side would

introduce problems for residents unable to park all family vehicle off-street.

- (b) The western arm was not included as the residents of this length had objected strongly to parking proposals in a previous parking survey undertaken in Rectory Close.
- (17) **Speen – Speen Lodge Court** (Plan AK72) 1 response indicating support for the proposal.
- (18) **Speen – Sutton Road** (Plan AJ70) 1 response objecting to the proposals on the grounds that the problem was caused by the builders vans for the new development during construction and the restrictions will unfairly penalise residents and should not apply at weekends.
- (a) **Officer comment** – The proposals have been requested by Transport Services as on-street parking on the bend has caused significant problems for the bus service and there was a possibility that the service would have to be withdrawn if it continued. This was a problem long before construction work began on Kersey Crescent so cannot be directly attributed to this development. The bus service operates at weekends.
- (19) **Victoria – Greenham Road cul-de-sac** (Plan AM76)
- (a) 1 response indicating support and 6 responses objecting to the proposals on the grounds that:
 - (i) the problems are being exaggerated by residents and will have a detrimental effect on the Vets4Pets business.
 - (ii) Three of the objections were from residents and a request was made to defer the introduction of the proposals until further discussion was held, so that parking issues in the full length of the cul-de-sac, including the turning head, could be considered.
 - (b) **Officer comment** – The proposal was intended to address parking at the junction, but given the objections received and additional problems identified for residents this short cul-de-sac should be reviewed as a whole item.
- (20) **Victoria – West Mills** (Plan AL74 and AM74) 1 response indicating support for the proposals.
- (21) Responses from Great Shefford Parish Council, Hungerford Town Council, Kintbury Parish Council and Newbury Town Councils indicating support for the proposals.
- (22) No comments or objections were received in respect of the proposals for Clay Hill or Kintbury Wards.

3. Options for Consideration

- 3.1 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the Traffic Regulation Order prior to its Sealing.
- 3.2 Having carefully considered the responses to the consultation the following adjustments would address the comments received and they could be introduced without significantly compromising road safety and without the need for the re-advertisement of the TRO:
- (1) **Hungerford - Fairview Road** (Plan L70) - The proposal to introduce No Waiting Monday-Friday 8am-6pm be omitted from the final scheme.
 - (2) **Lambourn Valley – Great Shefford, Fetti Place** (Plan V41) – The proposal to introduce No Waiting At Any Time at the junction of Fetti Place with The Mead be omitted from the final scheme.
 - (3) **Northcroft – Goldwell Drive, Jesmond Dene & Leys Gardens** (Plan AM76) – The proposed restrictions be amended to those as detailed on the plan at Appendix C, which were agreed by majority vote of residents at a meeting held on 13 June 2016.
 - (4) **Victoria – Greenham Road cul-de-sac** (Plan AM76) – The proposal to introduce No Waiting Monday-Saturday 8am-6pm be omitted from the final scheme.
- 3.3 The comments and objections to the proposals for High Street (Chieveley), Enborne Street (Falkland), Old College Road (Northcroft), Pelican Lane (Northcroft), Porchester Road (St Johns), Rectory Close (St Johns) and Sutton Road (Speen) have been considered, but in the interests of road safety and in order to address obstruction issues the proposals should not be amended.

4. Proposals

- 4.1 That the revisions to the proposed parking scheme as detailed in Section 3 of this Appendix be approved.
- 4.2 That the remaining proposed restrictions be introduced as advertised.
- 4.3 That the respondents to the statutory consultation be informed accordingly.
- 4.4 That the parking scheme be monitored so that any parking displacement can be addressed as part of a future review.

5. Conclusion

- 5.1 Due to the nature of parking schemes it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any further amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure.

6. Consultation and Engagement

- 6.1 Statutory consultees, including emergency services and taxi associations together with Parish and Town Councils, residents, local businesses and road users.

Background Papers:

Plan Nos: K68, K69, L66, L68, L69, L70, L71, L72, L73, V41, V76, AI83, AI84, AI85, AJ70, AJ71, AJ80, AJ83, AK71, AK72, AK78, AL70, AL71, AL72, AL74, AL75, AL76, AL77, AL78, AM70, AM71, AM72, AM73, AM74, AM75, AM76, AM77, AM78, AN46, AN47, AN70, AN72, AN74, AN75, AN76, AN77, AN82, AO39, AO74, AO75, AO81 and AQ56.
Responses received during statutory consultation.

Subject to Call-In:

Yes: No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council's position
- Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected:

Chieveley, Clay Hill, Falkland, Greenham, Hungerford, Kintbury, Lambourn Valley, Northcroft, St. Johns, Speen and Victoria.

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aim:

- HQL – Maintain a high quality of life within our communities**

The proposals contained in this report will help to achieve the following Council Strategy priority:

- SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy**

The proposals contained in this report will help to achieve the above Council Strategy aim and priority by addressing local road safety concerns associated with parking.

Officer details:

Name: Glyn Davis
Job Title: Principal Engineer
Tel No: 01635 519501
E-mail Address: glyn.davis@westberks.gov.uk

Appendix B

Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Stage Two, Equality Impact Assessment is required.

Name of policy, strategy or function:	West Berkshire Clear Streets Strategy
Version and release date of item (if applicable):	N/A
Owner of item being assessed:	Glyn Davis
Name of assessor:	Mark Cole
Date of assessment:	3 September 2016

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	Yes	Already exists and is being reviewed	Yes
Function	Yes	Is changing	Yes
Service	Yes		

1. What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	To review existing parking restrictions and consider additional measures which will resolve road safety and obstruction concerns.
Objectives:	To achieve our aims by improving parking provision for residents and addressing road safety concerns for all highway users.
Outcomes:	The proposed restrictions will help guide the team in meeting its duty to improve traffic management and will address community road safety concerns associated with parking.
Benefits:	A safer improved highway network.

2. Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.

(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)		
Group Affected	What might be the effect?	Information to support this
All highway users.	Improved road safety.	The proposals will provide better visibility at road junctions by preventing vehicles parking too close and will address obstruction concerns.
Child pedestrians.	Improved road safety on approaches to those schools included within this scheme.	Restricting or prohibiting parking will make a safer environment and enable vulnerable pedestrians to be seen by passing traffic.
Residents.	Improved ability for resident permit holders to park close to their home.	The proposals will limit the ability of non-residents to be able to park long term in residential streets.
Further Comments relating to the item:		

3. Result	
Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?	No
Please provide an explanation for your answer: All highway users needs will be considered in delivering the parking proposals for this scheme.	
Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?	No
Please provide an explanation for your answer: The impact of the parking proposals will be taken into consideration and any displacement problems will be addressed in a future scheme if necessary.	

If your answers to question 2 have identified potential adverse impacts and you have answered ‘yes’ to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage 2 Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area.

You will also need to refer to the Equality Impact Assessment guidance and Stage Two template.

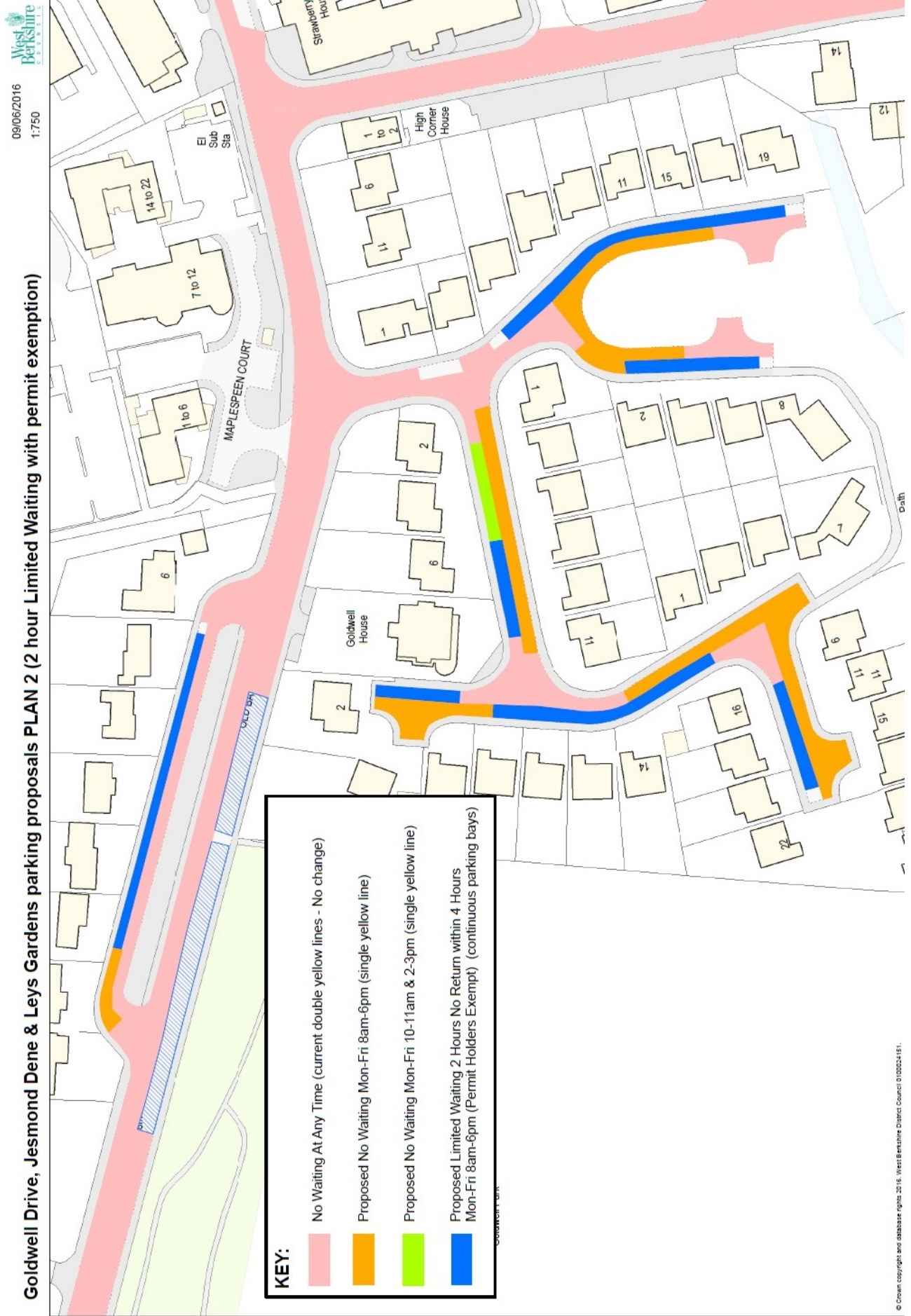
4. Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	N/A
Timescale for Stage Two assessment:	N/A
Stage Two not required:	Not required

Name: Glyn Davis

Date: 3 September 2016

Please now forward this completed form to Rachel Craggs, the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.

Appendix C



Individual Executive Member Decision

Parking Review Amendment 24

Committee considering report:	Individual Executive Member Decision
Date ID to be signed:	26 September 2016
Portfolio Member:	Councillor Jeanette Clifford
Forward Plan Ref:	ID3113

1. Purpose of the Report

- 1.1 To inform the Executive Member for Highways and Transport of the responses received during the statutory consultation on the review and introduction of waiting restrictions within Birch Copse, Pangbourne, Purley-on-Thames, Streatley, Thatcham Central, Thatcham South and Thatcham West Wards and to seek approval of officer recommendations.

2. Recommendations

- 2.1 That the Executive Member for Highways and Transport approves the revisions to the proposed parking scheme and the proposals as set out in Section 9 of this report.

3. Implications

- 3.1 **Financial:** The implementation of the physical works would be funded from the approved Capital Programme.
- 3.2 **Policy:** The consultation was in accordance with the Council's Consultation procedure.
- 3.3 **Personnel:** None arising from this report.
- 3.4 **Legal:** The Sealing of the Traffic Regulation Order would be undertaken by Legal Services.
- 3.5 **Risk Management:** None arising from this report.
- 3.6 **Property:** None arising from this report.
- 3.7 **Other:** N/A

4. Consultation Responses

Members:

- Leader of Council:** Councillor Roger Croft - to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

**Overview & Scrutiny
Management
Commission Chairman:
Ward Members:**

Councillor Emma Webster - to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillors Steve Ardagh-Walter, Pamela Bale, Anthony Chadley, Roger Croft, Richard Crumly, Rob Denton-Powell, Nick Goodes, Marigold Jaques, Rick Jones, Alan Law, Tony Linden, Tim Metcalfe, Emma Webster –

to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

**Opposition
Spokesperson:**

Councillor Billy Drummond - to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Local Stakeholders: N/A

Officers Consulted: Mark, Edwards, Mark Cole and Alex Drysdale.

Trade Union: N/A

5. Other options considered

5.1 None.

6. Introduction/Background

6.1 The West Berkshire Clear Streets Strategy is the basis on which the main towns and villages have been formally reviewed. Any new parking concerns that are raised at individual locations across the district are now investigated within a district-wide parking scheme rather than having to wait until a specific town or area is being reviewed.

6.2 Parking Review Amendment 24 investigated various sites within Birch Copse, Pangbourne, Purley-on-Thames, Streatley, Thatcham Central, Thatcham South and Thatcham West Wards where parking has been expressed as a safety or obstruction concern. Following investigation into the parking issues the Ward Members and Parish/Town Councils affected were consulted for any further comments to the parking proposals. This consultation resulted in some minor changes to the proposals which were then progressed to statutory consultation as detailed in the 30 plans listed under Background Papers.

6.3 The statutory consultation and advertisement of the agreed proposals was undertaken between 7 and 28 April 2016.

7. Supporting Information

7.1 At the end of the statutory consultation period 104 responses had been received, which consisted of:

- (1) 39 responses in support of the proposals for Hazel Road, Purley and 11 responses raising objections.

- (2) 11 responses objecting to the proposals for Meadowside Road, Pangbourne and 2 responses in support.
- (3) 7 responses in support of the proposals for St James Close, Pangbourne and 2 responses raising objections.
- (4) 7 responses in support of the proposals for Falmouth Way, Thatcham.
- (5) 6 responses objecting to the proposals for Bourne Road, Pangbourne.
- (6) 4 responses objecting to the proposals for Rosemead Avenue, Purley Ward and 1 response in support.
- (7) 2 responses objecting to the proposals for Sage Road, Purley Ward, with 1 response in support and 1 response which commented on the restrictions already in place.
- (8) 2 responses objecting to the proposals for Addiscombe Chase, Purley Ward.
- (9) 2 responses objecting to the proposals for Horseshoe Road, Pangbourne.
- (10) 1 response objecting to the proposals for Gables Way, Thatcham.
- (11) 3 responses providing comments to lengths of road which were not included within this parking scheme.
- (12) 1 response objecting to the proposals for Turners Drive, Thatcham which was subsequently withdrawn.
- (13) Response from Pangbourne Parish Council providing comments to the proposals within Pangbourne.

7.2 Responses to the consultation, together with officer comments are detailed in Appendix A.

7.3 No comments or objections were received in respect of the proposals for Birch Copse, Streatley, Thatcham Central or Thatcham West Wards.

8. Options for Consideration

8.1 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the Traffic Regulation Order prior to its Sealing.

8.2 Having carefully considered the responses to the consultation the following adjustments would address the comments received and they could be introduced without significantly compromising road safety and without the need for the re-advertisement of the TRO:

- (1) **Pangbourne - Bourne Road** (Plan BT37) – The proposal to introduce No Waiting At Any Time be omitted from the final scheme.

- (2) **Pangbourne – Meadowside Road** (Plan BT38) – The proposal to remove the Limited Waiting bay on the north side be omitted from the final scheme.
- (3) **Purley on Thames - Addiscombe Chase** (Plan BX41) – The proposal to introduce No Waiting At Any Time restrictions and No Waiting Monday-Friday 8-9.30am and 2.30-4pm be omitted from the final scheme.
- (4) **Purley on Thames – Hazel Road** (Plan BY38 and BY39) – The proposed No Waiting At Any Time restriction on the east side between New Hill and Huckleberry Close be amended to a No Waiting Monday-Friday 8am-6pm restriction.
- (5) **Purley on Thames - Rosemead Avenue** (Plan BX42) – The proposal to introduce No Waiting At Any Time restrictions and No Waiting Monday-Friday 8-9.30am and 2.30-4pm be omitted from the final scheme.
- (6) **Purley on Thames – Sage Road and Myrtle Close** (Plan BY40 and BY41) – Amend the proposals as follows:
 - (a) Shorten the proposed No Waiting At Any Time restriction on the east side of Sage Road at the junction with Knowsley Road from 20 metres to 12 metres.
 - (b) Adjust the start point of the proposed No Waiting Monday-Friday 8-9.30am and 2.30-4pm restriction on the east side of Sage Road from 20 metres to 12 metres from the junction with Knowsley Road.
 - (c) Amend the proposed No Waiting At Any Time restriction on the north side of Sage Road to No Waiting Monday-Friday 8-9.30am and 2.30-4pm.
 - (d) Amend the proposed No Waiting At Any Time restriction at the junction of Myrtle Place with Sage Road to No Waiting Monday-Friday 8-9.30am and 2.30-4pm.
- (7) **Thatcham South - Gables Way** (Plan AZ76 & BA76) – Amend the proposal as follows:
 - (a) Shorten the proposed No Waiting At Any Time restriction on the north side from 30 metres to 20 metres from the eastern junction with Colthrop Lane.
 - (b) Amend the proposed start point for the No Waiting Monday-Saturday 8am-6pm restriction on the north side from 130 metres to 155 metres from the eastern junction with Colthrop Lane.
 - (c) Introduce an unrestricted length on the north side between 185 metres and 210 metres from the eastern junction with Colthrop Lane.
 - (d) The above measures will provide three unrestricted areas which will increase potential parking spaces from the proposed 10 car lengths to

approximately 21 car lengths to address objections raised by a local business whilst still addressing road safety concerns for HGV traffic.

9. Proposals

- 9.1 That the revisions to the proposed parking scheme as detailed in Section 8 of this report be approved.
- 9.2 That the remaining proposed restrictions be introduced as advertised.
- 9.3 That the respondents to the statutory consultation be informed accordingly.
- 9.4 That the parking scheme be monitored so that any parking displacement can be addressed as part of a future review.

10. Conclusion

- 10.1 Due to the nature of parking schemes it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any further amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure.

Background Papers:

Plan Nos: AS73, AT72, AT73, AU73, AV74, AV75, AW74, AW75, AX74, AX76, AX77, AZ75, AZ76, BA75, BA76, BK19, BS36, BT37, BT38, BW51, BX41, BX42, BX48, BY38, BY39, BY40, BY41, BY42, BY48 and BY49.

Responses received during statutory consultation.

Subject to Call-In:

Yes: X No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council's position
- Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected:

Birch Copse, Pangbourne, Purley-on-Thames, Streatley, Thatcham Central, Thatcham South and Thatcham West.

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aim:

X HQL – Maintain a high quality of life within our communities

The proposals contained in this report will help to achieve the following Council Strategy priority:

X SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy

The proposals contained in this report will help to achieve the above Council Strategy aim and priority by addressing local road safety concerns associated with parking.

Officer details:

Name: Glyn Davis
Job Title: Principal Engineer
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11. Executive Summary

- 11.1 Parking Review Amendment 24 investigated various sites within Birch Copse, Pangbourne, Purley-on-Thames, Streatley, Thatcham Central, Thatcham South and Thatcham West Wards where parking has been expressed as a safety or obstruction concern.
- 11.2 The proposals were progressed to statutory consultation and advertisement as detailed in the 30 plans listed under Background Papers between 7 and 28 April 2016.
- 11.3 At the end of the statutory consultation period 104 responses had been received. Responses to the consultation, together with officer comments are detailed in Appendix A.

12. Conclusion

- 12.1 Having considered the responses to the consultation the following adjustments would address the comments received and they could be introduced without significantly compromising road safety and without the need for the re-advertisement of the TRO:
- (1) **Pangbourne - Bourne Road** (Plan BT37) – The proposal to introduce No Waiting At Any Time be omitted from the final scheme.
 - (2) **Pangbourne – Meadowside Road** (Plan BT38) – The proposal to remove the Limited Waiting bay on the north side be omitted from the final scheme.
 - (3) **Purley on Thames - Addiscome Chase** (Plan BX41) – The proposal to introduce No Waiting At Any Time restrictions and No Waiting Monday-Friday 8-9.30am and 2.30-4pm be omitted from the final scheme.
 - (4) **Purley on Thames – Hazel Road** (Plan BY38 and BY39) – The proposed No Waiting At Any Time restriction on the east side between New Hill and Huckleberry Close be amended to a No Waiting Monday-Friday 8am-6pm restriction.
 - (5) **Purley on Thames - Rosemead Avenue** (Plan BX42) – The proposal to introduce No Waiting At Any Time restrictions and No Waiting Monday-Friday 8-9.30am and 2.30-4pm be omitted from the final scheme.
 - (6) **Purley on Thames – Sage Road and Myrtle Close** (Plan BY40 and BY41) – Amend the proposals as follows:
 - (a) Shorten the proposed No Waiting At Any Time restriction on the east side of Sage Road at the junction with Knowsley Road from 20 metres to 12 metres.
 - (b) Adjust the start point of the proposed No Waiting Monday-Friday 8-9.30am and 2.30-4pm restriction on the east side of Sage Road from 20 metres to 12 metres from the junction with Knowsley Road.

- (c) Amend the proposed No Waiting At Any Time restriction on the north side of Sage Road to No Waiting Monday-Friday 8-9.30am and 2.30-4pm.
 - (d) Amend the proposed No Waiting At Any Time restriction at the junction of Myrtle Place with Sage Road to No Waiting Monday-Friday 8-9.30am and 2.30-4pm.
- (7) **Thatcham South - Gables Way** (Plan AZ76 & BA76) – Amend the proposal as follows:
- (a) Shorten the proposed No Waiting At Any Time restriction on the north side from 30 metres to 20 metres from the eastern junction with Colthrop Lane.
 - (b) Amend the proposed start point for the No Waiting Monday-Saturday 8am-6pm restriction on the north side from 130 metres to 155 metres from the eastern junction with Colthrop Lane.
 - (c) Introduce an unrestricted length on the north side between 185 metres and 210 metres from the eastern junction with Colthrop Lane.
 - (d) The above measures will provide three unrestricted areas which will increase potential parking spaces from the proposed 10 car lengths to approximately 21 car lengths to address objections raised by a local business whilst still addressing road safety concerns for HGV traffic.

12.2 The remaining proposed restrictions should be introduced as advertised.

12.3 The parking scheme should be monitored so that any parking displacement can be addressed as part of a future review.

13. Appendices

13.1 Appendix A - Supporting Information.

13.2 Appendix B – Equalities Impact Assessment.

Parking Review Amendment 24 – Supporting Information

1. Introduction/Background

- 1.1 The West Berkshire Clear Streets Strategy is the basis on which the main towns and villages have been formally reviewed. Any new parking concerns that are raised at individual locations across the district are now investigated within a district-wide parking scheme rather than having to wait until a specific town or area is being reviewed.
- 1.2 Parking Review Amendment 24 investigated various sites within Birch Copse, Pangbourne, Purley-on-Thames, Streatley, Thatcham Central, Thatcham South and Thatcham West Wards where parking has been expressed as a safety or obstruction concern. The proposals were progressed to statutory consultation as detailed in the 30 plans listed under Background Papers.
- 1.3 The statutory consultation and advertisement of the agreed proposals was undertaken between 7 and 28 April 2016.

2. Supporting Information

- 2.1 At the end of the statutory consultation period 104 responses had been received. Analysis of the comments and objections, together with officer comment is as follows:

- (1) **Pangbourne – Bourne Road** (Plan BT37)

- (a) 7 responses objecting to the proposals, including objection from the Parish Council, on the grounds that:
 - (i) There is no justification for preventing residents parking outside their own homes and the proposals are an over-reaction to a problem of vehicles parking on the small grass island, none of which belong to the residents.
 - (ii) This small area cannot be used as a turning circle and the only purpose it now provides is as a parking space for properties which have limited or no available off-street parking with few alternatives in the remaining lengths of Bourne Road. The parking does not obstruct traffic and must be retained for disabled residents.
 - (iii) The area should instead be designated as a parking bay for residents only.
- (b) **Officer comment** – The proposal was requested to address problems caused by vehicles from the garage parking on the bend and on the footway which raised obstruction concerns for footway users, including

the disabled and larger vehicles negotiating the bend. There was never an intention to make this area a turning circle, although it is unclear what the original purpose of this short road stub was intended to provide.

- (2) **Pangbourne – Horseshoe Road** (Plan BT38) 2 responses objecting to the proposals. Commuters from Horseshoe Park have parking available on site and do cause problems for through traffic and obstruct footways outside the church but the proposals will only make the situation worse for residents who have no or very limited off-street parking available to them. Permit parking should be introduced outside Nos. 43-61 Horseshoe Road.
 - (a) **Officer comment** – The consultation procedure does not allow restrictions to be added to a scheme once it has completed the advertisement process, as there would have been no opportunity for other road users to comment or object.
- (3) **Pangbourne – Horseshoe Road** – 3 comments were received from residents in relation to the area outside their property accesses which were not considered as part of this scheme.
- (4) **Pangbourne – Meadowside Road** (Plan BT38)
 - (a) 12 responses objecting to the proposals, including objection from the Parish Council, on the grounds that:
 - (i) Parking is very limited for residents and removing the restriction will result in commuters parking here all day and more vehicles entering this part of Meadowside Road looking for parking space, which will increase road safety risk due to a lack of turning space.
 - (ii) The current system works well and should be retained.
 - (iii) Permit holders have paid for permits and the parking spaces should not be used freely by other road users.
 - (b) 2 responses indicated support for the proposals, although they were aware of strong objection from other residents.
 - (c) **Officer comment** – The proposal was intended to make better use of the local public highway network by allowing residents and their visitors to park without permit and also relieve the parking pressures experienced in adjacent roads. Meadowside Road is often underused during the day when Horseshoe Road and Woodview Road are at capacity.
- (5) **Pangbourne – St James Close** (Plan BS36)
 - (a) 7 responses indicated support for the proposals but suggested the proposals do not go far enough and single yellow lines should be introduced to prevent displacement and all day parking on the entire

road length. Leaving a gap will do nothing to prevent verge damage from occurring.

- (b) 2 responses objecting to the proposals as residents with only one parking space will now face problems resulting from vehicles just displacing further along the road. Permit parking restrictions should be introduced.
 - (c) The Parish Council were concerned about displacement but would accept the proposals if residents were in agreement.
 - (d) **Officer comment** – The parking problems were discussed with residents at a public meeting held on 19 January 2016 and are primarily associated with verge damage rather than road safety. The break in the proposed restriction will limit the potential for displacement to occur as a short area will still be available for parking in this first length of road.
- (6) **Purley on Thames – Addiscombe Chase (BX41)** 2 responses objecting to the proposals which are unnecessary as the impact of people using this road for school drop-off is minimal and does not cause a problem. There are greater problems on Knowsley Road which should be treated before Addiscombe Chase.
- (a) **Officer comment** – Parking in this area had previously been identified by a resident as causing a problem but if residents immediately fronting the area do not support the proposals they can be omitted.
- (7) **Purley on Thames – Hazel Road (Plan BY38 and BY39)**
- (a) 39 responses indicating support for the proposals with the following additional comments:
 - (i) The current restrictions have done nothing to address road safety so far and these proposals are needed to prevent having to overtake parked cars on a blind bend, which can result in some drivers mounting the footway when faced with opposing traffic. The on-street parking is a hazard for drivers.
 - (ii) To be fair to residents on the hill the restriction could be changed to a Monday-Friday restriction as the hazard is primarily a commuter issue and residents should not be penalised for this.
 - (iii) The proposals follow the results of the Resident's Association survey and petition which was submitted, but there is a concern that speeds will increase. A 20mph limit with traffic calming should be introduced to supplement the scheme.
 - (iv) More pressure should be put on Purley Park Trust to find parking on site for their employees.

- (v) Parking on this busy single entrance road to the estate needs to be controlled and residents should be using their driveways or garages.
 - (vi) The restriction should also apply overnight and at weekends
 - (vii) The consultation should consider responses from all residents not just those that object. There may be some inconvenience for residents but safety of the community is more important.
- (b) 11 responses objecting to the proposals on the grounds that:
- (i) The proposals will result in increased traffic speeds, will have a negative impact on road safety and will severely inconvenience residents. The problem is caused by drivers bullying their way past parked cars at speed instead of waiting for traffic to pass before they overtake parked vehicles.
 - (ii) The proposal is unfair to residents with families, as driveways are not big enough for all vehicles and too steep to allow them to be extended easily to accommodate more cars off-street. The proposal will also prevent residents of the hill from having parking for tradesmen or carers.
 - (iii) The Resident's Association have pushed for this proposal and petitioned the estate without regard for the residents who actually live on the hill and the effect their proposals will have on daily lives and property prices.
 - (iv) The proposed double yellow line on the inside of the bend is generally supported but the restriction for the outside of the bend should be changed to a single yellow line to allow residents and their visitors to park in the evening and weekends.
 - (v) The consultation did not include the views of the 53 vulnerable people living in Purley Park Trust residences or the staff who provide essential services for them.
 - (vi) Purley Park Trust has introduced measures to reduce on-street parking locally by holding training courses at alternative venues, moving some operations to Pangbourne and increasing parking on site. They are also launching a cycle to work scheme and have proposed a scheme to rent the driveways of local residents during the day to reduce on-street parking which has been received positively by some residents and it is hoped this will expand.
 - (vii) A 20mph speed limit and traffic calming should also be introduced as speed is already a problem and will get worse if parking is removed.

- (viii) There is no need to introduce the proposals from the top of the hill up to Purley Magna as parking has never been an issue here.
 - (ix) The current restrictions work well and are effective in Duncan Gardens and the proposals will have a detrimental effect on residents and their visitors during the day.
 - (c) **Officer comment** – The proposals accurately reflect the request submitted by the Resident’s Association during June 2015 which was signed by the overwhelming majority of residents. The responses indicate there is an issue associated with parking but addressing this may have an impact on road safety by raising traffic speeds and the views of the residents most directly affected by the proposals should be given a higher priority over those less affected.
- (8) **Purley on Thames – Rosemead Avenue (BX42)**
- (a) 4 responses objecting to the proposals, which are unnecessary as the impact of people using this road for school drop-off is minimal and does not cause a problem. The proposals will greatly inconvenience residents and prevent them having visitors.
 - (b) 1 response indicating support for the proposals but that they do not go far enough as residents should be using their garages.
 - (c) **Officer comment** – Parking in this area had previously been identified by a resident as causing a problem but if the majority response by residents is that they do not support the proposals they can be omitted.
- (9) **Purley on Thames – Sage Road and Myrtle Road (BY40 and BY41)**
- (a) 2 responses objecting to the proposals, which are too severe as the problems do not occur in the evening or weekends and the proposals will have a negative impact on property values and should be changed to single yellow lines instead of the proposed double yellow lines. There are parking problems which are caused by taxis and minibuses since the development of Brookfields School.
 - (b) 1 response indicating support for the proposals and requesting that Brookfields School reopen their access off Talbot way to relieve parking pressure.
 - (c) 1 comment was received in relation to the restrictions already in place rather than the proposed restrictions subject to consultation.
 - (d) **Officer comment** – There is an identified problem on this access road to the school. Restrictions should be retained but amended so there is less of an impact on residents.
- (10) **Thatcham South – Falmouth Way (Plan AX74)** 7 responses indicating support for the proposals, but as Agricola Way is also a bus

route and commuter parking is a problem this road should also be treated.

- (a) **Officer comment** - The consultation procedure does not allow restrictions to be added to a scheme once it has completed the advertisement process, as there would have been no opportunity for other road users to comment or object.
- (11) **Thatcham – Gables Way** (Plan AZ76 and BA76) 1 response objecting to the proposals, which will cause severe inconvenience to local workers and have financial implications for the business and employees. The majority of staff cannot park within site and the proposals will not allow them to park on Gables Way.
- (a) **Officer comment** – The proposals were requested to address obstruction and road safety issues on this busy industrial estate distributor road. Amendments can be made to the proposals which would increase parking provision without significantly impacting on HGV movement, but the majority of Gables Way would still require parking control measures.
- (12) **Thatcham – Turners Drive** (Plan AW74 and AW75) 1 response objecting to the proposal which was subsequently withdrawn once the proposals had been explained.
- (13) No objections were received in respect of the proposals for Birch Copse, Sreatley, Thatcham Central or Thatcham West Wards.

3. Options for Consideration

- 3.1 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the Traffic Regulation Order prior to its Sealing.
- 3.2 Having carefully considered the responses to the consultation the following adjustments would address the comments received and they could be introduced without significantly compromising road safety and without the need for the re-advertisement of the TRO:
- (1) **Pangbourne - Bourne Road** (Plan BT37) – The proposal to introduce No Waiting At Any Time be omitted from the final scheme.
 - (2) **Pangbourne – Meadowside Road** (Plan BT38) – The proposal to remove the Limited Waiting bay on the north side be omitted from the final scheme.
 - (3) **Purley on Thames - Addiscome Chase** (Plan BX41) – The proposal to introduce No Waiting At Any Time restrictions and No Waiting Monday-Friday 8-9.30am and 2.30-4pm be omitted from the final scheme.
 - (4) **Purley on Thames – Hazel Road** (Plan BY38 and BY39) – The proposed No Waiting At Any Time restriction on the east side between

New Hill and Huckleberry Close be amended to a No Waiting Monday-Friday 8am-6pm restriction.

- (5) **Purley on Thames - Rosemead Avenue** (Plan BX42) – The proposal to introduce No Waiting At Any Time restrictions and No Waiting Monday-Friday 8-9.30am and 2.30-4pm be omitted from the final scheme.
- (6) **Purley on Thames – Sage Road and Myrtle Close** (Plan BY40 and BY41) – Amend the proposals as follows:
 - (a) Shorten the proposed No Waiting At Any Time restriction on the east side of Sage Road at the junction with Knowsley Road from 20 metres to 12 metres.
 - (b) Adjust the start point of the proposed No Waiting Monday-Friday 8-9.30am and 2.30-4pm restriction on the east side of Sage Road from 20 metres to 12 metres from the junction with Knowsley Road.
 - (c) Amend the proposed No Waiting At Any Time restriction on the north side of Sage Road to No Waiting Monday-Friday 8-9.30am and 2.30-4pm.
 - (d) Amend the proposed No Waiting At Any Time restriction at the junction of Myrtle Place with Sage Road to No Waiting Monday-Friday 8-9.30am and 2.30-4pm.
- (7) **Thatcham South - Gables Way** (Plan AZ76 & BA76) – Amend the proposal as follows:
 - (a) Shorten the proposed No Waiting At Any Time restriction on the north side from 30 metres to 20 metres from the eastern junction with Colthrop Lane.
 - (b) Amend the proposed start point for the No Waiting Monday-Saturday 8am-6pm restriction on the north side from 130 metres to 155 metres from the eastern junction with Colthrop Lane.
 - (c) Introduce an unrestricted length on the north side between 185 metres and 210 metres from the eastern junction with Colthrop Lane.
 - (d) The above measures will provide three unrestricted areas which will increase potential parking spaces from the proposed 10 car lengths to approximately 21 car lengths to address objections raised by a local business whilst still addressing road safety concerns for HGV traffic.

3.3 The objections and comments to the proposals for Horseshoe Road (Pangbourne), St James Close (Pangbourne), Falmouth Way (Thatcham South) and Turners Drive (Thatcham South) have been considered but in the interests of road safety and in order to address obstruction issues the proposals should not be amended.

4. Proposals

- 4.1 That the revisions to the proposed parking scheme as detailed in Section 3 of this Appendix be approved.
- 4.2 That the remaining proposed restrictions be introduced as advertised.
- 4.3 That the respondents to the statutory consultation be informed accordingly.
- 4.4 That the parking scheme be monitored so that any parking displacement can be addressed as part of a future review.

5. Conclusion

- 5.1 Due to the nature of parking schemes it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any further amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure.

6. Consultation and Engagement

- 6.1 Statutory consultees, including emergency services and taxi associations together with Parish and Town Councils, residents, local businesses and road users.

Background Papers:

Plan Nos: AS73, AT72, AT73, AU73, AV74, AV75, AW74, AW75, AX74, AX76, AX77, AZ75, AZ76, BA75, BA76, BK19, BS36, BT37, BT38, BW51, BX41, BX42, BX48, BY38, BY39, BY40, BY41, BY42, BY48 and BY49.

Responses received during statutory consultation.

Subject to Call-In:

Yes: No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council's position
- Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected:

Birch Copse, Pangbourne, Purley-on-Thames, Streatley, Thatcham Central, Thatcham South and Thatcham West.

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aim:

- HQL – Maintain a high quality of life within our communities

The proposals contained in this report will help to achieve the following Council Strategy priority:

- SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy**

The proposals contained in this report will help to achieve the above Council Strategy aim and priority by addressing local road safety concerns associated with parking.

Officer details:

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Job Title: Principal Engineer
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E-mail Address: glyn.davis@westberks.gov.uk

Appendix B

Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Stage Two, Equality Impact Assessment is required.

Name of policy, strategy or function:	West Berkshire Clear Streets Strategy
Version and release date of item (if applicable):	N/A
Owner of item being assessed:	Glyn Davis
Name of assessor:	Mark Cole
Date of assessment:	3 September 2016

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	Yes	Already exists and is being reviewed	Yes
Function	Yes	Is changing	Yes
Service	Yes		

1. What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	To review existing parking restrictions and consider additional measures which will resolve road safety and obstruction concerns.
Objectives:	To achieve our aims by improving parking provision for residents and addressing road safety concerns for all highway users.
Outcomes:	The proposed restrictions will help guide the team in meeting its duty to improve traffic management and will address community road safety concerns associated with parking.
Benefits:	A safer improved highway network.

2. Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.

(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)		
Group Affected	What might be the effect?	Information to support this
All highway users.	Improved road safety.	The proposals will provide better visibility at road junctions by preventing vehicles parking too close and will address obstruction concerns.
Child pedestrians.	Improved road safety on approaches to those schools included within this scheme.	Restricting or prohibiting parking will make a safer environment and enable vulnerable pedestrians to be seen by passing traffic.
Residents.	Improved ability for resident permit holders to park close to their home.	The proposals will limit the ability of non-residents to be able to park long term in residential streets
Further Comments relating to the item:		

3. Result	
Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?	No
Please provide an explanation for your answer: All highway users needs will be considered in delivering the parking proposals for this scheme.	
Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?	No
Please provide an explanation for your answer: The impact of the parking proposals will be taken into consideration and any displacement problems will be addressed in a future scheme if necessary.	

If your answers to question 2 have identified potential adverse impacts and you have answered ‘yes’ to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage 2 Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area.

You will also need to refer to the Equality Impact Assessment guidance and Stage Two template.

4. Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	N/A
Timescale for Stage Two assessment:	N/A
Stage Two not required:	Not required

Name: Glyn Davis

Date: 3 September 2016

Please now forward this completed form to Rachel Craggs, the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.