

To: Councillor Page (Chair);  
Councillors Debs Absolom, Davies, Dennis,  
Duveen, Hacker, Hopper, Jones, McDonald,  
Terry and White.

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26 October 2016

Your contact is: Richard Woodford - Committee Services

### NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 3 NOVEMBER 2016

A meeting of the Traffic Management Sub-Committee will be held on Thursday 3 November 2016 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

#### AGENDA

	<u>PAGE</u> <u>NO</u>
1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS	
(A) QUESTIONS submitted in accordance with the Panel's Terms of Reference	-
(B) PRESENTATION - NATIONAL SURVEY	-

Members of the public attending the meeting will be invited to participate in discussion of the above items. All speaking should be through the Chair.

This section of the meeting will finish by 7.30 pm.

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	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 14 SEPTEMBER 2016	-	1
3. DECLARATIONS OF INTEREST	-	-
4. QUESTIONS FROM COUNCILLORS	-	-
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.	-	-
5. PETITIONS		
To receive any petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. RESULTS OF STATUTORY CONSULTATIONS: MINSTER STREET - ACCESS RESTRICTION TOWN CENTRE - PAY AND DISPLAY EXPANSION E.P. COLLIER SCHOOL - 20MPH ZONE & WAITING RESTRICTIONS HIGHMOOR ROAD - WAITING RESTRICTIONS	ABBEY THAMES	20
A report providing the Sub-Committee with the results of statutory consultations carried out following the meeting on 14 September 2016 and officer recommendations for each scheme.		
7. WATLINGTON STREET/SOUTH STREET INFORMAL CONSULTATION - UPDATE	ABBEY	43
A report to providing the Sub-Committee with a summary of traffic management options to address road safety issues at the junction of South Street and Sidmouth Street and officer recommendations.		
8. WEST READING TRANSPORT STUDY - UPDATE	SOUTHCOTE MINSTER	48
A report to update the Sub-Committee on progress with the West Reading Transport Study.		
9. UNIVERSITY & HOSPITAL AREA STUDY - UPDATE	REDLANDS	54
A report to update the Sub-Committee on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital.		

10.	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	97
	A report to update the Sub-Committee on the current major transport and highways projects in Reading.		
11.	ANNUAL PARKING SERVICES REPORT 2015-2016	BOROUGHWIDE	105
	The Annual report about the authority's enforcement activities including financial and statistical data.		
12.	SIMON EU PROJECT UPDATE	BOROUGHWIDE	182
	A report to update the Sub-Committee on the SIMON EU Project.		
13.	WINTER SERVICE PLAN 2016/2017	BOROUGHWIDE	185
	A report to inform the Sub-Committee of the outputs delivered by the Winter Service Plan 2015/2016 and of the Winter Service Plan 2016/17.		
14.	GARRARD STREET AND STATION APPROACH - TAXI RANK REVIEW	BOROUGHWIDE	190
	A report to inform the Sub-Committee of a proposal to change the current taxi rank provision in and around Reading Station.		
15.	CYCLE FORUM MINUTES	BOROUGHWIDE	195
	A report to inform the Sub-Committee on the discussions and actions from the Cycle Forum held in October 2016.		
16.	NATIONAL CYCLE NETWORK ROUTE 422 - UPDATE	SOUTHCOTE NORCOT MINSTER	201
	A report providing the Sub-Committee with an outline of the progress in developing National Cycle Network Route 422 and seeking scheme approval for the construction of Phase 1 consisting of shared use facilities along Bath Road.		
17.	CYCLING STRATEGY POLICY UPDATE - REMOVAL OF UNCLAIMED BICYCLES	BOROUGHWIDE	210
	A report setting out a policy for the removal of abandoned bicycles from the public highway, forming an addendum to the Cycling Strategy 2014.		

The following motion will be moved by the Chair:

"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 following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act"

To consider appeals against the refusal of applications for the issue of discretionary parking permits.

**DATE AND TIME OF NEXT MEETING:**

Thursday 12 January 2017 at 6.30 pm

**WEBCASTING NOTICE**

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Members of the public who participate in the meeting will be able to speak at an on-camera or off-camera microphone, according to their preference.

Please speak to a member of staff if you have any queries or concerns.

Present: Councillor Page (Chair).

Councillors Davies, Dennis, Duveen, Hacker, Hopper, Jones, Terry, and White.

Apologies: Councillors Debs Absolom and McDonald.

22. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Mark Drukker	Basingstoke Road/Buckland Road Junction

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

(2) Presentation - Pot Holes and Selection Criteria for Resurfacing

Sam Shean, Streetcare Services Manager, gave a presentation on Pot Holes and the Selection Criteria for Resurfacing. The presentation covered highways and drainage, maintenance, statutory duties, street cleaning operations, highway works and income generation and flood alleviation. The presentation also covered how roads were chosen for resurfacing, road surveys, road assessments and assessment criteria, the pothole implementation plan and the WDM Asset Management System.

At the invitation of the Chair, members of the public asked Sam questions on his presentation.

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

Resolved - That Sam Shean be thanked for his presentation.

23. MINUTES

The Minutes of the meeting of 15 June 2016 were confirmed as a correct record and signed by the Chair.

24. QUESTIONS FROM COUNCILLORS

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Councillor White	Tackling Dangerous Double Parking on the Wokingham Road

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

25. PETITIONS

(a) Petition for Resident Permit Parking Scheme in Avebury Square

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents of Avebury Square, asking the Council to introduce a resident parking scheme in Avebury Square.

The petition read as follows:

*'We, the undersigned, request that Reading Borough Council implement a Residents' Parking scheme in Avebury Square with the following elements:*

- *Access to residents parking permits for all households, with one free permit per household and more available as per the Council's standard Scheme*
- *Waiting on the outside verge of the Square restricted to:*
- *Residents with valid permits, or*
- *Non-residents between the hours of 10am and 4pm, on all days of the week, for no more than 2 hours and with no return within 2 hours*
- *Protection to driveway entrances through the use of white H-bars*
- *No parking to be allowed on the inside of the Square at any time*

*Ideally, we would like the double yellow lines needed on the inside of the Square to be narrower and a more subtle yellow than standard: we understand that the regulations would allow 50mm width and BS381C (Primrose) colour to be used, which would be less intrusive on the character of the Square.*

*We would be happy to discuss these requests with you or with Council officers, especially with regard to any detailed implementation questions that arise.*

*This request stems from a meeting of residents of the Square on 14<sup>th</sup> July at which the majority of the houses in the Square were represented, with a number of other residents expressing support. As the signatures below demonstrate, we are confident that the vast majority of residents of the Square will support the Council in implementing these proposals.*

*Yours faithfully'*

The Sub-Committee discussed the report and agreed that Avebury Square, and particularly the points raised in the petition detailed above, should be included in the University and Hospital Area Study (see Minute 37 below).

Resolved -

- (1) That the report be noted;
- (2) That Avebury Square, and the points raised in the petition, be included in the University and Hospital Area Study;
- (3) That the lead petitioner be informed accordingly.

26. PETITION FOR TRAFFIC CALMING IN NORTHCOURT AVENUE - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 15 June 2016 meeting (Minute 4(g) refers) requesting the Council to introduce traffic calming measures in Northcourt Avenue.

The report explained that in response to the petition an automatic traffic count had been carried out on Northcourt Avenue on 24 August 2016 for the duration of a week. The result of the survey had indicated that the mean speed had been recorded as 28.3mph; this was the speed at which most drivers were travelling and was used by local authorities for speed limit setting. Based on the results, the average vehicle speed had complied with the speed limit. The duty of the highway authority was to ensure that the highway was as safe as reasonably practicable. This was achieved by using accident data that had been supplied by the police where the Council could identify a pattern of those locations that had the worst record. The accident statistics had been checked for Northcourt Avenue and no injury accidents had been recorded within its entire length during the previous 36 month period.

The report explained that many requests had been received for measures to address specific issues such as speeding vehicles and traffic calming but, there were insufficient funds to deal with every such request and therefore priority was given to those sites with an existing history of injury accidents where there was a causation factor that was treatable. The vast majority of drivers did drive responsibly, but there would always be a small minority of drivers who would not drive at an acceptable speed, whatever measures were placed on the road to encourage them to do so. It might be the case that speed enforcement was the only option but, the focus was on casualty reduction and prolonged enforcement was targeted at those roads that already demonstrated a poor safety record.

The report stated that speeding within residential streets had been shown to be one of the greatest concerns for those that lived there. Since the introduction of community initiatives both by the Police, Neighbourhood Action Groups (NAGs) and the Council's community liaison officers, concerns of vehicle speed and/or the perception of speeding was one of the most requested areas for action. Speeding was only enforceable by the Police although the Council was responsible for the highway and the implementation of traffic management initiatives. With increasing concern of speeding being expressed by residents the Council had developed a speed awareness strategy and had a list of locations where concern of vehicle speed had already been raised throughout the Borough and Northcourt Avenue would be added to this list. The speed awareness campaign had been designed to provide the Council with a factual view of vehicle speeds within those areas of concern. The deployment of vehicle activated signs would enforce the message that a speed limit existed and would encourage drivers to comply with that limit. Where higher speeds had been recorded the speed awareness campaign would use the data collected to determine and justify other possibilities, for example enforcement and/or changes in traffic management.

At the invitation of the Chair, Bob Castelijm, Chair Northcourt Avenue Residents Association, and Geoffrey Hawkins, Northcourt Avenue Residents Association, addressed the Sub-Committee on behalf of the petitioners.

Councillor Page read a statement on behalf of Councillor Pearce, Church Ward Councillor, thanking residents for their petition.

Resolved -

- (1) That the report be noted;
- (2) That Northcourt Avenue continue to be monitored as part of the Council's ongoing road safety strategy and that vehicle activated signs be used when possible as part of the speed awareness programme;
- (3) That the lead petitioner be informed accordingly.

## 27. HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE

Further to Minute 6 of the last meeting the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of works and meetings that had taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham.

The report explained that at the last meeting it had been agreed that officers met with the Caversham and District Residents Association (CADRA) and the Highmoor Albert Road Campaign (HARC) to review the facts around the accidents that had occurred at the junction. Two meetings had taken place and had been constructive in exploring the evidence based on data for the junction; the data had included casualty data but, a broader discussion had taken place on vehicle speed and speeding. There was a perception locally that speed was an issue, particularly on Albert Road but, data that had been collected did not demonstrate this. The casualty data was consistent in showing that drivers were failing to stop at the STOP sign and colliding with vehicles travelling north on Albert Road. The accident data had clearly demonstrated this failure to stop indicating that Highmoor Road, when travelling east, suffered from a 'see through' problem. This was where drivers focus was beyond the junction with no acknowledgement that the junction existed.

The report stated that both CADRA and HARC would like some form of traffic calming measure within Albert Road with a raised table junction but, accident data did not suggest that collisions at the junction would be resolved by these measures. There appeared to be a local perception that visibility on the Highmoor Road eastbound approach was the cause of accidents but, the casualty data did not support this as it was consistently unfamiliar drivers on Highmoor Road that had resulted in people being hurt.

It had been accepted broadly by the representatives of both CADRA and HARC that the lining changes that had been carried out at the junction had been a positive development. Whilst this had improved the very final approach to the junction it was limited in its impact. It was also agreed that the relatively limited amount of on-street parking should be removed allowing an extension of the new marking. Further discussions had included consideration for additional signing with the inclusion of an offside STOP sign and advanced STOP signing. There was no advanced STOP sign that could be applied but there were options for advanced signs of a junction ahead. There appeared to be some evidence of shadowing across the STOP sign during bright periods, the casualty data did not indicate that visibility was compromised due to the vegetation growth at the junction but officers remained open minded over the shadowing.

The report proposed that the double yellow line waiting restriction should be extended further back from the junction along with the dragons teeth marking. There was also a



good argument to clear all parking within the part of Highmoor Road between Buxton Avenue and the junction itself with Albert Road. The professional opinion was that as long as the junction remained a cross roads the risk of accidents resulting in casualties remained. The idea that had been presented by CADRA to close the east side of the Highmoor Road junction might be a more acceptable solution than the Council's original proposal, that had promoted a closure on the Highmoor Road west side approach to the junction with a dedicated bus only lane, but this had led to significant objections. The CADRA idea would keep Highmoor Road west-side open but would stop the cross movement into Highmoor Road east-side. Displaced traffic would then be dispersed along Albert Road rather than forced into Matlock Road and Buxton Avenue. This did not solve the visibility concern at the junction or the wider rat-running issue but completely eradicated the see through problem within Highmoor Road.

Since the dragons teeth marking had been applied a further CCTV survey had been carried out at the junction to evidence driver behaviour; the result of the survey had not been reviewed. If the process to remove parking and extend the road markings was approved a further CCTV survey would be carried out and if there was not sufficient evidence to demonstrate a positive change in driver behaviour the Sub-Committee might be asked to reconsider the two closure options. Any objections would be submitted to a future meeting and if this was the case then a further CCTV survey might not be completed until early 2017.

Simon Beasley, Network and Parking Services Manager, confirmed that he had met twice with representatives of CADRA and HARC since the last meeting and explained that the recommended action detailed in the report would ensure work continued to improve the Highmoor Road approach to the junction. He also showed the Sub-Committee a video from a dashboard mounted camera in a car approaching the junction on Highmoor Road travelling east, which showed the car approaching the junction on the wrong side of the road due to parked cars on Highmoor Road. The video also showed the new dragons teeth road markings. Removing the parked cars would mean drivers would be aligned on the correct side of the road when approaching the junction, the dragons teeth road markings would also be extended. The dragons teeth road markings had already improved the final approach to the junction and longer term issues included ensuring the road markings were well maintained. Other points that had been raised at the meetings with CADRA and HARC would require further research. Simon also showed the Sub-Committee information from 'CrashMap', a website that provided information on recorded injury collisions on the road, that showed two fatal accidents at the junction over a three year rolling period and two casualty accidents. Officers had also looked at the weather conditions when the accidents had occurred, on two occasions the weather had been fine and not particularly sunny and on another occasion it had been wet. Two of the accidents had taken place in the early evening and the fatal accident in May 2016 had occurred at 10.38am. Photographs of the junction on a bright sunny day had shown shading over the STOP sign. The local authority did have powers to address overhanging vegetation but this would be a lengthy legal process and it was suggested that it would be better to approach the residents directly. Going forward officers would continue to monitor the junction.

The Sub-Committee were also shown a series of photographs of the junction that had been taken by HARC.

At the invitation of the Chair Mike Johnson, HARC, and Paul Matthews, CADRA, addressed the Sub-Committee.

Mike Johnson, HARC, thanked the Sub-Committee and Simon Beasley for engaging with HARC and welcomed the improvements that had been made to the junction to improve visibility. He agreed with the proposal to extend the dragons teeth road markings and to the imposition of some restrictions on parking on Highmoor Road. However, the junction had two major defects it was 'see-through' and there were problems with sight lines, in addition there was evidence of two drivers going through the junction since the improvements had been made. HARC would also like to see the dragons teeth road markings on all the approaches to the junction and additional signs warning drivers that the junction was ahead with the aim of increasing awareness. During the previous two years there had been six serious accidents at the junction and one fatality, all the accidents had taken place between May and August and had been on clear days. It was believed that deep shading from trees during some times of the day were an issue and small changes to vegetation and fencing around the junction could make a big difference. The addition of speed cushions would also result in slower traffic, would act as an additional warning and would assist with the see-through issue. Slowing the traffic would give drivers more time to react. HARC supported the proposed waiting restrictions along Highmoor Road but believed that it was over too long a distance and should be restricted to 50 metres. HARC had also spoken to the residents around the junction and although it was likely that the over-hanging tree would be pruned the fence was only likely to be lowered if it was part of a package of improvements.

Paul Matthews, CADRA, told the Sub-Committee that drivers' eye photographs had shown that bright sunlight reduced the contrast between the road surface and road markings and that the STOP sign was heavily shaded by a tall tree but, that the sign did show up well in dull conditions. The dragons teeth road markings, that contained glass beads, had helped to restore the contrast in bright conditions but had not solved the problem of the shaded STOP sign and, although not a primary cause of accidents, the high speed of vehicles on Albert Road contributed to the severity of collisions. CADRA believed that the data that had been collected demonstrated clearly that the speed of Albert Road through traffic was unacceptably high. It was also suggested that the junction could be changed to a raised table junction.

The Sub-Committee discussed the report, asked questions and made a number of suggestions with regard to improving safety at the junction and in relation to the recommended action detailed in the report including shortening the length of the proposed parking restrictions, adding dragons teeth road markings to all approaches to the junction, adding speed cushions on Highmoor Road to the west and installing a sign further down the west side of Highmoor Road warning drivers of the approaching junction. It was agreed that a report be submitted to the January 2017 meeting on the suggestions and their associated costs.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the extension to the no waiting at any time restriction within Highmoor Road between the junctions with Albert Road and Buxton Avenue in accordance with the

Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (3) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee;
- (5) That a report be submitted to the January 2017 meeting on the suggestions to improve safety at the Highmoor Road junction with Albert Road, including information on costs.

## 28. CYCLING INITIATIVES - FUNDING UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing an update on funding that had been secured by the Council from the Department for Transport (DFT) for the delivery of Bikeability cycle training and the EU-funded incentivisation project EMPOWER.

The report explained that Bikeability was the national standard cycle training scheme in schools for children aged 10 and above. The purpose of Bikeability funding had shifted since the Council had started administering the scheme in 2009/10 when the volunteer programme had been phased out. Funding had initially focussed on the delivery of a combined Level 1 and 2 course enabling children to learn to ride in a playground environment before being taken on-carriageway to build their skills and confidence in trafficked conditions. In 2012 funding had been secured for the delivery of Bikeability Level 3 enabling trainees aged eleven plus to improve their skills developed as part of the Level 2 course, including the opportunity to tackle busier and more complex junctions that might be encountered when riding independently to secondary school.

A DFT announcement had recently confirmed funding for the period September 2016 to March 2020 to the value of £189,469. The dedicated DFT grant would enable the Council to continue to deliver on the core Bikeability scheme that had been previously delivered and offered new modules to further develop trainees' cycle skills and extend the benefits of Bikeability to younger children. Bikeability Level 1 would be offered to children aged 8 and above and would be supported by Learn to Ride for children who were transitioning to ride a two wheeler with pedals or adults that were unable to cycle. Other modules aimed at children would teach them how to maintain their bicycle, subsidise recycled bikes and fund promotional events and campaigns.

The report explained that the Council had been accepted onto the EMPOWER EU Project as a Take Up City which had included an award of €100,000 to incentivise cycling in the Borough. The project set out to reduce substantially the use of conventionally fuelled vehicles by adopting a 'reward rather than punishment' approach. EMPOWER would use positive incentives delivered through smart phone technologies to persuade people to make modest shifts in their transport choices.

The project had four components which worked together as a package:

- Recruitment - Using special events to encourage people to find out about how they could start cycling more;

- ICT - It had been proposed that the BetterPoints Smartphone App, already used in the Borough, would be developed to enable potential cyclists to log cycling journeys on a dashboard, to get information on journeys made and to receive personalised messages;
- Incentives - Prizes, points and competitions would be developed across the project period from September 2016 to July 2017 to encourage people to take up cycling;
- Marketing - The aim would be to increase awareness of the project to everyone including car drivers with the aim of encouraging people to take up cycling as a new means of travelling and to set up workplace challenges to encourage cycling.

Work would be progressed collaboratively with the project team and with other organisations and community groups in the Borough to draw up a package of initiatives to incentivise people who currently did not cycle to take up cycling, including people who had recently moved to the town and those seeking work. The EMPOWER project would run until July 2017 and therefore would not be affected by the recent EU referendum result.

Resolved - That the report be noted and the Council participate in Bikeability cycle training and the EMPOWER EU project.

#### 29. RAISED TABLE JUNCTION AT THE ENTRANCE TO THE WELLS HALL DEVELOPMENT, UPPER REDLANDS ROAD

The Director of Environment and Neighbourhood Services submitted a report on a review of the access arrangements that had been proposed for the Wells Hall development which had proposed a raised table junction at the junction of Upper Redlands Road/New Road/site access road. The report also sought approval to carry out a Statutory Consultation on the introduction of the raised table junction. A proposed design and location plan was attached to the report at Appendix 1.

The report explained that on 6 February 2013 the Planning Applications Committee (Minute 89 refers) had permitted the outline application (access only) for the demolition of all existing buildings, halls of residence and associated buildings and the redevelopment of the site to provide 34 dwellings, open space, landscaping, access to Upper Redlands Road and all associated works. The reserved matters planning application had since been permitted and works were currently commencing on site. The main access for the development would be from a new access road located directly opposite New Road. A crossroads would be created and a raised table installed on Upper Redlands Road to reduce vehicle speeds. The design of the junction and the creation of the cross roads were all in accordance with the criteria within the DfT, The Manual for Streets, 2007, which was the national design guide for Residential/Urban Roads.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed raised table at the junction of Upper Redlands Road / New Road / site access road shown in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

30. MINSTER STREET - EXTENTION TO BUS ONLY RESTRICTION OPERATIONAL HOURS

The Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to approve the request to advertise for an overnight (7pm to 7am) extension to the operational hours of the bus only restriction in Minster Street.

The report explained that there had been a long standing public safety concern during the night time economy period with the popularity of the bars within Gun Street, which was an historic street with relatively narrow footways and, due to the popularity of the night time economy, many people moved around the area. It was a regular occurrence that people encroached on the carriageway which raised very real public safety concerns.

During the restricted times between 7am and 11am and again between 4pm and 7pm Minster Street could only be used legally by buses, taxis and those that needed access. Unrestricted, 11am to 4pm and overnight between 7pm and 7am, Minster Street became a through route across the town centre area from east to west. By closing Minister Street to through traffic overnight, between 7pm and 7am, vehicle movements would be reduced thus improving the safety of large numbers of people using the narrow footways. The Council had been enforcing Minister Street for many years and had ensured that access was maintained for residents and others who needed access to the area. This change would not only help to improve the public safety concerns but also benefit the wider area by closing off a through route across the town centre.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the extension to the operational hours of the bus only restriction of Minister Street to include the 7pm to 7am overnight period in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

31. TOWN CENTRE PAY & DISPLAY EXPANSION

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with proposals to increase the number of Pay and Display parking bays in the town centre following an officer review of parking availability and existing waiting

restrictions. A series of plans showing the alterations that had been proposed by officers was attached to the report at Appendix 1.

The report explained that officers had conducted a review of the existing on-street Pay and Display parking provision in the town centre, with consideration for any areas where bays could be increased in length, or new bays added. On street Pay and Display bays provided a short stay, high turnaround parking solution that was beneficial to local businesses and customers of the town centre. They also offered free parking for blue badge holders. The proposals were a combination of bay extensions, new bays and changes to existing parking restrictions and in total would provide space for an additional 70 Pay and Display parking spaces, based on an average car length of five metres. Due to the variation in car lengths the benefits were likely to be greater than this.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposals illustrated in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

### 32. WATLINGTON STREET/SOUTH STREET - INFORMAL CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report that summarised the results of an informal consultation that had been conducted by Abbey Ward Councillors, which had invited feedback regarding proposed measures to improve road safety, reduce speeding traffic and improve the local environment in Watlington Street and South Street. A summary of the consultation results was attached to the report at Appendix 1.

The report explained that in early July 2016 Abbey Ward Councillors had delivered an informal consultation letter to residents in Watlington Street (between Queens Road and London Road) South Street (between Sidmouth Street and Watlington Street), The Grove, Boulton Street and The Dell. The informal consultation had been conducted following the receipt of numerous complaints regarding the volume of speeding traffic, especially during peak hours, associated with cars rat-running between London Road and Sidmouth Street.

The consultation had proposed that a road closure at the junction of South Street and Sidmouth Street would remove the rat-running traffic and also improve road safety at the junction. In the five years between 2011 and 2015 there had been three accidents which had resulted in casualties at the junction of Watlington Street and London Road. During the same period there had been eight accidents which had resulted in casualties at the junction of South Street and Sidmouth Street. The consultation document had asked whether the residents would support a closure of the junction of South Street and Sidmouth Street, whether they would support a proposal for new road humps along Watlington Street

and invited any other comments or suggestions. With a relatively low response it had been difficult for officers to provide a clear recommendation but from the consultation results there had appeared to be more support for traffic calming through road humps. However, this did not solve the root cause of concerns which was rat-running traffic. Officers had therefore recommended that further consideration should be given to the feedback that had been received from the informal consultation and that other options were considered for the area.

Resolved -

- (1) That the report be noted;
- (2) That further consideration be given to the consultation feedback and that other options are considered for this area.

### 33. WEST READING TRANSPORT STUDY UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on progress with the West Reading Transport Study.

The report explained that the West Reading Study had been started in order to address issues of traffic and transport in Southcote and Coley Park, given the opportunity presented by developments at the Elvian School and the DEFRA sites. The study had presented initial ideas for the Southcote area at a public exhibition that had been held in St Matthews Church, Southcote Lane, on 14 July 2016. Visitors to the exhibition had been shown initial possible ideas and had been invited to offer comments. There had been 72 names on the exhibition sign-in sheet, 19 feedback forms had been completed and 77 post-it notes had been attached to the plans. An online consultation had been available until 26 August 2016 and had produced 19 responses. Five questions had been proposed on the feedback and online forms: main concerns, comments regarding proposals for traffic and parking, public transport, walking and cycling and further comments. The report detailed the feedback to each of the questions and stated that officers would consider the detailed responses to the consultations and produce definitive proposals that would be based on the concerns and feedback that had been received.

Resolved - That the report be noted and officers continue to work up specific proposals for transport projects in the study area.

### 34. LOWER CAVERSHAM 20MPH & PROSPECT STREET ZEBRA CROSSING

Further to Minute 5 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with a proposal for a 20mph zone in Lower Caversham, following a number of petitions and requests for such a reduction in the speed limit in this area of the Borough. An illustration of a proposed Lower Caversham 20mph zone was attached to the report at Appendix 1 and an illustration for an extension of the proposed Lower Caversham 20mph zone was attached to the report at Appendix 2.

The report stated that following receipt of a petition at the June 2016 meeting asking the Council to review the safety and signage of the zebra crossing in Prospect Street, Caversham, the police report had confirmed that the incident causation factors were beyond the scope of any road or crossing improvement. The Council had received a number of requests and petitions for the introduction of 20mph limits in areas of Lower

Caversham and, in particular, the central area that included Prospect Street, Church Street and Church Road. However, officers also believed that the residential streets leading from these main roads required consideration for possible inclusion in a wider 20mph zone.

The report explained that as a single, large zone, the area would require very few 'gateway' 20mph zone entrances/exit signs. Following the publication of the Traffic Signs, Regulations and General Directions 2016, it had been confirmed that such signs did not require illumination which would reduce significantly the installation and maintenance cost. However, the required traffic calming measures, such as '20' roundels' would likely be a significant cost due to the frequency in which they would need to be installed within the zone.

Officers had recommended that they met with Ward Councillors and CADRA to discuss the limits of the zone and would submit an update report to a future meeting. Officers had recommended that the Eastern Area 20mph zone was completed before proceeding further with the proposals for a Lower Caversham 20mph zone. Implementation of the zone would be subject to agreement by the Sub-Committee to proceed to statutory consultation, the results of the statutory consultation and funding having been identified. Should external funding become available officers would like to explore measures to improve further the experience for pedestrians and cyclists in the central Caversham area in consultation with Ward Councillors and CADRA. These measures could include the installation of footway-level pedestrian crossings.

Resolved -

- (1) That the report be noted;
- (2) That officers meet with Ward Councillors and CADRA to discuss the limits of the proposed zone;
- (3) That the Eastern Area 20mph zone is completed before proceeding further with the proposals for a lower Caversham 20mph zone.

### 35. PETITION FOR A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE

Further to Minute 7 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the results of the statutory consultation for the proposed alterations to parking restrictions, which would be required for the future installation of the crossing facility and the outline design for the crossing. The results of the consultation and an illustration of the changes to the parking bays that had been proposed in the statutory consultation was attached to the report at Appendix 1 and an outline design for the crossing was attached to the report at Appendix 2.

The report stated that alterations to the existing parking bays would be required to accommodate a proposed footway build-out into the carriageway and to provide the required visibility of oncoming traffic for waiting pedestrians. Officers had included these proposed parking restriction alterations in the statutory consultation for the 2016A Waiting Restriction Review Programme, to minimise the cost of the element of work. The Council had received five objections to the proposed parking bay changes, of which four had related to concerns about reducing parking space for parents to drop off/pick up children



at the temporary site of The Heights Primary School. The remaining objection had related to the proposed crossing and a reduction in parking for Christchurch Meadows.

The report explained that the crossing could not be delivered without a reduction in the length of the parking bays on either side and the installation of the crossing was still subject to funding being available. Officers would not propose altering the existing bays until funding for the crossing had been identified and the crossing was considered to be deliverable. Depending on the final design of the crossing it might be possible to reduce the length of bays that were affected and it was hoped that the installation of the crossing facility could remove one of the barriers to some parents allowing their children to walk or cycle to school and would have a wide catchment area for destinations on both sides of the river.

Resolved -

- (1) That the report be noted;
- (2) That the objections noted in Appendix 1 be considered, but the restrictions as per Item 4.6 be implemented;
- (3) That the Head of Legal and Democratic Services be authorised to seal the 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 accordingly;
- (5) That the proposed crossing proceeds to detailed design and implementation, once funding has been identified;
- (6) That the lead petitioner be informed accordingly.

**36. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2016 (A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2016 (B)**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received in respect of the traffic regulation order, which had recently been advertised as part of the waiting restriction review programme 2016A. This had involved proposed implementation and amendments of waiting restrictions at various locations across the Borough. The report also provided the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that had been raised by members of the public, community organisations and Councillors since March 2016.

The report recommended that the list of issues that had been raised for the bi-annual review should be investigated fully and Ward Councillors consulted. Upon completion of the Ward Councillor consultation, a report would be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes. A summary of letters of support and objections that had been received to WRR 2016A, along with officer comments, were attached to the report at Appendix 1 and the requests for the waiting restrictions review programme 2016B were attached to the report at Appendix 2.

At the invitation of the Chair Mr Alexander Kebby-Jones, resident of Belgravia Court, addressed the Sub-Committee in respect of the proposal for Southcote Lane.

Resolved -

- (1) That the report be noted;
- (2) That the objections in Appendix 1, with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (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 accordingly;
- (5) That the following proposals made under the waiting restriction review 2016A, as set out in Appendix 1, be implemented:
  - Gosbrook Road;
  - Ennerdale Road;
  - Overdown Road;
  - Wealdon Way;
  - Shared use bays Newtown area;
  - Green Road;
  - Mayfair;
- (6) That the following proposals made under the waiting restriction review 2016A, as shown in Appendix 1 be amended:
  - (i) Battle Square - remove the proposed No Waiting at Any Time, on the corner of Battle Square and Audley Street;
  - (ii) Romany Close - defer to the next meeting;
  - (iii) Southcote Lane - defer to a future meeting pending further discussion with residents;
- (7) That the requests made for waiting restrictions as shown in Appendix 2 be noted and that officers investigate each request and consult on their findings with Ward Members;
- (8) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

### 37. UNIVERSITY & HOSPITAL AREA STUDY - UPDATE

Further to Minute 13 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University and Royal Berkshire Hospital. Plans of the proposed parking schemes were appended to the report.

The report explained that since the last meeting officers had continued to investigate a type of residents parking scheme where marked parking bays were not necessary which would be appropriate for Foxhill Road, Cardigan Road, Cardigan Gardens, Donnington Road, Blenheim Road, Hatherley Road, Donnington Gardens and Blenheim Gardens. Officers had discovered a new scheme in Coventry where similar problems existed and they had applied a residents parking scheme where marked bays were not applied and 'gateway signs' were displayed notifying road users where the residents parking scheme commenced. This model would be appropriate for the roads detailed above but, the standard 'shared use' residents parking scheme was not possible with this model and if a scheme was approved, following consultation, residents of the streets would be required to use their visitor permits for short or long term visitors.

If agreed, a new Statutory Consultation would have to take place on the proposed new residents parking scheme in the roads detailed above and it had been proposed that the following further items were including in the Consultation:

- Parking protection (Double yellow lines) in Avebury Square and Lancaster Close;
- New shared use residents parking scheme in Addington Road between Alexandra Road and Erleigh Road;
- New shared use residents parking scheme in Erleigh Road between Alexandra Road and Addington Road.

The Statutory Consultation would take place in early October 2016 for a period of 21 days and consultation notices would be placed on-street within the consultation area, alongside promotion via the Council's website and social media. If objections were received these would be submitted to the next meeting. If no objections were received the new proposals the suspended proposals that had been detailed in the report submitted to June 2016 meeting would proceed to implementation early in 2017.

At the invitation of the Chair Mr Andrew Last, resident of Avebury Square, and Councillor Gavin, Redlands Ward Councillor, addressed the Sub-Committee.

The Sub-Committee discussed the report and agreed that Lancaster Close and Avebury Square (see Minute 25(a) above) should be included in the proposals.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation on the proposed new waiting restrictions as shown on Appendix 1, 2, 3 & 4 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and subject to the inclusion of Lancaster Close and Avebury Square;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;

- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee;
- (5) That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process.

38. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE (E P COLLIER SCHOOL)

Further to Minute 14 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress that had been made towards encouraging sustainable travel to schools through the development of new Travel Plans for the primary schools that were currently expanding.

The report stated that, further to Minute 83 of the meeting held on 10 March 2016, it had been proposed to up-grade the pedestrian crossing across Caversham Road by York Road to a 'PUFFIN' crossing. This was particularly relevant as the crossing could be used by groups of parents and school children of EP Collier School. The pedestrian crossing further along Caversham Road by the Richfield Avenue roundabout had been up-graded to a PUFFIN during the summer of 2015. The cost of the upgrade was estimated to be no more than £50K and this work along with the introduction of a 20mph speed limit, as agreed at the March 2016 meeting, was expected to improve active and sustainable travel to the school with reduced reliance on car travel. Some alterations surrounding the school had been implemented, such as, dropped kerbs and pedestrian barriers. In addition some waiting restrictions would require alterations and officers would consult with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors before carrying out Statutory Consultation. Any objections would be submitted to the next meeting. Officers had also used the scheme as chance to de-clutter any signs that were no longer needed within the area.

The report explained that the work to implement a wider coverage of 20mph around EP Collier School had been delayed slightly. The introduction of 20mph had been subject to specific requirements as defined by the Traffic Signs Regulations and General Directions (TSRGD) which the Government had finally brought into force on 22 April 2016. Now that the TSRGD had been revised the lower speed limit could be promoted with confidence that it was affordable and enforceable within areas such as this. The 20mph zone had been set to go out to Statutory Consultation to commence on 8 September 2016 and any objections would be submitted to the next meeting.

Resolved -

- (1) That the report be noted;
- (2) That statutory consultation be carried out for new school zig zags outside EP Collier School to reflect the new school entrance and correspond with double yellow lines in the remaining spaces to aid traffic flow within the area.

### 39. MAJOR SCHEMES UPDATE

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

#### Reading Station Area Development

##### Cow Lane Bridges - Highway Works

The report stated that the original cost estimates to deliver the scheme had been based on utilising Network Rail's existing contractor responsible for the viaduct, who were already mobilised between the two bridges. Unfortunately, the CPO process had delayed the proposed programme and the contractor had left the site. Network Rail had engaged their consultants to complete a value engineering exercise alongside the likely main contractor in order to identify potential cost savings by redesigning and reducing the scope of certain elements of the project. The Council had been involved in the review, primarily to ensure the essential elements of the scheme were retained. The Council remained reliant on Network Rail in confirming a programme of works and Network Rail remained the lead organisation in delivering the project. The value engineering exercise had identified some potential areas where the overall project scope could be reduced without affecting the overall project objectives. The main points to note related to the pedestrian facilities to cross the road between both bridges, a subsequent new layout to include a zebra crossing and a request by Network Rail to close Cow Lane throughout the duration of the works, which had been rejected by the Council. Final designs would now be prepared by Network Rail's consultant, with a more detailed presentation of the final layout expected in September 2016. It was also likely that Network Rail would be able to confirm the programme of works at this point.

#### Thames Valley Berkshire Growth Deal Schemes

##### Green Park Station

It had been agreed by the Berkshire Local Transport Body in July 2016 that an additional £2.75m funding from the LEP's unallocated capital pot should be allocated to Green Park Station. This would ensure that passenger facilities at the station could be enhanced in line with the increased anticipated demand for the station due to the level of proposed development in the surrounding area. Discussions were on-going between the DFT and Great Western Railway regarding the availability of trains to serve the station but, the Berkshire Local Transport Body had agreed that the scheme should be progressed in line with the original programme.

##### Reading West Station Upgrade

The Council had been working with Great Western Railway and Network Rail to produce a Masterplan for significantly improved passenger facilities at Reading West Station. Delivery of the scheme had been split into two distinct phases, with Network Rail due to implement Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. Phase 2, which included improvements such as the station building on Oxford Road, was currently unfunded. However, officers would continue to seek funding for the scheme from all available sources, including a bid to the Local Growth Fund for which a decision was expected from Government in November 2016.

### South Reading Mass Rapid Transit

A contractor had been appointed for construction of Phase 1A with works having commenced on site on 5 September 2016 for a period of three months. This initial phase of works would involve construction of a series of bus lanes between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11. The scheme would be achieved predominately by utilising space in the central reservations and realigning existing lanes where required. In addition, options for future phases of the South MRT scheme were currently being investigated to provide further bus priority measures between Island Road and the town centre. Phases three and four of the scheme had been ranked as the highest priority transport scheme in Berkshire for future funding from the Local Growth Fund and a decision was anticipated from Government in November 2016.

### East Reading Park & Ride and Mass Rapid Transit

Work on the planning application for the scheme was being progressed with the objective of submitting the application towards the end of the year. A public drop-in session had taken place on Tuesday 19 July 2016 to gain feedback on the scheme prior to the summer holidays. The exhibition had also been on display at the Civic Offices. The initial consultation had been completed and feedback had been incorporated into the scheme design prior to submission of the planning application. Preparation for the full scheme business cases for the park and ride and Mass Rapid Transit schemes was being progressed and both assessments were anticipated to be submitted to the Berkshire Local Transport Body in November 2016 to seek full financial approval for each scheme.

### National Cycle Network Route 422

Detailed design for the scheme was currently being carried out, focused initially on the provision of a shared path on the northern side of Bath Road between the Borough boundary and Berkeley Avenue. A programme of delivery of the full scheme was being agreed between project partners. However, it was anticipated that the works in Reading would be able to commence during the current financial year subject to detailed design work having been completed.

### Third Thames Bridge

A group had been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council and in partnership with Reading, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP. The Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be carried out and a bid had been submitted to the DFT to seek funding to carry out the next stage of the business case work for the scheme.

Resolved - That the report be noted.

(Councillor Duveen declared a non-pecuniary interest in this item. Nature of interest: Councillor Duveen's son worked for Network Rail)

40. 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 Item 41 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

41. 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 five applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to applications 1.2 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.0 and 1.1 be upheld;
- (3) That with regard to application 1.4 a discretionary permit be issued, personal to the applicant;
- (4) That with regard to application 1.3, consideration of the application be deferred to the next meeting to allow officers time to seek further clarification.

(Councillor Terry declared a non-pecuniary interest in resolution (4). Nature of interest: Councillor Terry was employed by the applicant. Councillor Jones declared a non-pecuniary interest in this item. Nature of interest: Councillor Jones's partner, Councillor Terry, was employed by the applicant in resolution (4)).

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

(The meeting started at 6.30 pm and finished at 9.58 pm).

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	6
TITLE:	RESULTS OF STATUTORY CONSULTATIONS: MINSTER STREET - ACCESS RESTRICTION TOWN CENTRE - PAY AND DISPLAY EXPANSION E.P. COLLIER SCHOOL - 20MPH ZONE & WAITING RESTRICTIONS HIGHMOOR ROAD - WAITING RESTRICTIONS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBAY & THAMES
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:james.penman@reading.gov.uk">james.penman@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 Following the meeting of the Sub-Committee meeting in September 2016, Officers have conducted a number of statutory consultations. This report provides the results of these statutory consultations and Officer recommendations for each scheme.
- 1.2 Appendix 1 provides the equality impact scoping document for Town Centre Pay and Display Expansion proposals.
- 1.3 Appendix 2 (presented at the meeting, as the consultation ends on 27<sup>th</sup> October 2016) provides the objections report that relates to the proposed changes to waiting restrictions in the streets that surround E.P. Collier School.
- 1.4 Appendix 3a provides the objections report that relates to the proposed changes to waiting restrictions in Highmoor Road. Appendix 3b provides an illustration of the next proposed phase of lining work.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.



- 2.2 That the alterations to the Minster Street access restriction timings (Item 4.1) be implemented, as advertised.
- 2.3 That the expansion of town centre pay and display parking (Item 4.2) be implemented, as advertised.
- 2.4 That the 20mph zone around E.P. Collier School (Item 4.3) be implemented, as advertised.
- 2.5 That the E.P. Collier Waiting Restrictions (Item 4.3) consultation ends on 27 October 2016 be noted. [Officer recommendations will be presented at the meeting.]
- 2.6 That the waiting restrictions on Highmoor Road (Item 4.4) be implemented as advertised.
- 2.7 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals.
- 2.8 That the objectors be informed of the decision of the Sub-Committee accordingly.

### 3. POLICY CONTEXT

- 3.1 The provision of waiting/parking and movement restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 Improving road safety through the reduction of casualties is a statutory duty of the council as highway authority.

### 4. BACKGROUND AND PROPOSALS

#### 4.1 Minster Street Access Restriction

- 4.1.1 Following long-standing public safety concerns during the night-time economy period along Gun Street, Officers presented a proposal for increasing the operational hours of the Minster Street Access Restriction to the Sub-Committee in September 2016.
- 4.1.2 The proposal extended the operational hours of the access restriction to include the period between 7pm and 7am, thus increasing the operational hours to 4pm - 11am, daily. The result of this extension would be the reduction in vehicular traffic during the period in which pedestrian encroachment

onto the carriageway, through the popularity of the establishments on Gun Street, would be at its peak.

4.1.3 The Sub-Committee agreed that Officers may conduct a statutory consultation for this proposed alteration and Appendix 1 presents the objections, support and comments that were received during this 21 day consultation period.

4.1.4 The statutory consultation ended on 20<sup>th</sup> October 2016. Reading Borough Council has received no objections to the proposals.

4.1.5 Officers recommend that the Traffic Regulation Order be sealed and the changes to the restriction implemented, as advertised - the new restriction will be 'Between the hours of 4PM and 11AM, access is restricted to buses, wheelchair accessible taxis, bicycles and permit holders only'. As a result of this change, Minster Street will remain open for through traffic between 11AM and 4PM only.

## 4.2 Town Centre Pay & Display

4.2.1 Officers conducted a review of the existing on-street Pay & Display parking provision in the town centre, with consideration for any areas where bays could be increased in length, or new bays added. Proposals to increase the provision of Pay and Display parking bays were presented to the Sub-Committee in September 2016.

4.2.2 The Sub-Committee agreed that Officers may conduct a statutory consultation for the proposed alterations and Appendix 2 presents the objections, support and comments that were received during this 21 day consultation period.

4.2.3 An equality impact scoping document has been produced and is attached as Appendix 2b

4.2.4 The statutory consultation ended on 20<sup>th</sup> October 2016. Reading Borough Council has received no objections to the proposals.

4.2.5 Officers recommend that the Traffic Regulation Order be sealed and the scheme be implemented, as advertised.

## 4.3 E.P. Collier School 20mph Zone and Waiting Restrictions

- 4.3.1 As part of the school expansion works for E.P. Collier School, a number of proposals were identified and listed for the Sub-Committee in January 2016. These proposals included the introduction of a 20mph zone and alterations to waiting restrictions on the residential streets around the school.
- 4.3.2 Officers presented details of the proposals to the Sub-Committee in March and September 2016, where it was agreed that they could be progressed to statutory consultation.
- 4.3.3 The Council received no objections to the proposed introduction of the 20mph zone. It is therefore recommended that the Traffic Regulation Order be sealed and the restriction introduced as proposed.
- 4.3.4 The consultation for the introduction of new waiting restrictions ends on 27 October 2016. The objections report will be presented at the meeting, alongside Officer responses and recommendations.

#### 4.4 Highmoor Road Waiting Restrictions

- 4.4.1 The road safety work continues to find a solution for this junction and, at the time of writing this report, a speed survey is being carried out on Albert Road. We have also carried out a video survey of the junction since the 'dragons teeth' road markings have been painted on the Highmoor Road eastbound approach. As a part of the double yellow line extension the dragons teeth will be extended on the Highmoor Road approach. Additional dragons teeth will be painted on the Albert Road northbound approach with further consideration to the southbound approach. Once this assessment and work has been completed Officers will meet with the two community groups (CADRA & HARC) to review the position at that time.
- 4.4.2 The Council has received 20 objections to the proposed introduction of waiting restrictions. Many of the responses provide recommendations that are outside of the scope of this consultation, but may be considered for inclusion in a future phase of works.
- 4.4.3 Of the objections received, 6 objectors were opposed to the principle of introducing any length of waiting restriction and 14 objectors were opposed to the length of restriction that was proposed, with a consensus that 50m back from the junction would be sufficient.

4.4.4 As a result of the continued accident situation it is recommended that the double yellow lines are implemented as advertised.

#### 4.5 Hospital & University Area Waiting Restrictions

4.5.1 The results of this consultation and Officer recommendations are presented in the Hospital & University Area Update report.

### 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 These proposals support the aims and objectives of the Local Transport Plan and contribute to the Council's strategic aims, as set out below:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

### 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Proposed changes to waiting restrictions and vehicle movement prohibitions will require advertisement of the sealed Traffic Regulation Order, prior to implementation.

### 7. LEGAL IMPLICATIONS

7.1 The sealed Traffic Regulation Orders will require advertisement, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

### 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.

## 9. FINANCIAL IMPLICATIONS

- 9.1 The Minster Street scheme in Item 4.1 will be funded through the LTP capital programme.
- 9.2 The Town Centre pay and display expansion scheme in Item 4.2 will be funded from the LTP Capital programme and Section 106 developer contributions.
- 9.3 The E.P. Collier scheme in Item 4.3 will be funded from Section 106 developer contributions.
- 9.4 The Highmoor Road scheme in Item 4.4 changes will be funded from the LTP Capital programme.

## 10. BACKGROUND PAPERS

- 10.1 Minster Street - Extension to Bus Only Restriction Operational Hours (Traffic Management Sub-Committee, September 2016).
- 10.2 Town Centre Pay & Display Expansion (Traffic Management Sub-Committee, September 2016).
- 10.3 School Expansion and Sustainable Transport Update (E.P. Collier School) (Traffic Management Sub-Committee, September 2016).
- 10.4 School Expansion and Sustainable Transport Update (Traffic Management Sub-Committee, March 2016).
- 10.5 School Expansion and Sustainable Transport Update (Traffic Management Sub-Committee, January 2016).
- 10.6 Highmoor Road Junction with Albert Road - Road Safety Update Report (Traffic Management Sub-Committee, September 2016).



Provide basic details

**Name of proposal/activity/policy to be assessed**

Town Centre Pay and Display Expansion

**Directorate:** ~~Children, Education & Early Help Services / Adult Care & Health Services / DENS / CSS (delete as appropriate)~~

**Service:** Transport

**Name and job title of person doing the assessment**

**Name:** James Penman

**Job Title:** Assistant Network Manager

**Date of assessment:** October 2016

Scope your proposal

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

To increase the provision of pay and display parking around Reading town centre. The proposed changes will increase the current provision with space for approximately 70 additional vehicles, for which the majority of spaces are located outside of the town centre part-time access restrictions.

The review of kerbside space that led to the proposals aimed to make better use of this space, for which the majority is yellow-line restricted. One of the locations proposed for conversion to pay and display is a short disabled bay on Howard Street. During our review process, this bay was identified as being underused by the Council's Civil Enforcement contractor and was empty during every Officer visit. This bay accounts for approximately 3 of the [anticipated] additional 70 vehicle spaces that this scheme would create and conversion to pay and display parking would still provide usability by blue badge holders at no charge. This proposed conversion will not set a precedent for the conversion of other disabled spaces to pay and display.

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

Visitors to the town centre will benefit from an increase in the number of on-street pay and display parking bays. This type of parking facility provides short-stay/high-turnover, street-level parking, which is also likely to benefit town centre businesses. With the exception of West Street, the proposed locations of the bays are all outside of the town centre part-time access restrictions.

Under Reading Borough Council's current model, Blue badge holders are exempt from pay & display charges (provided their badge is clearly displayed in the vehicle) and they are also exempt from the maximum stay limit that would apply to the bay. The implementation of these additional bays will increase the availability of formal on-street parking and provide an enhanced facility for blue-badge holders overall.

This street-level parking will also benefit those visitors with mobility difficulties, who do not currently qualify for a blue badge.

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

As above.

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

Visitors to / users of the town centre.

The Council receives requests for increases in short-stay, street-level parking in the town centre, from persons with mobility difficulties, from businesses and general users.

**Assess whether an EqIA is Relevant**

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

Do you have evidence or reason to believe that some (racial, disability, gender, sexuality, age and religious belief) groups may be affected differently than others? (Think about your monitoring information, research, national data/reports etc.)

Yes / No (delete as appropriate)

Is there already public concern about potentially discriminatory practices/impact or could there be? Think about your complaints, consultation, and feedback.

Yes / No (delete as appropriate)

If the answer is **Yes** to any of the above you need to do an Equality Impact Assessment.

If No you **MUST** complete this statement


An Equality Impact Assessment is not relevant because: the proposals will improve overall parking facilities and parking space turnover for all users of the town centre.

A statutory consultation has been conducted for the proposed changes to waiting restrictions. There have been no objections raised against the proposals.

Signed (completing officer)

Date October 2016

Signed (Lead Officer)



Date October 2016

HIGHMOOR ROAD WAITING RESTRICTIONS - OBJECTIONS TO TRAFFIC REGULATION ORDER  
 ITEM 6 APPENDIX 3a - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: [20/10/2016]

No.	Objections/support/comments received.	Officer Response and Recommendation
-	<p>Summary:</p> <p>Objecting to the principle: 6            Objecting to the proposed length: 14</p>	
1	<p>We have lived since [REMOVED] at [REMOVED]. [REMOVED]. The property has two entrances, both in Highmoor Road. One, to the front door, is very close to the crossroads. It must be exited backwards, and straight out across both carriageways. Vehicles coming along Albert Road from Caversham might turn left into Highmoor Road and only then see our car immediately before it. Accordingly, we widened a gate into the end of our garden, [REMOVED] west of the junction and this is the entrance to our carport. Our property is narrow, and increasingly so at its end. We can drive a car into this carport but because of the narrowness only at an angle. That means that we have to drive out backwards and at an angle.</p> <p>The proposed No Waiting at Any Time restrictions would necessitate our making these awkward manouevres several times a day. I must also point out that the restriction would have to be ignored by many vehicles. I think of roofers, builders, plumbers, gardeners, electricians, Gas Board boiler services, ambulances, taxis, delivery vehicles, newspaper delivery men, even, I suspect, police cars.</p> <p>Since [REMOVED], we have driven across the crossroads several times most days, and without any danger or difficulty. It is worth remembering that some years ago the accidents were caused by vehicles coming from the opposite direction and turning right into Highmoor Road. On other occasions, cars driving from the east end of Highmoor Road have ended up in our front garden. Once, a car turned left into Highmoor Road at night and met a group of horses, one of which tried to leap over it and landed on its roof.</p> <p>Of course, like all reasonable citizens, we appreciate that the public should be protected as far as practicable from the carelessness and inadequacy of some drivers, and there has been much understandable demand by HARC for a solution to the problem of accidents at this junction. But can you direct us to any compelling evidence that your recent proposal will either alert drivers better to recognising that there is a crossroads there or ensure that they stop and look long enough in a southward direction to assure themselves that they have seen both carriageways? Without such evidence, we strongly object to having severe</p>	<p>[Resident - adjacent to proposals]</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The justification for proposing these restrictions was reported to the Sub-Committee in September 2016.</p> <p>Double yellow lines, by law, implement a 'no waiting at any time' restriction, but not a loading/unloading ban.</p>



No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>inconvenience imposed upon us by the introduction of your proposed scheme, which is far from certain of success, and may well result in increasing the speed of vehicles approaching the junction.</p> <p>My own observation is that parking could usefully be restricted further along the south side of Albert Road, where parked vehicles do make it harder for a short driver like me to see if the near carriageway is clear or not. I will add that my husband, whose career was with the Department of Transport as a highways engineer, has no faith in the efficacy of your proposed scheme.</p> <p>At the least, I ask you to give some consideration to the problems we, in our property, would face should your idea be implemented. Highmoor Road is already used as a parking space by bus passengers and work vehicles, and I can envisage it being impossible on occasion to park anywhere in the road should these new restrictions be imposed. It is extraordinary that we are discussing these restrictions about an area in which we have lived for nearly forty years and which remains remarkably quiet. We sit in the garden and hear nothing more than the bus for long stretches of time. Double yellow lines are normally applied in inner city areas or tourist resorts where traffic flows are both constant and high in volume.</p>	
2	<p>We wish to object to the proposal recently posted to increase the no-waiting zone in Highmoor Road from Albert Road to extend to the junction with Buxton Avenue. We agree with the HARC opinion that this could encourage drivers to speed up near the junction and it also removes street parking for the houses involved. The length of the zone as proposed would be about 100m and we agree with HARC that a shorter zone of 50m would achieve the safety improvements as or more effectively. Further signage and dragon's teeth markings could be implemented along with the 50m no-waiting zone.</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>Officers do not agree that removing parking will increase vehicle speeds approaching the junction, but will provide greater forward visibility of the approaching STOP junction.</p> <p>Lining alterations are being proposed in the accompanying report.</p>
3	<p>I would like to register the following objections to the proposed no waiting restrictions in Highmoor Road described in the Notice dated 29 September 2016.</p> <ol style="list-style-type: none"> <li>1. I object to the proposal that the double yellow lines be extended to a distance of 100 metres to the west of the junction. This appears to me to be wholly excessive in a residential street. I would suggest that a distance of 50 metres would be more than sufficient to give a clear view of the junction and the proposed dragon's teeth road markings. This would allow some parking for the residents which is surely reasonable?</li> </ol>	<p>[Resident - adjacent to proposals]</p> <p>The objector proposes that a shorter length of restriction be implemented on the northern side of the street, but objects to the restrictions on the south side of the street.</p> <p>Officers acknowledge the suggestion to implement</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>2. I object to the yellow lines being extended on the south side of the west part of Highmoor Road. The Council has not presented any reason or evidence why these should be extended. I quote from Paragraph 4.5 of the paper to the Traffic Management Sub-Committee on 14 September 2016: <i>“There is a relatively small amount of on-street parking in this part of Highmoor Road which forces drivers onto the opposite side of the road travelling east towards the junction. It was agreed that this parking should be removed allowing an extension of the new marking. Keeping drivers on the correct side of the road with an increased length of ‘dragons teeth’ marking ensures the very best warning of the junction ahead and the need to stop.”</i> I would contend that allowing residents to park on the south side of the road will encourage drivers driving towards Albert Road to keep to the left side of the road which is what is desired. Also cars parked in this way will make the road appear narrower and this will probably cause drivers to slow down.</p>	<p>a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
4	<p>I have been following the situation on Highmoor Road as a resident [REMOVED] between the Albert Road junction and Buxton Road. Firstly I certainly acknowledge the situation at this junction which seems to have worsened over the past few years. I have lived here for [REMOVED] and do not recall such a volume of incidents in the early years.</p> <p>I am expressing my opposition based on the fact that I feel that removing parking restrictions will actually offer cars a longer stretch to build up speed as they approach the junction. This will have the unintended consequence of having a higher proportion of vehicles approaching the junction at a higher speed. I do understand the comments regarding current parking forcing cars to go onto the opposite side of the road but I feel that this would result in slower speeds being undertaken and resulting in more care as a car approaches the junction.</p> <p>Living here for such a long time and using this junction on average 6 times per day it is the lack of road markings (now dealt with with dragon's teeth) and the view when looking right caused by the fence that is the real concern. To make the junction safer these need to be addressed.</p> <p>If you decide that your proposed course of action is appropriate my concern is where will the overflow parking go? If it goes up Highmoor you are creating a problem with drivers on the wrong side of the road up near the Darell Road junction. Potentially making this a accident blackspot. Buxton Road is also rather full with on street parking already and I am not sure if the addition of further cars will add anything to safety in this road.</p>	<p>[Resident - adjacent to proposals]</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>On a personal note which I know shouldn't come into the equation I had a hip replacement operation 8 days ago. Now I have to be parked on the road to get in and out of my car whilst recovering. With your proposed rules I would have to go 100 yards up the road to be able to get into a car to attend physio and medical follow up. I am probably going to need to get this operation on my good leg in the future and then repeated on the bad one. Though these may be isolated incidents it does concern me for the future.</p> <p>One question I did have regarding the average speed and numbers of vehicles approaching both junctions is in respect of the time the monitoring was in place. I recall this was around July/August which of course is a time when traffic is always lower than usual and hence the need to use this area as a rat run may have been lower than you would expect over the course of the year.</p> <p>I feel that your initial proposal of the closure of this portion of Highmoor Road to all traffic bar buses would indeed be a safer option to pedestrians and road users than the double yellow line option that is currently up for discussion. I do not see how double yellows will reduce speed at the junction and will only increase it.</p>	
5	<p>Please accept this email as my objection to the proposed changes to the above.</p> <p>My reasons are I feel strongly to this are that the removal of all cars will encourage motorists to speed even more than they do currently. In my opinion speed humps similar to Kidmore Road would be far more affective</p>	<p>[No address information provided]</p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction and only the introduction of waiting restrictions on Highmoor Road that is being consulted at present.</p>
6	<p>I would like to add my voice to the issues around Highmoor Albert Road intersection. The issue is not visibility approaching the junction it is visibility AT the junction - crossing Albert Road. I use the junction twice a day; sometimes more.</p> <p>Not sure how additional double yellow lines is going to help with this. I do not live on any of the roads I live on St Peters so I have no personal agenda regards the reduction in parking.</p> <p>The tree on Albert road restricting visibility on the left when crossing west needs to be removed and the corner of the plot of the house on the right when crossing east needs to be bought by the council and the fence moved back. My opinion.</p>	<p>[Reading resident - not adjacent to proposals]</p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>How many more people need to be injured or worse before something serious is done. I wish I owned the house on the corner as I would move the fence in myself. I have cut vegetation down from around the tree trunk before to ease visibility but it only helps for a week or two.</p>	
7	<p>I would like to raise some concerns as part of the local consultation ref NM/JC-CMS/5543. My main objection is over the length of the proposed double yellow lines .</p> <ul style="list-style-type: none"> <li>· It should be halved to 50 metres from the junction. If the lines are painted up to Buxton Avenue , it will create parking issues for residents living on this stretch of Highmoor Road and could also create a greater opportunity for drivers to speed on the approach to the junction.</li> <li>· 50 metres would provide a clear view of the junction, meeting the objective of this consultation.</li> <li>· sharks teeth on all four approaches to the junction should also be proposed at the same time as the painting of the lines.</li> <li>· Further safety and speed reducing measures should also be introduced to calm the 4 direction of traffic at that terrible junction .</li> </ul>	<p>[No address information provided]</p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
8	<p>I am writing concerning the order reference NM/JC-CMS/5543, and I write to object to the details of RBC's proposal to impose 'No Waiting at Any Time' restrictions on Highmoor Road and Buxton Avenue as detailed in your notice dated 29th September 2016.</p> <p>I fully agree with the councils desire to make the Albert Road/Highmoor Road junction safer, and agree that the recent spate of accidents have been due to drivers approaching from the west along Highmoor Road not recognising the presence of the junction.</p> <p>It is therefore imperative that everything possible is done to make the junction visible, and to slow traffic using the junction.</p> <p>I believe that increasing the length of 'dragons teeth' to 50m along Highmoor Road (west of the junction) along with a 50m stretch of 'no waiting at any time' restrictions would considerably help with the 'see through' problem of this junction.</p> <p>However, the proposal to extend the no waiting zone to about 100m along Highmoor Road, and to include Buxton Avenue, is taking the parking restrictions too far.</p> <p>The proposal to go beyond 50m will cause distress to our neighbours who live there, and who need to be able to park reasonably close to their property. Having</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>a long length of clear road in this situation may also encourage speeding, which is the last thing we need, so close to this dangerous junction.</p> <p>I would therefore urge the council to limit the 'No Waiting at any time' restrictions on the west side of Highmoor Road to 50m from the junction. This would take it as far as the (2nd) green gates belonging to 20 Highmoor Road.</p> <p>I would also urge the council to take this opportunity to install 'dragon's teeth' along all approaches to this junction, since the more drivers are aware of the problem, the fewer accidents we will have at this difficult spot.</p>	
9	<p>I would like to formally object to the proposal to extend the double yellow lines to Buxton Avenue. I believe that these lines should be extended to 50 metres from the junction. I am concerned that if the lines are painted up to Buxton Avenue that it will create parking issues for residents living on this stretch of Highmoor Road and could also create a greater opportunity for drivers to speed on the approach to the junction.</p>	<p>[No address information provided]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p>
10	<p>We have lived at [REMOVED] Highmoor Road since [REMOVED] and absolutely agree that something needs to be done to improve the safety of this junction. We are pleased that as an interim step the council have agreed that the current road markings are inadequate. However it is a fine balance between improving the safety in one aspect but potentially creating different equally hazardous problems in another aspect.</p> <p>As we see it we believe that by your proposal of extending the no parking at anytime to 10 metres beyond west Buxton Ave will potentially result in cars travelling too fast along this part of the road as they approach the junction giving them less time to react to the approaching junction. In effect the parked cars act as a chicane to travelling cars therefore slowing their speed. We therefore would kindly ask that the extension is limited to 50 metres west of the junction in line with the current telegraph pole. This would mean cars approached the junction at a slower speed but also allowed enough distance to greatly increase the road markings that are needed to increase awareness of the approaching junction.</p> <p>We are hoping that this is an interim measure and that ultimately the council will agree that traffic calming measures such as those at the Oakley/Kidmore junction will be the most effective way of slowing down traffic as it approaches the junction. Speed is a very real issue that is contributing to not only the accidents occurring but to the resulting consequences of accidents. If the cars involved in the fatal crash earlier this year had been going slower there is a very real chance</p>	<p>[Resident - adjacent to proposals]</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	that the pedestrian may have survived the impact.	
11	<p>We live on Darell Road, and we are responding to your consultation on changes to the junction of Highmoor and Albert Roads, which have been proposed in the interests of reducing accidents.</p> <p>The cause of many accidents, we are told, is that motorists on Highmoor Road do not register that there is a junction, and fail to stop. We believe that the solution proposed by the Council, to restrict parking for 100 metres along Highmoor Road, is likely to be counter-productive, and will not increase awareness of the junction.</p> <p>We support the proposal that yellow line parking restrictions should extend for only 50 metres, and other measures should be taken, including ‘sharks’ teeth’, to increase the visibility of the junction and alert motorists to the potential of danger.</p> <p>We also believe that visibility should be improved for motorists approaching the junction from the west along Highmoor Road. Removing the BT junction box on Albert Road south of the junction, and a small change to the boundary of the garden on the south-west corner of the junction, would make a significant difference.</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving ‘through’ it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
12	<p>I write to object to the details of RBC’s proposal to impose ‘No Waiting at Any Time’ restrictions on Highmoor Road and Buxton Avenue as detailed in your notice dated 29th September 2016.</p> <p>One issue that should be considered when making this change is the fact that similar ‘no waiting’ restrictions are being introduced at the Kidmore Road end of Highmoor Road.</p> <p>Currently the stretch of Highmoor Road between Kidmore and Buxton (which includes the Albert Road junction) is used as a parking space by around a dozen vehicles. This is true during the day and at night. (Last night at 10:30 I counted 11 vehicles in this stretch.) Most of these vehicles are not owned by residents of Highmoor road.</p> <p>With the introduction of ‘no-waiting’ restrictions at the Kidmore Road end of Highmoor Road, and the introduction of a full 100m restriction from Albert Road to Buxton Avenue a large number of these parked vehicles will have to move. The closest roads are Albert and Kidmore roads, and parking along either of these roads near to Highmoor Road would not be a good idea.</p> <p>I fully agree with the councils desire to make the Albert Road/Highmoor Road junction safer, and would like to see an increase in the length of ‘dragons teeth’ to 50m along Highmoor Road (west of the junction) along with a 50m stretch of ‘no waiting at any time’ restrictions would considerably help with the ‘see through’ problem of this junction.</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present, but comments regarding Albert Road will be noted for future consideration.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>I would therefore urge the council to limit the 'No Waiting at any time' restrictions on the west side of Highmoor Road to 50m from the junction. This would take it as far as the (second) green gates belonging to 20 Highmoor Road.</p> <p>Extending the 'no-waiting' restrictions along Albert road near to the Highmoor Road junction to 50m would also be of benefit, and enable drivers to see oncoming traffic more clearly.</p>	
13	<p>The proposal is not supported. It seems an over-reaction to extend the existing double yellow line westwards along Highmoor Road all the way to Buxton Road and in the event could be counter-productive and may encourage traffic to go faster along Highmoor Road on the approach to the junction with Albert Road.</p> <p>My main problem crossing (or turning South into) Albert Road from the West side of Highmoor Road is the obscuration of oncoming traffic along Albert Road due to the boundary fence of [REMOVED<sup>1</sup>]. Dragon's teeth on all 4 approaches plus additional signage and calming measures to slow down traffic would therefore seem to better address all the issues.</p> <p>This is generally a quiet, residential area and it seems reasonable to maintain roadside parking for residents if at all possible. I would therefore support an extension to a total of 50 metres of double yellow lines along Highmoor Road (in the direction of Buxton Avenue). If this is not possible then as a compromise I would request residents-only parking from 50 metres away from the junction, which should greatly reduce the number of parked cars.</p> <p>Should the Council still go ahead with its proposal then an extension of the double yellow lines (to approx. 15metres) along Buxton Road is requested to ensure access to [REMOVED<sup>2</sup>] given Buxton Road is where cars are then likely to park.</p>	<p>[Resident - adjacent to proposals]</p> <p><i>Note<sup>1</sup>: Some information was removed to prevent the perception of blame being apportioned to a particular person/property.</i></p> <p><i>Note<sup>2</sup>: Some identifying (personal) information, relating to the objector, has been removed from the objection.</i></p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present - it would not be possible to install a greater restriction than that which is currently proposed. The comments will, however, be considered in any further alterations to TROs in the vicinity.</p>
14	<p>Caversham And District Residents Association agrees with the principle of increasing the length of waiting restrictions in Highmoor Road west of its junction with Albert Road. We believe that the restrictions will improve the visibility of the junction, its STOP sign and associated road markings and that this is likely to improve the safety of the junction.</p>	<p>[CADRA]</p> <p>CADRA support the principle of the proposal.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>However, we believe that the extent of the waiting restrictions should be reduced to 50 metres west of the Albert Road kerbline. This modification would minimize the impact on kerbside parking by residents and would significantly improve visibility of the junction.</p> <p>The suggested 50 metres of waiting restrictions is in excess of the 43 metres Stopping Sight Distance for 85<sup>th</sup> percentile vehicle speeds of up to 30 mph given in Table 7.1 of Manual for Streets.</p>	<p>continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
15	<p>I am writing to record my objection to the proposed changes to Waiting Restrictions on Highmoor Road and Buxton Avenue as proposed by the notice CMS / 005543 / 00253291 / Version 1.</p> <p>This proposed introduction of waiting / parking restrictions has been tabled in response to a number of accidents at the Highmoor Road / Albert Road junction but I fail to see how imposing these restrictions will in any way improve the safety of that junction, nor to prevent any recurrence of these unfortunate incidents.</p> <p>If the suggestion is that, by preventing traffic from parking in this area, that this will somehow improve visibility of the Junction (i.e. as you approach the junction), then I would argue that measures to refresh or expand on the existing 'red box', &amp;/or road markings &amp;/or signage would be far more effective. Removing parked cars will only I believe seek to increase the speed of traffic on Highmoor road, making the junction less safe (not more safe).</p> <p>It has to be said that the primary issues at the junction are visibility when pulling out from Highmoor Road onto Albert Road (from either section of Highmoor road) are lack of clear visibility at the junction itself, compounded by the speed of traffic on both roads.</p> <p>Despite all deliberation and procrastination to the contrary, it is very clear to residents and people who use this junction that Traffic Lights, or Traffic Calming measures to reduce the speed of traffic coupled with pro-active measures to improve direct visibility at the junction itself is what is required here; not just preventing some parked cars on one side of the junction.</p> <p>.... Cut back or remove trees and bushes, re-align the road to give improved line of sight to vehicles leaving Highmoor Road, move the Bus-Stops away from the junction, move the telecoms box that blocks the view up Albert Road, put up railings to force pedestrian to cross Albert Road away from the Junction, move the dog waste bin from its location at the junction, SLOW THE TRAFFIC DOWN etc. etc. etc. It really ISN'T hard to come up with any number of improvements that COULD</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p><i>Note: Some information was removed to prevent the perception of blame being apportioned to a particular person/property.</i></p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction and it is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p>



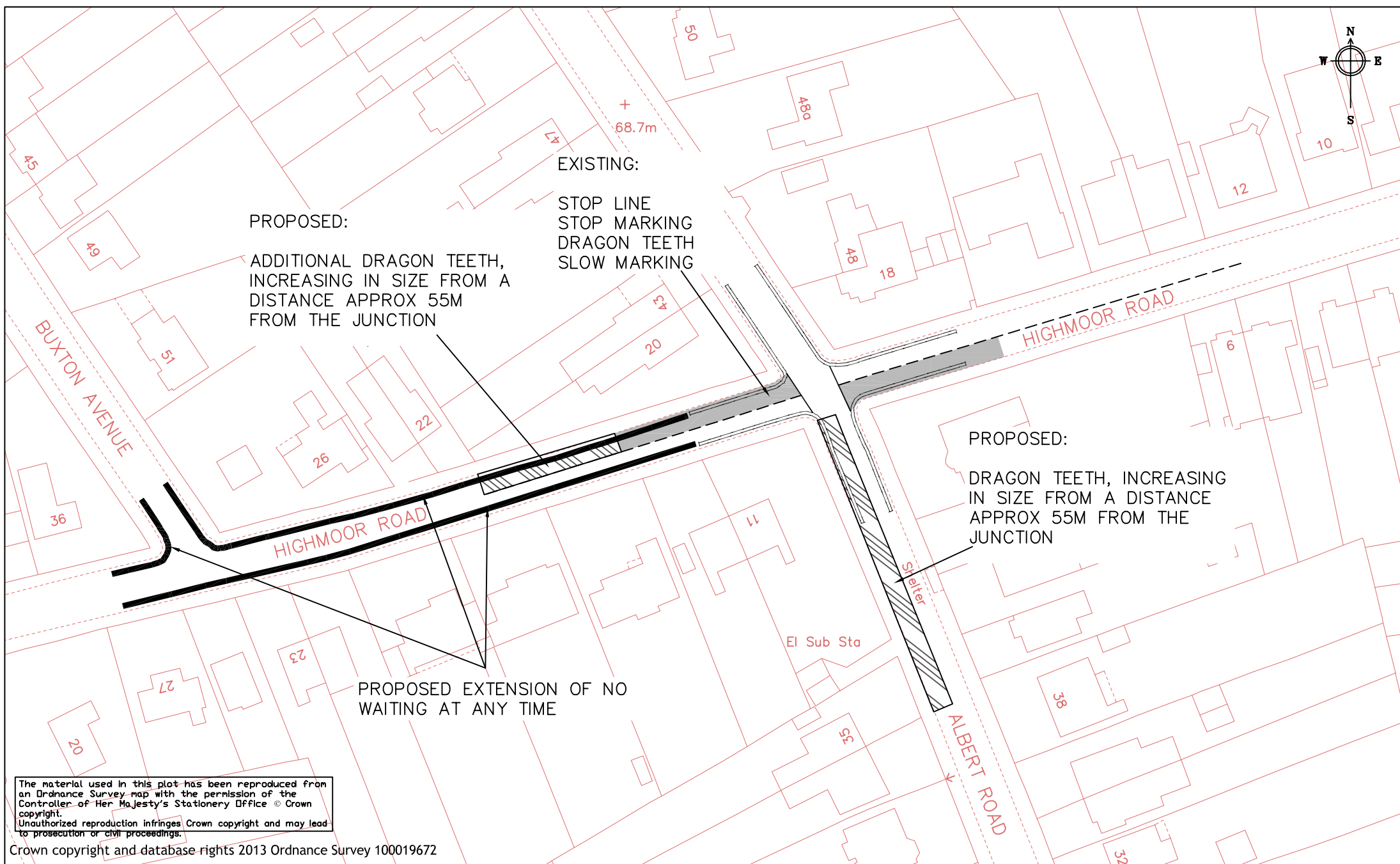
No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>ACTUALLY contribute to improved safety at the junction and not just be ‘lip-service’ ...</p> <p>To note also of course that any cars diverted from parking in this stretch of road will simply move to other locations and impact on traffic &amp;/or residents in other sections of Highmoor Road, Albert Road or Buxton Avenue so is fairly self-defeating as a means of improving road safety in the first instance. On this point - I think it is worth noting that as a regular user of the Junction, my experience is that if anything, it is traffic parked on the other section of Highmoor road that obscures the junction and its existing signage [REMOVED]. I have NEVER felt that the limited number of resident’s cars on the main section of Highmoor road have presented ANY kind of an obstruction!!</p> <p>In short - I do not feel that there is ANY justification for these proposed measures. They would be completely ineffective in terms of improving safety at this ‘troubled’ junction and they do not have my support. A complete red herring.</p>	
16	<p>I am writing in respect of the notice CMS/005543/00253291 and proposed Waiting Restrictions on Highmoor Road and Buxton Avenue and that I wish to object to this proposal.</p> <p>It has been well documented and recorded during the last several years that the Highmoor Road and Albert Road junction has poor visibility, and that there have been repeated accidents and very sadly a fatality earlier this year.</p> <p>There have been many suggestions by the Council and Local Residents and Campaign Groups/HARC, how the junction should be improved to increase road safety for drivers and pedestrians alike. I fail to see that by introducing Double Yellow lines on Highmoor Road and Buxton Avenue would improve the visibility of the junction which surely is the main issue?? Double yellow lines may deter drivers parking their cars, but this would not improve visibility at the junction itself.</p> <p>The Council have had several viable solutions put forward for traffic calming measures for the junction, such as A Raised Platform; Speed Humps; Pinchers; Road Cushions; Traffic lights etc.... I failure to see how double yellow lines would be effective. Should double yellow lines be introduced I foresee that cars that currently park on Highmoor Road (<i>Home owners and commuters</i>) will park in side roads or Albert Road and Highmoor Road East...thus creating additional poor visibility from the junction, and it will be back to the drawing board again and again and again.</p>	<p>[Send from same household as previous]</p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving ‘through’ it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>The Council need to <i>re-consider</i> the viable solutions put forward by the Local Residents and Campaign Group/HARC earlier this year, and not to waste limited funds/budgets as proposed in the above notice.</p>	
17	<p>Thank you for engaging with the community regarding changes to make this junction safer.</p> <p>I agree there needs to be an extension of double yellow lines, however the stretch all the way up to Buxton Avenue is nearly 100 metres and I fear will result in more car drivers speeding on the approach to the junction, creating a further issue at the junction. If we can please reduce the length of the proposed lines to 50 metres in total from the junction, this will enable the junction to be seen more clearly, but also stop the chance of cars travelling at greater speeds on the approach. I also note the Committee are supportive of Dragons teeth on all four approaches to the junction and I would be grateful if they could be implemented.</p> <p>Whilst I am appreciative of the steps you are taking to make changes to make the junction safer, I am greatly concerned this consultation is not enough.</p> <p>These proposed changes only go so far to address the 'see through' issue at the junction which is the cause of some of the accidents, however on the day of the fatality, the accident was not a result of 'see through' issues it was visibility issues negotiating the junction and the need for the cars leaving Highmoor Road to nudge out. The car coming along Albert Road clipped the car that was nudging out of Highmoor Road and the next steps very sadly resulted in a tragedy. More needs to be done to solve the issue of visibility at the junction. In my opinion the Council needs to write to the houses on the two corners to insist overhanging trees are removed, bushes maintained, and more importantly the house the other side of the road needs to lower their fence. The Council does have powers to insist this happens, and if the lower level negotiations don't work I would ask for the official powers to be invoked. This nudging out is a serious issue and can only be stopped with better visibility to negotiate the junction.</p> <p>The third issue is speed, cars roar along Albert Road, and it is imperative for speed to be reduced to enable safer crossing and driving at this junction. Very frustratingly, the position your contractors have placed the current speed wires is right outside a building site. The day after the speed wires were placed the road was dug up for gas works relating to this site for several days. Now the gas works are over, we encounter daily builders lorries parked permanently outside from 8am until 6pm while the workmen build a major extension on the house, along with additional parked cars opposite creating a natural traffic calming situation. So all</p>	<p>[Nearby resident - not adjacent to the proposals]</p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>speeds recorded on these wires are not indicative of the daily speed experienced on the road. If the wires were moved up a few yards more towards the junction and away from the building site, I am confident you would get a more realistic picture of the speeds. With the daily speeds encountered on Albert Road, and cars exiting the A4074 along Darell Road and Highmoor Road approaching the junction it is necessary to ensure speed reduction measures are put in place on all four approaches. The community are supportive of speed cushions and a raised table at the junction, and I would ask the Council to look at how this can be funded to be put in place without delay.</p> <p>So in summary, I am strongly of the belief there are three main issues with this junction</p> <ol style="list-style-type: none"> <li>1) See through visibility</li> <li>2) Visibility negotiating the junction</li> <li>3) Speed</li> </ol> <p>this Consultation is only seeking to resolve one of them</p> <p>In order for this junction to be safer and to do our best to avoid a further tragedy I urge the Council to ensure all three issues are addressed and without delay.</p>	
18	<p>With reference to the Consultation for extension of double yellow lines on Highmoor Road, please accept this letter as our formal response.</p> <p>While we are in agreement it would be helpful to extend the existing yellow lines, we believe the length of the proposed double yellow lines should be halved to 50 metres from the junction and not extend to Buxton Avenue as per the Consultation Notices.</p> <p>The 50 metres HARC propose would see the double yellow lines extend to the telegraph pole/rear parking gates to Sunnyside, the house on the corner plot of Highmoor Road. Photo attached.</p> <p>HARC are concerned if the lines are painted up to Buxton Avenue it will create parking issues for residents living on this stretch of Highmoor Road. Resulting in a knock on effect to the parking and safety of other neighbouring roads with the potential for greater need for parking on Albert Road creating a further issue of visibility. We are also greatly concerned that the proposed longer stretch of parking restrictions could open up the road to create a greater opportunity for drivers to speed on the approach to the junction, increasing the issue of safety at the junction. We believe our suggested shortened 50 metres would provide a clear view of the junction, thus meeting the objective of this consultation.</p> <p>In the last Traffic Management Sub Committee Meeting, on 14 September, it was indicated the committee would be supportive of the inclusion of sharks teeth on all</p>	<p>[HARC]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction, but improve the forward visibility of the STOP junction.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>four approaches to the junction and we would be grateful for this to occur either at the same time as the painting of the lines, or before if there is to be any delay. HARC are grateful for the committee agreeing to Councillor Ed Hopper's request for speed calming measures for both Highmoor and Albert Road to be investigated and a deliverable scheme, including improved STOP or Junction Ahead signage, to be presented back to the Traffic Management Sub Committee's meeting in January for consideration.</p>	
19	<p>I live at [REMOVED] Highmoor Road. If the lines are painted up to Buxton Avenue, there will be nowhere for visitors to park near our house. We often have elderly guests staying and to remove the street parking in this section would just create problems, without actually addressing the real issues at the junction. Worse, I believe it could also encourage drivers to speed on the approach to the junction as it will look 'clearer'.</p> <p>I believe the length of the proposed double yellow lines should be halved to 50 metres from the junction - stopping at the green double gates [REMOVED] at number 22. I believe 50 metres would provide a clear view of the junction, meeting the objective of this consultation.</p> <p>In addition, I would like to stress that the main issue at the junction, and the cause of the accidents and near-misses that have taken place, is in fact the very poor visibility to the right and left when pulling out of Highmoor Road onto Albert Road. I have witnessed myself many times, how cars are forced to pull out beyond the white marked lines of Highmoor Road, just to be able to see left and right along Albert Road. They are often jutting out a full car wheel over the junction to do this. Cars travelling up Albert Road (from the Mount) then have to veer around the obstructing car, so they end up on the other side of the road facing oncoming traffic.</p> <p>I have witnessed 3 near misses of exactly this nature in the past week. In one case, it was only because an oncoming car coming down Albert Road reduced their speed in time, that they avoided a head-on collision with a car that had moved into the right hand lane of Albert Road. I understand on the day of the fatal accident that this was also caused by a very similar situation.</p> <p>It is absolutely essential that measures are taken to improve the visibility of the junction so that cars no longer have to jut out into Albert Road before pulling out. Painting yellow lines on Highmoor Road will do nothing to address this, and so further action urgently needs to be taken.</p>	<p>[Resident - adjacent to the proposals]</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
20	<p>I am a resident of Highmoor road and I do disagree with the latest plan to put double yellow lanes in near the junction.</p>	<p>[Nearby resident - unknown address]</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>I am still not convinced this will make any difference. Again in recent weeks i have seen more situations where cars stick out to see traffic on Albert Road so surely its the angle of the junction and the speed which needs calming? Sharks teeth may help slow down those who go too fast but is the parking on Highmoor really the challenge? I think not.</p> <p>I think a mirror and some large speed humps would make the most change to anything.</p>	<p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p>



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Project PROPOSED INDICATIVE DRAWING	Scale N.T.S	Drawn JT
	Date OCT.16	Checked JP
Drawing HIGHMOOR ROAD	Approved SB	
	Drawing No. NM/JT/002	

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	7
TITLE:	WATLINGTON STREET / SOUTH STREET INFORMAL CONSULTATION - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:james.penman@reading.gov.uk">james.penman@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 Officers have considered traffic management options to address road safety issues at the junction of South Street and Sidmouth Street, following the recommendations made at the September 2016 meeting of the Sub-Committee.
- 1.2 This report provides a written summary of these options and Officer recommendations.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That a further informal consultation be conducted for the option in Item 4.7, alongside a proposal for a full closure of South Street, at its junction with Sidmouth Street.
- 2.3 That the results of this informal consultation be reported at a future meeting of the Sub-Committee.

#### 3. POLICY CONTEXT

- 3.1 Improving road safety through the reduction of casualties is a statutory duty of the Council, as highway authority.

#### 4. BACKGROUND AND RECOMMENDATIONS

- 4.1 Abbey Ward Councillors conducted an informal consultation on proposals to close South Street (east-side), at its junction with Sidmouth Street, to remove rat-running traffic that occurs between London Road and Sidmouth Street. The consultation also requested resident views on the installation of traffic calming (speed cushions).
- 4.2 There is a cluster of accidents that have resulted in casualties at the junction of South Street and Sidmouth Street, as well as the perception of speeding, which this proposed closure would address.
- 4.3 The September 2016 report concluded that the consultation had received a relatively low level of mixed responses and that a clear recommendation could not be made.
- 4.4 Many of the concerns and objections related to accessibility difficulties for residents, as those wishing to access this area from the west would have a considerable diversion.
- 4.5 Officers have considered the consultation responses and alternative traffic management methods that could be implemented to achieve a similar outcome, but address the concerns that have been raised against a full closure of South Street. The options are as follow:
- 4.6 One-way restriction on South Street.
  - 4.6.1 This restriction could be implemented in an eastbound direction, between the junction with Sidmouth Street and the junction with The Grove. This restriction could be extended to the junction with Watlington Street.
  - 4.6.2 This proposal would overcome the access issues, as indicated in Item 4.4, by providing access from Sidmouth Street and Watlington Street.
  - 4.6.3 This proposal would remove the rat-run between London Road and Sidmouth Street, which Officers believe will improve road safety at the junction with Sidmouth Street and South Street and improve the perceived speeding issues that residents have raised.
  - 4.6.4 This proposal would not prevent the rat-run between Sidmouth Street and London Road.



- 4.6.5 There is a risk that the implementation of a one-way restriction could increase vehicle speeds, once the risk of on-coming traffic is removed.
- 4.7 One-way 'plug' on South Street
- 4.7.1 This restriction could be implemented on South Street, at its junction with Sidmouth Street, to prevent vehicles from exiting South Street in a westbound direction. An island would be built to across the westbound approach to the junction, which could be designed to allow bicycles to approach in this direction. However, should this facility be incorporated, there could be abuse by motorcyclists.
- 4.7.2 This proposal would overcome the access issues, as indicated in Item 4.4 by providing access from Sidmouth Street and Watlington Street. This proposal would enhance resident access, relative to the proposal in Item 4.6, by permitting 2-way access along South Street up to the restriction - this would also reduce the number of vehicle movements on The Grove.
- 4.7.3 This proposal would remove the rat-run between London Road and Sidmouth Street, which Officers believe will improve the road safety at the junction with Sidmouth Street and South Street and improve the perceived speeding issues that residents have raised.
- 4.7.4 This proposal would not prevent the rat-run between Sidmouth Street and London Road.
- 4.8 A full closure of South Street will be the only effective solution for preventing both rat-run issues, however, Officers sympathise with the resident access issues that have been raised. Removing the London Street to Sidmouth Street rat-run should positively affect the accident cluster at the junction with South Street, so this must be the priority of any scheme that is developed at this location.
- 4.9 Officers recommend that the option described in 4.7 is proposed in a further informal consultation, in order to ascertain the views of the affected residents. This could be presented alongside a full closure, which provides Officers preferred option and preferred 'compromise' option for addressing road safety.
- 4.10 This further consultation can provide the aims of the scheme and how each option will meet these aims. It is hoped that this will generate a higher volume of responses, which can be reported at a future meeting of the Sub-Committee.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal contributes to the Council's strategic aims, as set out below:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 It is recommended that a further informal consultation be conducted, prior to statutory consultation, to obtain resident views on the preferred traffic management option.

## 7. LEGAL IMPLICATIONS

7.1 Changes to Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## 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.

## 9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

9.2 Funding will need to be identified prior to implementation of any scheme.

10. BACKGROUND PAPERS

- 10.1 Watlington Street / South Street - Informal Consultation (Traffic Management Sub-Committee, September 2016).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	8
TITLE:	WEST READING TRANSPORT STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE / MINSTER
LEAD OFFICER:	CHRIS MADDOCKS/ STEPHEN WISE	TEL:	0118 937 4950 / 0118 937 3735
JOB TITLE:	TRANSPORT PLANNING MANAGER/ SENIOR TRANSPORT PLANNER	E-MAIL:	<a href="mailto:chris.maddocks@reading.gov.uk">chris.maddocks@reading.gov.uk</a> / <a href="mailto:stephen.wise@reading.gov.uk">stephen.wise@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on progress with the West Reading Transport Study.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the contents of this report and agrees that officers continue to work up specific proposals for transport projects in the study area.
- 2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed set out in para 5.1 of this report in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

2.4 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

### 3. POLICY CONTEXT

3.1 The proposals are in line with Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 and current traffic management policies and standards.

### 4. BACKGROUND

4.1 The Council, as the Local Highway Authority, is responsible for the provision, improvement and maintenance of transport infrastructure within the Borough. In support of this work the Council has developed a number of area transport studies to investigate transport improvements for the area in line with the Council's objectives as set out in the Local Transport Plan 2011-26.

4.2 The West Reading Transport Study was established in June 2015, with the purpose of identifying, defining and prioritising transport schemes within Southcote and the western section of Coley Park. The overriding objective of the study is to take a balanced approach to enhancing the local area and connecting links, through measures that improve accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.

4.3 The West Reading Transport Study Steering Group has been established to direct progress of the study. The group is chaired by the Lead Member for Strategic Environment, Planning and Transport, and includes membership from the Ward Councillors for Southcote and Minster. Representatives of other organisations are invited to attend Steering Group meetings as appropriate.

### 5. THE PROPOSALS

#### Southcote

5.1 A summary of responses received from the public exhibition in Southcote in July was reported to this Committee in September. The feedback has subsequently been reviewed by the Study Steering Group and the following proposals have been developed for statutory consultation:

- a. Installation of raised tables at the side road junctions off Southcote Lane to reduce the speed of turning traffic and provide a level crossing point for pedestrians, including those with wheelchairs or pushchairs.

- b. Installation of two additional zebra crossings on Southcote Lane and a pedestrian refuge island near Fawley Road to assist Hugh Faringdon pupils to walk safely from the bus stop to school.
- c. Installation of herringbone pattern road markings at the roundabout junctions at Southcote Lane/Circuit Lane and Southcote Lane/Virginia Way to create informal crossing points and encourage motorists to see any pedestrians looking to cross the road at these locations.
- d. Removal of the pedestrian refuge island from Southcote Lane outside Priory Point to improve the flow of buses passing parked cars in this location.
- e. Introduction of an area wide 20mph zone to include all roads within Southcote south of Bath Road and east of Burghfield Road.
- f. Installation of westbound bus lane on Bath Road from Circuit Lane to Honey End Lane to improve flow of buses and reduce speeding on Bath Road.
- g. Upgrade the crossing point from the Gainsborough Road path to Prospect Park to a toucan crossing to encourage walking and cycling to/from Prospect School.
- h. Enhance the informal crossing point at Bath Road/Honey End Lane junction and the existing underpass to facilitate safer crossing points for pedestrians on the Bath Road.
- i. Reconsider effective enforcement of the old AM peak entry restriction to Southcote Lane eastbound. This was originally at Ashampstead Road (west end) junction to prevent traffic from Burghfield Road rat running through Southcote on the way to Reading town centre.

5.2 In addition to the proposals outlined above, a number of ideas have been put forward to reduce traffic on Silchester Road outside Southcote Primary School and stop instances of the dangerous u-turn at Fawley Road. These ideas include: a) relocating the bus gate further east to the junction with Faircross Road; b) implementing a westbound one-way system on Faircross Road and Silchester Road; c) re-instating the historic road closure on Faircross Road; d) removing the centre splitter island on Southcote Lane to facilitate a normal right turn from Faircross Road onto Southcote Lane. It is considered that further analysis of the vehicles currently using Silchester Road and Faircross Road in the AM peak should be undertaken in order for officers to put forward their professional views for consideration.

- 5.3 It is proposed that statutory consultation through a Traffic Regulation Order will be undertaken for the proposals outlined above, with any objections reported to the meeting of this Committee in January.
- 5.4 It should be noted that implementation of the measures in Southcote as outlined in this report is subject to funding being made available from the Community Infrastructure Levy (CIL) contribution from the developer of the former Elvian school site on Southcote Lane.

#### Coley Park

- 5.5 A public drop-in exhibition was held at Coley Park Baptist Church on 20<sup>th</sup> September 2016. Visitors to the exhibition were shown initial possible ideas and invited to offer comments. There were 29 names on the exhibition sign in sheet. 15 feedback forms were completed and 5 post it notes attached to the plans. In addition the exhibition materials were made available online until the 18<sup>th</sup> October and 12 responses have been received through the online feedback form.
- 5.6 Five questions were proposed on the feedback and online forms:  
Main concerns.  
Comments regarding traffic and parking.  
Comments regarding public transport.  
Comments regarding walking and cycling.  
Further comments.
- 5.7 Main concerns: Feedback from those consulted consistently raised parking on Holybrook Road as a major problem. The width of Holybrook Road is insufficient to permit the safe and easy passage of buses or lorries with opposing vehicles due to the parking of commuter and residents' cars on the north side of the road. The problem is made worse by the existence of a blind summit half way along the road and as there are only limited exits from Coley Park this problem is expected to worsen with increase in traffic from the DEFRA site development. Other issues raised consistently included on-street parking along Wensley Road which impacts the flow of buses and other traffic by reducing the road width to one lane. In addition parking on Boston Avenue by non-residents was a consistent complaint raised, however there was a lack of consensus on the best way to deal with this issue.
- 5.8 Traffic and parking: Concern was expressed that commuters, taxis and commercial vehicles are increasingly using Coley Park roads for free parking. In some cases as noted above the parking restricts the safe passage of vehicles, and in other cases the 'out of area' parking restricts residents' ability to access drives or park outside their houses.

- 5.9 **Public Transport:** The bus service was seen as good although reduced to hourly after 7.45pm. The efficient operation of buses is affected by the problems of parking at Holybrook Road.
- 5.10 **Cycling and walking:** No major issues were raised regarding cycling or walking but there was support for the improvement of access to and from the new development site including upgrading the link to Southcote. Concerns were raised at crossing Wensley Road to get to the park and near the old 'Roundhead' i.e. getting to/from the shops from the south east area.
- 5.11 **Further comments:** Comments were made regarding solving the parking issues on Holybrook Road before the extra traffic from the new development creates further congestion. Concerns were also expressed regarding the capacity of the traffic lights at Berkeley Ave/St Saviours Road to cope with the growing Coley Park traffic. In addition there was concern at the DEFRA development and an expectation that this should be provided with new accesses that didn't use Wensley Road and Holybrook Road. One online respondent stated that everything was fine and there were no problems at all.
- 5.12 It is intended that scheme proposals will be developed in further detail based on this feedback by the Study Steering Group, with measures for statutory consultation reported to the meeting of this Committee in January.
- 5.13 It should be noted that implementation of any measures in Coley Park will be subject to funding being made available from the Community Infrastructure Levy (CIL) contribution from the developer of the former DEFRA offices site.

## 6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 The delivery of schemes outlined in this report help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
  - Providing infrastructure to support the economy.

## 7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Informal consultation has been undertaken as described above.
- 7.2 Statutory consultation will be undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## 8. LEGAL IMPLICATIONS



8.1 Any resultant Traffic Regulation Order will be made under the Road Traffic Regulation Act 1984.

## 9. EQUALITY IMPACT ASSESSMENT

9.1 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.

9.2 The Council will carry out an equality impact assessment for transport project proposals in the study area.

## 10. FINANCIAL IMPLICATIONS

10.1 None at present. The proposals outlined in this report cannot be implemented until funding has been made available from the Community Infrastructure Levy (CIL) contributions from the developer of the former Elvian school site on Southcote Lane and the former DEFRA offices site in Coley Park.

## 11. BACKGROUND PAPERS

11.1 West Reading Transport Study, Traffic Management Sub-Committee Reports from June 2015.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	9
TITLE:	UNIVERSITY & HOSPITAL AREA STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	REDLANDS
LEAD OFFICERS:	CRIS BUTLER CHRIS MADDOCKS	TEL:	0118 937 2068 0118 937 2138
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER TRANSPORT PLANNING MANAGER	E-MAIL:	Cris.butler@reading.gov.uk Chris.maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital.
- 1.2 A consultation was undertaken in May 2012 on the principle of prioritising parking for local residents through introducing a Residents' Parking Scheme, to include elements of pay and display parking, alongside complementary transport measures in the local area. The scheme was proposed to help address the issues previously identified by residents through the study.
- 1.3 Due to the mixed nature of responses received through the consultation, the study Steering Group took the decision not to proceed with the proposed parking scheme at that time. It was agreed that the study would continue working closely with key stakeholders, including the University and Hospital, to reassess the feasibility of introducing the complementary transport schemes as outlined in the consultation and as supported through feedback received from residents.

- 1.4 This work has continued over the past few years, and alongside detailed discussions with key stakeholders, a second set of proposals has recently been completed. A local consultation including a local exhibition has since taken place in September and October 2015 by the Redlands Ward Councillors on the latest plans.
- 1.5 At the January 2016 meeting of this Sub-Committee, Members approved progression to Statutory Consultation on a series of new parking restrictions located to the west of Alexandra Road (including Alexandra Road) and to not progress the proposals promoted to the east of Alexandra Road due to feedback received during the informal consultation. The Statutory Consultation was completed in May and June 2016.
- 1.6 Following the meeting of this Sub-Committee in March 2016, it was agreed that Officers investigate the introduction of a “permit holder parking beyond this point” scheme in Cardigan Road, Cardigan Gardens and Foxhill Road on a model based on the schemes in some London Boroughs which avoid the need for marked parking bays.
- 1.7 Following the meeting of this Sub-Committee in June 2016, it was agreed to suspend the introduction of the proposals advertised to the west of Alexandra Road until officers have concluded their investigation into potential “permit holder parking beyond this point” restrictions in the narrow roads located to the east of Alexandra Road.
- 1.8 An appropriate model of residents parking scheme was identified by Officers and it was agreed at the Traffic Management Sub-Committee in September 2016 to complete a Statutory Consultation on that scheme.
- 1.9 This report details the results of that consultation and the recommended actions.
- 1.10 Appendix 1 - summary of objections to the October 2016 consultation.

## 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That both sets of proposals advertised in May 2016 and October 2016 be implemented as advertised.
- 2.3 That the objectors be informed accordingly.

## 3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

#### 4. THE PROPOSAL

- 4.1 Reading's transport strategy is contained within the LTP 2011-2026, which reviews challenges and opportunities throughout Reading and proposes Local Action Plans to be developed in neighbourhoods to address these challenges. These Action Plan Areas are based on a division of the urban area identified in the LTP 2006-2011, and represent continuity in implementing multi-targeted transport measures throughout Reading.
- 4.2 The LTP's vision is based on the vision for Reading set out in the Sustainable Communities Strategy by the Local Strategic Partnership. The vision is supported by a number of overarching objectives and enabling policies, which are in turn supported by detailed policies and objectives on a variety of themes, from cycling and parking to road safety and travel information. The policies and objectives for each theme are designed to help identify actions to address issues in local neighbourhoods.
- 4.3 In line with the LTP, a consultation was undertaken in May 2012 on the principle of prioritising parking in the Hospital and University area for local residents through introducing a Residents' Parking Scheme, to include elements of pay and display parking, alongside complementary transport measures in the local area. The scheme was proposed to help address the issues previously identified by residents through the study.
- 4.4 Due to the mixed nature of responses received through the consultation, the study Steering Group took the decision not to proceed with the proposed parking scheme at that time. It was agreed to continue with the study and focus on continuing to work closely with key stakeholders, including the University and Hospital, to reassess the feasibility of introducing the complementary transport schemes as outlined in the consultation and as supported through feedback received from residents.
- 4.5 This work has continued over the past few years, and recently, a second set of proposals were prepared by the Council and presented for consultation by the Redlands Ward Councillors.
- 4.6 Redlands Ward Councillors promoted the latest set of proposals via a local leaflet delivered to all properties in the study area, information on the Redlands Councillors website, and a local exhibition took place at St Lukes Church Hall on Monday 28 September 2015 between 5:00pm to 7:00pm supported by Council Transport Officers.
- 4.7 A report was submitted to this Sub-Committee in January 2016 confirming the results of the informal consultation and liaison with the Emergency Services. Members approved progression of the proposals located to the west of Alexandra Road (including Alexandra Road) to Statutory Consultation as these proposals were in general well received. However, due to the feedback received from Residents and the Emergency Services,

Members agreed that the proposals to the east of Alexandra Road were not progressed any further.

- 4.8 In May 2016, the Statutory Consultation was carried out on the proposals west of Alexandra Road and the results of the consultation was reported to the Traffic Management Sub-Committee in June 2016. At this meeting, it was agreed to suspend introduction of any new waiting restrictions until officers were able to confirm the status of any potential resident parking scheme in those narrow roads to the east of Alexandra Road.
- 4.9 As reported through various reports to the Traffic Management Sub Committee, those narrow roads where the standard marked bay residents parking scheme could not apply on both sides were Foxhill Road, Cardigan Road, Cardigan Gardens, Donnington Road, Blenheim Road, Hatherley Road, Donnington Gardens and Blenheim Gardens.
- 4.10 Since the January 2016 meeting of this sub-committee, Officers continued to investigate a type of residents parking scheme where marked parking bays are not necessary which would be appropriate for those roads as detailed in paragraph 4.9 above. Officers discovered a new scheme in Coventry where similar problems exist, and they have applied a residents parking scheme where marked bays are not applied, and “gateway signs” are displayed notifying road users where the residents parking scheme commences from. This model is appropriate for all roads detailed in 4.9, however the standard “shared use” residents parking scheme is not possible with this model and if a scheme is approved following consultation, residents of those streets will be required to use their visitor permits for short or long term visitors.
- 4.11 The Statutory Consultation on the second set of proposals as detailed in 4.9 and 4.10 above took place between 29<sup>th</sup> September 2016 and 20<sup>th</sup> October 2016. Consultation notices were placed on-street within the consultation area, alongside promotion via the Council Website and Social Media platforms.
- 4.12 A total of 120 objections have been received to date and it would appear the majority are objecting to the proposals consulted upon in May 2016. This has included the resubmission of the petition containing approximately 8000 signatures. The objections are shown in appendix 1.
- 4.14 Officers recommend members of the Sub-Committee review the details of this report, and previous reports, and consider the objections submitted to the latest set of proposals.
- 4.15 Officers have noted and reviewed the objections to date. Whilst there have been several objections against the pay and display elements of the project, both sets of proposals achieve the initial objectives of the study in creating a managed parking scheme for the area (also detailed in 4.3 above). Officers would therefore recommend to the Sub-Committee to

make both traffic regulation orders advertised in May and October 2016 and implement the proposed parking and waiting restrictions early in the New Year.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The projects have and will continue to be communicated to the local community through local exhibitions and Council meetings.

6.2 Statutory Consultations in May and October 2016.

## 7. LEGAL IMPLICATIONS

7.1 The Statutory Consultations have been completed in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## 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 has carried out an Equality Impact Assessment scoping exercise and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## 9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

## 10. BACKGROUND PAPERS

## 10.1 Traffic Management Sub-Committee reports.

HOSPITAL & UNIVERSITY AREA PARKING CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER  
 ITEM 9 APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 25/10/16

No.	Objections/support/comments received.	Officer Response and Recommendation
	General objections to P&D/RP: 115 Support: 12 Outside scope (e.g. additional requests / not part of this consultation): 15	
1	<p>If you have ever had a hospital appointment, you will know that they rarely happen at the actual appointment time, but usually some time later. Also it is possible that further investigations such as x-rays etc may be required, with further waiting. Plus the time taken to find a parking-ticket machine, find wherever the appointment is (arriving a bit early) and walk back to the car afterwards. Patients are not always very mobile. So it is quite possible to go over the 2 hour restriction for Schedules 8 and 9, or the time paid for in Schedules 8, 9 and 10, through no fault of the patient. Are we expected to interrupt the appointment before the 2 hours or whatever time has been paid for to leave the hospital to find another parking place?</p>	<p>The objector is not specific about the area of proposed P&amp;D restrictions to which they object. It is possible that the objector is objecting to the overall principle of installing P&amp;D around the hospital, much of which formed part of previous phases of consultation. This consultation only proposes the introduction of P&amp;D on 2 streets and many of the locations to which the consultation applies are existing limited waiting bays. These proposals would replace the limited waiting with pay &amp; display parking, which is limited to the same maximum stay periods. In other locations the pay and display bays will create a turn-around of parking in areas that could otherwise be parked all day, which should increase the availability of short-term parking in the area.</p> <p>Part of this objection refers to schedules 8 - 10, which advertise the intended P&amp;D rates only.</p>
2	<p>I suggest that the end of De Beauvoir Road nearest to Cemetery Junction should be added to schedule 9 as it is now frequently used by Tesco customers preventing residents from parking. It is especially busy from 17-18.00 Mon-Fri.</p>	<p>While this location is outside of the scope of this consultation, this request could be considered for any further phases of work, of in the Waiting Restriction Review Programme.</p>
3	<p>Please, register my objection against pay and display near RBH.</p>	<p>As per objection No.1.</p>
4	<p>i strongly object to this as this is nothin but a money makin scam.by rbc....the current system in place is workin just fine so if its not broke why do u want to mess.with it buisness and local residents r up in arms ...the problems r the students who say r skint but each has a car limit this to 1 car per household.even if there r 5 or 6 poeple in the house..common sense is free of charge.</p>	<p>As per objection No.1.</p> <p>The introduction of a resident permit parking scheme will limit the number of vehicles permitted to park on the Highway, by each property within the zone.</p>
5	<p>I think it is very wrong to be charging for parking around The Royal Berks Hospital. Adding to the stress of getting to appointments on time or visiting poorly relatives or friends is the problem of finding the money or correct change. It's bad enough parking already. And what about the students who are training and having vital placements on wards - they are our future. They no longer get a bursary so are already struggling. Where are there payments coming from?</p>	<p>As per objection No.1.</p>
6	<p>I am an 82-year old pensioner who is also a FREQUENT attendee at a number of different clinic departments at the Royal Berks Hospital. I am APPALLED that you are proposing to CHARGE ME for finding a place in nearby roads when I am attending this</p>	<p>As per objection No.1.</p>



No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>hospital. I have long ago given up attempting to get into the multi-storey car park for my appointments and always end up having to find somewhere in the streets. Walking to and from the car to the hospital is bad enough especially using a walking stick, but not only having to pay for the privilege but also sometimes having to go out again and move the car if I am delayed more than two hours at a visit will be even more problematic if I'm paying that exorbitant fee as well. Reading traffic is a problem for everyone - and getting to and from the RBH even by buses (two in my case) is no easy task for a pensioner such as myself. The other day I had to pay £11.60 to get home by taxi as I was too exhausted to cope with the buses.</p>	
7	<p>I regularly visit the Royal Berkshire hospital and use the on street parking near by. I am very concerned to hear that the council is planning to put meters onto these parking sites. I would not be able to afford to visit friends especially the elderly who are in hospital if this is introduced. It will detrimentally impact on me. I urge you to reconsider these proposals.</p>	As per objection No.1.
8	<p>As a resident in Earley who often uses Royal Berkshire Hospital since it is my local hospital, parking nearby to visit sick friends as well as when I have had to go to outpatients myself is helpful in making such visits less stressful. I would therefore urge you to keep parking near to the hospital free. For the sake of the sick, please have compassion, otherwise those who are ill will be penalised.</p>	As per objection No.1.
9	<p>Its going yo hit elderly especially hard when already their incomes have been decimated by low interest rates. MY husband has to repeatedly go to hearing aid dept at RBH and always goes early to be 1st in queue at 8.30am but if he has to gind parking fees it will be impossible. Bracknell hearing aid people are unable to deal with his aids and we are totally dependant on interest from savings which have been decimated. THANK YOU FOR HITTING ROBBED PENSIONERS not everyone enjoys gold plated pensions.</p>	As per objection No.1.
10	<p>I am horrified at the proposals to charge huge fees for Pay and Display in the roads around the hospital. Have you any idea how stressful it is to visit RBH in the first place? Here's a description:</p> <p>Arrive in Craven Road, having struggled through dreadful traffic jams but have allowed more than half an hour for that and another extra half hour to allow for finding a parking spot. Start off in the multi storey car park. This is utterly filthy and depressing, poor built, poorly maintained, too small and several machines are usually out of order. Naturally the pay machines are not on every floor and the most convenient is in a dark threatening area outside the safety of the hospital. Not a good design! Of course, after driving round and round several times, one gives up and heads for the roads around the hospital. These are completely full of parked cars but eventually a space appears. Hurrah! Now for the fee. Ouch! Oh well. Got to pay it as running late for the appointment. Set off at a run, heart pounding. Arrive, after negotiating a trek along miles of cold draughty corridors. There are people waiting, far too many. There must be three for every slot, just in case somebody does not turn up. Sit down for a long wait. The hours tick by and so does the clock on the parking meter. You finally return to your car, hungry, thirsty, tired and feeling ill. Why else would you be there? You pay the extortionate fee and drive slowly home. This is the joy of a visit to the RBH. Somebody help us!</p>	<p>As per objection No.1.</p> <p>The proposed fees for the pay and display restrictions are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parks.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>So to exacerbate this awful situation, you propose huge parking fees? Has it ever occurred to anybody that the RBH needs to move out of town with shuttle buses for transport and plenty of free parking. Do not penalise sick and weary patients for being ill. It is an utter disgrace. I recently had reason to visit Lister Hospital in Stevenage. What a difference! A clean multi storey car park, well lit, plenty of space, plenty of machines in convenient places, people to meet and greet as one walks through the main doors and clean, warm corridors, lovely lifts and delightful wards. Why are we going so wrong in Reading?</p>	
11	<p>The proposals for parking charges in and around the RBH is unfeeling, unkind, uncaring. In fact everything one would expect a hospital and council not to be. This is hitting vulnerable sick people and their carers already distressed by just having to attend a hospital appointment or being hospitalised. Not everyone can afford taxis although it could be cheaper than these parking fees. Many are too ill to wait and catch a bus. Where is the humanity in all of this. The personnel who are making these proposal, do they have vulnerable parents or friends or maybe even themselves who may one day need visit and spend time at the RBH. Please think what these proposals really mean to the most vulnerable people in our society.</p>	As per objection No.1.
12	<p>I would like to object to the new parking charges at The Royal Berks Hospital These charges are not fair to people have appointments yet have no idea how long it will take so incurring a penalty charge, making money out of the sick is unacceptable to any reasonable human being</p>	As per objection No.1.
13	<p>Charging to park at a hospital is a disgraceful thing to do hurting the most vulnerable at the worst time. Such charges impact the worst on the poorest too who have no control over whether they park there or not e.g. you have no choice in the matter. It is yet another tax on Joe Public and I can assure you we are all getting sick of it.</p>	As per objection No.1.
14	<p>I am one of many thousands of people who need to use the RBH on a regular basis and I wish to urge you to scrap the proposed changes to the parking around the hospital. There is a chronic shortage of parking at the site and the charges are already high enough! Imagine the added cost and therefore stress to relatives trying to bring comfort to loved ones in the hospital, especially those who may not even know whether they will make it home again! I myself have regular appointments at the hospital and allow 30 minutes to travel there from Tilehurst and another 30 minutes to find somewhere to park! Even so I have missed one appointment this year because I simply could not find somewhere to legally park having been looking around the area for an hour! A park and ride scheme was tried before from Madjeski stadium and was cancelled to save money. (Or so we were told then!) So a park and ride scheme is unlikely to suddenly work now. The Parking at the hospital is in desperate need of help what it does not need is to be treated as some type of cash cow to be milked, which is how the people who are forced to use feel that they are being treated. Please solve the problem, do not add to the misery.</p>	As per objection No.1.
15	<p>It is totally unacceptable to impose parking charges in the roads surrounding the RBH. Those visiting the hospital are often elderly (driven there by family members, friends or neighbours) and cannot afford such swingeing costs as proposed. Others are visitors who would find it too expensive to regularly visit loved ones especially if they too are pensioners. Some people are in hospital for many weeks with visitors vitally important</p>	As per objection No.1.

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	<p>to their well being. Young families too would find the cost prohibitive. I cannot believe that cars currently parking in these roads are causing a problem so therefore this would appear to be nothing more than a blatant means of raising funds to swell the council's funds. (Motorists in Reading are already penalised; I never shop there now since to do so adds to the cost of any purchases. Previously, I visited the town centre at least once a week but cannot remember the last time I went in to shop.) What about those on very low incomes (e.g. those on social benefits and the unemployed) having to visit the RBH? Also, young people e.g. students? Parking at the hospital is already stressful; firstly finding a slot (often without success) and then becoming increasingly anxious as appointments overrun. Patients cannot always just be dropped off to be collected later. Many require assistance so drivers will obviously need somewhere to park. I really do hope you will reconsider such a proposal so that patients and genuine hospital visitors are not penalised in this way.</p>	
16	<p>£3.10 for two hours is ridiculous! Factor in the added stress of delayed appointments and parking fines. Despite previous objections, I'm disgusted that the council seems intent on going ahead with the pay and display and that people visiting the hospital will have to pay such extortionate fees. Nevermind the students who work for nothing who won't be able to park on site during the day or on the road. To cave in to the demands of a few (ie the local residents) seems narrow minded when you consider how many people have to drive from far and wide to visit RBH. The high prices and lack of sufficient car park capacity at RBH forces visitors to use neighbouring roads. It works well enough now without any notable congestion/inconvenience, why change it for the very marginal benefit of locals - they knew the hospital was there when they moved there! I implore you to reconsider. Ploughing ahead with the current plans may bring you revenues, but you will have lost a lot of respect from the community and you will make people think twice about visiting RBH for outpatient appointments and visiting their sick friends and relatives.</p>	<p>As per objection No.1.</p> <p>The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities.</p>
17	<p>[Allcroft Road] It should be free to park for 2hrs only ANYTIME for the public to use and permit holder only for residents to park there anytime. Also no further extra parking should be made on this road as it will ruin the beauty of this road. No pay as you go on this road.</p>	<p>The type of waiting restrictions proposed for Allcroft Road formed part of a previous phase of consultation and did not form part of this consultation.</p>
18	<p>I would urge you to reconsider the proposed raising of car park charges at the Royal Berks Hospital. I have a number of health issues which necessitate regular visits to RBH, and the cost is prohibitively expensive. Unfortunately I am unable to use public transport to visit the hospital, as the jolting on the bus can cause my back to go into spasm, so I have to use my car and parking is already expensive enough. Up until now, for shorter appointments I could sometimes use on-street parking for up to 2 hours, when the car park is full (which is a regular occurrence). However, not only are the council planning to introduce on-street parking charges, but now proposing to raise the car park charges as well! I know that budget cuts across the board mean that councils are struggling to balance the books, but please don't punish those who are suffering from ill health and, in some cases crippling pain to do this. Please do think carefully at the all round picture, and not just how to raise much needed funds.</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital.</p>
19	<p>I think it's absolutely disgusting that the council are going to start charging for parking around the RBH, parking is a night mare as it is. I think a bigger car park is needed.</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
		Hospital is reviewing their parking facilities.
20	I gather from the action group opposing the proposed changes to parking in the RBH area. New proposals and charges have been made. I think that the proposals to levy charges on parking in the area is simple cash making exercise. Pressure on parking near to the Hospital is going to ensure that RBC is going to make substantial income from these charges. No doubt penalty charges exacted from those who overstay their time will add to this income. Parking in the Hospital is often difficult and appointments often over run their time exacerbating the situation. Unfortunately public transport only partially solves the problem. Journeys from the outer parts of Reading inevitably involve one or more changes adding to the journey time and making journey planning very difficult. It has long been accepted that RBC doesn't like the car, unfortunately it is here to stay. Constantly punishing car users is stupid and a continuing example of the Councils lack of imagination and creativity.	As per objection No.1.
21	I totally object to the proposed parking restrictions and pay and display around the roads near the Royal Berkshire Hospital. Absolutely scandalous proposals, penalising not only vulnerable patients, patients relatives but hard working staff.	As per objection No.1.
22	I object towards any pay-as-you-go parking round the hospital. We would like Allcroft Road to be 2hr limit parking only from 8am to 8pm then after 8pm it should be able to park without limit.	As per objection No.1.  The type of waiting restrictions proposed for Allcroft Road formed part of a previous phase of consultation and did not form part of this consultation.
23	I am writing in regards to the proposed pay and display changes to numerous roads around the Royal Berkshire Hospital. I do not understand why these changes are being made; the only reason I can see for this being done is for the council to make money out of people ie. Visitors and staff of the hospital. I think it's absolutely disgusting that the council is taking advantage of these people who are now going to be made to pay your overpriced parking charges. What happens to hospital staff who cannot get parking on hospital premises because of lack of parking? They will have to pay for a whole days parking which will probably equate to their daily wage, if not more. What happens to the visitors of the hospital who, again cannot use hospital parking due to the lack of spaces, park there and their appointment runs late so they go over what they paid and displayed? The elderly? The sick? The disabled? The council is supposed to work to improve the borough for its population. I really hope you reconsider your proposals.	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities.
24	I would like to voice my objection at these proposed parking charges. It never ceases to amaze me how greedy councils get in times of hardship. You forget that a trip to the hospital is not for shopping or pleasure, it is a necessity. With appointments very rarely sticking to their times, not only does the patient / carer have to worry about why they are in hospital but also whether they will be given a ticket or not. Over the years I I have noted that traffic wardens prey on hospital users, medical centers or mosques on a Friday, just to get their numbers up. Before implementing such costs, just imagine - it could be your father, your mother, your grandad, your gran, your son, your daughter, your lifelong partner, your friend that needs urgent treatment and it is your greed making money from patients. I just hope that the relevant council people can live comfortably with the decisions they make. No one stays young forever and you too will, at some point, need hospital services. Do not implement these charges.	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities.

No.	Objections/support/comments received.	Officer Response and Recommendation
25	I object to the proposed pay and display charges.	The objector provided no comments regarding the reasons for the objection nor proposed amendments, so Officers are unable to provide comment or a recommendation.
26	I am a volunteer driver and currently do not have to pay for parking. However I think the proposed charges are disgusting. It's very difficult to know how long you will need to park. I have been anything from 1 to 10 hours. How do you know how much to pay when you have no idea how long is needed. A few years ago when my mum was ill and in rbh for 3 weeks we must have paid over £300 between myself and 2 sisters. We were lucky that we could afford to pay but lots of people can't. Parking charges in Reading are high. Personally I prefer to use Newbury. Keeping charges high will negatively effect local shops which is not good for local economy.	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities.
27	As an occasional patient and visitor to Royal Berkshire Hospital in Reading, I am disgusted that you are removing a lot of the free parking in the roads around the hospital and replacing it with an expensive Pay and Display system. This is extremely inconsiderate to the hundred of out-patients and visitors who use the hospital on a daily basis.	As per objection No.1.
28	I am objecting to the proposed parking charges on roads around or near the Royal Berkshire Hospital. With delayed appointments and probable delays in the hospital I feel as a pensioner that I would be unable to afford the costs of cumulative and probable fines for parking beyond the time limit. The main hospital car park has inadequate spaces and as a resident in the North of Reading there is no park and ride. Many of my hospital appointments are around 10 am. There is no concessionary fares on Reading buses at that hour of the morning to get me to the RBH. And please do not blame the Government as you as council should run your budgets just like any business.	As per objection No.1.
29	I object for reading borough council proposal for pay & display near RBH & the surroundings. Paying £3.10 for 2 hours parking is ridiculous & is not fair at all.	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities.
30	I just want to let you know what a hateful and mean spirited bunch of people you really are. Implementing moneymaking parking charges around a hospital specifically targeting people who are often sick or distressed or both, just because you 'allegedly' bowed to resident pressure. Not to mention the penalty to low paid hospital staff such as students and healthcare workers. I have always said Reading council are anti-motorist and this really does rubber-stamp my view. I have lived in this area for 16 years and I can guarantee you that I will soon retire away from this area to somewhere that is run by a council that is more focussed on creating a pleasant environment for its visitors and motorists.	As per objection No.1.
31	I am writing to object the decision to put parking meters around the Royal Berkshire Hospital. My son is disabled and has regular appointments at the [REMOVED]. If we get a morning appointment we leave very early and have breakfast at the hospital just so that I can manage to park my car, this week we left at 7.30 for a 9.30 appointment from Tilehurst. Next week I am dreading as we have a 3.15 appointment [REMOVED], I know there will be nowhere in the carpark for us and will therefore have to park in Redlands Road. My son has a blue badge but this will make no difference. I am worried	As per objection No.1.  Blue badge holders are exempt from pay & display charges and maximum stay periods when their valid badge is clearly displayed in the vehicle.

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>that the parking meters are going to make things much worse for us, are blue badge users exempt from the charges? We have been ticketed for parking on the road before. We have no choice but to attend these appointments and it is crazy that I should have to drive around for hours to look for somewhere to put the car, parking meters in these roads is going to add stress to an already stressful situation. You have made the proposals as you claim they are in the interest of safety, there will still be the same number of cars but of course there will be a huge income to the council in parking charges and parking fines. If the Council had given us a health centre at the west end of the town as they promised when they sold the land from the old Battle Hospital site, the whole of Reading and beyond would not be looking to park around the Royal Berkshire Hospital.</p>	
32	<p>I STRONGLY object to the proposal for a Pay &amp; Display @ £3.10 per 2 hours on the roads at and around the RBH! It's stressful enough without this imposed restriction from Reading Council. When you visit the hospital on an out patients appointment you have NO IDEA how long you will there and one will become VERY anxious if there is a worry that the parking meter is about to run out and you CAN'T leave the hospital to rectify it.</p>	<p>As per objection No.1.</p>
33	<p>I strongly object to the proposed parking charges around the Royal Berkshire Hospital. I have spent the past 9 years taking 3 elderly relatives to th RBH for various different reasons. It is no mean feat taking elderly mystified people for appointments at the hospital, apart from their concern regarding their problems they then have the added stress of worrying about parking and having enough change and getting to their appointment on time. When visiting hospital I could be in and out in an hour or there for hours. I can't see the value to the public of slapping on a charge of 3.10 for two hours. There are only a few parking areas that are available to park on the street and it's always a relief if i manage to find one as I have probably gone round the car park a dozen times and am getting rather frantic. It must also be a relief to be able to park for some members of the public who may not have the payment available at that moment.</p>	<p>As per objection No.1. Ringo is available as an alternative payment method.</p>
34	<p>I strongly request not to bring pay and display charges near royal berkshire hospital. Its really stressful and parking charges will add further. I am raising objections against decision of reading council to introduce charges for on road parking and request to review and block this decision.</p>	<p>As per objection No.1.</p>
35	<p>As a local resident, I object to the charges being made in Pepper Lane as these are all students parking. They cannot possibly afford to pay these charges 5 days a week so they will look further afield to park for free. The next place to park is Harcourt Drive/Falstaff Avenue off Pepper Lane. This is already happening and causing problems to residents entrances and parking on corners causing drivers to drive on the wrong side of the road blind. This is just making a BIGGER PROBLEM in another area.</p>	<p>The type of waiting restrictions proposed for Pepper Lane formed part of a previous phase of consultation and did not form part of this consultation.</p>
36	<p>Please can i register my objection to the proposed changes to the parking on the roads around the Royal Berkshire Hospital. I currently work for the Royal Berkshire Hospital. I do not qualify for a hospital staff parking permit. Due to my shift time and proximity to a bus stop I am unable to take the bus. Leaving me with one option, to drive in and park on the surrounding roads. I have looked at the proposed changes to the parking rules carefully and they are very unclear and confusing. If I am struggling to understand they changes, as someone who knows the roads around that area well, I can only imagine how confusing they will be to a stressed family member going to see their sick</p>	<p>As per objection No.1. Parking provision and permit charges for staff is the responsibility of the employer. There is no proposal to provide spaces on the Highway specifically for staff to park and this is not legally possible within the current central government regulations.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>relative. I park on many of the surrounding roads, for example, Erleigh road, Addington road, Alexandra road, Donnington road, Donnington gardens, Redlands road, basically anywhere which there is a space. I have to leave much earlier than needed just to be able to park and then walk 10,15 sometimes 20 minutes to work. The parking is already bad around the area and these proposed changes will make things much worse. My main concern is that I will be left with nowhere to park. Meaning that I am unable to get to work. I do not know what roads, if any, will be left for me to park on for free or how I can afford to pay £10 a day to park my car on the roads listed in schedule 9/10. To me it just looks like the roads will either be pay and display, or permit holders or residents only, when some residents have driveways to park on. Will there be any provisioning for staff parking? Just imagine the effect on the hospital if 300 staff said that they can't come in today as they cant get parked. No body needs this added stress of not being able to park on top of everything going on in their lives. This is just another way of the council making money and not thinking about the thousands of hard up people that this effects. I sincerely hope that you reconsider this proposal, without first majorly improving the current car park situation. I think its disgusting that staff have to pay for a parking permit, if they even qualify, only for their not be spaces, and now you're changing the surrounding roads as well. It's a change that will negatively affect thousands and thousands of people and will benefit very few.</p>	
37	<p>Given the nature of the work carried out at hospitals, the delays that are often encountered whilst being treated and the age / mobility of some patients and then considering the often lower paid staff who work there and need to park somewhere. The parking charges being proposed are just another example of local authorities caring little for the communities that they are supposed to represent. Please reconsider actually doing something good for the community instead of simply raising more and more revenue to the detriment of some of societies most needed and its most vulnerable people.</p>	As per objection No.1.
38	<p>It is an outrage that parking charges for people in or visiting hospital should have to pay for parking in the first place. The imposition of additional charges are a criminal exploitation of the sick and poor people of Reading. I watch with interest how you plans progress, but feel assured that most of YOUR citizens oppose your planned increases.</p>	As per objection No.1.
39	<p>I cannot believe you are considering charging for the parking around the hospital - why would you penalise people attending appointments or family and friends visiting loved ones? I am appalled - please think again!</p>	As per objection No.1.
40	<p>Parking is a major problem at RBH. People visiting the hospital are in a position of need and often desperation. It is impossible to know in advance how long an appointment at the hospital will take and how long it will be delayed, so patients cannot know in advance how long a parking period to pay for. Having to worry about time running out, and incurring fines can only increase distress. In addition patients and visitors may have to visit the hospital many times in a short period of time, so the proposed extortionate charges will cause untold hardship. I urge you to reconsider and take proper account of the implications on the users of the hospital of the changes you are proposing to make. Local parking problems could be eased if the council wee to allow an expansion to the on site parking at the hospital, for example by adding storey(s) to the existing multi-storey car park, to which, I understand, the council is objecting.<sup>67</sup> This is a serious matter requiring careful and complete consideration</p>	<p>As per objection No.1.</p> <p>The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities.</p>

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41	Your proposal to charge parking fees is understandable. However to charge exorbitantly is grossly unfair. You are treating your hospital parking like gasoline, an easy money spinner, where the needs of visitors, patients and staff are secondary. Shameful indeed.	The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.
42	I wish to voice my objections to the proposed parking charges around the Royal Berkshire Hospital. I fear that they will have a disproportionately harsh effect on the less well off people, especially students who work at the hospital and the elderly, who generally visit the hospital more frequently than other age groups.	As per objection No.1.
43	I object to the proposed parking plan.	The objector provided no comments regarding the reasons for the objection nor proposed amendments, so Officers are unable to provide comment or a recommendation.
44	I object to parking charges on the roads around the hospital because:- Hospital staff/ students have poor pay and work long stressful hours. Visitors already find parking hard this charge adds further stress at a hard time. I used to work in the hospital, if these charges are made staff will find it hard to get to work and leave. Result patient numbers up and staff numbers down result queues and poor health care.	As per objection No.1.
45	I write to object strongly to the pay and display charges which are planned for implementation around the area of the Royal Berkshire Hospital. There is insufficient parking in the hospital car park not only for patients and visitors, but also for staff, therefore it only remains for people to park on the roads. The idea of putting 'Pay and Display' meters charging £3.20 for 2 hours parking will not stop people parking in residential areas and it is only the Council who will gain at the expense sick people or their carers/visitors. Many people have to drive or be driven because they are too unwell to travel by bus and for many the option of taking a taxi is out of the question due to the cost. The meters will give added stress to people who are already in a stressful situation. For example, when someone is receiving treatment in the hospital and their appointment lasts longer than the expected time? .. It's unlikely they can dash out and put some more money in the meter. This just isn't right and totally unfair.	As per objection No.1.
46	To be honest... I lived on the road in. Question till vvery recently and even now, I rely on ot for my [REMOVED] visits. Just why ON EARTH are you suddenly charging??? Wheb I lived on Addington Road...on road parking was the ONLY option available to me, as a bloody resident!!!! Let alone of my relatives wanted to visit!!! And as referenced, even now, for a vital [REMOVED] check up, it's the only place to park up for an hour. Even if I could afford it...the hospital carpark is always full anyway, BUT you already know that! These proposals are tantamount to criminal and so out of order. It won't reduce traffic, but only.make local residents even poorer, which os so great for the local economy. I mean...seriously? Come on.	As per objection No.1.  <i>Note: Some identifying (personal) information has been removed from the objection.</i>
47	I am not a regular user of the hospital at the moment, unlike other unlucky people, but I think to penalise sick people in this way is monstrous. It is nightmare enough anyway simply finding a space for a limited period, or trying to find and (expensive) space in the multi storey, without having to pay for the "privilege". Obviously the residents are complaining, understandably, but I fail to understand how charging £3.10 will be of any help to them, it will simply put more money into RBC's coffers. The parking will still happen anyway because there are few other options, so residents will still be unhappy.	As per objection No.1.



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	The whole scheme should be re-thought, the concept of charging dropped, and efforts re-doubled to find additional parking options for this ultra busy hospital.	
48	This latest set of proposals, which I have no doubt will be passed by this avaricious, profligate council, is a disgrace. No account is taken of the difficulties in parking at the hospital, which was build without proper provision of adequate parking. The needs of patients is bing ignored in the pursuit of evermore revenue from any fatuous source. This is just another example of Reading Borough Council's blatant disregard of the wishes of the people and the farce of it's 'consultations'. This decision has already been made regardless of any objections. Democracy, I think not.	As per objection No.1.
49	I would like to lodge my objections to the introduction of parking charges around The Royal Berkshire Hospital. Going into hospital is stressful. I recently had a short stay at RBH and I can remember not wanting to make people try and use the hospital car park as it is so stressful looking for spaces and I was worried about the cost for people and didn't want them to be out of pocket. That was fine as I was only in for a couple nights, but imagine how isolating that will be for someone staying in for a longer period of time. I also felt I needed to take cash into hospital so that I could repay people for their parking, if they did come (this was actually stolen from my purse while I was recovering on the ward from surgery!) Adding charges onto the street parking is only going to make the situation in the hospital car park even worse. I have seen people have a fight over a car parking space! It is also adding a financial pressure on people who are already in a stressful situation. I have also spent time with my mother who has had several stays in the hospital, and as she has dementia she needs lots of support from us while she is there. The thought of people having to pay to see their loved ones at their most vulnerable time is actually quite shocking. There will be many people who can't afford that extra expense. On top of which there is no way of actually knowing how long one is going to be in the hospital for, whether visiting or going in for an appointment as clinics and appointment times are often running very late. So then people are being charged for hospital inadequacies. It will be impossible to know how long to pay for, and then the added stress worrying about running over the parking time, on top of the stressful situation sounds just awful. Please reconsider. This is simply wrong. It shows a lack of compassion. It is an awful thing to do to people.	As per objection No.1.
50	I would like to strongly oppose the introduction of charges for parking in Redlands Road and the surrounding areas. I frequently have to take my husband to the Royal Berkshire Hospital and because he has a Blue Badge and cannot walk very far I often have to drop him off at the entrance because there aren't any parking spaces left and then try to find somewhere in Redlands Road to park. The hassle of finding parking spaces is bad enough without having to pay to park on the road. We are both senior citizens and on a limited pension and already pay for road tax without having to pay extra to park on the roads.	As per objection No.1.  Blue badge holders are exempt from pay & display charges and maximum stay periods when their valid badge is clearly displayed in the vehicle.
51	As a volunteer driver for [REMOVED], I frequently take patients to the Royal Berkshire Hospital for outpatients appointments. Some of the departments are not best served from the Royal Berkshire Hospital multi storey car park e.g. ENT and Radiotherapy. The London Road car park is normally full. Without the advantage of a blue badge for some patients the only alternative, having dropped the patient near the department, for a volunteer driver, is to try to find a car parking space on the nearby roads. Even the current two hour parking restriction limit can be stressful when patients have to spend	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities.

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	more than two hours waiting for and having treatment or consultations. Unless car parking provision can be made for volunteer drivers, I fear fewer people will be able to undertake the commitment of helping our older and infirm citizens to attend medical appointments. £3.10 for 2 hours parking is an excessive amount to pay when undertaking voluntary work.	
52	Please accept this as my strong objection to the opposed planning proposal. It is nothing more than a money making scheme with no benefit at all to the general public. Those of that as lone parents opt to work rather than claim benefits barely making ends meet, ill and their family/support network using the hospital and Students/volunteers. I assume you all have parking provisions free to enable you to do your role in these fantastic decision making process.	As per objection No.1.  Waiting restrictions on the Highway apply to all users, including Council officers. There is no special provision that provides blanket exemption to Council officers.
53	This is just another item for Rip Off Britain. The planning for car parking at RBH was and still is diabolical.	The objector provided no comments regarding the reasons for the objection nor proposed amendments, so Officers are unable to provide comment or a recommendation.
54	I am aware of the latest proposals under reference NM/JC-CMS/5543 and wish to register my profound objections. The council should be attempting to improve the parking conditions for the daily flood of visitors to the hospital. Instead it seems determined to make things worse. How on earth the highway department can suppose that a Pay and Display system charging £3.10 for two hours will work, given that hundreds of daily visitors are unable to judge their length of stay in advance is simply beyond me. I personally am fortunate in not currently being a regular visitor to RBH but, on a recent one-off visit, was dramatically reminded of how difficult the parking situation already is. Is it really impossible for the council officials to apply some imagination and come up with constructive proposals - perhaps literally - to help alleviate the problems instead of aggravating them?	As per objection No.1.
55	I am writing to voice my objection to the proposed parking proposals. These changes would cause considerable distress to anyone visiting the hospital. The hospital car park simply cannot cope with the amount of people who need to use it and therefore people are forced to find parking on the surrounding roads. People with outpatients appointments or people visiting sick relatives will be caused considerable difficulty if these proposals come into force. I would urge you to reconsider these proposals and also to consider providing a reliable 'park and ride' scheme which would relieve the pressure on the car park and the roads around the hospital.	As per objection No.1.  Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.
56	I was horrified to read about the proposed parking charges near the Royal Berkshire Hospital. I go there regularly with various patients as a volunteer driver, as well as for myself and my husband from time to time. We park on the road as I have given up trying to get into the hospital car park - it is just too stressful. The car park is not big enough and therefore many people have to park on the road. These parking charges - are they to deter people from parking there? Or are they to raise money? £3.10 for 2 hours is a lot of money for some of us. Sometimes one is at the hospital for more than 2 hours, though usually it is less, but one does not know how long it will be until one is in there! It can be a very stressful time going to hospital; this is adding to the stress for a great number of people. Please reconsider this cruel plan.	As per objection No.1.  Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.

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57	Please reconsider the charge increase for the hospital car park. You don't have enough spaces for parking now so how can you warrant increasing the price. It is stressful enough trying to park without the added charges. My husband had to have injections in his foot and this procedure can only be carried out at the RBH. He has decided not to have the treatment as we have never been able to get a parking space.	Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway.
58	You really DO have to support the hospital with easier parking. Last year, I had to take my husband to radiotherapy every day for 6 weeks, and we had to allow an extra half hour just to find (or wait for) a parking space. Even though we had a blue badge, it didn't solve the problem - and in any case we didn't get the blue badge until AFTER his cancer had been diagnosed, which followed around 10 visits to the main hospital car park at full charge. My husband died in January. Reading has a leading and important hospital - in all respects but one. THE PARKING! It is incumbent upon those in authority to support the hospital and those who use it. To charge patients, their visitors and carers is a disgrace. To fail to supply sufficient spaces is another disgrace.	As per objection No.1.  Blue badge holders are exempt from pay & display charges and maximum stay periods when their valid badge is clearly displayed in the vehicle.  Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.
59	I think that the new parking proposals round Royal Berks Hospital are not sensible. You are now keeping people out of Reading and discouraging workers and volunteers from working at RBH. I will certainly avoid accepting any appointments at RBH in future.	As per objection No.1.
60	I wish to object to the proposed road parking charges near to the Royal Berkshire Hospital. Parking at the RBH is horrendous for both patients, their relatives & staff. The multi-storey carpark is not big enough to accommodate the numbers of cars required. Roads around the RBH should be kept for patients, relatives & staff to be able to park for both short-term & long term. I know of staff who have not been able to secure a permit who will leave their jobs if this proposal goes ahead. We are facing a staffing crisis at the hospital & this will add fuel to it. The hospital is there for all of us, it is crucial that that patients, relatives & staff are not put through additional stresses than they already face. Please reconsider your road charging proposal	As per objection No.1.  Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.
61	Absolutely against charging for parking on the roads close to the RBH. It is almost impossible to get a parking permit as a member of staff and this has to be renewed every year, so there is a risk for workers of not having a parking permit. If we cannot park in the near roads it will be impossible for us to go to work. Really thinking of moving to another Trust seeing the way we are being treated here.	As per objection No.1.
62	I most strongly protest against the proposed parking tariffs concerning the Royal Berkshire Hospital. This is targeting the weakest and most vulnerable in our society. To milk the sick and elderly people and their relatives is inhuman and should be abandoned. It is difficult enough to try to get to an appointment at the hospital. I am a carer for my elderly parents who are both disabled, and I often have to drive around the hospital numerous times before I can park and get him/her to their appointment. There are insufficient disabled parking spaces when oddly enough a lot of patients are disabled! Public transport is not an option! I hope the council has plans to accommodate people like my parents I am considering a letter to our MP to try and stop this terrible idea.	As per objection No.1.  Blue badge holders are exempt from pay & display charges and maximum stay periods when their valid badge is clearly displayed in the vehicle.
63	The Royal Berks Hospital serves West Berks area not just Reading residents It is quite	As per objection No.1.

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	unrealistic to expect people, possibly ill, to travel in by bus from outlying areas some of which now have no or virtually nil bus service anyway. The lack of spaces around the RBH has been brought about by the councils own policies in not allowing another new car park to be built in the past. Introducing on street charges around the RBH for people at their most vulnerable time is iniquitous and I strongly object.	
64	I am sending this email objecting on Reading Council's proposal to implement parking charges around Royal Berkshire Hospital. Parking on Reading streets is already one of the most expensive compared to similar towns. Even in many London streets you can park free after 6 pm but not so in Reading. The main issue however is parking fines for patients whose appointments are delayed or take longer than envisaged. The Council should pay attention to this as you are not dealing with shoppers here.	As per objection No.1.
65	I am disgusted at the proposals of the new pay and display parking at the Royal Berkshire hospital. I have had to go to the hospital a lot over the last couple of years and a few appointments have run late. If I would have had to go and use a pay and display meter I would have lost my appointments. It will put undue stress on patients, visitors and staff if they are having to worry about this as well as being ill etc. The rate is ridiculously expensive that you are proposing and I am wondering where my council tax is going if I can not park at a hospital for free! I am getting the feeling this is a money making exercise for Reading Borough council and am extremely disappointed at this. Shocking behaviour from my council after so many people from your council have objected to this.	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities.
66	We are writing to say how upset we are at the prospect of you charging for parking in the rounds around the RBH which at the moment are free to park in. Why do you feel a need to change the current situation, it works well and harms no-one. This adds additional stress for visitors to patients at the RBH because of the worry of overstaying their time paid - the RBH is renowned amongst most hospitals for having extended delays to appointments. What about people who are visiting on a daily basis due to the patient's very serious illness or recovery time - it will cost far too much. My sister was recently in the RBH for an extended period and it was invaluable being able to park in these side roads.	As per objection No.1.
67	I have in the past 15 years had to take my husband to various appointments at the Hospital, like so many others I find that trying to find a Parking Place a nightmare, although on our last appointment it was not too difficult to our surprise. I drive in from [REMOVED] we could take a bus but as my husband has poor vision from Glaucoma (not detected in time after a Cataract OP at RBH), he gets too worried he may have a fall when using a bus. I am not a youngster so every visit adds to my strain of caring for a rather elderly husband. You never know how long you may have to wait for the appointment. This is especially true of the Eye Clinic. It is like a musical chair contest. I do not know how you can solve the parking but it is an added strain on people coming to the hospital.	As per objection No.1.  <i>Note: Some identifying (personal) information has been removed from the objection.</i>
68	I'm shocked and disgusted that the council appear to be going ahead with the pay and display parking around the hospital area. I am a member of staff at the RBH and I park on the road, as do many of my colleagues who are unable to obtain parking permits for the hospital car park or have permits but are unable to find a space. I have already objected to this action once as did thousands of others. I can't believe that all of these objections have been ignored! I believe this action has been brought on by the residents complaints, which I think are totally selfish and unreasonable! The council of course see	As per objection No.1.  Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.

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	a money making scheme to be had here and I'm sure this is the reason why thousands of complaints are being ignored. It's disgusting! The hospital are extremely limited for space and have already been turned down permission to extend parking do what are staff and patients to do!?	
69	Please don't change parking fees, it's for public convenience and not for money making. Sick people and their families have enough worries, no need to add another one.	As per objection No.1.
70	I wish to express my objection to the proposed council parking charges around the Royal Berks Hospital, I am one of many thousands that have had to use the on road parking facilities around the hospital whilst dropping off my late father for daily chemo treatment during the past few years and also my 82 year old mother for numerous health issues including broken bone follow up appointments and visiting after major surgery, I found on road parking bays sufficient for our needs and so long as they are policed properly to ensure no over staying there should be no need to start charging already over stressed patients and relatives for parking for two hours	As per objection No.1.
71	I use the Outpatient Service for fairly regular appointments and am appalled at the scale of fees you are planning. Please reconsider this plan.	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.
72	I have just been made aware of the first document which contains the proposed pay and display charges at the RBH. £3.10 for two hours! What sort of people are you? It beggars belief that you see the sick & vulnerable as a cash cow! The stress of illness, waiting around & dealing with delayed appointments is bad enough but you then propose to compound this stress with parking fines. I'm disgusted that the council is going ahead with the pay and display and that people visiting the hospital will have to pay such extortionate fees. Also, there is no consideration for volunteers & the students who work for nothing who won't be able to park on site or on the road during the day. I'm sure you'd be grateful of their good will were you or a loved one to be ill, Shame on you!	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.  Blue badge holders are exempt from pay & display charges and maximum stay periods when their valid badge is clearly displayed in the vehicle.
73	All parking near surgeries are free for 2 hours. It's really mean not to give this facility near such a major hospital and school area. This is really unethical. There are different ways to make money and we all pay taxes, NI, etc!!! Really sad, angry and disappointed to hear about the £3.00 charge. Obviously charges brought about by somebody rich enough who can't empathise.	As per objection No.1.  The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.  Blue badge holders are exempt from pay & display charges and maximum stay periods when their valid badge is clearly displayed in the vehicle.
74	I would like to voice my concern regarding the proposed action to charge to park on the road. We all know that due to the growth of Reading the RBH is <del>now</del> situated in the	As per objection No.1.

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	<p>wrong place. The car park is badly designed and 90% of the time difficult to get parked. Depending on where you live in Reading often means getting two buses each way which can be very difficult when you are ill or receiving treatment. And bussing is the last thing you want to do when receiving treatment. I am not completely against charging but against the timing and risk of fines. Having had cancer twice and a regular visitor to the hospital I can guarantee that you can not estimate how long you have to wait in clinic. I have sometimes had to park in Morgan Rd in the 2 hrs parking slot and had to leave the clinic to try and park somewhere else, and have received a parking ticket when I have been unable to get back to the car in time. Please rethink this proposal.</p>	<p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p>
75	<p>I am opposed to these charges in their present form. You should liase with the hospital to come up with a simple system that allows all patients to have a permit for the day/ time of their vist. Better advertised and more regular dedicated bus service would also help to reduce car use, perhaps linked to park/ride for those on the edges of Reading.</p>	<p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>The proposed fees for the pay and display sites are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
76	<p>We have lived in Addington Road for [REMOVED] and never had a problem with people parking in our road. We do not want, but sympathise with, the Council's motive for introducing pay and display which is purely a financial one. It clearly will not benefit the local population at all. What we do object to is the introduction of residents only parking outside of these payment hours. There is absolutely no need for this in our part of the road (we are west of Alexandra Road). In the evenings and especially at weekends our road is really quite empty as does not require, nor need, this extra level of control. If you really feel that you have to introduce the pay and display scheme then please just leave it at that 8 - 5.30 Monday to Friday and nothing more.</p>	<p>The type of waiting restrictions proposed for Addington Road, west of its junction with Alexandra Road, formed part of a previous phase of consultation and did not form part of this consultation.</p>
77	<p>As a longterm resident of the west end of Addington Road, I would like to express my disquiet at the proposal to charge for and restrict the parking along our road. The parked cars serve to limit the speed of the drivers in the area. The street is never full in the evenings and at the weekends. I have heard much of the problems in the side streets, but they are not coming to park west of Alexandra. What makes the council think that they will after the restrictions are implemented? We will be inconvenienced by the enforced change of cars every two hours. Those of you walking along the section of Alexandra Road between Addington and Erleigh will have noted the destruction that is starting to occur as front gardens are dug up. Lastly, I am sure that the needs of the mosque are being considered but they are going to be greatly inconvenienced during the evenings and especially during Ramadan. They park, with consideration, along Addington at these times. Please do not use us as a source of easy money and a facility for those who rarely use the parking spaces, even when they state that they have none on their own streets.</p>	<p>The type of waiting restrictions proposed for Addington Road, west of its junction with Alexandra Road, formed part of a previous phase of consultation and did not form part of this consultation.</p> <p>The Hospital and University Area Study covers a wide area and consideration has been made of the likely impact to parking in the wider area, should changes to waiting restrictions be introduced in the immediate vicinity of the hospital. The proposals that have been consulted in this phase are a direct result of parking concerns that have been raised in the wider area.</p>
78	<p>New parking idea is great. It should have sorted out lots of parking issues in the area. Hope to see it in place soon.</p>	<p>Supports the scheme.</p>

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79	Just a quick comment on this scheme. It doesn't seem sensible to consider this part of Reading in isolation. There are a lot of student/hmo houses in this area and restricting to 2 permits per house is going to push a lot of parking into neighbouring streets.	We understand these concerns and this phase of consultation was developed from specific concerns that were raised following the initial phases of consultation. It is difficult to obtain a consensus of opinion in such a wide area and there is a need to eventually create a scheme boundary to ensure that the benefits of a scheme can start to be delivered. We have not been made aware of the specific concerns of the writer, but there are, and will continue to be, mechanisms to address future parking issues that have come about through displacement of parking or developments/changes in the local area. There have already been outline area-wide plans developed and reported through the Traffic Management Sub-Committee in parts of Reading, which include changes to waiting restrictions.
80	We would like to register our strong feelings <u>IN FAVOUR OF</u> a permit parking scheme being introduced as soon as possible. The number of drivers that park on Foxhill Road (and Cardigan Road) that are not residents (or even visiting residents) is getting out of hand. As spaces are often few and far between, residents feel forced to attempt to squeeze into impossible spaces which has led to our car being damaged on more than one occasion - it is our belief that a permit scheme would alleviate the pressure and make for a much calmer road with more spaces for residents.	Supports the scheme.
81	I'm writing regarding schedule 7 of the parking changes and I object to this change. I work at Redlands Primary School and live in Southcote, I need my car to drive to work and need to park somewhere. If this change happens I won't be able to work in a reading borough council school. I suggest that permits are given to staff at the school that needs them as a minimum requirement.	The school can apply for discretionary permits.
82	I can understand the need to get revenue for car parks as people abuse the roads nearby and park all day or commute to London. I am very upset about the charges and the lack of parking facilities in a round the Royal Berkshire Hospital. It is very stressful when you have an appointment at one of the clinics with the added stress of finding a parking space and not finding one and not even in the two hour bays. I have a mobility problem but it is not severe enough to get a disability badge so parking away from the car park is challenging for me. I had a routine blood test yesterday and I drove round and round trying to find a space as the carpark was full, I was fortunate to get one in the end but it took 20 minutes to walk to the hospital I was in the path lab three quarters of an hour and then had 15 minutes to get back to the car all of which is stressful. there must be another way this can be tackled , also putting up the charges is disgraceful when you know people have to use it , what if you are with dying relative surely they can't come out to a parking ticket ? and that's if there is a space in the first place . Please think carefully before doing this.	As per objection No.1.  Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.  Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.
83	My understanding of the changes is that parking on any roads listed in section 2 and 3 will be prohibited. Forcing underpaid staff who work at the hospital or patients to pay for parking on any roads listed in section 9 / 10 and for a maximum of 2 hours on the roads in section 8. I think that this is outrageous as there are currently not enough	As per objection No.1.  Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging

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	<p>spaces in the multi story car park or the staff car park for people to use. They are regularly full meaning that staff and patients having to park on the surrounding roads. Are there any plans to extend the current car parks or to extend the staff parking permits to allow them to park in the "new" pay and display roads? Forcing staff who work at the RBH to pay £10 a day to continue to be able to get to work is a joke. That's £50 a week and up to £2,300 a year!! The average wage of a Heath Care assistant is £15,000 a year and a nurses is not that much higher. The RBH are understaffed as it is without adding another obstacle for them hiring new staff. This whole proposal come across as a desperate attempt by the council to make some extra cash from people who have no choice but to pay up. It's totally disgusting. I sincerely hope that you reconsider this proposal, without first majorly improving the current car park situation. It's change will negatively affect thousands and thousands of people and will benefit very few. Most of them residents who have driveways.</p>	<p>with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
84	<p>I would like to add my objection to the parking charges and restrictions which are being discussed currently. As you know staff currently park in these roads and a charge of £3.10 for two hours is outrageous given the salary that we receive. Some staff are unable to catch buses due to their location therefore driving is the only option along with dropping children at school and picking them up after work. I would also like to add will these restrictions apply on a Friday around 12.30 - 2pm when cars are mounted on the pavements on Alexandra Road/Addington Road and parked on double yellow lines and zigzag lines outside the Reading Boys' School. This happens now every Friday and nothing seems to be being done about it. Please add that to your next Agenda for discussion.</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
85	<p>I am writing to voice my thoughts about the proposed changes to parking in the Redlands area. Whilst I feel very strongly that improvements must be made, particularly regarding thoughtless parking and dangerous driving near to our school, I have grave concerns about the impact a permit-only approach would have not just on existing members of staff but on recruiting new staff to our school as we have no car park and can therefore only park in the neighbouring roads. If a permit-only system were to be approved, would the school be allocated a number of permits for staff? We have colleagues who commute from Wokingham, Woodley, Caversham, Tilehurst, Purley and possibly Slough.</p>	<p>The school can apply for discretionary permits.</p>
86	<p>I like to object to the parking consultation proposal put forward. I object to residents only zones as this is not at all considering the users of other facilities especially the school or the social life of residents. The school does not offer breakfast club. So I have to use my car to drop children off and then to drive off to work in hurry to reach work for 9am - which I never can due to traffic. If I am to walk children to school - walk home -get the car and drive to work I might as well resign from work because otherwise I will be fired for not reporting to work on time anyway! There should be possibility to park for example maximum of 1 hour during school hours on the surrounding area for</p>	<p>As per objection No.1.</p> <p>Some of the proposed residents parking schemes include shared use pay and display.</p>



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	<p>drop off pick ups. If a child is unwell how are parents to collect the child coming from work if there is no way of parking for even a small amount of time. Anytime I have friends over to drop off something or just a quick chat I need to pay for a visitor permit for them to be able to park? How many free visitor parking tickets will we get? Again we will have to foot the bill to have friends over - does the council want to isolate residents in this area? If the council is able to provide small span of time 1-2 hour no return X hours I think it will be more fair for everyone. Then it will stop cars being parked for longer free space for residents to park. I OBJECT to the residents only parking proposed in the consultation notice and hence the proposed Redlands Consultation Notice.</p>	
87	<p>I am concerned at the current plans to introduce parking restrictions in the Redlands area. As a teacher at Redlands Primary school I am reliant on parking on these streets. I have to drive given the length of my commute, and the necessary resources and books I ferry between home and school. I arrive every morning at approximately 7.30 and leave at 6.30. Should I have to pay for my parking / face restricted parking my job would no longer be feasible. We are one of, if not the only school in Reading that does not offer parking to staff, and to have to charge would severely impact our ability to attract and retain staff. I can understand local residents must be frustrated at the lack of parking outside their homes at times, but this needs to be balanced with having a local school to serve the local community. Should the proposal go ahead I would hope that as a minimum staff from the school would be offered parking permits.</p>	The school can apply for discretionary permits.
88	<p>I note the plans with interest. As a teacher at Redlands Primary School I am concerned that these proposals will make parking very difficult for school staff and visitors. As a minimum I feel that RBC employees who work at the school should be offered parking permits so that they can continue to park nearby.</p>	The school can apply for discretionary permits.
89	<p>Having been working at Redlands Primary School for [REMOVED] and every working day trying to find somewhere to park I agree that some parking regulations should be enforced but where does that leave the staff who travel to school every day from outside of the area? Will we be given permits to park? Will the changes make it safer for the children who attend Redlands? To my knowledge for some 20 years we have been striving to make the area safer. Every corner that Lydford Road joins another road the cars are parked dangerously close to the edge making it impossible for cars to see the children or the children to see the cars. There are no signs to say "SLOW" children crossing. This also causes problems for any deliveries to school as the lorries/vans are unable to turn around. I would like to see double yellow lines round all the corners in Lydford Road for the safety of both children and adults. This is something that should be a priority before an accident happens not after it happens.</p>	<p>The school can apply for discretionary permits.</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p>
90	<p>This is NOT an objection as I am totally for the parking scheme in the Redlands area - this is definitely a scheme that is very much needed for both the safety of the local residents as well as the parking issues..... But as well as being a local resident, I also work at Redlands Primary School and I would like to request that permits are considered for staff that have to drive to school.</p>	<p>Support</p> <p>The school can apply for discretionary permits.</p>
91	<p>I am very disappointed in this proposal. Parking at and around the hospital is limited enough without this extra stress - one never knows what time is needed when attending or visiting! Common sense is called for here!</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire</p>

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		Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.
92	I object to parking charges being levied on patients ,relatives and staff of the RBH this is outrageous at a time when people face financial pressures from all quarters. How dare you councillor's burden us further. There seems to be no end to you causing hardship in the name of profit ! !	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
93	As a resident of Hamilton Road, and who suffers daily with the parking in the area and the inappropriately parked vehicles I'm submitting objections to the parking changes being considered in Redlands Ward. Previous changes in the area have already pushed more parked cars into the area from Eastern Av and beyond, and it is my belief that no further changes should be made in isolation without considering the neighbouring wards and the ultimate impact changes elsewhere produce.	The Hospital and University Area Study covers a wide area and consideration has been made of the likely impact to parking in the wider area, should changes to waiting restrictions be introduced in the immediate vicinity of the hospital. The proposals that have been consulted in this phase are a direct result of parking concerns that have been raised in the wider area.
94	<p>Once again I enclose the petition against the introduction of pay and display and changes to the 2 hour slots in the area around the hospital. This petition carries over 8000 signatures and is presented to you on behalf of the staff, patients and visitors. We are disgusted at the introduction of charges to the parking in what is a money making scheme for the Council. Parking is already stressful for patients and visitors and adding charges will only make this worse. You are penalising sick people and I have no doubt that traffic wardens will be hot on the heels of those whose ticket runs out.</p> <p><a href="https://www.change.org/p/reading-borough-council-prevent-the-introduction-of-new-parking-restrictions-around-the-rbh?recruiter=173692844&amp;utm_source=share_petition&amp;utm_medium=copylink">https://www.change.org/p/reading-borough-council-prevent-the-introduction-of-new-parking-restrictions-around-the-rbh?recruiter=173692844&amp;utm_source=share_petition&amp;utm_medium=copylink</a></p> <p>I urge you to withdraw the proposals for pay and display at the minimum and consider those people who have no representation by Councillors as they live outside of the wards.</p>	<p>Objection with resubmitted petition</p> <p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor</p>

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		discouraged, from using either facility.
95	<p>I would like to raise my objections to NM/JC-CMS/5543. I know full well that parking around this area is pretty bad having visited Royal Berks when my mum was very ill and also when I've visited there for certain check ups. I don't think it's right that the pay and display charges are proposed to be £3/£3.10 for two hours for what can be a very stressful time. Finding available parking at times is bad enough. This combined with possible delayed appointments and potential fines can add up to a traumatic experience on top of everything else.</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
96	<p>I would like to confirm my support for these proposals. I hope they will contribute to resolving the parking issues in the Redlands area. In particular, Schedule 7 (Resident Permit Holders Parking Only Past This Point) for the narrow roads of terraced houses, with no off-road parking, is extremely welcome and should make life substantially more convenient and safer, with improved the air quality, for residents in these roads.</p>	Support
97	<p>This is a totally flawed idea. Taking advantage of people who are sick or visitors to the sick. Can't you find other ways to raise cash which do not affect the sick and dying. The multi storey parking at RBH has always been totally inadequate for the amount of people having to use its facilities. It is about time you had done something years ago when the hospital was revamped. Cannot funds be found to build another multi storey car park on the corner of Craven Road and Addington Road, which at the moment will only take a limited amount of vehicles, mainly for staff etc.</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
98	<p>I am writing this email with regards to the parking restriction in the Redlands area. As you are aware parking is horrendous in this area mainly due to the University and Hospital. Firstly, I have been a resident in this area all my life and it is frustrating and stressful not finding a parking on your road let alone near your house especially when you have dependant passengers. Fortunately, there are other roads nearby where if you are lucky you will able to find a place to park. Currently, I have to park in spots that are 5-10 minutes away from my home (by walk), which is something that I am learning</p>	<p>The Hospital and University Area Study covers a wide area and consideration has been made of the likely impact to parking in the wider area, should changes to waiting restrictions be introduced in the immediate vicinity of the hospital. The proposals that have been consulted in this phase are a direct result of parking concerns that have been raised in the wider area.</p>

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	<p>to live by.</p> <p>After reviewing the new parking restriction I am very disappointed with the plan. On a normal day people will be hunting for spaces which doesn't cost them. This will clearly have a "ripple effect" on people like me where finding a parking space would be absolutely impossible. As embarrassing as it is our guest and visitors can't find parking. So the question is WHERE DO I PARK? Like everyone else I have costs and I take full responsibility of it. Last thing I want is to pay just to get to my home, regardless if it is for 2 hours or overnight. We had a gathering on June where the local residents showed their support against this proposal. Has this been taken in to account? Will there be any workshops with regards to this plan? Is the council willing to provide parking permit for car owners that are permanent residents in the Redland area?</p>	
99	<p>I am writing to oppose the parking restrictions which have been proposed around the royal berkshire hospital. The hospital is a very busy place and already over stretched. Staff are struggling to afford expensive car parking charges,also many staff students etc are not given a permit. Patients are anxious stressed about apps diagnoses why add to the stress by making the parking even more difficult. If these changes are implemented I strongly believe it will cause more staff to leave resulting in a failing hospital. Patients will be late for appts resulting in huge financial implications to the trust . The royal berkshire has a fantastic reputation within the area of berkshire why would you jepadis this to line your pockets with money.</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
100	<p>Please note my objection to the introduction of on-street parking charges around RBH. People visiting the hospital, either as patients or visitors, as well as staff, paid or volunteers, are likely to be stressed and anxious and do not need the added duress of paying exorbitant parking charges. The hospital car park rarely has available parking spaces, in my opinion, so there is no option but to park on the road. I understand that nearly 10,000 people have signed a petition against the introduction of pay &amp; display charges: I think this demonstrates the depth of feeling among local people. Please take our views into account when voting on a decision.</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
101	<p>I am employed by the NHS and also have undergone chemotherapy, surgery and</p>	<p>As per objection No.1.</p>

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	<p>radiotherapy with a number of ongoing hospital appointments. The parking situation for patients, staff and visitors is appallingly difficult and adds considerably to the stress associated with hospitals visits and treatment and the time it takes out of your day. I have spent a great deal of time in search of parking either onsite or in the surrounding streets (when the car parks are full) driving back and forth between the 2 car parks waiting for a space to appear). In certain circumstances public transport is not an option, and especially for those undergoing chemotherapy where the immune system is compromised. Each hospital visit is considerably extended by the time I need to allow to find a parking space. You can imagine what that is like for those undergoing radiotherapy eg where they attend every day for 3'weeks. The proposals seem designed to further add to the difficulties without addressing the underlying issue. Charging for hospital carpark (especially at the current rates) is always going to be controversial at best and these new proposals seem to be about increasing revenue without showing any care and concern for those already facing difficult situations. I urge you to reconsider.</p>	<p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
102	<p>I'm a resident on Foxhill Rd and I have looked over the proposed plans for Redlands Parking. There are some concerns regarding the parking, Pay and display will cause a lot of restrictions and it will push these cars down Foxhill Rd and other roads which are already overcrowded. These spaces are taken up by students, some with 3/4 cars to a house. There needs to be parking permits per house hold and limit it to a max of 2 cars per house which hopefully will resolve the parking issues. Putting yellow lines down Lydford Road is going to make it soon impossible to park down the other streets in an already tight parking spaces. If you try and park after 19:00 it's rare to find a space and will need to park down another street but again these are already full. You will find desperate drivers trying to fit their car in the smallest space and causing knocks and bumps. Pay and display isn't going to help matters around the area but parking permits may help with the current overcrowding of cars that belongs to students.</p>	<p>The proposed RP scheme in the narrow roads is designed to manage parking in the area. The restrictions proposed in Lydford Road are necessary because parking in this road creates a road safety issue.</p>
103	<p>Having reviewed the enclosed plan, totally agree in double yellow on the side roads to Foxhill Road, Cardigan Gardens and Blenheim Gardens. This of course will making parking on the above roads very difficult unless permit are issued. Meaning 1 permit per household, and charging for additional permits but setting a limit per household. There are so many houses that have been converted into flats meaning some households have 4 cars, and this is causing major problems along with students parking up and not coming back to collect there cars for up to a week. I struggle daily parking, in recent weeks it has got very bad to the stage i do not take my car out due to not being able to park and i have spent half hour hour in recent weeks trying to park which can be very difficult as i have a son with asd, i have never seen it this bad i have lived on this road 3 years and really feel if parking is not sorted out i will have no option to move.</p>	<p>The Hospital and University Area Study covers a wide area and consideration has been made of the likely impact to parking in the wider area, should changes to waiting restrictions be introduced in the immediate vicinity of the hospital. The proposals that have been consulted in this phase are a direct result of parking concerns that have been raised in the wider area.</p>
104	<p>In reference to the plans to alter parking restrictions in the Redlands area, myself and my partner would like to register an objection that the plans only extend as far east as Erleigh Road. We live in Junction Road, which currently has a residents permit plus 2 free hours scheme. The "2 free hours" is very often abused and not enforced well as there are regularly several non-permit cars parked for far longer than 2 hours. And we are concerned that this would only increase if the roads around the corner were moved to pay and display. The parking is already limited (only on one side of the road) and it is rare to find a space outside our own house. Can the scheme be changed to make</p>	<p>The Hospital and University Area Study covers a wide area and consideration has been made of the likely impact to parking in the wider area, should changes to waiting restrictions be introduced in the immediate vicinity of the hospital. The proposals that have been consulted in this phase are a direct result of parking concerns that have been raised in the wider area.</p>

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	Junction Road (and other roads not included in the Redlands scheme already) residents permit only? Or expand the scheme eastwards? Or, enforce the area more effectively under the current regulations?	
105	It has come to my attention that Reading Council have plans to introduce pay & display / parking restrictions around the the RBH. I am writing to you to formally outline my objection to these plans and convey my disappointment at the council's approach. My grandfather had a severe stroke and was admitted to the stroke ward in RBH. I spent the next 2 weeks by his bedside as he passed away. My greatest comfort was that I was able to be with him when he had brief moments of consciousness and was there in his final moments. I have no doubt that if the restrictions were in place at that time I would not have been able to visit him every morning and every afternoon / evening primarily due to the cost. Additionally even when I would travel to see him before 9am and think of paying for parking at the hospital on occasions I would find the hospital car park was completely full on all levels. When the people of Reading are going to RBH it is very often for life changing circumstances and the last thing anyone should be concerning themselves with is whether they have enough funds to park. While I appreciate there are often business, budget, planning variables to consider I respectfully ask you to review these plans and provide even greater flexibility for anyone going to the hospital for short-term treatment or to see their friends and family.	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
106	[Blenheim Gardens] I agree parking on the corners is dangerous but also makes it impossible to manoeuvre your car to turn round. However people only use this spaces when they are desperate to park. Cars get smashed and crapped and owners know this but have no other choice. To lose the suggested amount of spaces I think is ridiculous, 24 spaces is far too many. A Car length on each corner would be ample enough space to turn I know this from experience of turning in the round every day and living with the nightmare of this road. Perhaps the council should try and work with the University to arrange for students to park their cars at the University? Most cars do not move during the day because they aren't used. I would also like to know if Schedule 2 - no waiting at any time applies to ALL using Blenheim Gardens? On Fridays the road is thrown into more chaos with local people driving to the mosque on Lydford Road and taking up resident spaces. The norm seems to be that parking restrictions do not apply if you are visiting Mosques on a Friday. Double yellow lines, corners, junctions are regularly used causing obstruction to views, and safety doesn't seem to apply but the same rules leniency doesn't apply for residents doesn't seem to apply.	The Hospital and University Area Study covers a wide area and consideration has been made of the likely impact to parking in the wider area, should changes to waiting restrictions be introduced in the immediate vicinity of the hospital. The proposals that have been consulted in this phase are a direct result of parking concerns that have been raised in the wider area.
107	I have to object, yet again, to the poorly thought through council proposals in the University & Hospital area parking study NM/JC-CMS/5543. The problem in this area is that there is not sufficient parking spaces for the cars that need to park in the area, particularly at night. These proposals remove parking spaces. They remove parking along virtually the entire length of Lydford Road and they remove parking places at its junction with the roads it crosses. Lydford Road is an important overflow area for people arriving home late at night and with nowhere else to park. Yet the council is proposing removing this from residents, forcing them to park perhaps half a mile away. And with the removal of spaces in over streets, such as Cardigan Road, Foxhill Road and Blenheim Road, this will be even more of a problem. We have been here before on Lydford Road and I fail to understand why the council and its officials continue to try	Vehicles parking in Lydford Road create a road safety issue as the road is not wide enough to cater for any parking.

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	and stop parking here despite continued objections from the residents. In summary, I object to these proposals and I suggest the council should stop trying to enforce restrictions in this area because there appears to be no solution.	
108	<p>I am writing to oppose the changes proposed to take place along Addington Road, Erleigh Road and the other roads around the hospital. The Royal Berkshire Hospital serves a population of 600,000 people from Berkshire across acute medical, maternity and surgical areas. And with nearly 5,000 staff members working at the hospital, what is the Council proposing to do to help manage the parking situation? I strongly believe that until we address the parking at the hospital, whatever restrictions are brought in, the problem will not be solved. We all need to work together to achieve a resolution that benefits residents, staff, patients and visitors. Staff members already have to pay for a parking permit for the hospital and even then we are not guaranteed a space, often with non-permit holders parking in the South Wing car park. Given the fact that pay for NHS staff has only risen by 1% and yet they are talking about increasing the permit fees again, it is hardly surprising that some people simply cannot afford to pay for the permit and have to park on the road. What will happen to the hundreds of student nurses and student midwives who are not eligible to receive a hospital parking permit as they do not get paid by the Royal Berkshire Hospital? Or the staff groups, like ward clerks, who are not eligible for a permit? For visitors, with parking charges at the RBH already massively over-priced, the loss of on-road parking will only increase the anxiety and tension around parking when visiting patients. I, myself, made use of the 2 hour slots when visiting my terminally ill father. I visited him every day. I would not have been able to afford to pay every day to go and see him if the 2 hour slots did not exist. I believe the new restrictions would make it very difficult for others to spend time with their loved ones, add stress and anxiety to people attending appointments and make it even harder for staff at the hospital and residents to park. There simply isn't enough space as it is. By introducing these restrictions at this time, it will just push the problem further out onto the streets not protected by the restrictions. Furthermore, charging extortionate fees for parking at the hospital is morally wrong.</p>	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
109	I am simply writing to express my support for the scheme as it is proposed. Many thanks in advance for those working to make this happen.	Support
110	<p>My objection would be for the double yellow lines on Lydford Rd, where will these cars park? Because as it stands there isn't enough space on Foxhill Rd and Cardigan Rd and putting yellow lines on Lydford Rd will push these cars down Foxhill Rd and Cardigan Rd. This morning was a nightmare cars/vans had parked right on the end of Foxhill Rd and Cardigan Rd which were just about a meter of Addington Rd. Lydford Rd also had cars parked. Please correct me if I'm wrong but I've heard if parking permits were introduced, there would be only parking on one side of the road? If this is true, parking permits will not be suited as it will take away half the parking spots. To get a true understanding of space and how over crowded these roads are it's best to visit these roads from 20:00 PM and you will see the lack of space and trying park. Though if the above about parking permits is false parking on one side I don't see how parking permits will actually make parking better? Is there actually any proof it will make it better?</p>	Vehicles parking in Lydford Road create a road safety issue as the road is not wide enough to cater for any parking.
111	This email is to highlight my objection to the introduction of pay and display parking charges which will adversely effect patients and family attending the RBH. The issue that should be dealt with is the inadequate parking facilities at the hospital.	<p>As per objection No.1.</p> <p>Reading Borough Council is aware that the Royal Berkshire</p>

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		<p>Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
112	<p>I hereby object to the current proposal of parking restrictions on Redlands area. My reasons are below:</p> <ol style="list-style-type: none"> <li>1. Children have to be dropped off to Redlands school at 8:50am and parents need to park their cars while the drop off. This is because the school does not provide a breakfast club and parents have to be at work after drop off. For that we need at least 30min-1hr parking on the side roads. It is not safe to drive and try to park at the time children walk to school so we have to leave at least good 15min to drive and park before children starts arriving at school.</li> <li>2. Childminders operate on the area where parents drop off and pickup. This again can take from 10min-30min. You have to know what was eaten that day etc to be able to care for them properly. Sometimes the childminders need to give information of headbumps etc. The school does NOT provide afterschool care and as working parents we have to make do with other care.</li> <li>3. Friends visiting will need to park - how many free visitor parking permits /tickets will we need if only residents scheme offered? For little chats, dropping off things or even quick cup of tea will cost us money to provide visitor permits/tickets. Again having 2hr no return or similar will help and only the friends staying over or longer will need visitor tickets.</li> <li>4. School staff use the roads to park. The school has so many vacancies not filled - if parking is taken away recruiting will be even more difficult.</li> <li>5. There are religious worship places - mosque- where people need to come every Friday as I understand. It is unfair that these people will have to pay to park and what about the disabled and elderly visiting these places of worship? It is discriminatory against Muslims. For the record I'm not a Muslim.</li> <li>6. The whole area will benefit from 2hrs no return or residents parking without asking to pay at the machine and try to get money out of people- the school staff's issue will have to be addressed separately as school is also a "resident" of the area.</li> <li>7. This also applies to Alexandra Rd and that area too.</li> </ol> <p>As it stands I strongly object to the proposal.</p>	<p>The school can apply for Discretionary permits.</p> <p>Visitors can utilise the visitor permits allocated to each property.</p>
113	I would like to make my objection to the proposed pay and display charges. £3.10 for	As per objection No.1.



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	<p>two hours surrounding the hospital. This will add stress to those who need to visit loved ones and cause further delays of appointments and parking fines. I'm disgusted that the council is going ahead with the pay and display and that people visiting the hospital will have to pay such extortionate fees. This is targeting the vulnerable and I find this appalling!</p>	<p>Reading Borough Council is aware that the Royal Berkshire Hospital is reviewing their parking facilities and engaging with local bus operators with the aim of introducing schemes that will assist with the current parking difficulties on their site.</p> <p>Reading Borough Council is not responsible for the charges levied by the Royal Berkshire Hospital for use of their off-street parking facilities. This consultation applies only to the Highway. The proposed fees for the pay and display sites on the Highway are in line with the fees charged by the Royal Berkshire Hospital in their off-street car parking facilities. This ensures that visitors are neither being encouraged, nor discouraged, from using either facility.</p>
114	<p>I have been following the recent parking proposals for the Readings area with some interest and I am mailing you in order to let you know that I am very much in favour of the current proposal for residents parking, one permit per household, together with the parking restrictions on both ends of Hatherley Road and the other side streets in the local area. Recognising that parking space is at a premium the current proposal for residents parking seems to be the most practical in terms of convenience to local residents, I also understand that the proposed 10m restrictions are necessary on safely grounds, especially on the Lydford road end which is heavily used for school access. I have spoken with my neighbours at length on this subject and everyone seems to be of the same view on this subject. I look forward to the agreement and implementation of this proposal.</p>	Support
115	<p>I would like to object (again) to the proposed pay and display plans for Morgan Road. It would be a waste of money installing this on the Kendrick end of Morgan Road because out of 8 possible spaces 5 are regularly taken up by resident permit holders who dump their cars all week. Don't waste any more money please.</p>	These proposals were previously advertised and do not form part of this consultation.
116	<p>Your consultation document re parking changes for Eldon Square does not appear to include a map of the Square? I therefore assume that your plan is to have parking meters on all sections of the square so that the whole square is available for pay and display parking between the hours of 8.00 am and 5.30 pm Monday to Friday? This time frame could/will potentially correspond quite neatly with the working hours of many employees of the Royal Berks Hospital who drive their cars to work (as well as many other employees in the offices around here) where currently they pay more money to park for the same period of time in the hospital car park - £12.00. You will provide them with an incentive and facility to park on the square for less money, rather than at their place of work for the whole day. My objection therefore is to that part of your proposal which allocates an 8.00 to 5.30 time frame for pay and display parking to the whole square and would suggest that the pay and display period be the same as the Council originally proposed which was: permit holders at any time and/or pay and display for two hours maximum between 9.00 and 5.00, Monday to Friday.</p>	The proposals in Eldon Square only relate to the existing limited waiting bays on the east side of the square.
117	<p>Referring to The Borough of Reading (Civil Enforcement Area) (Waiting Restrictions and Pay and Display) (Hospital and University No.3) (Highmoor Road) Order 2016. We are</p>	The proposals were designed with feedback from the majority of residents in this area.

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	<p>residents of Lancaster Close. When this proposal was presented to the Traffic Committee it did not include residents' parking restrictions, but only the double yellow lines on the inside of the bends. We do not support the change to add residents' parking. We had understood previously that residents' parking was not generally implemented when off-road parking is available for houses, which is the case for this road. Anyway, our preference is to have lines that control the parking so as to keep it safe, but not to introduce further restrictions. We have regular visitor who require parking, and would prefer to have spaces freely available for them even if this means some parking by others. Such parking is generally restricted to short-term parking of parents dropping off children for the Abbey school on Christchurch Road, some weekday daytime parking. Most of the longer-term and weekend parking on the road is actually by residents.</p>	
118	<p>It is proposed to change the parking arrangements on Eldon Square to allow metered parking between 8am and 5:30pm in addition to 24 hour residents' parking. However, the charges proposed are broadly similar to the hospital car park, and would in fact be less for a 9-5 worker. Given the proximity, I fear that this will mean that Eldon Square will effectively become an extension to the hospital car park as more people find out about this, and will lose its utility as a short stay car park for visitors. Parking for residents in the evening can be very difficult under the current arrangement, but during the working day there are unused spaces. It would be preferable, in my opinion, to restrict the maximum non permit holder stay to two hours during the working day, whether metered or not. I believe that was the intention the last time changes were proposed.</p>	<p>The proposals in Eldon Square only relate to the existing limited waiting bays on the east side of the square.</p>
119	<p>I would like object against pay meters on Allcroft Road. As a resident who live on Allcroft Road. I don't want pay meters on our footpath this will destroy the beauty. Also this will bring extra vehicles to our road and if they can't find any parking they will reverse there cars in our drives to make a u turn. Allcroft road is already congested. I would prefer there be a 8am to 8pm 2hr parking limit only without pay.</p>	<p>As per objection No.1.  The type of waiting restrictions proposed for Allcroft Road formed part of a previous phase of consultation and did not form part of this consultation.</p>
120	<p>I wanted to take the opportunity to express my view on this proposal. I don't think its a good idea for the areas surrounding myself - Allcroft Road, Kendrick Road, Morgan Road etc. I believe the current restrictions are adequate in controlling parking as well as allowing some flexibility in parking. The increase level of restrictions therefore wouldn't be useful from my perspective and may even invite more stress &amp; frustration.</p>	<p>As per objection No.1.  The type of waiting restrictions proposed for Allcroft Road formed part of a previous phase of consultation and did not form part of this consultation.</p>
121	<p>With reference to the proposals to introduce permit parking to the streets around Redlands School, I wish to urge the Council to consider the impact on the staff of Redlands Primary School. It will be necessary for permits to be issued to all members of staff (teaching assistants and other support staff) as well as teachers, many of whom commute across town or from further afield. As you may know, the recruitment of staff is currently a major challenge for all Reading schools and Redlands is no exception. We feel it is imperative that this scheme makes proper provision for staff so that recruitment and retention is not further disadvantaged. I would urge you to work in consultation with the head, to draw up suitable plans.</p>	<p>The school can apply for Discretionary permits.</p>
122	<p>I have some serious concerns over the introduction of pay and display and time limited parking for the roads mentioned in the above schedules. These roads are currently used for all day parking by staff working at the Royal Berks Hospital, students attending Reading University, residents and their visitors and hospital patients and visitors. The</p>	<p>As per objection No.1.  This was not submitted on behalf of TVP. It is a view of a resident who works for TVP.</p>

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	<p>RBH multi storey car park is already at full capacity forcing people to seek other on road parking spaces. I know from experience that when visiting the hospital it is not always easy to estimate the number of hours you may be kept waiting and if in a queue you simply cannot leave the premises to top up your parking ticket. This causes further stress and anxiety. This proposal will have the effect of displacing a large number of vehicles which will then seek parking in other residential areas causing further problems like obstruction of driveways etc. This in turn will become a police matter impacting on the limited resources already available.</p>	
123	<p>Redlands school is with the Redlands Parking consultation area, the school does not have any off street parking for staff, If staff have to pay upto £10 per day to park to enable them to work at the school (has they are non residents ) then clearly they are likley to move to another school where they can park for free. The school arleady is finding it difficult to get staff due to the high price of living in Reading, and if all school staff (teaching and non teaching ) can't park for free then its liley the school will have great difficulty getting teachers and other staff. Provision for car parking Redlands school staff needs to be made. Some provision needs to be made for parents dropping off children at Redlands school. I would suggest Cardigan road / Foxhill road need to be mixed permit holders and visitor for up to 2 hours to allow parents to drop off children by car. this road is best are its away from the main entrance to the school which are busy with walking children.</p>	<p>The school can apply for Discretionary permits.</p>
124	<p>I am objecting to the Redlands parking proposal. My reasons are below.</p> <ol style="list-style-type: none"> <li>1. The proposed resident only parking area has public places: a school and places of worship. These places should be accessible to everyone. If residents only parking is implemented it will not be accessible by frail and elderly who need access. Furthermore, in an emergency when school calls parents have to come and collect sick children or injured children. This proposal will not allow these daily activities to function.</li> <li>2. School drop off pickup at Redlands Primary. This council run school does NOT offer breakfast club or after school club. This forces working parents to drop children off to school and drive to work. In order for this to function as is, parents require parking at least 30min - 1hr on the area proposed as residents only parking. If you want to implement this - first provide wraparound child care for working parents as the Labour Party promised. This is a huge issue for working parents but may not be an issue for people on benefits.</li> <li>3. We have visitors - friends coming for quick chat or to drop off something. This type of social calls require 1-2hr parking on the roads. If it's longer they can be issued a visitor parking - which we will have to buy from council- again charging residents. But expecting us to pay for each friend calling on us for quick chats by way of visitor parking permits is not acceptable.</li> <li>4. Not having wraparound childcare in school means we pay for private minders residing in surrounding areas. We need pickup/drop off time 1hr maximum- otherwise we will have to not only pay for childcare but also every time we park! As suggested in No2. above if school provided wraparound childcare this would not be a problem. But as it stands now it is a huge problem for working and tax paying parents. <sup>87</sup></li> <li>5. There are shops cafe saloon etc where pay display is proposed. Currently 2hr no</li> </ol>	<p>The school can apply for discretionary permits.</p> <p>Visitor permits are allocated to each property within a residents parking scheme.</p>

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	return works well on Erligh Road so why change? I rather come to local saloon where I do not pay rather than going to town. But if I'm to pay, I might as well go elsewhere as there is no incentive. This means the local shops will lose custom and that is not good for the area. It is a not well thought proposal to offer resident only parking that does not take the wider picture into account. With resident only OR 2hrs no return (or similar) it can work. But as it stands now I object the proposal	
125	I object to the proposed parking restrictions due to be put in place in the Redlands area. Whilst I agree that some parking restrictions are necessary the proposed schemes do not take into consideration the needs to the student population that forms a large percentage of the area. Students are usually in the area for only 9 months at a time and therefore do not require the full 12 month pass. Furthermore, if students only have their cars in Reading for a term (say for teaching placement or such like) a temporary permit may not be enough. Finally, if the vehicle is only based in Reading for a few months and usually based at the students home address then it is not necessary to change the vehicles registered address to Reading (indeed changing the registered address to Reading would most likely incur a financial cost). This means they do not have the required proof in order to be granted a permit anyway. Until a sufficient alternative be arranged for the large population of students in the area I do not think it in the best interests of all the residents to introduce this scheme.	The proposals in the “narrow roads” have been specifically designed to address the parking issues raised by the majority of residents in this area.
126	Redlands parking proposals. Excellent. Can't wait for them to be implemented as Lancaster Close is so dangerous with cars parked on the bends.	Support
127	With reference to your planned installation of parking meters in Eldon Square. I have lived in Eldon Square for [REMOVED] and have a resident's parking permit. I own my own property and I work full time [REMOVED]. [REMOVED] I find it inconceivable that I shall be unable to park my car, where I live, without paying extra charges. It is totally unacceptable to expect residents returning to their homes prior to 5.30pm to find 'other' parking and/or pay to park at meters. I wish it to be recorded that I strongly object to this proposal.	The proposals in Eldon Square only relate to the proposed level of charges for existing limited waiting bays on the east side of the square. The type of waiting restriction in Eldon Square did not form part of this consultation.  <i>Note: Some identifying (personal) information has been removed from the objection.</i>
128	I wish to object to this planning proposal, specifically the introduction of residents parking permits in Blenheim Gardens and surrounding roads. A very similar scheme was rejected earlier in the year, yet the council are trying yet again to push this through against resident wishes. The introduction of resident permits will have absolutely no effect on parking in the area. Any parking issues on these roads are not caused by non-residents parking and therefore won't be alleviated by introducing permits. I see this as yet another cynical attempt by the council to raise funds from residents, with a scheme they have not asked for and that will in no way improve parking in the area.	The proposals in the “narrow roads” have been specifically designed to address the parking issues raised by the majority of residents in this area.
129	I have read with great care what the planned parking scheme for Alexandra Rd. appears to be. Parking for residents is difficult at times during the week but NEVER at weekends. So the proposed scheme should not be applicable at weekend where parking should stay as it is now: free to whoever visits the town and/or the residents. That JUST MIGHT deter residents from transforming their front garden in a car park. Because exactly this disappearance of the front gardens will be the consequence of the proposed parking scheme. And this in a so called conservation area? Methinks not much	The type of waiting restrictions proposed for Alexandra Road formed part of a previous phase of consultation and did not form part of this consultation.  The Hospital and University Area Study covers a wide area and consideration has been made of the likely impact to parking in the wider area, should changes to waiting

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	interest from the council in conserving anything...And installing permanently ugly parking meters, in a conservation area? Amazing. As long as it makes money. Correct?	restrictions be introduced in the immediate vicinity of the hospital. The proposals that have been consulted in this phase are a direct result of parking concerns that have been raised in the wider area.
130	I am writing to express my objections to RBC's proposals to introduce parking charges in the Royal Berkshire Hospital area. I've been registered with the hospital for over 4 decades, where I attend the ENT outpatients' clinic every 3 months for a chronic condition. I can therefore testify that the 2-hour free parking spaces in the area have been serving their purpose adequately for a very long time. On the other hand, a careful reading of the document sent on 10 June 2016 to the Traffic Management Sub-Committee –copy attached– shows that the Council is failing to make their case for parking charges even under their own terms of reference. Furthermore, the methodology used in their “consultation” would seem unethical: it excludes the hospital users, restricting it to the nearby residents under the delusion that the charges being introduced are for their benefit –but RBC plan is not to remove the parking in those residential streets, but to charge for it! Thus the only plausible reason left for the Council to persist with their plan –in spite of the June objections and the subsequent 8,464-strong petition against it– is their willingness to make money out of the distress of the ill and those who care for them. Please remind those Councillors who sit on the Sub-Committee that such attitude is morally wrong; that, as our elected representatives, they have a duty of care for us; and that they must therefore bury this dishonest plan once and for all.	<p>As detailed within the main report, the proposals have been through various consultation exercises and are designed to manage parking in the hospital and university area.</p> <p>The types of waiting restrictions proposed are not unique to Reading. They are commonly used across the Country and all local authorities have the ability to apply such restrictions through existing highway and transport legislation.</p> <p>Visitors to the hospital and university will still have the ability to park within the proposed pay and display areas.</p>
131	I am writing with regard to the pay and display proposals, particularly concerning Eldon Square. The parking places in Eldon Square are already under enormous pressure due to larger homes being converted into flats, multiplying the demand. I have lived in Eldon Road for [REMOVED] and the situation has become progressively worse. So much so that we often have to park elsewhere - up to 15 minutes walk. We only own one car and the spaces in Eldon Square are not sufficient to even meet the requirements of the residents. I would sincerely ask that these proposals do not include Eldon Square. If anything, I believe that there is a strong rationale for making ALL of the parking bays - resident permit holders only.	<p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The proposals in Eldon Square only relate to the proposed level of charges for existing limited waiting bays on the east side of the square. The type of waiting restriction in Eldon Square did not form part of this consultation.</p>
132	I have been looking at the maps concerning parking restrictions/permit parking. I am very concerned as it seems that these restrictions only come up Foxhill Road as far as Lydford Road. As I live above Lydford Road at [REMOVED] it would mean parking in the upper half of this street would be very hard to find. There are a number of multiple occupancies as the University is in close proximity. It has become very difficult to find a parking space during the day, and almost impossible if using your car in the evening. I have lived in this house for almost [REMOVED] and until recent years parking was quite a bit easier.	<p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The entire length of Foxhill Road is being considered for permit parking as part of this consultation.</p>
133	It is for this reason that I oppose the introduction of permit only parking under the current parking permit guidelines. The distress created by such changes would be far greater than the level of frustration created by the current parking situation. If current proposals are to proceed then at the very least I call for the use of discretion in relation to the issuing of parking permits for my household and for residents in a similar situation. In such event I would expect households such as mine to be allocated parking permits for each individual residing in a given house at the time the parking restrictions	<p>Any new permit scheme that is introduced will follow the model that is adopted by Reading Borough Council at the time. At the time of writing, ‘entitled’ properties within the zone can apply for up to 2 permits, with some exceptions that apply.</p> <p>The Council has a number of discretionary permit</p>

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	<p>are introduced. This to me would appear to be the fairest approach, as it would allow existing residents to maintain their existing parking arrangements and would mitigate the likely negative impact such proposals would have on households like mine and individuals like myself. Without mitigation measures implemented such as these, and a blanket implementation brought forward as proposed, this will negatively impact the lives of some existing residents. I appreciate that this will not be the intention of the Borough but this is the reality and this should be taken into consideration so that the existing living arrangements of existing residents is not adversely impacted. I do not feel this approach would have a negative consequence as the majority of current parking issues are created by those who work in the area and park in residential areas while they go to work, study or various appointments at the Royal Berkshire Hospital and at local schools. Each permit should be issued for the duration of that particular residents stay at that particular address. Failure to do so would literally force people to leave their homes and would sever local ties and supportive relationships that people will have formed while living in the area. The distress caused by this would have profound implications for those affected. Unfortunately I will be abroad at the time of the committee meeting as I would have liked to attend and participate and voice my concerns; however, if at all possible I would like my concerns to be considered and discussed.</p>	<p>applications, for specific situations that are outside of the scope of the model.</p>
134	<p>Thankyou for all the hard work that has gone into getting us this far. The plans have really come together and from a personal perspective feel that Elmhurst will now work well for a range of users in our community. The only wrinkle I see is that the current plans, as I understand them, cater only for permit holders outside of 8am-5.30pm and at weekends. My thoughts are that one final group will struggle to participate in the street and that is the friends and family that visit in the evenings and weekends. Can we make part of the road free for them during out of hours. Using scratch passes will obviously work but strictly there isn't a need in my opinion.</p>	<p>The type of waiting restriction for Elmhurst Road did not form part of this consultation - only the proposed level of the pay and display charges that relate to the outcome of the previous statutory consultation. It is possible that alterations could be made to the scheme in the future.</p>
135	<p>I live in Allcroft Road. I have spoken to [REMOVED] and he says that as residents we would be entitled to a parking permit and visitors parking permits and a second paid parking permit. This however might be subject to future change. As long as we can have these permits it would appear that some of my previous objections have been dealt with. I do foresee some difficulties outside Pembroke Surgery where the entrance is in Erleigh Road.</p>	<p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>Any new permit scheme that is introduced will follow the model that is adopted by Reading Borough Council at the time. At the time of writing, 'entitled' properties within the zone can apply for up to 2 permits, with some exceptions that apply.</p>
136	<p>I am writing this email to object against the plans for the new parking scheme around redlands. It would be a big inconvenience to not only me but many others who use those roads. I park there everyday for work, and I hope you would take into consideration that I'm a young person trying to start a life for myself and saving money is nearly impossible. Many others would find it a huge issue as well if these plans go ahead. I am concerned that the prices wouldn't be affordable and I would have to leave my job. I hope you take all options into consideration before going ahead with these big decisions and think about the affect on others.</p>	<p>As per objection No.1.</p>
137	<p>I am writing to object to the entirety of the Redlands parking consultation - residential permit introduction - which is due to come into effect in January 2017<sup>0</sup> As a resident of the area for the last 3 years, having a car is vital to myself and the multiple others</p>	<p>Any new permit scheme that is introduced will follow the model that is adopted by Reading Borough Council at the time. At the time of writing, 'entitled' properties within the</p>

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	<p>whom I live with. This consultation is inequitably favoured towards those households with fewer than 3 drivers - households which are few and far between in such a heavily student populated area. Implementing a parking scheme which limits houses to no more than 2 permits reduces the earning potential for families in the area, along with reducing mobility for residents. As a student I can speak on behalf of those who need their cars for work and other commitments, and one of the reasons why I moved to this area was because of the parking availability. Understandably the permits are to discourage those who work in the centre of town/around the area - from parking in residential areas, however this implementation will negatively effect the majority of residents (students). If this were to come into effect with any gravitas it would be advised that students vacate the area in July, therefore parking restrictions would be easier to implement in the vicinity in the summer months. The charges for extra permits would be unjust for students who would be paying the full £120 for an extra permit for only 6/7 months use - rather than the intended 12 months. Furthermore, in order to obtain these permits students would need to register their car to the property, inducing a hefty insurance change, which seems excessive for - what are as a rule - one year long lets. I hope you take my objections into consideration when debating the new parking limitations, as it would cause a lot of upset for the majority of residents; reduce the value of the properties; drive students away from the area - and the town as a whole; and ultimately cause irreparable damage to the community.</p>	<p>zone can apply for up to 2 permits, with some exceptions that apply.</p> <p>The Council has a number of discretionary permit applications, for specific situations that are outside of the scope of the model. The Council also currently operates a process of reimbursement for permits that are returned prior to the end of the 12 month validity period.</p>
138	<p>I would like to register my strong objections to this as I currently work at Redlands primary school where they do not have any parking other than on the nearby roads. I need to drive to work as it is impractical to walk or bus and also would cause me financial hardship which would make it impossible and impractical to continue working at the school. It would also be extremely difficult to be able to find somewhere to park in areas available, if there are any, as everyone would be fighting for those spaces. Therefore putting me out of work not only causes me financial hardship for myself and family but also the school to have staffing issues and my 1-1 would not have continuity of care which would also cause upset and anxiety.</p>	<p>The school can apply for Discretionary permits for its staff.</p>
139	<p>I object to the introduction of residential permit in the Redlands area - due to come into effect in January 2017, as a resident of Donnington Gardens. Having been a resident of the area for numerous years, multiple cars in the house is vital to myself and those I live with. This consultation is undoubtedly favoured towards households with fewer than 3 drivers - households which can be uncommon in such a diversely populated area. Implementing a parking scheme which limits households to a set number of cars per household the potential to reduce the earning potential for families and residents in the area, along with reducing mobility for residents. As a student I can speak on behalf of those who need their cars for work and other commitments - including getting back to their families in various areas of the country. One of the reasons why I chose this area of Reading was because of the parking availability. Understandably the permits are to discourage those who work in the centre of town/around the area e.g the hospital, from parking in residential areas, however this implementation has the potential to negatively effect a large number of residents in the Redlands area. If this were to come into effect please could I advise that the changes are implemented in the summer months, at the change over of letting contracts in the area affected. Partly this is due to those current residents leaving at</p>	<p>Any new permit scheme that is introduced will follow the model that is adopted by Reading Borough Council at the time. At the time of writing, 'entitled' properties within the zone can apply for up to 2 permits, with some exceptions that apply.</p> <p>The Council has a number of discretionary permit applications, for specific situations that are outside of the scope of the model. The Council also currently operates a process of reimbursement for permits that are returned prior to the end of the 12 month validity period.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>the end of June having to pay for permits for only 6 months, at the price of £120 - a cost which seems extremely high when it's meant to be for 12 months. I hope you will consider the points raised above and the range of residences in the area. It is not your typical area due to the high level of students who rent properties on year long contracts. It will have wider repercussions than those raised in the consultation, due to a high percentage of lettings and landlords not knowing the what is happening in their property area.</p>	
140	<p>I am writing to object to the entirety of the Redlands parking consultation (in particular the restrictions on Donnington Gardens). As a resident of the area for the last 3 years, having a car is essential for myself and my household. Being without available parking in the surrounding area would have a hugely negative impact on our everyday lives. This consultation is also unfairly favoured towards those households with fewer than 3 drivers, as will be the case in such highly populated student area, due to the restriction of 2 per household. Whilst I understand that this consultation is being implemented to accommodate the permanent residents in the area, introducing a parking scheme which leaves no available parking for non permit holders will cause a dramatic upheaval to the majority of residents. As a student myself, I along with many other students I know in the area, need my car to travel to work as well as attend other commitments outside of Reading. Consequently, the availability of parking in this area is one of the key reasons why I chose to live in the area. If this were in fact to come into effect, I would ask you to consider that as student lets end in July it would therefore make sense that parking restrictions would be implemented in after this time. The charges for extra permits would be unjust for students who would be paying the full £120 for an extra permit for only 6/7 months use - rather than the intended 12 months. The difficulty of obtaining a permit would also be notable as we would need to register their car to the property, inducing a hefty insurance change, which seems excessive for the remaining 6 months we have left in our tenancy. I hope you take my objections into consideration when debating the new parking limitations, and if the decision is indeed to implement the changes, then I would hope you understand our issue with your planned start date of January 2017 and could push it back to the new student letting year.</p>	<p>Any new permit scheme that is introduced will follow the model that is adopted by Reading Borough Council at the time. At the time of writing, 'entitled' properties within the zone can apply for up to 2 permits, with some exceptions that apply.</p> <p>The Council has a number of discretionary permit applications, for specific situations that are outside of the scope of the model. The Council also currently operates a process of reimbursement for permits that are returned prior to the end of the 12 month validity period.</p>
141	<p>I wish to object to the introduction of additional parking restrictions in Lydford road as this would reduce the availability of parking for residents and is an unjustified restriction.</p>	<p>The majority of Lydford Road is very narrow and the restrictions have been proposed to remove inappropriate parking and maintain access, particularly for emergency service vehicles. Where wider lengths have been identified, permit holders only restrictions have been proposed to prioritise resident parking.</p> <p>The net result of a wide area resident permit parking scheme should be a reduction in parked vehicles on the Highway, providing more parking availability for residents.</p>
142	<p>We live in Malvern Court and have been omitted from the first consultation which took place some time ago. Please advise if this is because Malvern Court is actually private road? Our area falls out of scope of second consultation going on now. Please address parking issues in the area. It is a nightmare and occasionally impossible to park when I return from work or we return from town. Very often, during different times of the day people who are not residents or visitors of Malvern Court park on grounds of Malvern</p>	<p>The management of parking in private roads is the responsibility of the owner(s) of the road. Parking issues on parts of the Highway network that are outside of the scope of this consultation may be considered for investigation in other waiting restriction review programmes.</p>



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	Court. At different times of the day and week cars are parked for varying periods of time on double yellow markings. It seems random so I cannot give you any schedule.	
143	<p>I have been a resident at Cardigan Road for the last [REMOVED], and this has always been a very difficult place to park. I am dismayed at how hard it is to park in Reading as a resident and I am angry about the proposal to offer restricted parking and permits to some people living in adjacent roads but not to my house. It has become more and more difficult to park over the last two years. I am loath to go out in the evening, because I know that when i get home, I do not know if there will be any spaces at all in Cardigan or Foxhill roads and I have to drive around the streets looking for somewhere and this is frightening at night. This has got even worse, since you recently restricted parking in the upper part of Eastern Avenue. I used to park there if I could not find a space in Cardigan or Foxhill roads and now that you have restricted it, and I do not have a permit to park there I cant do so even though the upper part of Easter Avenue is now always half empty and has plenty of spaces that i am not allowed to use, even though I live in the next street. I am very angry that you seem to be thinking of some residents and not others and that you are not looking at this problem holistically or with any concern for me or the residents of my road. I would be grateful if you could stop making changes that are selfish for some, shortsighted and not inclusive of everyone. If some people are to have permits, I would like one as well, so that I can park in one of the many empty spaces in the next street in upper Easter avenue.</p>	<p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>Cardigan Road, alongside neighbouring street, is being proposed for inclusion in the area resident permit scheme as part of this consultation.</p>
144	<p>I wish to comment and indicate my strong approval for the plans for Lydford Road, part of which runs by the side of my house in Alexandra Road. I have a [REMOVED], which permits my entry for off street parking and for my garage. I commented in June during the previous consultation and my comments at that time are still valid for the present proposals although I note that the current scheme permits some waiting on one side in some of the Western sections of Lydford Road, which are a compromise that I will not object to. I heartily welcome the proposal for double yellow lines and thus no waiting at any time along major sections of Lydford Road. My reason for supporting this are:-</p> <p>(1) At present vehicles frequently park in Lydford Road [REMOVED], making it extremely difficult for me to get my car from my garden. On many occasions I have had to make a five or six point turn to get past a parked car [REMOVED]. I have had to report parked cars and taxis to police and to the borough council on many occasions. There are signs at the junction with Alexandra Road and at the junction with Donnington Gardens that state "No motor vehicles except for access". As there are signs at both junctions, this should prevent any vehicles without business from driving in this section of the road, let alone parking there. Double yellow lines will at least solve the parking problem. (2) In the past a vehicle has completely blocked access [REMOVED] when I had a appointment to collect overseas business visitors by car for an important meeting. The police were unable to contact the owner and I was forced to hire a taxi for the meeting in another town and for return, costing a considerable sum, (scores of pounds). (3) Fire appliances have on two occasions been unable to get access to fires at Redlands Primary School via Lydford Road because of parked cars. I have also observed Fire Service personnel putting postcards about parking on cars parked in Lydford Road. It is in the interests of the emergency services and community safety that there should be no vehicle waiting in this street.</p>	<p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>Supports the proposals.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
144 (cont inued )	<p>(4) I am informed that last year an ambulance on an emergency call to a home in Donnington Gardens was unable to achieve its desired access via Lydford Road because of parked vehicles. (5) [REMOVED] some years ago I was considering arranging for vehicle access into my front garden and made preliminary enquiries I was informed that I would not be granted planning permission for a vehicle gate and dropped curb on Alexandra Road. [REMOVED] (6) The welcomed residents parking and pay and display parking in Alexandra Road would push many daily commuter motorists into Lydford Road to park in preference to paying in Alexandra Road, if the no waiting restrictions proposed for Lydford Road were not incorporated. I have raised these problems with my ward councillors on many occasions and I am pleased that the important reasons that I have outlined above have been taken on board by them and that they have advocated and supported the no waiting at any time in Lydford Road. The points that I raise concerning the section of this road near my home apply equally to the other sections of Lydford Road and the proposed no waiting restrictions for other sections of this street are also important. In addition, sections of Lydford Road near Redlands School are even narrower than the section near my home and vehicles have a tendency to park in the centre of the carriageway in that area making passage for bicycles and pushchairs difficult. Only double yellow lines can solve these problems and add to the no vehicle access signs which are extensively ignored and not enforced. Thus as someone who is affected by the present situation, has a good knowledge of the various factors throughout Lydford Road as a resident and a user of the street both as a pedestrian and a cyclist and who will be affected by the proposed double yellow lines, I welcome the proposal and look forward to its implementation. In addition it is important for the no waiting restrictions to be there to permit access of emergency vehicles to the terraced streets and to Redlands School and the rear gate of Saint Joseph's College.</p>	
145	<p>I would like to register my objection to the 2 below proposals under the above reference: Under Schedule 2</p> <ul style="list-style-type: none"> <li>- Blenheim Gardens, both sides - From a point 10m north of its junction with Lydford Road to a point 10m south of that junction.</li> <li>- All proposals to make Lydford Road a 'no waiting at any time' zone.</li> </ul> <p>The first proposal would eliminate anywhere from 4-8 existing residents' parking spaces on a road which is already low on available parking. This proposal is bizarre, why is existing parking being removed as part of a scheme to improve the availability of parking for residents in such a densely populated area? There is no justification being offered and as a result, we can only assume that this has been added in as a revenue generating exercise for the council. The second proposal again eliminates parking for residents in an area in which it is already difficult for residents to find parking spaces. Where is the advice on where residents will park once they are forced out of their own roads due to insufficient spaces? I'm afraid the myth of swarms of non-residents parking in the area (Blenheim Gardens in particular) and walking to work is completely unfounded and will prove not to be the case once the result of the enforced parking regulations transpires to be less available parking for residents, and more revenue for the Council.</p>	<p>The majority of Lydford Road is very narrow and the restrictions have been proposed to remove inappropriate parking and maintain access, particularly for emergency service vehicles. Where wider lengths have been identified, permit holders only restrictions have been proposed to prioritise resident parking. Some additional waiting restrictions have been applied around junctions to reinforce the Highway Code and ensure that the junctions are safer and more easily navigated.</p> <p>The net result of a wide area resident permit parking scheme should be a reduction in parked vehicles on the Highway, providing more parking availability for residents.</p>
146	<p>We would like to place an objection to the proposed Pay &amp; Display parking around Eldon Square. There is already insufficient parking for permit holders in the Eldon</p>	<p>The type of waiting restriction for Eldon Square did not form part of this consultation - only the proposed level of the pay</p>

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	<p>Conservation area. Many of the new residents to the area are young couples who have 2 vehicles, along with this building conversions in the area from business to residential such as Hanover House, new development and the current conversion of Berkshire House to student accommodation will all contribute to the increased number of vehicles looking for parking. The proposed opening up of all bays around Eldon Square between 8am - 5.30pm to the Pay &amp; Display parking system will in all likelihood be used by visitors to the RB Hospital as an alternative to the more expensive parking provided at the hospital, this will put further pressure on the residents with permits looking for parking during the day. We are of the opinion that the current 2 hour parking area at the top end of Eldon Square, if converted into the Pay &amp; Display would be sufficient.</p>	<p>and display charges that relate to the outcome of the previous statutory consultation. It is possible that alterations could be made to the scheme in the future.</p> <p>The net result of a wide area resident permit parking scheme should be a reduction in parked vehicles on the Highway, providing more parking availability for residents.</p>
147	<p>I am a home owner in Donnington Gardens, I object to these proposals, and think there should be more shared parking, ie, upto 2 hours and residents parking. There should be the possibility of having more than 2 residents parking permits per household as this is a student living area and this brings a lot of kudos and supports economic growth in Reading.</p>	<p>Officers have reported to the Sub-Committee that in order to introduce a 'permit holders beyond this point' restriction, there can be no other waiting restrictions in this 'zone' that require signs. Shared-use parking would require signs and marked bays, requiring parking on one side of the street to be removed, due to the narrow nature of the street. The proposed solution is a compromise that prioritises resident parking, while not reducing the current parking capacity of the street.</p> <p>Any new permit scheme that is introduced will follow the model that is adopted by Reading Borough Council at the time. At the time of writing, 'entitled' properties within the zone can apply for up to 2 permits, with some exceptions that apply.</p> <p>The Council has a number of discretionary permit applications, for specific situations that are outside of the scope of the model. The Council also currently operates a process of reimbursement for permits that are returned prior to the end of the 12 month validity period.</p>
148	<p>A meeting of the majority of the residents of Elmhurst Road was held on Friday 27<sup>th</sup> May to discuss the proposed parking provisions in Elmhurst Road. The outcome of which was as follows.</p> <p>The proposed parking schemes for our area seem to be helpful towards meeting the needs of residents and we welcome the provision under Schedule 5, Elmhurst Road West Side for resident permits only. We feel that the combined scheme will help to remove congestion and together with the new 20 mph. zone should also tend to increase general safety for pedestrians, cyclists and motorists.</p> <p>However, we feel that Schedule 4 for parking for the whole of Elmhurst Road (except that already designated under Schedule 5) is too restrictive.</p> <p>We would like some free parking available for short stays by visitors and tradesmen along the 100m section on the University side of Elmhurst Road (East side), that is "from a point 60m northeast of its junction with Redlands Road to a point 100m</p>	<p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The writer confirms that they represent the views of 12 households.</p> <p>The type of waiting restriction for Elmhurst Road did not form part of this consultation - only the proposed level of the pay and display charges that relate to the outcome of the previous statutory consultation. It is possible that alterations could be made to the scheme in the future.</p> <p>The Council has a number of discretionary permit applications available for specific persons, subject to eligibility. This includes a discretionary permit application for carers.</p>

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	<p>northeast of that point”, and we would like to suggest the following amendment for that section:</p> <p>That Schedule 6 be applied, matching the suggested provision in Marlborough Avenue<sup>1</sup> with the addition that the free waiting period of 2 hrs would be controlled [if possible] by a timed ticket<sup>2</sup></p> <p>We are also concerned that under the present proposals there is nothing that will meet the needs of a disabled neighbour who requires visits by carers twice each day, every day, each of at least two hours duration and, very importantly, friends and family members at any time. To issue visitors’ permits for these would amount to over £600 a year. A dedicated space outside No [REMOVED] allowing the carers, visitors and family members unlimited parking in this otherwise Residents Only (Schedule 5) area would meet the requirement. [see attached letter submitted by [REMOVED] of [REMOVED], Elmhurst Road]<sup>3</sup></p> <p><sup>1</sup> This provides for free overnight and weekend parking in addition to 2 hrs free waiting during working hours. This would allow guests to park free overnight and at week-ends but would discourage students or others from parking in the street for prolonged periods.</p> <p><sup>2</sup> We suggest using timed tickets for the free 2hr waiting period to enable the wardens to enforce the time limit as they check other pay and display tickets and it would also prevent overnight parking extending beyond 8.00am</p> <p><sup>3</sup> [Attachment] Letter submitted by [REMOVED] OF [REMOVED], Elmhurst Road, Reading RG1 [REMOVED] in support of [REMOVED] case.</p>	
149	<p>We strongly object to these charges. They will disproportionately affect the sick and elderly at a time of great stress which will be made worse by these charges. It’s nonsense in many cases to say that this will protect local residents as some of the designated areas have few if any residents in the immediate vicinity. It is just a source of revenue for the council. We appreciate it is hard for councils at the moment, but please don’t hammer the sick and elderly like this</p>	<p><i>Note: This objection was received after the closing date of the statutory consultation.</i></p> <p>As per objection No.1.</p>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	10
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CRIS BUTLER / CHRIS MADDOCKS /SAM SHEAN	TEL:	0118 937 2068 / 0118 937 4950
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER / TRANSPORT PLANNING MANAGER / STREETCARE SERVICES MANAGER	E-MAIL:	<a href="mailto:cris.butler@reading.gov.uk">cris.butler@reading.gov.uk</a> <a href="mailto:chris.maddocks@reading.gov.uk">chris.maddocks@reading.gov.uk</a> <a href="mailto:sam.shean@reading.gov.uk">sam.shean@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

1.1 This report provides an update on the current major transport and highways projects in Reading, namely:

- Reading Station Area Redevelopment (Cow Lane bridges)
- Thames Valley Berkshire Growth Deal Schemes - Green Park Station, Reading West Station upgrade, Southern and Eastern Mass Rapid Transit, Eastern Park and Ride, National Cycle Network Route 422 and Third Thames Bridge.
- Whiteknights Reservoir Scheme
- Pothole Plan

1.2 This report also advises of any future key programme dates associated with the schemes.

## 2. RECOMMENDED ACTION

- 2.1 That the Committee note the report.

## 3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

## 4. THE PROPOSAL

### Reading Station

#### Cow Lane Bridges - Highway works

- 4.1 As reported to the Traffic Management Sub-Committee in various reports over the past 12 months, Network Rail identified some potential issues with the overall cost profile to deliver the Cow Lane highway project, and they discovered some potential design issues with existing utility services in the road. As a reminder to the Committee, the original cost estimates to deliver the scheme were based on utilising Network Rail's existing contractor responsible for the viaduct, who were already mobilised between the two bridges. Unfortunately, the CPO process delayed the proposed programme, and this contractor has since left site.
- 4.2 Network Rail have engaged their consultants to complete a value engineering exercise alongside the likely main contractor in order to identify potential cost savings by redesigning and reducing the scope of certain elements of the project. The Council has been involved in the review primarily to ensure the essential elements of the scheme are retained, (such as the new footway on the east side of the southern bridge). The Council remains reliant on Network Rail in confirming a programme of works, and Network Rail remain the lead organisation in delivering the project.
- 4.3 The value engineering exercise to date has identified some potential areas where the overall project scope can be reduced without affecting the overall project objectives. The main points to note relate to the pedestrian facilities to cross the road between both bridges and a subsequent new layout to include a zebra crossing (instead of a pedestrian refuge), and a request by Network Rail to close Cow Lane throughout the duration of the works, which has since been rejected by the Council.

- 4.4 Final designs will now take place by Network Rail's consultant, with a more detailed presentation of the final layout expected late October early November 2016. It is also likely Network Rail will be able to confirm the programme of works at this point. Officers will continue to update Members on the latest position through the Traffic Management Sub-Committee.

### Thames Valley Berkshire Growth Deal Schemes

#### Green Park Station

- 4.5 Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange would significantly improve accessibility and connectivity to this area of south Reading which has large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the proposed Royal Elm Park mixed use development.
- 4.6 The scheme was granted financial approval by the Berkshire Local Transport Body in November 2014, with a programmed station opening date of December 2018. Design work for the station is being progressed in partnership with Network Rail and Great Western Railway to ensure the station complies with the latest railway standards. An updated programme has been agreed between all project partners in line with the target opening date for the station of December 2018. Design work for the multi-modal interchange and surface level car park is being progressed in parallel with the station design work.
- 4.7 It was agreed by the Berkshire Local Transport Body in July that an additional £2.75m funding from the LEP's unallocated capital pot should be allocated to Green Park Station. This will ensure that passenger facilities at the station can be enhanced in line with the increased anticipated demand for the station due to the level of proposed development in the surrounding area.
- 4.8 Discussions are on-going between the DfT and Great Western Railway regarding the availability of trains to serve the station, however the Berkshire Local Transport Body has agreed that the scheme should be progressed in line with the original programme.

#### Reading West Station Upgrade

- 4.9 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for significantly improved passenger facilities at Reading West Station. The proposals include accessibility improvements including lift access to the platforms from the Oxford Road and enhancements to the path from the Tilehurst Road; provision of a station building on the Oxford Road and associated interchange enhancements such as increased cycle parking; improvements within the station itself including wider platforms, longer canopies, enhanced lighting and CCTV coverage;

and improvements to the entrance from Tilehurst Road including provision of a gateline and ticket machines.

- 4.10 Delivery of the scheme is split into two distinct phases, with Network Rail due to implement Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. Phase 2, which includes significant improvements such as the station building on the Oxford Road, is currently unfunded however officers will continue to seek funding for the scheme from all available sources, including a bid to the Local Growth Fund for which a decision is expected from Government in November.

#### South Reading Mass Rapid Transit

- 4.11 South Reading Mass Rapid Transit (MRT) is a proposed series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre. The scheme would reduce congestion and journey times, improving public transport reliability on the main growth corridor into Reading. Any proposal will not reduce existing highway capacity along the A33.
- 4.12 Phases 1 & 2 of the scheme, from M4 J11 to Island Road, were granted full funding approval from the Berkshire Local Transport Body in November 2015. Detailed design for Phase 1A is complete and design for Phases 1B and 2 are being finalised.
- 4.13 A contractor has been appointed for construction of Phase 1A with works commencing on-site on 5<sup>th</sup> September for a period of 3 months. This initial phase of works involves construction of a series of bus lanes between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11. The scheme is achieved predominantly by utilising space in the central reservations and realigning existing lanes where required.
- 4.14 In addition, options for future phases of the South MRT scheme are currently being investigated to provide further bus priority measures between Island Road and Reading town centre. Phases 3 and 4 of the scheme have been ranked as the highest priority transport scheme in Berkshire for future funding from the Local Growth Fund, again a decision is anticipated from Government in November.

#### East Reading Park & Ride and Mass Rapid Transit

- 4.15 East Reading Park & Ride (P&R) is a proposed park and ride facility off the A3290 being led by Wokingham Borough Council and East Reading Mass Rapid Transit (MRT) is a proposed public transport link between central Reading and the park and ride site, running parallel to the Great Western mainline being led by Reading Borough Council.



- 4.16 The schemes were granted indicative funding approval in July 2014 and financial approval will be sought from the Berkshire Local Transport Body when the full business case for each scheme has been prepared.
- 4.17 A consultation was undertaken by Wokingham Borough Council during November 2015 regarding the P&R proposals, and a planning application was submitted in the summer. Work on the planning application for the Mass Rapid Transit scheme is being progressed with the objective of submitting the application early in 2017. A public drop-in session took place on Tuesday 19<sup>th</sup> July between 13.00 and 19.00 at the Waterside Centre in Thames Valley Park to gain feedback on the MRT scheme prior to the school summer holidays. The exhibition was also on display at the Civic Offices. The initial consultation has been completed and feedback is being incorporated into the scheme design prior to submission of the planning application.
- 4.18 Preparation of the full scheme business case for the MRT scheme is being progressed and the assessment is anticipated to be submitted to the Berkshire Local Transport Body in November to seek full financial approval for the MRT scheme.

#### National Cycle Network Route 422

- 4.19 National Cycle Network (NCN) Route 422 is a proposed cross-Berkshire cycle route between Newbury and Windsor. The route would provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough.
- 4.20 The scheme was granted full funding approval from the Berkshire Local Transport Body in November 2015. Preferred option development has been undertaken and detailed design for the scheme is complete for Phase 1, which is the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue. A programme for delivery of the full scheme is being agreed between project partners, however it is anticipated that the works in Reading will be able to commence before Christmas 2016.

#### Third Thames Bridge

- 4.21 A Third Thames Bridge over the River Thames is a longstanding element of Reading's transport strategy to improve travel options throughout the wider area. A group has been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council and in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP.

- 4.22 The Wokingham Strategic Transport Model is currently being updated to enable the modelling and business case work to be undertaken, and a bid has been submitted to the DfT to seek funding to undertake the next stage of the business case work for the scheme.

Whiteknights Reservoir Scheme:

- 4.23 Whiteknights Reservoir is a 70,000m<sup>3</sup> capacity reservoir retained by an earthfill embankment dam and is located within the University of Reading grounds and borders Whiteknights Road and the Borough boundary.
- 4.24 There are three 'Statutory Undertakers' that own land forming part of the reservoir, as set out in The Reservoirs Act 1975; the University of Reading, Reading Borough Council (both in its highway and land owning capacity) and B & M Care.
- 4.25 The scheme consists of constructing a flood wall of approximately 72m in length along the frontage of the Council owned Mockbeggar Allotment site in order to divert flood water to the spillway in the grounds of the B&M Care Home. To enable the construction of this flood wall the embankment dam will be strengthened with the addition of gabion baskets along the toe and engineering backfill to slacken the slope on the downstream side of the embankment. Improvements to the highway drainage system are also being undertaken as well as enhanced landscaping.
- 4.26 The scheme was tendered in accordance with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules, with a contract awarded to Topbond Plc in August 2016.
- 4.27 Works commenced on 15<sup>th</sup> August 2016 and are programmed for completion on 23<sup>rd</sup> December 2016.
- 4.28 To date the contractor has cleared the site, created a works vehicle access ramp into the site, installed the drainage and commenced works on the gabion basket retaining structure.
- 4.29 The programme indicates that the gabion basket retaining structure will be completed by 4th November and works on the flood wall running along the length of the Mockbeggar Allotment site will commence on the 7<sup>th</sup> November with the hand railings being installed from the 12<sup>th</sup> December 2016.
- 4.30 A single lane closure along Whiteknights Road managed by temporary traffic signals will be required from the 4<sup>th</sup> November until the 20<sup>th</sup> December 2016.
- 4.31 Members are asked to note the contents of this report.

## Pothole Repair Plan

- 4.32 Reading Borough Council received £60,000 share from the Department for Transport's £50 Million Pothole Action Fund this Financial Year.
- 4.33 The Council's standard investigatory depth for carriageway defects is 50mm. The Pothole Repair Plan enables the Council to repair defects of a minimum depth of 30mm to those roads in greatest need on an agreed priority basis.
- 4.34 The Department for Transport expects this Council to achieve 1,132 pothole repairs based on the £60,000 share from the Pothole Action Fund this financial year. This is based on an average cost for a pothole repair of £53.00. We expect this target to be the minimum number of pothole repairs carried out within this Council's share of the fund.
- 4.35 To date we have repaired 391 potholes at an average cost of £ 43 per pothole.
- 4.36 The Pothole Repair Plan is operating concurrently with the statutory highway inspection regime using existing Highway Operative resources and plant/equipment.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
  - Providing infrastructure to support the economy.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The projects have and will be communicated to the local community through local exhibitions and Council meetings.

## 7. LEGAL IMPLICATIONS

- 7.1 None relating to 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 At the relevant time, the Council will carry out an equality impact assessment scoping exercise on all projects.

## 9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

## 10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee and Strategic Planning and Transport Committee reports.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	11
TITLE:	ANNUAL PARKING SERVICES REPORT 2015-2016		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PARKING SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	<a href="mailto:Elizabeth.robertson@reading.gov.uk">Elizabeth.robertson@reading.gov.uk</a>

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Traffic Management Act 2004 states that each local authority with Civil Parking Enforcement should publish an Annual Report about their enforcement activities covering financial and statistical data.
- 1.2 Appendix 1 Parking Services Annual Report 2015-2016

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the contents of this report and that the annual reports for 2008-2015 are available on the Council's website.
- 2.2 That the Sub-Committee note the annual report for 2015-2016 is intended to be published in November 2016.

3. POLICY CONTEXT

- 3.1 The Council is a Civil Enforcement Authority under the Traffic Management Act 2004 and is therefore required to produce an annual report.

4. THE PROPOSAL

- 4.1 Reading Borough Council took up statutory powers under the Road Traffic Act 1991 (as amended) in 2000 to become a Special Parking Area (SPA) taking over parking enforcement from the Police. In April 2008 every Local Authority with SPA powers became a Civil Enforcement Area (CEA) under the Traffic Management Act 2004 (TMA). One of the requirements of the TMA is that each Local Authority submit an Annual Parking Report to the Department for Transport (DfT) each year. The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions sets out the minimum information to be included in the Annual Parking Report.

- 4.2 The Statutory Guidance requires that as a minimum the Local Authority must include financial details relating to total income and expenditure on the parking account and statistical information relating to the number of Penalty Charge Notices (PCNs) issued, paid, cancelled and challenged.
- 4.3 The annual report for 2015-2016 includes the Statutory Guidance requirements and also includes information for Residents Parking Permits, Bus Lane Enforcement, Blue Badge Issues and Enforcement, Car Parks, Pay and Display and Freedom of Information requests.
- 4.4 The Cabinet report in January 2011 stated future reports were to be published on the Council's website. The annual parking reports for 2008-2015 are available through the Council's website at:
- <http://www.reading.gov.uk/foi>
- 4.5 The annual report for 2015-2016 is intended to be published in November 2016.
- 4.6 The Traffic Management Act 2004 and Transport Act 2000 (for bus lane Penalties) sets out the appeals process that recipients of Penalty Charge Notices must follow if they believe they have grounds for the ticket to be cancelled. There are 3 sequential stages to this process as set out below:
- An Informal Challenge to the Council
  - A formal representation to the Council upon receipt of the Notice to Owner
  - An appeal to the Traffic Penalty Tribunal, if representation to the Council is unsuccessful.
- 4.7 The appeals process for bus lane Penalties is the same except there is no informal challenge to the Council, as the first notification is the "Notice to Owner" notice.
- 4.8 A legal requirement of both relevant Acts is for the Council to provide an address where these can be sent. The Council provides two dedicated addresses for motorist's to correspond with (one for parking penalties and one for bus lane penalties) and has a secure online facility for direct representation to be made against the penalties.
- 4.9 An important element of the process is the requirement for the registered keeper of the vehicle (i.e. the person named on the vehicle registration document or the registered hirer) to communicate directly with the Council. This means that a third party can only act on the registered keeper's behalf if legally authorised to do so. Therefore there are very limited circumstances in which an MP or Councillor can act for someone else.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The Annual Parking Report will have wider accessibility by being published on the Council's website.

7. LEGAL IMPLICATIONS

- 7.1 The Local Authority is required to produce an Annual Parking Report under the Traffic Management Act 2004.

8. FINANCIAL IMPLICATIONS

- 8.1 As reported in the Annual Report

9. BACKGROUND PAPERS

- 9.1 Cabinet Report - Annual Parking Report dated 17<sup>th</sup> January 2011

10. APPENDICES

- 10.1 Appendix 1 - Annual Parking Services Report 2015-2016

# READING BOROUGH COUNCIL

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## PARKING SERVICES ANNUAL REPORT 2015/2016

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DRAFT



**Reading**  
Borough Council  

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Working better with you



## Foreword - Councillor Page

Welcome to Reading Borough Council's eighth Parking Services Annual Report. The report summarises the parking and traffic enforcement responsibilities conducted by the Council in 2015/2016. It also provides details of activities and related financial information.

Reading remains a key economic hub in the Thames Valley and wider South-East. Many thousands of people travel into and around Reading on a daily basis, placing great demands on our transport infrastructure. At the same time, local businesses highlight a lack of capacity in transport infrastructure as one of their key concerns, and a restraint to future growth. The increasing demands on infrastructure are seen either through overcrowding or traffic congestion levels.

New infrastructure and growing our public transport offer, not only provide significant improvements to sustainable transport options, they support growth in the local economy and reducing Reading's carbon footprint.

Reading has an enforcement policy to try and balance the needs of all road users, at a time when demands continue to increase. The key objective is to maintain an appropriate balance between the needs of residents, visitors, businesses and access for disabled people, thereby contributing to the economic growth and success of the town.

Enforcement is conducted both on and off-street by Council Parking Services and Civil Enforcement Officers, employed through a term contractor. These officers actively patrol and enforce parking restrictions, supporting traffic management and safety responsibilities imposed on local authorities by legislation, directing patrol efforts to strategically important routes, areas of high contravention and sensitive locations, and in many cases in response to public demand.

Enforcement of parking restrictions is approached in a fair and reasonable manner across the town. The Parking Services team takes continual care when dealing with representations from the public against the Penalty Charge Notices to ensure that all the circumstances are fully considered on a case by case basis.

We continue to be committed to being transparent about our Parking Services and enforcement activity. This report provides an extensive record of activities during the 2015/2016 financial year and explains how the service is managed and aims to develop an understanding and acceptance of why enforcement activity takes place.

Cllr Tony Page

Lead Member for Strategic Environment, Planning & Transport, and Deputy Leader of the Council

October 2016

## Chapter 1 - Content

The Secretary of State's 'Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions' states that local authorities should produce annual reports about their enforcement activities. It is considered good practice to publish a report which provides the public with information about the way enforcement is undertaken and provides reassurance that enforcement is being undertaken properly. The view of the Secretary of State is that transparency about the civil enforcement of parking regulations enables the public to understand and accept the enforcement of parking contraventions.

This Annual Report provides a record of activities during the 2015/2016 financial year and explains how the service is managed and aims to develop an understanding and acceptance of such enforcement activity.

The 2015/2016 is structured as follows:

	Page No.
• Chapter 2 - Policy Context	4
• Chapter 3 - Parking Enforcement	5-11
• Chapter 4 - Bus Lane Enforcement	12-14
• Chapter 5 - Challenges, Representations and Appeals	15-18
• Chapter 6 - Enforcement Agents Information	19-20
• Chapter - Permits	21-25
• Chapter - Blue Badges	26-27
• Chapter - Signs and Lines Maintenance	28
• Chapter - Car Parks	29
• Chapter - Pay and Display	30
• Chapter - Freedom of Information	31-32
• Chapter - Financial Information	33-34
• Chapter - Key Contacts and More Information	35
• Appendix A - Parking Penalty Charge Notices	36-72
• Appendix B - Bus Lane Penalty Charge Notices	73-74

## Chapter 2 - Policy Context

Reading Borough Council introduced Parking Enforcement in 2000, when responsibility for enforcement of parking contraventions passed from Thames Valley Police to the Local Authority. The current legislation that allows for Reading to enforce parking and waiting restrictions is under The Traffic Management Act 2004. This also permitted local authorities to enforce restrictions by other methods which are now known as 'Civil Parking Enforcement'. Parking offences are classified as civil offences rather than criminal offences under Civil Parking Enforcement.

Reading Borough Council has an integrated Parking Service, which manages both on-street and off-street activities. The Council introduced Civil Parking Enforcement under Part 6 of the Traffic Management Act 2004 from 31<sup>st</sup> March 2008.

The current guiding transport policy document is its Local Transport Plan (LTP) 2011- 2026. The Local Transport Plan includes a 15-year strategy document and a rolling 3-year implementation programme. The LTP programme is reviewed annually to ensure the aims and objectives are being delivered. The statement below summarises the vision for transport in Reading:

*“Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.*

*Whichever way you choose to travel, by foot or bicycle, motorcycle, bus, rail, car or boat whether to work or education, to leisure or the services you need, our transport system will help you get there”.*

Although it is not possible to specifically measure the contribution of Civil Parking Enforcement on all the objectives, as there are a wide range of other factors that influence them, it is clear that well considered and implemented enforcement will support this vision.

## Chapter 3 - Parking Enforcement

Enforcement is conducted both on- and off-street by Reading Borough Council Parking Services through Civil Enforcement Officers employed through a contractor. Each officer receives specific training resulting in qualifications which are:

- City and Guilds 1889-001 Roles and Responsibilities of a Civil Enforcement Officer; and
- City and Guilds 1889-002 Conflict Management.

These qualifications have been updated and are now known as:

- WAMITAB Level 2 Award for Parking Enforcement Officers (QCF) (Ofqual qualification number: 601/1781/3)

Civil Enforcement Officers are salaried and are not part of any incentive scheme. Their only enforcement requirement is to ensure that any Penalty Charge Notice is issued correctly and that all the supporting evidence (including photographs) is gathered and recorded.

The Traffic Management Act introduced regulations that allow for enforcement through an approved camera device in areas that are difficult or sensitive. In the autumn of 2012 the Council introduced an enforcement vehicle; it is used to enforce contraventions of waiting restrictions with an early focus on school zigzag markings, bus stop clearways and loading bans. Enforcement with an approved device is not used where permits or exemptions (such as resident's permits or Blue Badges) may be in use. The primary objective of the camera enforcement system is to ensure the safe and efficient operation of the road network by deterring motorists from breaking road traffic restrictions and detecting those that do.

The Parking Services team at Reading Borough Council have completed/working towards their WAMITAB Level 3 Award in Notice Processing (QCF) (Ofqual qualification number: 601/1941/X). This qualification recognises the importance of back office staff, having the required skills, knowledge and detail when dealing with challenges, representation and appeals.

The Reading Borough Council Parking Services team have a duty to consider all aspects of a case. The Secretary of States guidance states that even when a clear contravention has occurred, the Council has discretionary power to cancel a Penalty Charge Notice, and this duty is adhered too - *“under general principles of public law, authorities have a duty to act fairly and proportionately and are encouraged to exercise discretion sensibly and reasonably and with due regard to the public interest”*. This exercise of discretion is approached objectively and without regard to any financial interest (in the penalty or decisions) that may have been taken at an earlier stage. However, discretion can be used to cancel or enforce a Penalty Charge Notice and some motorists who challenge their Penalty Charge Notice may not always receive the decision that they were looking for.

### Penalty Charge Notices (PCNs)

Penalty Charge Notices are issued when people contravene the parking code. Penalty Charge Notice tickets can be categorised as higher or lower depending on the seriousness of the contravention. Higher level tickets for more serious breaches are £70 (e.g. parking on yellow lines) and lower level tickets for less serious breaches are £50 (e.g. parking with an expired permit or pay & display ticket).

Road markings (such as yellow lines, loading bays, bus stops and residents zones) indicate that some sort of restriction applies and signs nearby will always explain the parking restrictions. If these restrictions are breached, a contravention has occurred and a Penalty Charge Notice will be issued.

In the Council’s public car parks Penalty Charge Notices may be issued if you fail to pay the correct amount at a pay and display ticket machine or for parking in a space for longer than you are permitted to. Also, if your car is reported to be causing a safety hazard, a source of congestion or an obstruction the Police may remove it. Drivers are responsible for making sure that their vehicles are parked correctly and not causing any obstructions. If vehicles are parked correctly they should not be issued with a Penalty Charge Notice.

### Traffic Management Act 2004 Statutory Process - Direct Issue Process

The following process applies where the Civil Enforcement Officer has directly issued the Penalty Charge Notice to the vehicle or handed it to the driver. Please see section below for information about the process involved when the Penalty Charge Notice is sent by post.

Please refer to Chapter 5 for information about challenges, representations and appeals.

- After 14 days of the date of issue of the Penalty Charge Notice
  - The right to pay the discounted sum (£35/£25) after 14 days is lost. The 14 days starts with the date on which the Penalty Charge Notice was issued.

- After 28 days of the date of issue of the Penalty Charge Notice
  - If the charge is not paid 28 days from the date the Penalty Charge Notice was issued a Notice to Owner will be sent to the registered keeper of the vehicle.
  - At this point you can either pay the full charge within 28 days (£70/£50) or make representation to Reading Borough Council.
  - Failure to act on the Notice to Owner may result in a Charge Certificate being issued.
  
- After 28 days of the date of issue of the Notice to Owner
  - A Charge Certificate may be sent to the registered keeper of the vehicle, notifying the keeper that the charge has been increased by 50% (£105/£75). If you receive a Charge Certificate you must pay within 14 days. There is no right to appeal at this stage.
  
- After 14 days of the date of issue of the Charge Certificate
  - If the Charge Certificate is not paid within 14 days, the debt may be registered at the Traffic Enforcement Centre and a registration fee of £7.00 will be added to the charge (£112/£82). An Order for Recovery will be sent to the registered keeper of the vehicle.
  - If you receive an Order for Recovery you must either pay the outstanding charge within 21 days or file a witness statement.
  
- After 21 days after the Debt Registration
  - If the charge has not been paid or a witness statement has not been made, the Traffic Enforcement Centre will grant authority for a Warrant to be issued and a certificated enforcement agent will be requested to recover the debt from you. The enforcement agent will charge you for this.

### Traffic Management Act 2004 Statutory Process - Postal Issue Process

The following process applies where the Penalty Charge Notice has been issued by post. This occurs in circumstances where the Civil Enforcement Officer was prevented from issuing the Penalty Charge Notice at the time, or the vehicle drove away before affixing it to the vehicle/handing it to the driver. A Penalty Charge Notice may also be issued by post from an approved device i.e. a camera recording.

Please refer to Chapter 5 for information about challenges, representations and appeals.

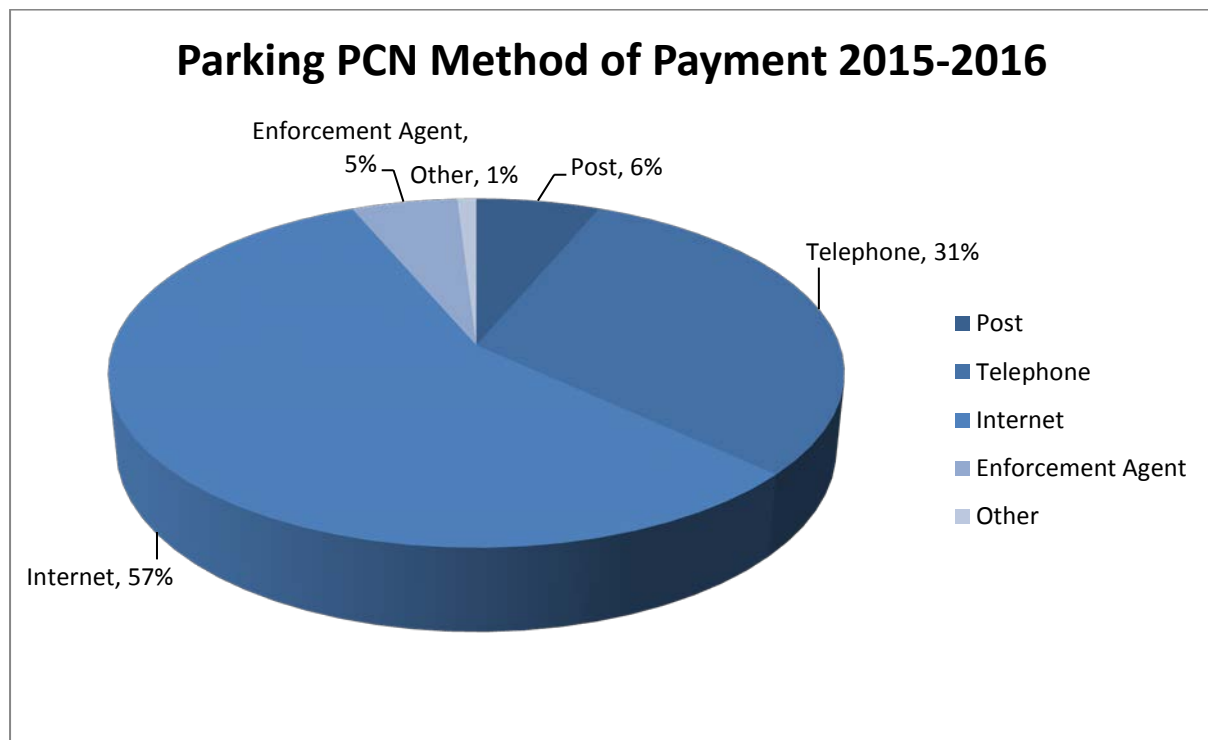
- The Penalty Charge Notice will be sent to the registered keeper of the vehicle; at this point you can either:

- Pay the discount within 14 days (£35/£25) or 21 days if the contravention was detected by an approved device.
- If the discount is not paid in the 14/21 days, pay the full charge within 28 days (£70/£50).
- Make representation to Reading Borough Council.
- After 28 days of the date of issue of the Penalty Charge Notice
  - A Charge Certificate may be sent to the registered keeper of the vehicle, notifying the keeper that the charge has been increased by 50% (£105/£75). If you receive a Charge Certificate you must pay within 14 days. There is no right to appeal at this stage.
- After 14 days of the date of issue of the Charge Certificate
  - If the Charge Certificate is not paid within 14 days, the debt may be registered at the Traffic Enforcement Centre and a registration fee of £7.00 will be added to the charge (£112/£82). An Order for Recovery will be sent to the registered keeper of the vehicle.
  - If you receive an Order for Recovery you must either pay the outstanding charge within 21 days or file a witness statement.
- After 21 days after the Debt Registration
  - If the charge has not been paid or a witness statement has not been made, the Traffic Enforcement Centre will grant authority for a Warrant to be issued and a certificated Enforcement Agent (formerly known as bailiffs) will be requested to recover the debt from you. The Enforcement Agent will charge you for this.

## Paying a Penalty Charge Notice

Penalty Charge Notices can be paid either online, by post or by phone. Once payment has been made, the driver/owner/hirer has accepted liability for the penalty charge and can no longer make a challenge/representation against the Penalty Charge Notice. Reading Borough Council's interpretation of the relevant legislation (which is supported by the House of Commons Transport Committee) is that the recipient of a Penalty Charge Notice can pay the penalty or challenge the Penalty Charge Notice - it is not possible to do both.

The graph below shows the percentage of the different methods of payment used.





The table below shows the number of Penalty Charge Notices issued for 2015/2016<sup>1</sup>. A copy of Penalty Charge Notices issued by ward, street and contravention code is provided in Appendix A.

Penalty Charge Notice Issued	2015/2016	Percentage	2014/2015	Percentage
Total Penalty Charge Notices Issued	35,200		38,621	
Number of higher level Penalty Charge Notices issued	22,692	65%	24,892	65%
Number of lower level Penalty Charge Notices	12,466	35%	13,680	35%
Number of Penalty Charge Notices with no charge level e.g. warning notice	0		46	0.12%
Number of Penalty Charge Notices paid	26,867	76%	28,992	75%
Number of Penalty Charge Notices paid at discount	20,816	59%	23,001	60%
Number of Applications registered at TEC (dated 01/10/2016)	4,343	12%	7,279	19%
Number of Penalty Charge Notices against which a formal or informal representation was made	6,160	18%	6,560	17%
Number of Penalty Charge Notices cancelled as a result of a formal or informal representation	1,084	3%	1,575	4%
Number of Penalty Charge Notices written off for other reasons	2,029	6%	2,704	7%

One of the objectives of parking enforcement is to improve compliance with the parking regulations and there was a 9% decrease in the number of PCNs issued this year compared to last year. This continued trend shows that motorists are complying with the parking restrictions within the Borough.

From the 6<sup>th</sup> April 2015 a change in legislation has limited the use that Council may use approved device (enforcement vehicle) for parking enforcement. The enforcement vehicle can only be used to enforce the following contraventions: school keep clear markings, bus stops/stands, red routes and bus lanes. There were 187 PCNs issued from the approved device, as per below:

<sup>1</sup> Please note that this data is constantly changing and the data provided is that recorded on 1<sup>st</sup> October 2016.

Contravention	PCNS Issued	
Loading restriction	5	Issued between 1 <sup>st</sup> and 5 <sup>th</sup> April 2015
School Keep Clear markings	157	
Bus Stops/Stand	25	

Please note that bus lanes are not issued via the enforcement vehicle, there are dedicated cameras for these, see Chapter 4 for Bus Lane Enforcement.

On the 6<sup>th</sup> April 2015, a mandatory 10 minute grace period was introduced for vehicles that have overstayed for paid for parking.

A full breakdown of the notices issued by ward, street and contravention code is provided in Appendix A.

#### Further Information

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk) or [www.PATROL-uk.info](http://www.PATROL-uk.info)

## Chapter 4 - Bus Lane Enforcement

Reading Borough Council has more bus lanes per mile of road than anywhere else in the UK and a greater proportion of people travel by bus than in most other cities and towns in the UK. Reading Borough Council and its partners want to make public transport reliable and punctual. Bus lanes, when operating properly, help improve journey times, punctuality and reliability which may help make public transport a more attractive option and in turn relieve congestion.

When bus lanes are misused they are less effective, hence the need for effective enforcement. When people ignore bus lanes they can cause delays to public transport and increase the risk of accidents as other road users are unlikely to be aware of their presence.

In October 2005, powers were introduced under the Transport Act 2000 that made it possible for Reading Borough Council to enforce the regulations governing the use of bus lanes in the Borough. The Police may still take action against persons driving in bus lanes or ignoring road signs, however, Reading Borough Council's enforcement by approved device camera's has substantially increased the likelihood of those abusing bus lanes being caught out.

The penalty for being caught in a bus lane is a £60 Penalty Charge Notice. Cameras record vehicles using bus lanes and penalties are issued based on this information. Enforcement officers check the recordings to determine whether a contravention of the rules has taken place or if there may be other circumstances e.g. to avoid an accident. It is possible to make a representation against the Penalty Charge Notice within 28 days of it being issued.

Appendix B provides a breakdown of information per bus lane.

### Transport Act 2000 Statutory Process

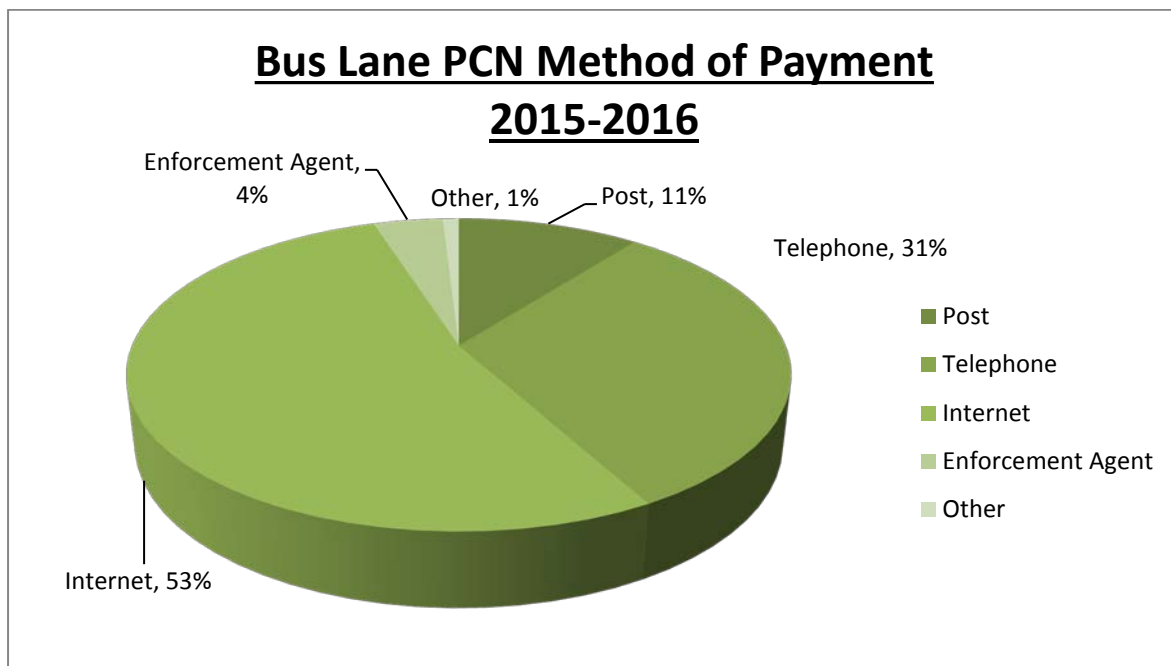
Please refer to Chapter 5 for information about challenges, representations and appeals.

- The Penalty Charge Notice will be sent to the registered keeper of the vehicle; at this point you can either:
  - Pay the discount within 14 days (£30).
  - If the discount is not paid in the 14 days, pay the full charge within 28 days (£60).
  - Make representation to Reading Borough Council.
- After 28 days of the date of issue of the Penalty Charge Notice
  - A Charge Certificate may be sent to the registered keeper of the vehicle, notifying the keeper that the charge has been increased by 50% (£90). If you receive a Charge Certificate you must pay within 14 days. There is no right to appeal at this stage.
- After 14 days of the date of issue of the Charge Certificate

- If the Charge Certificate is not paid within 14 days, the debt will be registered at the Traffic Enforcement Centre and a registration fee of £7 will be added to the charge (£97). An Order for Recovery will be sent to the registered keeper of the vehicle.
  - If you receive an Order for Recovery you must either pay the outstanding charge within 21 days or file a statutory declaration.
- After 21 days after the Debt Registration
    - If the charge has not been paid or a statutory declaration has not been made, the Traffic Enforcement Centre will grant authority for a Warrant to be issued and a certificated Enforcement Agent (formerly known as bailiffs) will be requested to recover the debt from you. The Enforcement Agent will charge you for this.

**Paying a Penalty Charge Notice**

Penalty Charge Notices can be paid either online, by post or by phone. The graph below shows the percentage of the different methods of payment used for Penalty Charge Notices relating to bus lanes.



The table below shows the number of Penalty Charge Notices issued for entering bus lanes in 2015/2016<sup>2</sup>. A copy of Penalty Charge Notices issued by street for entering bus lanes is provided in Appendix B.

Penalty Charge Notice Issued	2015/2016	Percentage of Total Issued	2014/2015	Percentage of Total Issued
Total Penalty Charge Notices Issued (including re-issued Penalty Charge Notices e.g. new keeper)	97,963		90,069	
Total Penalty Charge Notice Contraventions recorded	88,456		87,486	
Number of Penalty Charge Notices paid	76,997	87%	73,979	85%
Number of Penalty Charge Notices paid at discount	64,897	74%	61,858	72%
Number of Penalty Charge Notices against which a formal representation was made	15,996	18%	16,829	19%
Number of Penalty Charge Notices cancelled as a result of a formal representation	2,504	3%	4,271	5%
Number of Penalty Charge Notices written off for other reasons	1,791	2%	3,737	4%

Appendix B provides a breakdown of the PCNs issued per bus lane and a comparison with the previous year's issue.

The percentage of representations received and cancelled tickets have remained consistent.

### Further Information

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk) or [www.PATROL-uk.info](http://www.PATROL-uk.info)

<sup>2</sup> Please note that this data is constantly changing and the data provided is that recorded on 1<sup>st</sup> October 2016.

## Chapter 5 - Challenges, Representations and Appeals

If a driver is issued a Parking Penalty Charge Notice, which they feel is unwarranted; they have the right to challenge the Penalty Charge Notice. This is done in 3 stages. The first stage is an informal challenge to Reading Borough Council which is followed up by the second stage which is a formal representation to the Council. If the representation to the Council is unsuccessful, the third stage is an appeal to the Traffic Penalty Tribunal. It should be noted that for Penalty Charge Notice issued by post (either parking or bus lane related) there is no informal challenge.

The Reading Borough Council Parking Services team will deal with each case on its own merits and will take into account the evidence recorded by the Civil Enforcement Officer and the information provided for a case. There are statutory time limits for dealing with representations and appeals, whereas guidance is provided for informal challenges. In all cases the Reading Borough Council Parking Services aim to deal with challenges, representation and appeals in an efficient, effective and impartial way.

### Stage 1 - Making an Informal Challenge

Reading Borough Council Parking Services have a legal obligation to consider all informal challenges received. If an informal challenge is made within 14 days of the Penalty Charge Notice being issued, the discount period will be put on hold until the Council can deal with the challenge. A letter from the driver explaining the reasons why they feel they have grounds for an appeal should be made as soon as possible to the address given on the Penalty Charge Notice. The letter can be submitted by writing to the Council using surface mail or making a challenge by way of a secure website. A letter will be replied to if the challenge is upheld and the Penalty Charge Notice will be cancelled. If the challenge is not upheld, provided the challenge was made within 14 days of the Penalty Charge Notice being issued, a further 14 days to pay the Penalty Charge Notice at a discounted rate will be granted.

### Stage 2 - Representations

A representation (under the Traffic Management Act 2004) can only be made upon receipt of a Notice to Owner, in cases where the PCN has been affixed to the vehicle or handed to the driver. The Notice to Owner will be sent to the registered keeper of the vehicle 28 days after the issue of the Penalty Charge Notice. Should a Penalty Charge Notice have already been paid the case is considered closed and no representation or appeal may be made. Once a Notice to Owner has been issued, the vehicle owner has 28 days to make a representation. The Council has a legal obligation to consider all representations received and must reply within 56 days of receiving the representation, if the Council does not reply in this time period, the Penalty Charge Notice is automatically cancelled.

Should a representation be unsuccessful the owner will be liable to pay the Penalty Charge Notice at the full rate. If the Council rejects the representation, an appeal may then be made to the Traffic Penalty Tribunal. Where a Penalty Charge Notice has been issued by post the registered keeper has 28 days to make a

representation to the Council. If those representations are made within the discount period, the Council will generally hold the discount and if the decision is made to reject the Penalty Charge Notice, this will be re-offered again. However, should an appeal be made to the Tribunal, the full charge would then apply, even if it is within the re-offered discount period. This process is set down by the Traffic Management Act 2004 (and accompanying regulations) for parking contraventions. The process is the same for bus lane contraventions issued under the Transport Act 2000, however, there is no informal challenge or time limit set for the Council to reply to a representation. These are the only ways to query a Penalty Charge Notice.

Complaints about the parking scheme itself should be made in writing to Reading Borough Council. General enquiries concerning parking issues may be made by telephone, however, Reading Borough Council cannot accept challenges or representations made by email or telephone.

The table below shows items of correspondence received in relation to informal challenges, parking and bus lane representations for 2015/2016<sup>3</sup>.

2015/2016	Informal Challenges	Incoming Parking Representations	Incoming Bus Lane Representations	Total
April	426	203	1,243	1,872
May	387	115	1,385	1,887
June	461	197	1,887	2,545
July	541	218	1,952	2,711
August	468	110	1,095	1,673
September	486	215	1,505	2,206
October	590	238	1,601	2,429
November	511	235	1,611	2,357
December	366	127	1,009	1,502
January	367	128	896	1,391
February	388	130	887	1,405
March	378	139	925	1,442
<b>Total</b>	<b>5,369</b>	<b>2,055</b>	<b>15,996</b>	<b>23,420</b>

<sup>3</sup> Please note that this data is that recorded on 1<sup>st</sup> October 2016. This data includes PCNs that have made multiple challenges and/or representations

### Stage 3 - Appeal to the Traffic Penalty Tribunal

The Traffic Penalty Tribunal is a body independent of the Council. Adjudicators are people with at least five years legal experience who consider the evidence for appeals against Penalty Charge Notices issued by Local Authorities. Their decision is final and binding on both parties.

Should a Representation to the Council be unsuccessful a Notice of Rejection and a Notice of Appeal will be sent to the registered keeper. This is the form that must be used to appeal to the Traffic Penalty Tribunal. A Traffic Penalty Tribunal appeal can only be made should a representation to the Council already have been rejected. When they receive a 'Notice of Appeal', the Traffic Penalty Tribunal staff will make some basic checks and if everything is in order it will be registered as a formal appeal. The registered keeper will receive acknowledgement of this and a date as to when the appeal is due to be decided. The Council will also be notified that the appeal has been lodged and will be given a date for which to submit their evidence to the Adjudicator. In the case of a personal appeal being asked for, the Traffic Penalty Tribunal staff will schedule it for the next appropriate hearing at the registered keepers preferred location and give 21 days notice of the precise date, time and venue.

The table below shows how many appeals were dealt with by the adjudicators<sup>4</sup>.

2015/2016	Parking Penalty Charge Notices	Percentage of Total PCNs Issued	Percentage of Appeals Received	Bus Lane PCN	Percentage of Total PCNs Issued	Percentage of Appeals Received
Total PCN Issued	35,200			97,963		
Total Appeals Received	131	0.37%		264	0.27%	
Dismissed by Adjudicator	34	0.10%	25.9%	121	0.12%	45.8%
Allowed by Adjudicator	30	0.09%	22.9%	69	0.07%	26.1%
Not Contested by Council	63	0.18%	48.1%	57	0.06%	21.6%
Consent Order	5	0.01%	3.8%	17	0.02%	6.4%
Awaiting decision inc. other	0	0.0%	0.0%	0	0.0%	0.0%

<sup>4</sup> Please note that this data is constantly changing and the data provided is that recorded on 1<sup>st</sup> October 2016.

Consent Order means the Council and Appellant have reached an agreement over the appeal.



The Council received 177 parking appeals in the previous year, whereas this year the number of appeals was 131, this represents a 26% reduction in appeals registered. The number of representations received has remained similar but those choosing to appeal against the PCN with the adjudication service have dropped. The Council reviews all adjudicator decisions and through the feedback from them will try to ensure that unnecessary appeals are not registered. A fresh review of the case is made when an appeal is registered, regardless of the decision made at representation stage.

The number of bus lane appeals to the Tribunal has also decreased, there were 343 last year compared with 264 this year. This equates to a 23% reduction in appeals registered. Each case is dealt with on their own merits and a fresh review is made when the appeal is received from the Traffic Penalty Tribunal. The Council, as with parking appeals, reviews all decision and uses the feedback from the adjudicator to ensure bus lane appeals are pursued in a fair and impartial manner.

The annual report from the Traffic Penalty Tribunal on their service was not available at the time of this report.

#### Further Information

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk) or [www.PATROL-uk.info](http://www.PATROL-uk.info)

The Traffic Penalty Tribunal's website: [www.trafficpenaltytribunal.gov.uk](http://www.trafficpenaltytribunal.gov.uk)

## Chapter 6 - Enforcement Agents

If a PCN remains unpaid after the Council has issued their notices (Please see Chapter 3 and 4), a Warrant may be issued to the Enforcement Agents (formerly bailiffs) to recover the debt. The regulations and fees that the Enforcement Agents work under changed in April 2014.

Parliament introduced new legislative arrangements for Enforcement Agents in April 2014, when the relevant provisions of the Tribunals, Courts and Enforcement Act 2007 were brought into force. One of the changes that came into operation was a new, simplified, regime for fees payable to Enforcement Agents, at each stage in the recovery process, as set out in the Taking Control of Goods (Fees) Regulations 2014.

Regulations 4 and 5 allow the Enforcement Agents to recover the fees from the debtor and specify each stage of the process. Schedule 1 specifies the relevant fees, which are, as follows:

Stage	Fee	Information
Compliance Stage	£75	Notifying the debtor in writing, on receipt of the warrant, of the liability;
Enforcement Stage	£235	For attending the premises, if no payment is made within 7 clear days of the compliance stage notice. The Enforcement Agents can make a number of visits but only one charge is applied.
Sale/Disposal Stage	£110	For preparing to remove goods, removing goods, sale of goods

There may be additional charges if goods are removed such as storage, auction costs etc.

If there are multiple warrants issued, the compliance fee is charged per warrant but the enforcement and sale/disposal fee is normally only added onto the first warrant. There are exceptions to this and for further information please see below.

The Council expects Enforcement Agents, acting in respect of debts it (the Council) has registered, to handle enquiries or complaints about the fees those agents have charged. The Taking Control (Fees) Regulations 2014 provides for any disputes about the fees to be settled by a Court.

The table below shows the warrants issued to the Enforcement Agents in the past 5 years for Parking PCNs<sup>5</sup>.

PARKING	Total Warrants Issued	Successful Collection	Outstanding Warrants	Closed Warrants (unable to trace/execute)
2011-2012	4,775	23%	0%	77%
2012-2013	5,558	21%	0%	79%
2013-2014	5,164	22%	0%	78%
2014-2015	4,836	22%	0%	78%
2015-2016*	3,672	20%	53%	27%

The table below shows the warrants issued to the Enforcement Agents in the past 5 years for Bus Lane PCNs<sup>6</sup>.

BUS LANE	Total Warrants Issued	Successful Collection	Outstanding Warrants	Closed Warrants (unable to trace/execute)
2011-2012	5,122	33%	0%	67%
2012-2013	4,904	32%	0%	68%
2013-2014	6,109	33%	0%	67%
2014-2015	6,525	30%	0%	69%
2015-2016*	5,447	30%	38%	32%

### Further Information

Further information can be found on the Civil Enforcement Association website <http://www.civea.co.uk/>

<sup>5</sup> Please note that this data is constantly changing and the data provided is that recorded on 1<sup>st</sup> October 2016.

<sup>6</sup> The data provided is that recorded on 1<sup>st</sup> October 2016.

\*2015-2016 warrants are valid for 1 year from issue

## Chapter 7 - Permits

Permit Parking Zones came to Reading in the mid 1970's with the intention to enable residents to park in streets that would have otherwise been occupied by shoppers or commuters parking in the town centre. As levels of car ownership and traffic patterns have developed, the zones have spread away from central Reading to other parts of the town affected by parking problems.

In 2011/2012, the parking permit service and the zoning system was updated with zones becoming larger and a better split between the number of permits being issued and the number of on-street parking spaces being made available. Changes to the permit scheme are made so it is vital people continue to check the signs and lines where they park

There are currently three main types of permits available, resident, visitor and business, however, temporary permits and other discretionary permits are also available.

The permit must be displayed in its registered vehicle at all times when the vehicle is parked in a permit bay. The permit should be displayed on the windscreen and be readable so that the information contained on it is legible. The information on the permit will contain; the vehicles registration, the permit zone, the expiry date, and the make of the vehicle.

From April 2012 residents were able to renew their permits online without the requirement to re-apply and provide evidence. The table below shows that the majority of residents preferred this method of renewing their permits. The number of permits being renewed online is increasing year on year as more residents are using this facility.

Permit Type	Total Renewed Online 2015/2016	Total Issued 2015/2016	Percentage renewed 2015/2016	Percentage renewed 2014/2015	Percentage renewed 2013/2014
Business	10	19	53%	33%	29%
Resident	4,866	8,999	54%	52%	53%
Visitor	2,065	11,516	18%	13%	10%

All other permit types will require a new application, as these are issued at the discretion of the Council. The Council must be satisfied that the same conditions apply for discretionary permits and there is no automatic right of renewal.

### Resident Permits

Resident Parking Permits are provided in controlled parking areas for residents of Reading. Following an extensive consultation, parking zones were simplified and re-organised providing a longer and more flexible parking solution. Permits will run

for 12 months from the date of issue and it is up to the user to renew a permit before it expires.

A maximum of two permits are available to be issued per household. To comply as a household the house or flat must; lie within a Permit Parking Zone, be registered for Council Tax, have appropriate planning permission, and not have a planning condition that prohibits the issue of permits. The first permit per household is currently free however the second is £120. It is down to the discretion of the home owner as to what name goes on which permit. When first applying for a permit, proof of residence and proof of car ownership will be required to be sent with the application. Once a permit has been granted, it can be renewed the following year online without the need for re-applying or supplying evidence.

### Business Permits

Business Parking Permits are available to businesses that operate within a permit parking zone. The criteria to be eligible for a Business Parking Permit are; the staff and operators may not reside in the permit zone, the premises must have no associated off-street parking, and the staff for whom the permits are intended for should require regular and frequent use of their vehicles during the working day.

Businesses are eligible to apply for one permit per business with any further requests to be made on the discretionary application form. When applying for a permit, the business must provide proof of address and proof of vehicle ownership. Business permit applications must be made by post.

### Visitor Permits

Both residents and businesses within permit parking areas can offer visitor permits. All households in permit' parking zones are entitled to visitor permits. Visitor permits are scratch cards each for half days. They are issued in books of 20 permits. The first two books are free and a further five books are available at a cost of £22 per book. Proof of residence is required when applying for visitor permits. Businesses are able to purchase up to 100 visitor permits, Community Agencies are able to purchase an unlimited number of visitor permit. Like with the Residents' visitor permits, Business visitor permits are scratch cards for half a day and are also issued in books of 20 at £22 per book. Once the books have been granted, they can be renewed the following year, online without the need for re-applying or supplying evidence. Visitor Books cannot be renewed, if more than a year has passed since they were originally issued.

### Temporary Permits

Temporary permits can be obtained by post or in person by visiting the Civic Offices Reception. Temporary permits are normally issued to residents who have just moved into the permit zone or have changed their vehicle. Temporary permits are issued for 8-weeks to allow time to submit full proofs. Temporary permits are not extended after the 8 week period as it is felt this is enough time to have obtained the full proofs required.

### Discretionary Parking Permits

Reading Borough Council has recognised that there are those who, from time to time, may have business within the permit zones which, the Council may decide at its discretion as the Highway Authority to be a legitimate reason to grant a permit. Other such permits that the Council issues include: Medical Practitioners, Healthcare Professionals, Carers, Charities, Tradespersons, Teachers, Nannies and Other Resident/Business/Visitor Discretionary.

### Further Information

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk)

The tables below shows the total permits issued by type<sup>7</sup> and the permits zones and the number of permits<sup>8</sup> on issue

Permit Type	Total issued in 2015/2016	Total issued in 2014/2015
Business	19	27
Business Discretionary	15	21
Charity (free and charged)	39	49
Carer	133	120
Doctor	52	59
Health Care Professional	490	486
Resident Discretionary (free and charged)	303	233
Resident - Free Permits	7,536	7,284
Resident - Second Permit	1,463	1,389
Non-UK Registered Vehicle Permits	4	7
Nanny	0	0
Teacher	64	34
Tradesperson - Annual	86	69
Tradesperson - Daily	598	667
Temporary Permits	3,482	3,229
Visitor Books - Free	9,543	9,265
Visitor Books - Charged	1,973	1,981
Visitor Business	107	69
Visitor Discretionary (free and charged)	453	333
<b>Total</b>	<b>26,360</b>	<b>25,322</b>

<sup>7</sup> Please note that this data is that recorded on 1<sup>st</sup> October 2016.

<sup>8</sup> Please note that this data is constantly changing and the data provided is that recorded on 22<sup>nd</sup> April 2015.

Permit Zone	Approx. Spaces on street	Resident Permits	Resident Discretionary	Business Permits	Business Discretionary	Carer Permits	Charity Permits	Total Permits	Capacity
01R	557	591	13	5	1	11	0	621	111%
02R	180	257	7	0	0	2	0	266	148%
03R	551	493	23	1	0	15	0	532	97%
04R	99	51	12	2	3	0	2	70	71%
05R	561	427	43	3	1	13	6	493	88%
06R	534	474	18	1	2	8	2	505	95%
07R	1,656	1,371	54	0	4	12	0	1,441	87%
08R	787	691	53	3	1	15	12	775	98%
09R	478	436	6	1	0	6	0	449	94%
10R	1,364	1,303	33	1	0	17	3	1,357	99%
11R	357	364	9	3	2	2	6	386	108%
12R	1238	1163	23	1	0	12	2	1201	97%
13R	198	192	3	0	1	2	0	198	100%
14R	304	275	10	0	0	4	0	289	95%
15R	173	161	6	0	0	0	1	168	97%
B2	32	24	0	0	0	0	0	24	75%
C4	18	6	0	0	0	0	0	6	33%
W1	20	16	0	0	0	0	0	16	80%
Z1	25	14	0	0	0	0	0	14	56%
Total	9132							8811	91%



## Chapter 8 - Blue Badges

Blue Badges provide a vital lifeline to over 2.5 million people every year allowing disabled people to access employment, shops and other services. Blue Badge fraud is a growing issue across the country. Abuse of the scheme means that priority spaces are unable to be used by those who need them most.

It is therefore vital that Reading Borough Council put measures in place to try and reduce the number of incidences of Blue Badge fraud.

Since the 1<sup>st</sup> January 2012, the Department for Transport (DfT) has introduced a new Blue Badge Improvement Service (BBIS) scheme which is intended to tackle this problem. The scheme comprises of a central nationwide database and a new assessment process to ensure badges only go to those who need them. The scheme will be managed nationally by Northgate Public Services.

The new Blue Badges nationally use security style inks and techniques making them almost impossible to reproduce, tamper with or amend. It is now an offence for anyone who is not the actual badge holder to use the Blue Badge, or to park in an on-street Blue Badge parking bay without displaying a badge. Reading Borough Council has set-up a Fraud Hotline (0500500777) and an on-line Fraud Reporting Form should anyone notice and want to report someone committing these fraudulent offences.

The Department for Transport has issued a booklet called 'The Blue Badge Scheme: Rights and Responsibilities in England'. This booklet explains to the holder of a Blue badge their responsibilities, places where they can and cannot park, and further travel advice. This also includes information on how to display the badge, where parking is for free and where time limits do/do not apply.

The table below shows the Blue Badges issued in 2014/2015 and total on issue as of 31<sup>st</sup> March 2015, compared with previous year.

Blue Badge Allocation	Issued in 2015/2016	On issue as of 31st March 2016	Issued in 2014/2015	On issue as of 31st March 2015
Total number of valid Blue Badges	1,632	4,302	1,725	5,140
Total number of Blue Badges on issue to organisations	35	129	18	63

### National Fraud Initiative

The purpose the National Fraud Initiative is to recover those Blue Badges which should have been returned following a death. Reading Borough Council is part of this initiative. Following the national redesign of Blue Badges, it should make it easier for Local Authorities to both cross check and identify fraudulent badges.

### Further Information

A free phone hotline for anyone who suspects Blue Badge fraud in the area is: 0500500777.

Further information on how to obtain a Blue Badge can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk)

## Chapter 9 - Signs and Lines Maintenance

Reading Borough Council's Streetcare Services team deals with the maintenance of existing signs and lines. The Neighbourhood Officers (previously known as Highway Inspectors) carry out safety inspections and defects in lines or missing signs will be identified and any associated works ordered. The frequency of inspections varies depending on the road classification. Monthly inspections are carried out for A-class road, quarterly inspections for B- and C-class roads and unclassified roads annually.

Any other defects identified through observations or checks made by the Civil Enforcement Officers, Ward Councillors and members of the public are also actioned as appropriate.

In addition to signs and lines, the Neighbourhood Officers as part of their safety inspections will identify defects to direction signage, carriageways/footways/cycleways and gullies and order repair works as necessary. The Officers also undertake Night Scouts monthly to identify street lighting faults and order repair works.

There is also an annual resurfacing programme usually carried out during the summer which often affects lines. These will be replaced as soon as possible after surfacing work has been completed.

Snow will cover lines particularly on local residential roads where gritting does not take place. The parking restrictions remain in operation as set out in the appropriate Traffic Regulation Order.

On the principal roads and the main bus routes gritting is undertaken in accordance with the Winter Service Plan but the channel lines where road markings are will often remain covered until a thaw takes place.

A Penalty Charge Notice will only be issued where the Civil Enforcement Officer has checked that the lines and signs are in an acceptable condition. A motorist's attention should be drawn to the restriction when parking. The Council is unable to maintain the lines and signs in a perfect condition at all times, and it is recognised by the Traffic Penalty Tribunal that the lines and signs will over a period of time be subject to wear and tear.

Regulation 18 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 states that: *'Where an order relating to any road has been made, the order making authority shall take such steps as are necessary to secure a) ... the placing on or near the road of such traffic signs in such positions as the order making authority may consider requisite for securing that adequate information as to the effect of the order is made available to persons using the road'*. The Council complies with this Order and will ensure that restrictions are clearly marked for motorists.

## Chapter 10 - Car Parks

The current parking strategy is a core element of the Local Transport Plan. The strategy essentially aims to manage the level of long stay/commuter parking in the town centre. A key feature of the strategy is pricing of town centre parking to reflect the availability of alternatives, especially long stay parking provided by park and ride.

Reading Borough Council has a partnership contract with National Car Parks Limited (NCP). NCP manages the Council's car parks on a daily basis and maintains the car park cleanliness and deal with any other ad hoc duties e.g. maintaining lifts, removal of abandoned vehicles etc. The partnership has been in place from April 2007 and since this time, there has been a large investment made into the car parking infrastructure. This investment has included: updating the payment machines, replacing entry/exit barriers, improved lighting, improved tariff boards, and re-surfacing/re-lining car parks. More specific improvements are the waterproofing and drainage works at Queens Road and Broad Street Mall, fencing to Kings Meadow and a front end tidy up at the Cattle Market car park.

Reading Borough Council and NCP review the tariff structure on an annual basis. Season tickets are available for Broad Street Mall, Queens Road, Hills Meadow, Cattle Market and Chester Street car parks. Season tickets are available annually, 3 monthly and 1 monthly (except Chester Street which only offers annual permits).

The table below shows the spaces available in each car park.

Car Park	Spaces	Disabled Spaces	Total Spaces
Broad Street Mall	723	19	742
Queens Road	700	8	708
Hills Meadow	312	10	322
Civic B Car Park	176	4	180
Kings Meadow	77	1	78
Cattle Market	90	4	94
Chester Street, Caversham	83	3	86
Recreation Road, Tilehurst	82	4	86
Dunstall Close, Tilehurst	48	3	51
Total	2,291	56	2,347

### Further Information

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk) or the NCP website <http://www.ncp.co.uk/>

## Chapter 11 - Pay and Display

Reading Borough Council introduced on-street pay and display in October 2010, this offered alternative short-term parking for the Town Centre. Following the Town Centre Redevelopment Works associated with the Reading Station upgrade, a total of 198 pay and display bays were introduced at that time. The bays are located across the town centre and provide more flexible parking options for visitors.

In January 2013, an additional 20 Pay and Display bays were introduced into the Town Centre. These were located in Oxford Road (on the bridge near Travel lodge), St Mary's Butts (on Island, opposite Church), Thorn Street outside Beadle Chrome shop, opposite Travel lodge), and Vachel Road (Dead end section, next to IDR).

In September 2014 additional bays were introduced in Hosier Street, Kenavon Drive and Fobney Street.

There have been no additional pay and display bays introduced in 2015-2016.

The majority of the bays are operational between 8am and 8pm, Monday to Sunday, but there are a few locations that are shared with permit parking.

In line with the Department for Transport under 'The Blue Badge Scheme: Rights and Responsibilities in England', holders of the blue badges can park for free and without time limit in the pay and display bays. However, in the shared use bays it is only for free and without limit during the hours a pay and display ticket is required, outside of the hours a parking permit is required. (See Chapter 8 for further information)

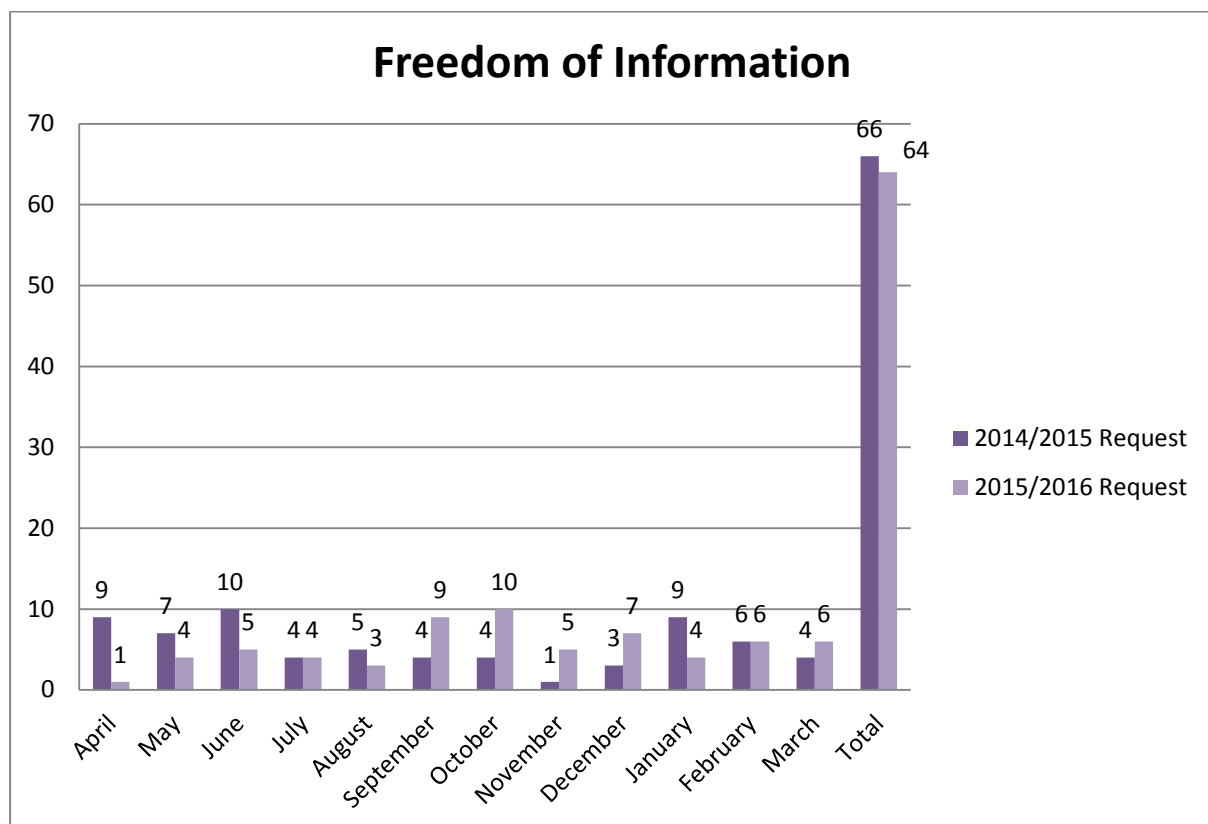
### Further Information

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk)

## Chapter 12 - Freedom of Information

The Freedom of Information Act came into effect in January 2005. This requires Reading Borough Council to provide information which is held available to the general public. The Freedom of Information Act requires that Reading Borough Council respond to requests within 20 working days. Reading Borough Council is only required to respond with information that is held - it does not require the Council to analyse the information.

The graph below shows the number of Freedom of Information requests on monthly basis received by the Reading Borough Council Parking Services team in 2014/2015 and 2015/2016<sup>9</sup>. In 2015/2016, a total of 64 Freedom of Information requests were received by the Reading Borough Council Parking Services team. This was 2 less than the previous year.



The Reading Borough Council Parking Services team often receive the majority of Freedom of Information requests from motorists that have received a Penalty Charge Notice. Such requests are seeking to obtain information about Penalty Charge Notices issued in the same location. Whilst the team seek to respond to requests within 20 working days, there are some instances where the request has been too broad e.g. no date range, specific types of challenges, Penalty Charge Notices issued to non-Reading based motorists. Therefore, if a manual search of each Penalty Charge Notice is required, this can take between 30 seconds to 2 minutes to investigate. As Reading Borough Council hold thousands of records for the majority of requests made, it would exceed the 18 hour time limit for such a

<sup>9</sup> Please note that this data is that recorded on 14<sup>th</sup> October 2016.

request making it exempt. The table below shows some of the most common Freedom of Information requests received.

Freedom of Information Request	Information
Penalty Charge Notices issued by location	See Chapter 3 for an overview. A copy of Penalty Charge Notices issued by ward, street and contravention code is provided in Appendix A.
Bus lane Penalty Charge Notices issued	See Chapter 4 for an overview. A copy of Penalty Charge Notices issued by street for entering bus lanes is provided in Appendix B.
Penalty Charge Notices paid/cancelled	See Chapters 3 and 4.
Challenges Received	See Chapter 5.
Appeals	See Chapter 5.
Income/expenditure for parking and/or bus lanes and permit scheme	See Chapter 13.
Copy of parking Traffic Regulation Orders	Copies of the relevant parking Traffic Regulation Orders are made available by writing to Reading Borough Council Network Management or Legal Services.
Copy of bus lane Traffic Regulation Orders	Each of these documents are publically available. Information on each of these is now available at <a href="http://www.reading.gov.uk/foi">http://www.reading.gov.uk/foi</a>
Copy of Secretary of State approval for bus lane cameras	
Copy of Department for Transport Approval for bus lane signs in Minster Street, Friar Street (Eastbound), Friar Street (Westbound), St Mary's Butts, Stanshawe Road and Blagrove Street	
Reading Borough Council's policy on discretion	Reading Borough Council's policy on the exercise of discretion is to deal with each case on its own merits.

## Chapter 13 - Financial Information

The Statutory Guidance states that for good governance, enforcement authorities need to forecast revenue in advance. Raising revenue should not be the objective of Civil Parking Enforcement, nor may the authority set targets for revenue or the number of Penalty Charge Notices issued.

The purpose of penalty charges is to deter motorists from contravening parking restrictions. Payments received (whether for on street or off street enforcement) must only be used in accordance with Section 55 (as amended) of the Road Traffic Regulation Act 1984. This Act limits the purposes to which a Local Authority may apply any surplus resulting from income derived from on-street parking spaces. This was however, amended by the Traffic Management Act and restrictions on Councils that do not require further off-street parking were relaxed to permit any surplus to be used for general transport measures and other purposes on which the Local Authority lawfully incurs expenditure.

Reading Borough Council has seen compliance with the parking and bus lane restrictions increase over the years.

In accordance with the Data Transparency Code, it should be noted that the surplus received has been used to fund measures including: concessionary bus passes on the ReadiBus service; on supported contract bus service provision and on other measures as defined in accordance with s55 of the Road Traffic Regulation Act as set out in the table below. In 2015/2016 this totalled £2.341m.

	£
Supported bus services & discretionary concessionary fares	492,614
Adult Social Care in house transport	499,101
Road safety schemes & CCTV	542,798
Revenue New works	89,122
Execution of works for the purpose of draining a highway or of otherwise preventing surface water from flowing on to it	452,485
Provision of barriers or other works for the purpose of affording to a highway protection against hazards of nature	14,401
Provision of subways, refuges, pillars, walls, barriers, rails, fences or posts for the use or protection of persons using a highway	84,626
Construction and reconstruction of bridges and alteration of level of highways	162,780
Planting of trees, shrubs and other vegetation and laying out of grass verges	3,490
<b>Total</b>	<b>2,341,417</b>



The table below shows the financial information for Reading Borough Council for 2015/2016. A comparison can be made with last year's financial information.

	Total Expenditure 2015/2016	Total Income 2015/2016	Net Surplus (Cost) 2015/2016	Total Expenditure 2014/2015	Total Income 2014/2015	Net Surplus (Cost) 2014/2015
Parking Penalty Charge Notices	£1,229,600	£1,072,100	(£157,500)	£1,608,400	£1,295,200	(£313,200)
Bus Lane Penalty Charge Notices	£1,182,000	£2,743,700	£1,561,700	£984,400	£2,552,300	£1,567,900
Resident Parking Permit	£185,900	£285,500	£99,600	£229,800	£261,900	£32,100
Car Parks	£3,195,000	£4,316,200	£1,121,200	£2,877,100	£4,070,300	£1,193,200
Pay and Display	£43,200	£643,500	£600,300	£97,000	£590,900	£493,900

## Key Contacts and More Information

The process described in this report about challenging a PCN is set down by the Traffic Management Act 2004 or Transport Act 2000 (and accompanying regulations) and is the only way to query a Penalty Charge Notice. Complaints about the parking scheme itself should be made in writing to Reading Borough Council.

General enquiries concerning parking issues may be made by telephone, however Reading Borough Council cannot accept challenges or representations made by email or telephone.

There are specific postal addresses provided for motorists to query a Parking Penalty Charge Notice and a Bus Lane Penalty Charge Notice. These separate postal addresses ensure challenges/representations are assigned to the case file quickly and are dealt with promptly.

To Challenge a Parking Penalty Charge Notice the address is:

Reading Borough Council  
Parking Services  
PO BOX 3011  
Reading  
RG1 9RY

To Challenge a Bus Lane Penalty Charge Notice the address is:

Reading Borough Council BL  
Parking Services  
PO BOX 3012  
Reading  
RG1 9RZ

To view or pay your Penalty Charge Notice (both parking and bus lane):

<https://parking.reading.gov.uk/>

There is also a separate telephone number for parking/bus lane enquiries which is 0843 357 1551, this also allows motorists to pay their Penalty Charge Notice.

### Other Useful Contacts

Traffic Penalty Tribunal:

Website: <http://www.trafficpenaltytribunal.gov.uk/>

Telephone: 016125 44 55 55

Enquiries about Car Parks is available through <https://www.ncp.co.uk/>

## Appendix A - Parking Penalty Charge Notices - by Ward

PENALTY CHARGE NOTICES ISSUED BY WARD			
WARD	ON-STREET	OFF-STREET	TOTAL
ABBAY	16,824	1,189	18,013
BATTLE	3,651	0	3,651
CAVERSHAM	1,575	1,376	2,951
CHURCH	35	0	35
KATESGROVE	3,701	0	3,701
KENTWOOD	69	0	69
MAPLEDURHAM	0	0	0
MINSTER	837	0	837
NORCOT	593	0	593
PARK	2,996	0	2,996
PEPPARD	66	0	66
REDLANDS	1,817	0	1,817
SOUTHCOTE	90	0	90
THAMES	71	0	71
TILEHURST	107	91	198
WHITLEY	119	0	119

## Appendix A - Parking Penalty Charge Notices - By Street

Note:

“On Street” means a ticket issued on the Public Highway

“Off Street” means a ticket issued in a Council owned Car Park

“Postal Issue - Approved Device” means a ticket issued from the enforcement vehicle, whereby the PCN is posted to the DVLA registered keeper.

“Direct Issue - On Street” means a ticket issued by a Civil Enforcement Officer direct to the vehicle

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
A329	1	1	0	0	1
A33	1	1	0	0	1
ABATTOIRS ROAD	0	0	0	0	0
ABBEY SQUARE	29	29	0	0	29
ABBEY STREET	208	208	0	0	208
ABBOTS WALK	16	16	0	0	16
ABBOTSLEIGH GARDENS	0	0	0	0	0
ABBOTSMEAD PLACE	0	0	0	0	0
ACACIA ROAD	0	0	0	0	0
ACCESS FROM RICHFIELD AVENUE TO RIVERMEAD LEISURE	0	0	0	0	0
ACRE ROAD	1	1	0	0	1
ADDINGTON ROAD	102	102	0	8	94
ADDISON ROAD	138	138	0	0	138
ADELAIDE ROAD	2	2	0	0	2
ALAN PLACE	0	0	0	0	0
ALBANY GARDENS	0	0	0	0	0
ALBANY ROAD	108	108	0	0	108

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
ALL HALLOWS ROAD	4	4	0	2	2
ALLCROFT ROAD	23	23	0	0	23
ALMA STREET	10	10	0	0	10
ALPHINGTON ROAD	0	0	0	0	0
ALPINE STREET	234	234	0	0	234
AMBLECOTE ROAD	0	0	0	0	0
AMBROOK ROAD	1	1	0	0	1
AMERSHAM ROAD	0	0	0	0	0
AMHERST ROAD	1	1	0	0	1
AMITY ROAD	158	158	0	0	158
AMITY STREET	42	42	0	0	42
ANGLERS WAY	1	1	0	0	1
ANSON WALK	0	0	0	0	0
ANSTEY ROAD	115	115	0	0	115
APPLEFORD ROAD	1	1	0	0	1
ARBOUR CLOSE	0	0	0	0	0
ARCHWAY ROAD	0	0	0	0	0
ARDLER ROAD	0	0	0	0	0
ARGYLE ROAD	51	51	0	0	51
ARGYLE STREET	90	90	0	0	90
ARKWRIGHT ROAD	0	0	0	0	0
ARMADALE COURT	9	9	0	0	9
ARMOUR ROAD	5	5	0	0	5
ARTHUR PLACE	0	0	0	0	0
ASH ROAD	0	0	0	0	0
ASHAMPSTEAD ROAD	28	28	0	17	11
ASHBY COURT	0	0	0	0	0
ASHDENE GARDENS	1	1	0	0	1
ASHLEY ROAD	0	0	0	0	0
ASHMERE TERRACE	0	0	0	0	0
ASHMORE ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
AUBURN COURT	0	0	0	0	0
AUCKLAND ROAD	1	1	0	0	1
AUDLEY STREET	96	96	0	0	96
AVEBURY SQUARE	1	1	0	0	1
AVON PLACE	5	5	0	0	5
AYRTON SENNA ROAD	0	0	0	0	0
BADGERS RISE	0	0	0	0	0
BAKER STREET	236	236	0	0	236
BALLIOL ROAD	0	0	0	0	0
BAMBURGH CLOSE	0	0	0	0	0
BARNARD CLOSE	0	0	0	0	0
BARNSDALE ROAD	0	0	0	0	0
BARNWOOD CLOSE	18	18	0	0	18
BARRY PLACE	1	1	0	0	1
BASINGSTOKE ROAD	24	24	0	0	24
BATES HILL	0	0	0	0	0
BATH ROAD	3	3	0	3	0
BATTLE SQUARE	3	3	0	0	3
BATTLE STREET	70	70	0	0	70
BAYDON DRIVE	0	0	0	0	0
BECK COURT	0	0	0	0	0
BEDE WALK	0	0	0	0	0
BEDFORD ROAD	111	111	0	0	111
BEECH ROAD	0	0	0	0	0
BEECHAM ROAD	62	62	0	0	62
BEECHWOOD AVENUE	0	0	0	0	0
BELLE AVENUE	0	0	0	0	0
BELLE VUE ROAD	15	15	0	0	15
BELLINGHAM WALK	0	0	0	0	0
BELMONT ROAD	261	261	0	0	261
BEMBRIDGE PLACE	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
BENNET ROAD	7	7	0	0	7
BENSON CLOSE	0	0	0	0	0
BENYON COURT	0	0	0	0	0
BERESFORD ROAD	58	58	0	0	58
BERKELEY AVENUE	41	41	0	0	41
BERKSHIRE DRIVE	0	0	0	0	0
BERRYLANDS ROAD	2	2	0	0	2
BETAM ROAD	7	7	0	0	7
BEVERLEY ROAD	1	1	0	0	1
BISHOPS ROAD	5	5	0	0	5
BLACKWATER CLOSE	0	0	0	0	0
BLAGDON ROAD	1	1	0	0	1
BLAGRAVE LANE	0	0	0	0	0
BLAGRAVE STREET	221	221	0	0	221
BLAKES COTTAGES	165	165	0	0	165
BLANDFORD ROAD	1	1	0	0	1
BLLENHEIM GARDENS	21	21	0	0	21
BLLENHEIM ROAD (CAVERSHAM)	0	0	0	0	0
BLLENHEIM ROAD (READING)	26	26	0	0	26
BLUNDELLS ROAD	3	3	0	0	3
BOARDED LANE	0	0	0	0	0
BODY ROAD	21	21	0	0	21
BOSTON AVENUE	0	0	0	0	0
BOULT STREET	26	26	0	0	26
BOULTON ROAD	40	40	0	0	40
BOURNE AVENUE	0	0	0	0	0
BRACKENDALE WAY	0	0	0	0	0
BRANAGH COURT	0	0	0	0	0
BRAY ROAD	0	0	0	0	0
BRAYFORD ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
BRIANTS AVENUE	10	10	0	0	10
BRIDGE STREET (CAVERSHAM)	2	2	0	0	2
BRIDGE STREET (READING)	7	7	0	0	7
BRIDGEWATER CLOSE	0	0	0	0	0
BRIGHAM ROAD	89	89	0	0	89
BRIGHTON ROAD	4	4	0	0	4
BRISBANE ROAD	5	5	0	0	5
BRITTEN ROAD	0	0	0	0	0
BRIXHAM ROAD	0	0	0	0	0
BROAD STREET	46	46	0	0	46
BROCK GARDENS	0	0	0	0	0
BROOK LEA	0	0	0	0	0
BROOK STREET WEST	41	41	0	0	41
BROOMFIELD ROAD	0	0	0	0	0
BROUGHTON CLOSE	0	0	0	0	0
BROWNLOW ROAD	28	28	0	18	10
BRUNEL ROAD	3	3	0	0	3
BRUNSWICK HILL	70	70	0	0	70
BRUNSWICK STREET	11	11	0	0	11
BUCKINGHAM DRIVE	0	0	0	0	0
BUCKLAND ROAD	5	5	0	0	5
BULMERSHE ROAD	5	5	0	0	5
BURFORD COURT (CAROLINE STREET)	0	0	0	0	0
BURGHFIELD ROAD	0	0	0	0	0
BUTE STREET	0	0	0	0	0
BUTTER MARKET	0	0	0	0	0
BYEFIELD ROAD	0	0	0	0	0
BYWORTH CLOSE	0	0	0	0	0
CADUGAN PLACE	9	9	0	0	9
CALDER CLOSE	0	0	0	0	0



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
CALLINGTON ROAD	1	1	0	0	1
CAMBRIDGE STREET	168	168	0	0	168
CANAL WAY	2	2	0	0	2
CANFORD COURT	10	10	0	0	10
CANNON STREET	24	24	0	0	24
CANTERBURY ROAD	0	0	0	0	0
CARDIFF ROAD	62	62	0	0	62
CARDIGAN GARDENS	6	6	0	0	6
CARDIGAN ROAD	5	5	0	0	5
CARDINAL CLOSE	2	2	0	0	2
CAREY STREET	88	88	0	0	88
CARISBROOKE CLOSE	0	0	0	0	0
CARLISLE ROAD	9	9	0	0	9
CARNARVON ROAD	88	88	0	0	88
CAROLINE COURT	0	0	0	0	0
CAROLINE STREET	9	9	0	0	9
CARSDALE CLOSE	0	0	0	0	0
CASTLE CRESCENT	41	41	0	0	41
CASTLE HILL	6	6	0	0	6
CASTLE STREET	1,272	1,272	0	0	1,272
CASTLE STREET SERVICE ROAD	6	6	0	0	6
CATHERINE STREET	119	119	0	0	119
CATTLE MARKET CAR PARK	370	1	369	1	0
CAVENDISH ROAD	0	0	0	0	0
CAVERSHAM BRIDGE (CAVERSHAM ROAD)	0	0	0	0	0
CAVERSHAM PARK DRIVE	0	0	0	0	0
CAVERSHAM PARK ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
CAVERSHAM ROAD	149	149	0	0	149
CAXTON CLOSE	0	0	0	0	0
CEDAR ROAD	0	0	0	0	0
CHAIN STREET	0	0	0	0	0
CHAMPION ROAD	0	0	0	0	0
CHARLES EVANS WAY	0	0	0	0	0
CHARLES STREET	54	54	0	0	54
CHARNDON CLOSE	36	36	0	0	36
CHATHAM PLACE SERVICE ROAD	4	4	0	0	4
CHATHAM STREET	20	20	0	0	20
CHATHAM STREET CAR PARK (CHATHAM STREET)	0	0	0	0	0
CHATSWORTH CLOSE	0	0	0	0	0
CHAUCER CLOSE	0	0	0	0	0
CHEAPSIDE	766	766	0	3	763
CHEDDINGTON CLOSE	0	0	0	0	0
CHESTER STREET (CAVERSHAM)	43	43	0	0	43
CHESTER STREET (READING)	28	28	0	0	28
CHESTER STREET CAR PARK ( CAV)	398	0	398	0	0
CHESTERMAN STREET	74	74	0	0	74
CHESTNUT AVENUE	0	0	0	0	0
CHICHESTER ROAD	1	1	0	0	1
CHILTERN COURT	0	0	0	0	0
CHILTERN ROAD	1	1	0	0	1
CHOLMELEY PLACE	15	15	0	0	15
CHOLMELEY ROAD	165	165	0	3	162
CHOLMELEY TERRACE	14	14	0	0	14
CHRISTCHURCH GARDENS	0	0	0	0	0
CHRISTCHURCH ROAD	4	4	0	0	4
CHURCH END LANE	24	24	0	18	6
CHURCH ROAD (CAVERSHAM)	25	25	0	0	25
CHURCH STREET (CAVERSHAM)	7	7	0	0	7

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
CHURCH STREET (READING)	35	35	0	0	35
CINTRA AVENUE	0	0	0	0	0
CIRCUIT LANE	7	7	0	0	7
CIRCUIT LANE (GARAGE AREA)	1	1	0	0	1
CITY ROAD	0	0	0	0	0
CIVIC 'B' CAR PARK	170	0	170	0	0
CIVIC CENTRE SERVICE ROAD	5	5	0	0	5
CLARENDEN ROAD	0	0	0	0	0
CLENT ROAD	2	2	0	0	2
CLEVEDON ROAD	8	8	0	0	8
CLIFTON PARK ROAD	0	0	0	0	0
CLIFTON STREET	59	59	0	0	59
COCKNEY HILL	0	0	0	0	0
COLDICUTT STREET	29	29	0	0	29
COLEY AVENUE	0	0	0	0	0
COLEY HILL	43	43	0	0	43
COLEY PARK ROAD	4	4	0	0	4
COLEY PLACE	17	17	0	0	17
COLEY STREET	0	0	0	0	0
COLLEGE ROAD	61	61	0	0	61
COLLIS STREET	5	5	0	0	5
COMMERCIAL ROAD	25	25	0	0	25
CONINGHAM ROAD	0	0	0	0	0
CONISTON DRIVE	0	0	0	0	0
CONNAUGHT CLOSE	4	4	0	0	4
CONNAUGHT ROAD	197	197	0	0	197
CONSTITUTION ROAD	17	17	0	0	17
COOPER CLOSE	0	0	0	0	0
CORBRIDGE ROAD	0	0	0	0	0
CORINNE CLOSE	0	0	0	0	0
CORK STREET	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
CORONATION SQUARE	0	0	0	0	0
CORWEN ROAD	2	2	0	0	2
COVENTRY ROAD	107	107	0	0	107
COW LANE	0	0	0	0	0
CRADOCK ROAD	1	1	0	0	1
CRAIG AVENUE	79	79	0	0	79
CRANBOURNE GARDENS	0	0	0	0	0
CRANBURY ROAD	132	132	0	8	124
CRANE WHARF	2	2	0	0	2
CRAVEN ROAD	55	55	0	4	51
CREMYLL ROAD	6	6	0	0	6
CRESCENT ROAD	1	1	0	0	1
CRESCENT ROAD	0	0	0	0	0
CRESSINGHAM ROAD	2	2	0	0	2
CROMER CLOSE	0	0	0	0	0
CROMWELL ROAD	42	42	0	0	42
CROSS STREET	54	54	0	0	54
CROSSLAND ROAD	11	11	0	0	11
CROWN PLACE	14	14	0	0	14
CROWN STREET	15	15	0	0	15
CULVER ROAD	66	66	0	0	66
CUMBERLAND ROAD	80	80	0	0	80
CURZON STREET	150	150	0	0	150
DALE ROAD	18	18	0	0	18
DARTINGTON CLOSE	0	0	0	0	0
DARWIN CLOSE	10	10	0	0	10
DAWLISH ROAD	0	0	0	0	0
DE BEAUVOIR ROAD	136	136	0	0	136
DE BOHUN ROAD	0	0	0	0	0
DE MONTFORT ROAD	58	58	0	0	58
DEACON WAY	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
DEANS FARM	0	0	0	0	0
DEANSGATE ROAD	146	146	0	0	146
DEE ROAD	0	0	0	0	0
DEEPDENE CLOSE	57	57	0	0	57
DENBEIGH PLACE	0	0	0	0	0
DENMARK ROAD	119	119	0	0	119
DERBY ROAD	1	1	0	0	1
DERBY STREET	15	15	0	0	15
DERWENT AVENUE	0	0	0	0	0
DONEGAL CLOSE	0	0	0	0	0
DONKIN HILL	0	0	0	0	0
DONNINGTON GARDENS	20	20	0	0	20
DONNINGTON ROAD	21	21	0	0	21
DORCHESTER COURT	0	0	0	0	0
DOROTHY STREET	33	33	0	0	33
DORSET STREET	1	1	0	0	1
DOUGLAS ROAD	0	0	0	0	0
DOVEDALE CLOSE	0	0	0	0	0
DOVER STREET	14	14	0	0	14
DOWNING ROAD	3	3	0	0	3
DOWNSHIRE SQUARE	7	7	0	0	7
DRAKE WAY	1	1	0	0	1
DRAYTON ROAD	3	3	0	0	3
DUKE STREET	3	3	0	0	3
DUNCAN PLACE	15	15	0	0	15
DUNSFOLD ROAD	0	0	0	0	0
DUNSFOLD ROAD (SPUR)	0	0	0	0	0
DUNSTALL CLOSE	2	2	0	0	2
DUNSTALL CLOSE CAR PARK	31	0	31	0	0
DUNSTER CLOSE	0	0	0	0	0
DURHAM CLOSE	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
DWYER ROAD	0	0	0	0	0
EARLEY PLACE	0	0	0	0	0
EARLSFIELD CLOSE	0	0	0	0	0
EAST STREET	79	79	0	0	79
EASTERN AVENUE	67	67	0	0	67
EATON PLACE	103	103	0	0	103
EDENHAM CRESCENT	0	0	0	0	0
EDGEHILL STREET	115	115	0	0	115
EDINBURGH ROAD	109	109	0	0	109
ELDART CLOSE	0	0	0	0	0
ELDON PLACE	6	6	0	0	6
ELDON ROAD	2	2	0	0	2
ELDON SQUARE	81	81	0	0	81
ELDON STREET	16	16	0	0	16
ELDON TERRACE	35	35	0	0	35
ELGAR ROAD	185	185	0	0	185
ELGAR ROAD SOUTH	7	7	0	0	7
ELIZABETH WALK	0	0	0	0	0
ELLIOTS WAY	0	0	0	0	0
ELM LODGE AVENUE	34	34	0	0	34
ELM PARK	4	4	0	0	4
ELM PARK ROAD	129	129	0	0	129
ELM ROAD	0	0	0	0	0
ELMHURST ROAD	2	2	0	0	2
ELMLEIGH COURT	0	0	0	0	0
ELMSTONE DRIVE	0	0	0	0	0
ELSLEY ROAD	1	1	0	0	1
ENNERDALE ROAD	0	0	0	0	0
EPPING CLOSE	2	2	0	0	2
EPSOM COURT	0	0	0	0	0
ERLEIGH ROAD	93	93	0	4	89

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
ESSEX STREET	200	200	0	0	200
EVESHAM ROAD	2	2	0	0	2
EXBOURNE ROAD	17	17	0	5	12
FAIRCROSS ROAD	0	0	0	0	0
FALKLAND ROAD	52	52	0	0	52
FALMOUTH ROAD	0	0	0	0	0
FALWEY ROAD	0	0	0	0	0
FATHERSON ROAD	28	28	0	0	28
FERNBROOK ROAD	0	0	0	0	0
FIELD ROAD	205	205	0	0	205
FIELD VIEW	0	0	0	0	0
FIFE COURT	0	0	0	0	0
FILBERT DRIVE	0	0	0	0	0
FILEY ROAD	144	144	0	0	144
FIRCROFT CLOSE	0	0	0	0	0
FLINT STREET	0	0	0	0	0
FLORIAN GARDENS	1	1	0	0	1
FOBNEY STREET	324	324	0	0	324
FONTWELL DRIVE	0	0	0	0	0
FORBURY ROAD	2	2	0	0	2
FORBURY THE	322	322	0	0	322
FOREST DEAN	0	0	0	0	0
FOREST HILL	0	0	0	0	0
FORGE CLOSE	0	0	0	0	0
FOUNDRY STREET	0	0	0	0	0
FOXGLOVE GARDENS	3	3	0	0	3
FOXHILL ROAD	13	13	0	0	13
FRAMLINGHAM DRIVE	0	0	0	0	0
FRANCIS STREET	93	93	0	1	92
FRANKLIN STREET	29	29	0	0	29
FRESHWATER ROAD	64	64	0	0	64

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
FRIAR STREET	322	322	0	1	321
FRIARS WALK	1	1	0	0	1
FRILSHAM ROAD	3	3	0	0	3
FROGMORE WAY	0	0	0	0	0
GAINSBOROUGH ROAD	4	4	0	0	4
GARNET HILL	51	51	0	0	51
GARNET STREET	53	53	0	0	53
GARRARD STREET	110	110	0	0	110
GARSTON CLOSE	0	0	0	0	0
GAS WORKS ROAD	2	2	0	0	2
GEORGE CLOSE	0	0	0	0	0
GEORGE STREET (CAVERSHAM)	9	9	0	0	9
GEORGE STREET (READING)	202	202	0	0	202
GILLETTE WAY	22	22	0	0	22
GIPSY LANE	0	0	0	0	0
GLEBE ROAD	114	114	0	0	114
GLENROSA ROAD	0	0	0	0	0
GLENWOOD DRIVE	0	0	0	0	0
GLOUCESTER ROAD	49	49	0	0	49
GOLDSMID ROAD	45	45	0	0	45
GOODRICH CLOSE	0	0	0	0	0
GORDON PLACE	32	32	0	0	32
GOSBROOK ROAD	21	21	0	0	21
GOWER STREET	121	121	0	0	121
GRAFTON ROAD	0	0	0	0	0
GRANBY COURT	0	0	0	0	0
GRANBY GARDENS	100	100	0	0	100
GRANGE AVENUE	165	165	0	0	165
GRANVILLE ROAD	1	1	0	0	1
GRATTON ROAD	0	0	0	0	0



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
GRATWICKE ROAD	0	0	0	0	0
GREAT KNOLLYS STREET	260	260	0	0	260
GREEN PARK ROAD	0	0	0	0	0
GREEN PARK SERVICE ROAD	0	0	0	0	0
GREEN ROAD	0	0	0	0	0
GREENFIELDS ROAD	0	0	0	0	0
GREENWOOD ROAD	0	0	0	0	0
GREYFRIARS ROAD	115	115	0	0	115
GREYS COURT	0	0	0	0	0
GREYSTOKE ROAD	0	0	0	0	0
GROSVENOR ROAD	0	0	0	0	0
GROVE COTTAGES	0	0	0	0	0
GROVE HILL	0	0	0	0	0
GROVE ROAD	7	7	0	5	2
GROVE THE	38	38	0	0	38
GROVELAND PLACE	0	0	0	0	0
GROVELANDS ROAD	3	3	0	0	3
GUN STREET	12	12	0	0	12
HAGLEY ROAD	0	0	0	0	0
HALLS ROAD	1	1	0	0	1
HAMILTON ROAD	3	3	0	0	3
HAMPDEN ROAD	25	25	0	0	25
HARLECH AVENUE	0	0	0	0	0
HARLEY ROAD	32	32	0	0	32
HARNESS CLOSE	0	0	0	0	0
HARROW COURT	1	1	0	0	1
HART STREET	10	10	0	0	10
HARTLAND ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
HATFORD ROAD	0	0	0	0	0
HATHERLEY ROAD	10	10	0	0	10
HAWTHORNE ROAD	0	0	0	0	0
HAYFIELD CLOSE	0	0	0	0	0
HAYWOOD COURT	28	28	0	0	28
HAYWOOD WAY	0	0	0	0	0
HEATH ROAD	0	0	0	0	0
HEMDEAN HILL	24	24	0	0	24
HEMDEAN RISE	4	4	0	0	4
HEMDEAN ROAD	61	61	0	1	60
HENLEY ROAD	3	3	0	0	3
HENRIETTA STREET	0	0	0	0	0
HENRY STREET	58	58	0	0	58
HEROES WALK	0	0	0	0	0
HERON WAY	0	0	0	0	0
HIGH STREET	2	2	0	0	2
HIGHBRIDGE WHARF	4	4	0	0	4
HIGHDOWN AVENUE	0	0	0	0	0
HIGHDOWN HILL ROAD	0	0	0	0	0
HIGHGROVE STREET	307	307	0	0	307
HIGHGROVE TERRACE	9	9	0	0	9
HILCOT ROAD	19	19	0	0	19
HILL STREET	48	48	0	0	48
HILLBROW	0	0	0	0	0
HILLS MEADOW CAR PARK	978	0	978	0	0
HILLTOP ROAD	0	0	0	0	0
HODSOLL ROAD	0	0	0	0	0
HOGARTH AVENUE	0	0	0	0	0
HOLBERTON ROAD	0	0	0	0	0
HOLMES ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
HOLYBROOK ROAD	0	0	0	0	0
HOME FARM CLOSE	0	0	0	0	0
HONEY END LANE	2	2	0	0	2
HONITON ROAD	0	0	0	0	0
HORNSEA CLOSE	0	0	0	0	0
HOSIER STREET	279	279	0	0	279
HOWARD STREET	817	817	0	0	817
HURST WAY	0	0	0	0	0
IAN MIKARDO WAY	0	0	0	0	0
ILIFFE CLOSE	23	23	0	0	23
ILKLEY ROAD	0	0	0	0	0
IMPERIAL WAY	0	0	0	0	0
INGLEWOOD COURT	1	1	0	0	1
ISLAND ROAD	0	0	0	0	0
IVYDENE ROAD	0	0	0	0	0
JAMES STREET	6	6	0	0	6
JANSON COURT	1	1	0	0	1
JENKINS CLOSE	0	0	0	0	0
JESSE TERRACE	94	94	0	0	94
JORDAN CLOSE	0	0	0	0	0
JUBILEE ROAD	0	0	0	0	0
JUBILEE SQUARE	17	17	0	0	17
JUNCTION ROAD	11	11	0	0	11
KATESGROVE LANE	66	66	0	0	66
KENAVON DRIVE	9	9	0	0	9
KENDAL AVENUE	0	0	0	0	0
KENDRICK ROAD	14	14	0	3	4
KENILWORTH AVENUE	0	0	0	0	0
KENNET SIDE	0	0	0	0	0
KENNET STREET	13	13	0	0	13

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
KENNET WALK	0	0	0	0	0
KENSINGTON ROAD	103	103	0	1	102
KENT ROAD	29	29	0	0	29
KENTWOOD CLOSE	0	0	0	0	0
KENTWOOD HILL	0	0	0	0	0
KIDMORE END ROAD	12	12	0	0	12
KIDMORE ROAD	0	0	0	0	0
KILN ROAD	0	0	0	0	0
KING STREET	108	108	0	0	108
KINGFISHER PLACE	0	0	0	0	0
KINGS MEADOW CAR PARK	387	0	387	0	0
KINGS MEADOW ROAD	11	11	0	0	11
KINGS ROAD (READING)	979	979	0	0	979
KINGS ROAD (CAVERSHAM)	94	94	0	0	94
KINGSBRIDGE ROAD	0	0	0	0	0
KINGSGATE PLACE (KINGSGATE STREET)	2	2	0	0	2
KINGSGATE STREET	13	13	0	0	13
KINGSWAY	0	0	0	0	0
KNIGHTS WAY	0	0	0	0	0
LANCING CLOSE	1	1	0	0	1
LANDRAKE CRESCENT	0	0	0	0	0
LAUNCESTON AVENUE	0	0	0	0	0
LAWRENCE ROAD	0	0	0	0	0
LEMART CLOSE	4	4	0	0	4
LENNOX ROAD	0	0	0	0	0
LEOPOLD ROAD (LEOPOLD WALK)	0	0	0	0	0
LESFORD ROAD	4	4	0	0	4
LETCOMBE STREET	2	2	0	0	2
LIEBENROOD ROAD	0	0	0	0	0
LIMA COURT	49	49	0	0	49

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
LINCOLN ROAD	44	44	0	0	44
LINDEN ROAD	0	0	0	0	0
LINDISFARNE WAY	0	0	0	0	0
LINGHOLM CLOSE	0	0	0	0	0
LINKS DRIVE	0	0	0	0	0
LITTLE JOHNS LANE	17	17	0	0	17
LITTLE OAKS DRIVE	0	0	0	0	0
LITTLE STREET	21	21	0	0	21
LITTLECOTE DRIVE	0	0	0	0	0
LIVERPOOL ROAD	319	319	0	0	319
LIVERY CLOSE	0	0	0	0	0
LOCK PLACE	2	2	0	0	2
LONDON ROAD	82	82	0	0	82
LONDON STREET	407	407	0	0	407
LONG BARN LANE	4	4	0	0	4
LORNE PLACE	0	0	0	0	0
LORNE STREET	64	64	0	0	64
LOVEROCK ROAD	10	10	0	0	10
LOWER BROOK STREET	3	3	0	0	3
LOWER ELMSTONE DRIVE	2	2	0	0	2
LOWER FIELD ROAD	36	36	0	0	36
LOWER HENLEY ROAD	0	0	0	0	0
LOWER MEADOW ROAD	0	0	0	0	0
LOWER MOUNT	6	6	0	0	6
LOWER THORN STREET (THORN ST)	0	0	0	0	0
LOWFIELD GREEN	0	0	0	0	0
LOWFIELD ROAD	1	1	0	0	1
LULWORTH ROAD	0	0	0	0	0
LUSCINIA VIEW	47	47	0	0	47
LYDFORD ROAD	29	29	0	0	29
LYNDHURST ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
LYNMOUTH ROAD	72	72	0	0	72
LYON SQUARE	0	0	0	0	0
LYTHAM CLOSE	0	0	0	0	0
M4	0	0	0	0	0
M4/A33 ROUNDABOUT	0	0	0	0	0
MAITLAND ROAD	7	7	0	0	7
MALDON CLOSE	0	0	0	0	0
MALL CAR PARK	57	0	57	0	0
MALLARD ROW	0	0	0	0	0
MALTHOUSE LANE	53	53	0	0	53
MALVERN COURT	22	22	0	0	22
MANAGUA CLOSE	0	0	0	0	0
MANCHESTER ROAD	142	142	0	0	142
MANDEVILLE CLOSE	0	0	0	0	0
MANOR FARM ROAD	18	18	0	0	18
MANOR PARK CLOSE	0	0	0	0	0
MANSFIELD ROAD	4	4	0	0	4
MARCHWOOD AVENUE	0	0	0	0	0
MARKET PLACE	36	36	0	0	36
MARKET WAY	0	0	0	0	0
MARLBOROUGH AVENUE	24	24	0	0	24
MARLBOROUGH COURT	0	0	0	0	0
MARSACK STREET	0	0	0	0	0
MASON COURT	1	1	0	0	1
MASON STREET	86	86	0	0	86
MATLOCK ROAD	0	0	0	0	0
MAYFAIR	0	0	0	0	0
MEADOW ROAD	7	7	0	0	7
MEADOW WAY	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
MEADWAY CAR PARK	0	0	0	0	0
MEADWAY THE	5	5	0	0	5
MEAVY GARDENS	0	0	0	0	0
MELROSE AVENUE	0	0	0	0	0
MERCHANTS PLACE	313	313	0	0	313
MERTON ROAD NORTH	0	0	0	0	0
MERTON ROAD SOUTH	0	0	0	0	0
MICHAELS CHASE	0	0	0	0	0
MICKLANDS ROAD	0	0	0	0	0
MILFORD ROAD	11	11	0	0	11
MILL GREEN	0	0	0	0	0
MILL LANE	3	3	0	0	3
MILL ROAD	0	0	0	0	0
MILMAN ROAD	273	273	0	0	273
MINSTER STREET	6	6	0	0	6
MITCHAM CLOSE	5	5	0	0	5
MONKLEY COURT	0	0	0	0	0
MONKLEY COURT	0	0	0	0	0
MONKS WAY	0	0	0	0	0
MONTAGUE STREET (CAVERSHAM)	6	6	0	4	2
MONTAGUE STREET (READING)	13	13	0	0	13
MONTPELIER DRIVE	0	0	0	0	0
MORGAN ROAD	256	256	0	0	256
MORISTON CLOSE	0	0	0	0	0
MORLANDS AVENUE	0	0	0	0	0
MOUNT PLEASANT	82	82	0	0	82
MOUNT PLEASANT GROVE	18	18	0	0	18
MOUNT STREET	56	56	0	0	56
MOUNT THE (CAVERSHAM)	0	0	0	0	0
MOUNT THE (READING)	8	8	0	0	8
MUIRFIELD CLOSE	16	16	0	0	16

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
MUNDESLEY STREET	0	0	0	0	0
NAPIER ROAD	0	0	0	0	0
NELSON ROAD	3	3	0	0	3
NEW BRIGHT STREET	0	0	0	0	0
NEW LANE HILL	0	0	0	0	0
NEW ROAD	62	62	0	0	62
NEWARK STREET	25	25	0	0	25
NEWBERY CLOSE	0	0	0	0	0
NEWCASTLE ROAD	0	0	0	0	0
NEWLANDS AVENUE	1	1	0	0	1
NEWPORT ROAD	61	61	0	0	61
NICHOLAS COURT (PROSPECT STREET)	0	0	0	0	0
NORCOT ROAD	52	52	0	0	52
NORFOLK ROAD	44	44	0	0	44
NORMAN PLACE	0	0	0	0	0
NORMAN ROAD	0	0	0	0	0
NORRIS ROAD	340	340	0	0	340
NORTH STREET (CAVERSHAM)	24	24	0	0	24
NORTH STREET (READING)	7	7	0	0	7
NORTHBROOK ROAD	0	0	0	0	0
NORTHCOURT AVENUE	4	4	0	0	4
NORTHFIELD COTTAGES	0	0	0	0	0
NORTHFIELD ROAD	91	91	0	0	91
NORTHUMBERLAND AVENUE	11	11	0	1	10
NORTON ROAD	100	100	0	0	100
NORWOOD ROAD	67	67	0	0	67
OAK TREE ROAD	9	9	0	0	9
OAKDALE CLOSE	0	0	0	0	0
OAKLANDS	0	0	0	0	0
OAKLEY ROAD	0	0	0	0	0



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
ORCHARD COURT	0	0	0	0	0
ORCHARD GROVE	0	0	0	0	0
ORCHARD STREET	35	35	0	0	35
ORMSBY STREET	90	90	0	0	90
ORRIN CLOSE	0	0	0	0	0
ORTS ROAD	177	177	0	0	177
OSBORNE ROAD	0	0	0	0	0
OVERDOWN ROAD	8	8	0	0	8
OVERLANDERS END	0	0	0	0	0
OXFORD ROAD	1,490	1,490	0	2	1,488
OXFORD STREET	266	266	0	0	266
PADDOCK ROAD	0	0	0	0	0
PALMER PARK AVENUE	57	57	0	0	57
PALMER PARK CAR PARK	0	0	0	0	0
PALMER PARK ENTRANCE	0	0	0	0	0
PANGBOURNE STREET	9	9	0	0	9
PARK HOUSE LANE	2	2	0	0	2
PARK LANE	5	5	0	0	5
PARKHOUSE LANE	1	1	0	0	1
PARKSIDE ROAD	10	10	0	0	10
PARTHIA CLOSE	9	9	0	0	9
PATRICK ROAD	62	62	0	0	62
PATRIOT PLACE	1	1	0	0	1
PEEL CLOSE	0	0	0	0	0
PEGS GREEN CLOSE	0	0	0	0	0
PELL STREET	80	80	0	0	80
PENDENNIS AVENUE	0	0	0	0	0
PENROATH AVENUE	0	0	0	0	0
PEPPARD ROAD	35	35	0	0	35
PEPPER LANE	9	9	0	0	9
PIERCES HILL	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
PIGGOTTS ROAD	2	2	0	0	2
PITCROFT AVENUE	99	99	0	0	99
POOLE CLOSE	0	0	0	0	0
PORTLAND GARDENS	0	0	0	0	0
PORTMAN ROAD	0	0	0	0	0
PRIEST HILL	43	43	0	0	43
PRINCE OF WALES AVENUE	61	61	0	0	61
PRINCES STREET	288	288	0	0	288
PRIORS COURT	0	0	0	0	0
PRIORY AVENUE	337	337	0	0	337
PROMENADE ROAD	23	23	0	0	23
PROSPECT MEWS	0	0	0	0	0
PROSPECT STREET (CAVERSHAM)	3	3	0	0	3
PROSPECT STREET (READING)	135	135	0	0	135
QUEEN STREET	0	0	0	0	0
QUEEN VICTORIA STREET	27	27	0	0	27
QUEENS COTTAGES	0	0	0	0	0
QUEENS ROAD (CAVERSHAM)	73	73	0	0	73
QUEENS ROAD (READING)	91	91	0	0	91
QUEENS ROAD CAR PARK	40	0	40	0	0
QUEENS ROAD SLIP ROAD	4	4	0	0	4
QUEENSWAY	4	4	0	4	0
RADSTOCK ROAD	269	269	0	0	269
RAGLEY MEWS	0	0	0	0	0
RANDOLPH ROAD	31	31	0	0	31
RECREATION ROAD	15	15	0	5	10
RECREATION ROAD CAR PARK	60	0	60	0	0
RECTORY ROAD	103	103	0	0	103
REDBERRY CLOSE	0	0	0	0	0
REDLANDS ROAD	132	132	0	0	132

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
REDLANE COURT	0	0	0	0	0
REGENT COURT	2	2	0	0	2
REGENT STREET	32	32	0	0	32
RELEIF ROAD (A33)	0	0	0	0	0
RICHFIELD AVENUE	3	3	0	0	3
RICHMOND ROAD	61	61	0	0	61
RINGWOOD ROAD	0	0	0	0	0
RIPLEY ROAD	0	0	0	0	0
RIVER ROAD	11	11	0	0	11
RIVERMEAD CAR PARK	0	0	0	0	0
RODWAY ROAD	0	0	0	0	0
ROMANY CLOSE	0	0	0	0	0
ROMANY LANE	0	0	0	0	0
ROMSEY ROAD	0	0	0	0	0
ROSE KILN LANE	1	1	0	0	1
ROSS ROAD	37	37	0	4	33
ROSSENDALE ROAD	0	0	0	0	0
ROTHERFIELD WAY	0	0	0	0	0
ROUTH LANE	0	0	0	0	0
ROWE COURT	0	0	0	0	0
ROWLEY ROAD	3	3	0	0	3
RUPERT STREET	27	27	0	0	27
RUPERT WALK	0	0	0	0	0
RUSKIN	0	0	0	0	0
RUSSELL STREET	307	307	0	0	307
RUSSET GLADE	0	0	0	0	0
RUTLAND ROAD	9	9	0	0	9
SACKVILLE STREET	935	935	0	0	935
SALCOMBE ROAD	0	0	0	0	0
SALFORD CLOSE	0	0	0	0	0
SALISBURY ROAD	145	145	0	0	145

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
SAMPAGE CLOSE	0	0	0	0	0
SANCTUARY CLOSE	0	0	0	0	0
SANDGATE AVENUE	0	0	0	0	0
SAVERNAKE CLOSE	0	0	0	0	0
SCHOOL LANE	0	0	0	0	0
SCHOOL ROAD	4	4	0	0	4
SCHOOL TERRACE	25	25	0	5	20
SCOTT CLOSE	0	0	0	0	0
SCOURS LANE	0	0	0	0	0
SEND ROAD	0	0	0	0	0
SEVERN WAY	0	0	0	0	0
SHAFTESBURY ROAD	63	63	0	0	63
SHAW ROAD	0	0	0	0	0
SHENSTONE ROAD	1	1	0	0	1
SHEPLEY DRIVE	0	0	0	0	0
SHERMAN ROAD	109	109	0	0	109
SHERWOOD STREET	53	53	0	0	53
SHINFIELD RISE	0	0	0	0	0
SHINFIELD ROAD	0	0	0	0	0
SHIRESHEAD CLOSE	0	0	0	0	0
SHORT STREET	15	15	0	0	15
SHORT STREET (CAVERSHAM)	4	4	0	0	4
SIDMOUTH STREET	199	199	0	0	199
SILCHESTER ROAD	0	0	0	0	0
SILVER STREET	4	4	0	0	4
SIMMONDS STREET	0	0	0	0	0
SMALLMEAD ROAD	0	0	0	0	0
SOMERSTOWN COURT	2	2	0	0	2

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
SOUTH OAK WAY	0	0	0	0	0
SOUTH READING CAR PARK	0	0	0	0	0
SOUTH STREET (CAVERSHAM)	18	18	0	0	18
SOUTH STREET (READING)	342	342	0	0	342
SOUTH VIEW AVENUE	6	6	0	4	2
SOUTH VIEW PARK	0	0	0	0	0
SOUTHAMPTON STREET	22	22	0	0	22
SOUTHCOTE FARM LANE	0	0	0	0	0
SOUTHCOTE LANE	30	30	0	0	30
SOUTHCOTE PARADE	0	0	0	0	0
SOUTHCOTE ROAD	1	1	0	0	1
SOUTHDOWN ROAD	0	0	0	0	0
SPENCER ROAD	0	0	0	0	0
SPEY ROAD	0	0	0	0	0
SPRING GARDENS	62	62	0	0	62
SPRING GROVE	18	18	0	0	18
SPRING TERRACE	0	0	0	0	0
ST ANDREWS ROAD	0	0	0	0	0
ST ANNES ROAD	0	0	0	0	0
ST BARNABAS ROAD	0	0	0	0	0
ST BARTHOLOMEWS ROAD	214	214	0	0	214
ST BENETS WAY	1	1	0	0	1
ST EDWARDS ROAD	29	29	0	0	29
ST ELIZABETH CLOSE	0	0	0	0	0
ST GEORGES ROAD	58	58	0	0	58
ST GEORGES TERRACE	18	18	0	0	18
ST GILES CLOSE	44	44	0	0	44
ST JOHNS HILL	35	35	0	0	35
ST JOHNS ROAD (CAVERSHAM)	1	1	0	0	1
ST JOHNS ROAD (READING)	3	3	0	0	3
ST JOHNS STREET	46	46	0	0	46

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
ST MARY BUTTS (VICARAGE SITE LOADING AREA)	0	0	0	0	0
ST MARYS BUTTS	252	252	0	0	252
ST MICHAELS ROAD	4	4	0	0	4
ST PAUL COURT SERVICE ROAD	3	3	0	0	3
ST PETERS AVENUE	0	0	0	0	0
ST PETERS HILL	0	0	0	0	0
ST PETERS ROAD	20	20	0	0	20
ST RONANS ROAD	1	1	0	0	1
ST SAVIOURS ROAD	0	0	0	0	0
ST SAVIOURS TERRACE	0	0	0	0	0
STANHAM ROAD	0	0	0	0	0
STANLEY GROVE	39	39	0	0	39
STANLEY STREET	99	99	0	0	99
STANSHAW ROAD	237	237	0	0	237
STAPLEFORD ROAD	0	0	0	0	0
STAR LANE	0	0	0	0	0
STAR ROAD	2	2	0	0	2
STATION HILL	9	9	0	0	9
STATION ROAD	11	11	0	2	9
STAVERTON ROAD	1	1	0	0	1
STOCKTON ROAD	0	0	0	0	0
STONEHAM CLOSE	0	0	0	0	0
STRATHEDEN PLACE	4	4	0	0	4
SUFFOLK ROAD	10	10	0	0	10
SUN STREET	1	1	0	0	1
SURLEY ROAD	0	0	0	0	0
SURLEY ROW	0	0	0	0	0
SURREY ROAD	81	81	0	0	81
SWAINSTONE ROAD	47	47	0	0	47
SWAN PLACE	0	0	0	0	0
SWANSEA ROAD	77	77	0	7	70

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
SWANSEA TERRACE	0	0	0	0	0
SYCAMORE ROAD	0	0	0	0	0
TAFF WAY	0	0	0	0	0
TALFOURD AVENUE	1	1	0	0	1
TAMARISK AVENUE	0	0	0	0	0
TAVISTOCK ROAD	0	0	0	0	0
TAY ROAD	0	0	0	0	0
TAYLOR COURT (TILEHURST ROAD)	0	0	0	0	0
TAZEWELL COURT	6	6	0	0	6
TEMPLE PLACE	76	76	0	0	76
TEMPLETON GARDENS	0	0	0	0	0
TENBY AVENUE	0	0	0	0	0
TESSA ROAD	1	1	0	0	1
THAMES AVENUE	38	38	0	0	38
THAMES SIDE PROMENADE	5	5	0	0	5
THAMES SIDE PROMENADE CAR PARK	166	0	166	0	0
THE MEADWAY	0	0	0	0	0
THE MEWS	0	0	0	0	0
THE MOUNT	2	2	0	0	2
THE RIDGEWAY	1	1	0	0	1
THE WILLOWS	1	1	0	0	1
THIRLMERE AVENUE	0	0	0	0	0
THORN LANE	0	0	0	0	0
THORN STREET	197	197	0	0	197
THORN WALK	1	1	0	0	1
TIDMARSH STREET	0	0	0	0	0
TILBURY CLOSE	0	0	0	0	0
TILEHURST ROAD	3	3	0	2	1
TINTERN CRESCENT	1	1	0	0	1
TOFRECK TERRACE	1	1	0	0	1
TOKERS GREEN LANE	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
TORRINGTON ROAD	0	0	0	0	0
TOTNES ROAD	0	0	0	0	0
TOWER CLOSE	0	0	0	0	0
TRAFALGAR COURT	0	0	0	0	0
TRAFFORD ROAD	0	0	0	0	0
TRIANGLE THE	6	6	0	0	6
TRINITY PLACE	26	26	0	0	26
TUDOR ROAD	1	1	0	0	1
TUNS HILL COTTAGES	12	12	0	0	12
TUNS HILL COTTS	0	0	0	0	0
ULLSWATER DRIVE	0	0	0	0	0
UNION STREET	0	0	0	0	0
UNITY CLOSE	0	0	0	0	0
UPAVON DRIVE	0	0	0	0	0
UPLANDS ROAD	0	0	0	0	0
UPPER CROWN STREET	70	70	0	0	70
UPPER MEADOW ROAD	0	0	0	0	0
UPPER REDLANDS ROAD	83	83	0	0	83
UPPER WARREN AVENUE	0	0	0	0	0
UPTON ROAD	0	0	0	0	0
USK ROAD	7	7	0	6	1
VACHEL ROAD	735	735	0	0	735
VALE CRESCENT	0	0	0	0	0
VALENTIA CLOSE	0	0	0	0	0
VALENTIA ROAD	80	80	0	0	80
VALPY STREET	413	413	0	0	413
VASTEREN ROAD	124	124	0	0	124
VASTEREN ROAD (SERVICE ROAD)	0	0	0	0	0
VICARAGE ROAD	4	4	0	3	1
VICTORIA ROAD (READING)	0	0	0	0	0
VICTORIA ROAD (TILEHURST)	0	0	0	0	0



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
VICTORIA STREET	10	10	0	0	10
VICTORIA WAY	0	0	0	0	0
VIRGINIA WAY	8	8	0	0	8
WALDECK STREET	14	14	0	0	14
WALKERS PLACE	0	0	0	0	0
WALNUT WAY	2	2	0	0	2
WANTAGE ROAD	140	140	0	0	140
WARWICK ROAD	0	0	0	0	0
WASHINGTON ROAD	21	21	0	13	8
WATER ROAD	0	0	0	0	0
WATERLOO RISE	0	0	0	0	0
WATERLOO ROAD	3	3	0	0	3
WATERMAN PLACE	0	0	0	0	0
WATERSIDE GARDENS	0	0	0	0	0
WATLINGTON STREET	328	328	0	0	328
WAVERLEY ROAD	73	73	0	0	73
WAYBROOK CRESCENT	0	0	0	0	0
WAYLEN STREET	263	263	0	0	263
WEALD RISE	0	0	0	0	0
WEALDEN WAY	0	0	0	0	0
WEIGHBRIDGE ROW	0	0	0	0	0
WELDALE STREET	126	126	0	0	126
WELLAND CLOSE	1	1	0	0	1
WELLINGTON AVENUE	0	0	0	0	0
WENSLEY ROAD	7	7	0	4	3
WENTWORTH AVENUE	0	0	0	0	0
WEST GREEN COURT	0	0	0	0	0
WEST HILL	0	0	0	0	0
WEST STREET	320	320	0	0	320
WESTBOURNE TERRACE	21	21	0	0	21
WESTBROOK ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
WESTCOTE ROAD	1	1	0	0	1
WESTERHAM WALK	0	0	0	0	0
WESTERN ELMS AVENUE	61	61	0	0	61
WESTERN OAKS	0	0	0	0	0
WESTERN ROAD	5	5	0	0	5
WESTFIELD ROAD	87	87	0	0	87
WESTWOOD GLEN	0	0	0	0	0
WESTWOOD ROAD	18	18	0	0	18
WETHERBY CLOSE	0	0	0	0	0
WHEATLEY CLOSE	0	0	0	0	0
WHITBY DRIVE	0	0	0	0	0
WHITBY GREEN	0	0	0	0	0
WHITEKNIGHTS ROAD	2	2	0	0	2
WHITLEY PARK LANE	10	10	0	0	10
WHITLEY STREET	82	82	0	0	82
WHITLEY WOOD LANE	1	1	0	0	1
WHITLEY WOOD ROAD	6	6	0	0	6
WIGMORE LANE	3	3	0	0	3
WILLIAM STREET	51	51	0	0	51
WILLOW GARDENS	0	0	0	0	0
WILLOW STREET	3	3	0	0	3
WILSON ROAD	51	51	0	0	51
WILTON ROAD	29	29	0	0	29
WINCANTON ROAD	0	0	0	0	0
WINCHESTER ROAD	35	35	0	0	35
WINGROVE ROAD	0	0	0	0	0
WINTON ROAD	0	0	0	0	0
WISTON TERRACE	0	0	0	0	0
WOBURN CLOSE	0	0	0	0	0
WOKINGHAM ROAD	58	58	0	13	45
WOLSELEY STREET	48	48	0	0	48

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
WOLSEY ROAD	47	47	0	0	47
WOOD GREEN CLOSE	0	0	0	0	0
WOODCOTE ROAD	0	0	0	0	0
WOODCOTE WAY	0	0	0	0	0
WOODFORD CLOSE	0	0	0	0	0
WOODSTOCK STREET	3	3	0	0	3
WYE CLOSE	0	0	0	0	0
WYKEHAM ROAD	18	18	0	0	18
WYNFORD CLOSE	0	0	0	0	0
YIELD HALL LANE	0	0	0	0	0
YIELD HALL PLACE	0	0	0	0	0
YORK ROAD	94	94	0	4	90
ZINZAN STREET	572	572	0	0	572

## Appendix A - Parking Penalty Charge Notices - By Contravention

### Notes:

“Direct Issue - On Street” means tickets issued by a Civil Enforcement Officer direct to the vehicle whilst parked on the Public Highway.

“Postal Issue - Approved Device” means tickets issued from the enforcement vehicle, whereby the PCN is posted to the DVLA registered keeper.

“Direct Issue - Off Street” means tickets issued by a Civil Enforcement Officer direct to the vehicle whilst parked in a Council Owned car park.

PENALTY CHARGE NOTICES ISSUED BY CONTRAVENTION			DIRECT ISSUE - ON STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - OFF STREET
CONTRAVENTION CODE	TOTAL ISSUED	PERCENTAGE			
HIGHER LEVEL (ON STREET)					
PARKED IN A RESTRICTED STREET DURING PRESCRIBED HOURS	5,084	14.44%	5,084	0	0
PARKED OR LOADING/UNLOADING IN A RESTRICTED STREET WHERE WAITING AND LOADING/UNLOADING RESTRICTIONS ARE IN FORCE	366	1.04%	361	5	0
PARKED IN A RESIDENTS' OR SHARED USE PARKING PLACE OR ZONE WITHOUT CLEARLY DISPLAYING EITHER A PERMIT OR VOUCHER OR PAY AND DISPLAY TICKET ISSUED FOR THAT PLACE	7,479	21.24%	7,479	0	0
PARKED IN A PERMIT SPACE WITHOUT DISPLAYING A VALID PERMIT	6,864	19.49%	6,864	0	0
PARKED IN A LOADING GAP MARKED BY A YELLOW LINE	0	0%	0	0	0
PARKED IN A SUSPENDED BAY OR SPACE OR PART OF BAY OR SPACE	24	0.07%	24	0	0
PARKED IN A PARKING PLACE OR AREA NOT DESIGNATED FOR THAT CLASS OF VEHICLE	255	0.72%	255	0	0

PENALTY CHARGE NOTICES ISSUED BY CONTRAVENTION			DIRECT ISSUE - ON STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - OFF STREET
CONTRAVENTION CODE	TOTAL ISSUED	PERCENTAGE			
PARKED IN A LOADING PLACE DURING RESTRICTED HOURS WITHOUT LOADING	426	1.21%	426	0	0
PARKED IN A SPECIAL ENFORCEMENT AREA MORE THAN 50 CM† FROM THE EDGE OF THE CARRIAGEWAY AND NOT WITHIN A DESIGNATED PARKING PLACE	7	0.02%	7	0	0
PARKED IN A SPECIAL ENFORCEMENT AREA ADJACENT TO A DROPPED FOOTWAY	2	0.01%	2	0	0
PARKED IN A DESIGNATED DISABLED PERSON'S PARKING PLACE WITHOUT DISPLAYING A VALID DISABLED PERSON'S BADGE IN THE PRESCRIBED MANNER	1,480	4.20%	1,480	0	0
PARKED IN A PARKING PLACE DESIGNATED FOR POLICE VEHICLES	12	0.03%	12	0	0
PARKED ON A TAXI RANK	58	0.16%	58	0	0
STOPPED WHERE PROHIBITED (ON A RED ROUTE OR CLEARWAY)	16	0.05%	16	0	0
STOPPED ON A RESTRICTED BUS STOP OR STAND	62	0.18%	37	25	0
STOPPED IN A RESTRICTED AREA OUTSIDE A SCHOOL WHEN PROHIBITED	278	0.79%	121	157	0
PARKED WITH ONE OR MORE WHEELS ON OR OVER A FOOTPATH OR ANY PART OF A ROAD OTHER THAN A CARRIAGEWAY.	106	0.30%	106	0	0
STOPPED ON A PEDESTRIAN CROSSING OR CROSSING AREA MARKED BY ZIGZAGS	16	0.05%	16	0	0
LOWER LEVEL (ON-STREET)					
PARKED AFTER THE EXPIRY OF PAID FOR TIME	1,305	3.71%	1,305	0	0

PENALTY CHARGE NOTICES ISSUED BY CONTRAVENTION					
CONTRAVENTION CODE	TOTAL ISSUED	PERCENTAGE	DIRECT ISSUE - ON STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - OFF STREET
PARKED WITHOUT CLEARLY DISPLAYING A VALID PAY & DISPLAY TICKET OR VOUCHER	2,820	8.01%	2,820	0	0
PARKED WITH PAYMENT MADE TO EXTEND THE STAY BEYOND INITIAL TIME	2	0.01%	2	0	0
PARKED IN A RESIDENTS' OR SHARED USE PARKING PLACE OR ZONE DISPLAYING AN INVALID PERMIT, AN INVALID VOUCHER OR AN INVALID PAY & DISPLAY TICKET	2,301	6.53%	2,301	0	0
RE-PARKED IN THE SAME PARKING PLACE OR ZONE WITHIN ONE HOUR* OF LEAVING	34	0.10%	34	0	0
NOT PARKED CORRECTLY WITHIN THE MARKINGS OF THE BAY OR SPACE	106	0.30%	106	0	0
PARKED FOR LONGER THAN PERMITTED	3,396	9.64%	3,396	0	0
<b>HIGHER LEVEL (OFF-STREET (CAR PARKS))</b>					
PARKED IN A LOADING AREA DURING RESTRICTED HOURS WITHOUT REASONABLE EXCUSE	0	0%	0	0	0
PARKED IN A RESTRICTED AREA IN A CAR PARK	27	0.08%	0	0	27
PARKED IN A PERMIT BAY WITHOUT CLEARLY DISPLAYING A VALID PERMIT	35	0.10%	0	0	35
PARKED IN A DESIGNATED DISABLED PERSON'S PARKING PLACE WITHOUT DISPLAYING A VALID DISABLED PERSON'S BADGE IN THE PRESCRIBED MANNER	88	0.25%	0	0	88
PARKED IN A CAR PARK OR AREA NOT DESIGNATED FOR THAT CLASS OF VEHICLE	2	0.01%	0	0	2

PENALTY CHARGE NOTICES ISSUED BY CONTRAVENTION					
CONTRAVENTION CODE	TOTAL ISSUED	PERCENTAGE	DIRECT ISSUE - ON STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - OFF STREET
<b>LOWER LEVEL (OFF-STREET (CAR PARKS))</b>					
PARKED AFTER THE EXPIRY OF PAID FOR TIME	400	1.14%	0	0	400
PARKED IN A CAR PARK WITHOUT CLEARLY DISPLAYING A VALID PAY & DISPLAY TICKET OR VOUCHER OR PARKING CLOCK	1,845	5.24%	0	0	1,845
PARKED WITH ADDITIONAL PAYMENT MADE TO EXTEND THE STAY BEYOND TIME FIRST PURCHASED	0	0%	0	0	0
PARKED BEYOND THE BAY MARKINGS	259	0.74%	0	0	259
RE-PARKED WITHIN ONE HOUR* OF LEAVING A BAY OR SPACE IN A CAR PARK	0	0%	0	0	0

## Appendix B - Bus Lane Penalty Charge Notices - By Street

PENALTY CHARGE NOTICES ISSUED BY LOCATION	2015/2016	PERCENTAGE
A329 KINGS ROAD (WEST TO EAST)	1,477	1.51%
A329 WOKINGHAM ROAD	2,431	2.48%
ACCESS ROAD (NORTHBOUND)	481	0.49%
ACCESS ROAD (SOUTHBOUND)	1,875	1.91%
BASINGSTOKE ROAD (NORTHBOUND)	1,047	1.07%
BASINGSTOKE ROAD (SOUTHBOUND)	6,070	6.20%
BATH ROAD	911	0.93%
BLAGRAVE STREET (EAST TO WEST SECTION)	5,393	5.51%
BRIDGE STREET	0	0.00%
FRIAR STREET (EAST BOUND)	6,613	6.75%
FRIAR STREET (WEST BOUND)	8,377	8.55%
GUN STREET	0	0.00%
GWEAL AVENUE (EASTBOUND)	39	0.04%
GWEAL AVENUE (WESTBOUND)	29	0.03%
HEMDEAN ROAD	4,436	4.53%
KING'S ROAD	790	0.81%
LINDESFARNE WAY (WESTBOUND)	1,008	1.03%
LINDESFARNE WAY (EASTBOUND)	1,124	1.15%
LONDON STREET (NORTHERN SECTION)	8,865	9.05%
LONDON STREET (SOUTH)	0	0.00%
MINSTER STREET (WESTBOUND)	15,246	15.56%
NORCOT ROAD (EAST BOUND)	946	0.97%
OXFORD ROAD	1,953	1.99%
SOUTHCOTE LANE	3,884	3.96%
ST MARYS BUTTS (NORTHBOUND)	7,254	7.40%
STANSHAW ROAD	3,204	3.27%
THE FORBURY	288	2.95%
TROOPER POTTS WAY (NORTH TO SOUTH)	545	0.56%
TROOPER POTTS WAY (SOUTH TO NORTH)	221	0.23%
VASTER ROAD (EAST SIDE SOUTHBOUND)	5,794	5.91%
VASTER ROAD (NORTHSIDE 1)	590	0.60%
VASTER ROAD (NORTHSIDE 2)	2,673	2.73%
VASTER ROAD (WEST SIDE NORTHBOUND)	1,799	1.84%
WEST STREET	0	0.00%



## Appendix B - Bus Lane Penalty Charge Notices - Comparison

PENALTY CHARGE NOTICES ISSUED BY LOCATION	2014/2015	2015/2016	CHANGE PREVIOUS YEAR
A329 KINGS ROAD (WEST TO EAST)	1,337	1,477	10%
A329 WOKINGHAM ROAD	2,013	2,431	21%
ACCESS ROAD (NORTHBOUND)	236	481	104%
ACCESS ROAD (SOUTHBOUND)	1,474	1,875	27%
BASINGSTOKE ROAD (NORTHBOUND)	577	1,047	81%
BASINGSTOKE ROAD (SOUTHBOUND)	6,574	6,070	-8%
BATH ROAD	944	911	-3%
BLAGRAVE STREET (EAST TO WEST SECTION)	5,750	5,393	-6%
BRIDGE STREET	0	0	N/A
FRIAR STREET (EAST BOUND)	7,677	6,613	-14%
FRIAR STREET (WEST BOUND)	5,863	8,377	43%
GUN STREET	0	0	N/A
GWEAL AVENUE (EASTBOUND)	966	39	-96%
GWEAL AVENUE (WESTBOUND)	823	29	-96%
HEMDEAN ROAD	3,514	4,436	26%
KING'S ROAD	687	790	15%
LINDESFARNE WAY (WESTBOUND)	N/A	1,008	N/A
LINDESFARNE WAY (EASTBOUND)	N/A	1,124	N/A
LONDON STREET (NORTHERN SECTION)	8,652	8,865	2%
LONDON STREET (SOUTH)	0	0	N/A
MINSTER STREET (WESTBOUND)	11,594	15,246	31%
NORCOT ROAD (EAST BOUND)	588	946	61%
OXFORD ROAD	3,693	1,953	-47%
SOUTHCOTE LANE	2,569	3,884	51%
ST MARYS BUTTS (NORTHBOUND)	6,580	7,254	10%
STANSHAW ROAD	3,187	3,204	1%
THE FORBURY	2,719	288	-89%
TROOPER POTTS WAY (NORTH TO SOUTH)	N/A	545	N/A
TROOPER POTTS WAY (SOUTH TO NORTH)	N/A	221	N/A
VASTEREN ROAD (EAST SIDE SOUTHBOUND)	6,685	5,794	-13%
VASTEREN ROAD (NORTHSIDE 1)	561	590	5%
VASTEREN ROAD (NORTHSIDE 2)	3,233	2,673	-17%
VASTEREN ROAD (WEST SIDE NORTHBOUND)	1,576	1,799	14%
WEST STREET	0	0	N/A

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM	12
TITLE:	SIMON EU PROJECT UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	MARIAN MARSH	TEL:	0118 937 2451
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	marian.marsh@reading.gov.uk

#### 1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on the SIMON EU Project.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the contents of this report.

#### 3. POLICY CONTEXT

- 3.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011.

#### 4. THE PROPOSAL

- 4.1 The SIMON EU Project seeks to remove some of the barriers faced by people with disabilities and their carers when travelling around town, specifically Blue Badge users. A Smartphone App is being developed to provide real time information on the availability of Blue Badge parking, and a navigational aid which includes obstacles such as bollards and other street furniture. New technology to assist Councils with on-street validation of Blue Badges and hence help with enforcement is also being developed.

- 4.2 Reading was invited to join 3 other pilot cities working on the project: Madrid, Lisbon and Parma. Work is nearing completion to provide sensors at all the on-street disabled parking bays in Reading Town Centre to enable users to get real time information showing which parking spaces are available using the SIMON Smartphone App. This should make a trip to the town centre easier for Blue badge users and reduce cruising round looking for a free parking space.
- 4.3 Once the installation has been installed and tested, the next stage is to test the Smartphone App from a user's point of view. Volunteer testers will try the App and give feedback on how the App works for them (including how the dashboard can best be arranged for their use as some disabilities may need this tweaking) and feedback on whether the App helps them find a space to park. There is also a navigational aid on the App with barriers/access aids (eg bollards, steps, lifts etc) which they can test and give feedback although as many of the testers already know Reading well they may not use this aspect of the App so often.
- 4.4 The Council will also run a test day with a few volunteers to test the Blue Badge validity aspect of the new technology which will verify if a blue badge in a parked car is valid or not and hence aid parking enforcement.
- 4.5 Representatives working on the Project in the other pilot cities, plus the Smartphone App builders visited Reading at the end of September to map out the way forward with testing the technology, to share findings and experiences between the four pilot cities and to see the progress made installing the sensors. This also gave the Council the opportunity to introduce the team to the chair of the Physical Disabilities and Sensory Needs Forums and to showcase a number of other LSTF transport projects during a walking tour of the town centre.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the SIMON EU Project initiatives outlined above will help to deliver the following Corporate Plan Service Priorities:
  - Keeping the town clean, safe, green and active.
  - Providing infrastructure to support the economy.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Members of the Blue Badge community, representatives of 50 organisations for people with disabilities, representatives from the Physical Disabilities and Sensory Needs Forum and Access and Disabilities Working Group were invited to a meeting to introduce the

SIMON project and to recruit testers to give feedback. Many people at the meeting welcomed the project and as a result around 30 testers from the Blue Badge community were recruited. The Council would ideally like to recruit as many more testers as are willing to get involved and test the Smartphone App. Testers can sign up on the website at <http://simon-project.eu/pilot-test-in-reading/>

## 7. LEGAL IMPLICATIONS

7.1 The role of Reading Borough Council as a pilot city in the SIMON Project has been set out in a funding agreement.

## 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 has carried out an equality impact assessment scoping exercise, and considers that the proposals do not have a direct negative impact on any groups with protected characteristics and should benefit at least some of the Blue Badge community.

## 9. FINANCIAL IMPLICATIONS

9.1 All street works, technical work on the Smartphone App and staff time are solely funded by the SIMON EU Project funded by the EU.

## 10. BACKGROUND PAPERS

10.1 Further details of the SIMON EU Project can be found at: <http://simon-project.eu/project/>

10.2 The Smartphone App can be downloaded for free and is available to anyone at: <http://simon-project.eu/pilot-test-in-reading/>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	13
TITLE:	WINTER SERVICE PLAN 2016/2017		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To inform the Sub-Committee of the outputs delivered by the Winter Service Plan 2015/2016.
- 1.2 To inform the Sub-Committee of the Winter Service Plan 2016/2017.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the outputs delivered by the Winter Service Plan 2015/2016.
- 2.2 That the Sub-Committee note and approve the Winter Service Plan 2016/2017.

3. POLICY CONTEXT

- 3.1 To provide a service to reduce, as far as possible, the effects of adverse weather on the public highway during the winter period.
- 3.2 To provide conditions that are as safe as reasonably practical having regards to financial constraints and our statutory duties.
- 3.3 To secure the most effective use of resources in the delivery of high quality, best value public service.

## 4. THE PROPOSAL

### Background

- 4.1 This report outlines the review of the Winter Service Plan 2015/2016 and the changes incorporated within the Winter Service Plan 2016/2017, which the Council produce and agree on an annual basis through the Traffic Management Sub-Committee.
- 4.2 The new Winter Maintenance Service Term Contract 2016-2019 commences on 1<sup>st</sup> October 2016. This Term Contract has been awarded to J.H. Cresswell & Sons Ltd, the same contractor who delivered the service under the previous Winter Maintenance Term Contract.
- 4.3 The contract with Vaisala for providing the weather forecasting service to the Berkshire Consortium has been extended by a further 2 years.
- 4.4 The joint arrangement/agreement with Wokingham Borough Council, through their Consultants, for providing the decision making service continues. However, there is a change in their Consultants to Balfour Beatty, who will now be providing this service.

### Effectiveness of the Winter Service Plan 2015/2016

- 4.5 The 2015/2016 winter period proved to be a relatively mild winter season with only one or two colder spells.
- 4.6 Although the 2015/2016 winter was relatively mild overall, under the Well Maintained Highways - Code of Practice (Appendix H), which requires precautionary salting from a temperature of 1°C and falling, there was a tendency for action rather than no action which resulted in a higher number of salting runs than what would have been expected.
- 4.7 The Winter Service Plan 2015/2016 provided a robust service for the duration of the winter period with minimal disruption to the primary and secondary network.
- 4.8 There were no reported problems with the availability of salt or maintaining salt stock levels during the 2015/2016 winter season.

### Review of Winter Service Plan 2015/2016 and Updated Winter Service Plan 2016/2017

- 4.9 A review of the Winter Service Plan 2015/2016 has been undertaken. The main points are summarised below:
  - A review of the existing 47 No. grit bins was carried out confirming their on-going requirement for the 2016/2017 winter season.

- 1 No. grit bin request for a new location was received during the 2015/2016 winter season. This request has been assessed against the criteria but did not achieve a score high enough to warrant a grit bin being installed for the 2016/2017 winter service period.
- The contractual salt stock held by the Council's contractor was increased from 600 tonnes to 1200 tonnes from the start of the 2010/2011 winter service period and this stock level will be maintained for the start of the 2016/2017 winter service period.
- Bus routes continue to be on primary or secondary salting routes with no changes made, at this stage, from the 2015/2016 winter season. If, however, changes are required, these will be included in the Winter Service Plan 2016/2017 during the season, as appropriate.
- Following the completion of Reading Station a defined pedestrian route swathe around the station has been agreed for urea treatment and added to the list of other town centre footways which receive such treatment; as detailed in the Winter Service Plan 2016/2017 (Appendix F refers).
- All cross-boundary primary and secondary salting routes correspond with neighbouring Authorities routes.
- When the Snow Plan is activated (during prolonged adverse weather events) footway snow ploughs continue to be available for use in the Town Centre and on primary pedestrian routes such as the Reading and Caversham Bridges and the pedestrian/cycle route on Christchurch Bridge.

4.10 The Transport and Streetcare Service have completed a full review of its 2015/2016 Winter Service Plan and produced the 2016/2017 Winter Service Plan.

4.11 The updated 2016/2017 Winter Service Plan and map showing the primary/secondary routes and grit bin locations is available as a background paper.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Winter Service Plan 2016/2017 will contribute to the Council's Corporate Plan 2016 - 2019 objectives of:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 A Winter Service Plan is produced and made available on the Reading Borough Council Website outlining the Council's decision making process. This is subject to review annually taking into account comments from the public, media, Government and Councillors.

6.2 Salting decision/action updates are available on social media via Twitter.

## 7. EQUALITY IMPACT ASSESSMENT

7.1 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.

7.2 The Winter Service Plan 2016/2017 includes minor updates/amendments as required in readiness for the coming winter season. There is no overall change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

## 8. LEGAL IMPLICATIONS

8.1 The Borough Council, as Highway Authority, has a duty under the Highways Act 1980 Section 41 (1A) to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

## 9. FINANCIAL IMPLICATIONS

9.1 The cost of winter maintenance is met from the Transport and Streetcare Revenue Budget.

## 10. BACKGROUND PAPERS

10.1 Winter Service Plan 2016/2017.

10.2 Winter Salting Routes 2016/2017.

10.3 Grit Bin Evaluation Sheet of new location requests for 2016/2017.



- 10.4 Grit Bin Evaluation Sheet of current approved grit bin locations.
- 10.5 Winter Maintenance Service Term Contract 2016-2019 - Delegated Authority for Contract Award - Policy Committee 13<sup>th</sup> June 2016
- 10.6 Winter Service Plan 2015/2016 - Traffic Management Sub-Committee Report 3<sup>rd</sup> November 2015.
- 10.7 Well Maintained Highways - Code of Practice (Appendix H).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	14
TITLE:	GARRARD STREET AND STATION APPROACH - TAXI RANK REVIEW		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report is to inform the Sub-Committee of a proposal to change the current taxi rank provision in and around Reading Station.
- 1.2 In 2011, a temporary taxi rank was introduced in Garrard Street as a feeder facility for taxis collecting passengers at the rank on Station Approach - known as the horseshoe rank.
- 1.3 The redevelopment of both Thames Tower, and Station Hill have now reached a stage where the temporary rank in Garrard Street can no longer be maintained. Removing the Garrard Street feeder rank will also require the removal of the rank in Station Approach.
- 1.4 This report also proposed a number of changes to existing traffic orders in the town centre to minimise the impact this proposal will have on the taxi trades.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to

carry out a statutory consultation on the proposed new waiting restrictions as detailed in paragraph 4.9 of this report and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.
- 2.5 That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, that the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process.

### 3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

### 4. THE PROPOSAL

- 4.1 In April 2011, a series of changes were made to the movement and waiting restrictions in Reading Town Centre in preparation for the redevelopment of Reading Station. Various changes were also made to the taxi ranks throughout the Town Centre to take into account the changes to Station Hill and the new footprint of the Station Western Gate Line and entrance.
- 4.2 To assist the Hackney Trades whilst Station Hill was closed (to build the new Station layout and to build the new lowered southwest interchange), it was agreed to provide a temporary feeder rank in Garrard Street to link to the rank located on the east side of the station, also known as the Horseshoe Rank.
- 4.3 The new Station and interchanges were opened in 2014/2015 and all works are now complete.
- 4.4 Throughout the redevelopment of Reading Station, Officers were also closely monitoring the redevelopment of Station Hill by Sackville/Stanhope and Thames Tower. It was acknowledged by all that there would be a requirement to close Garrard Street at the eastern end to facilitate construction of these developments at some point, and this would mean losing the temporary feeder rank.

- 4.5 The developers of Thames Tower have recently approached the Council to progress the section 278 highway works associated with the development. The highway works will include repaving the entire footway on the east elevation of Thames Tower with materials matching the existing paving on the Station southern public square, a rationalisation of the existing street furniture, relocation of the bus inspectors hut and improvements to the existing central island where the statue of King Edward VII is located.
- 4.6 These works will require the closure of the bus stops, and footway whilst they are carried out. A temporary footway will have to be provided within the bus stop layby and horseshoe rank to cater for the very high pedestrian movements to and from the Station. The works are currently planned to commence at the beginning of January 2017 until February/March 2017.
- 4.7 Clearly, to facilitate the works, the taxi rank in Garrard Street and the horseshoe rank in Station Approach will have to close under a temporary traffic regulation order.
- 4.8 With this in mind, Officers believe that due to the duration of the Thames Tower works, and subsequent future phases of the Station Hill development, the point has been reached where the Garrard Street feeder rank is no longer fit for purpose and would recommend permanently closing it from commencement of the Thames Tower S278 Highway works. Officers would also recommend permanently closing the horseshoe rank, as there is no alternative taxi feeder location in Blagrove Street, and the future management and operation of just a five space rank would pose a risk to the overall operation of the Town Centre traffic system by overranking.
- 4.9 To help alleviate the impact of this change on the taxi trades, Officers propose introducing the following permanent changes in the Town Centre:-
- Convert the bus stop on the north side of Station Hill (near the Railway Club) to a permanent taxi rank.
  - Make the bus stops on the south side of Station Hill (Football services) shared use (Bus and Taxi).
  - Convert a section of Greyfriars Road on the west side into a feeder rank to Station Hill.
  - Change the current bus only restriction on the eastern side of the northern interchange to permit taxis, and allow the right turn out of the interchange to Vastern Road.
  - Review a potential route for taxis to the current bus only section of the northern interchange from the head of the taxi rank
  - Review the locations of the existing part time ranks in Station Road with a view to a continuous rank rather than split between bus stops.

- Improve signs within the Station and on the highway to the north and south of the Station to direct members of the public to the taxi ranks.
- Utilise the road space previously used as the horseshoe rank as a bus stop to ensure drop off/private hire vehicles do not use the area.
- Adjust the following existing taxi ranks:-
  1. Move the Friar Street shared use rank outside Hickies to the bus stop outside the County Court in Friar Street.
  2. Change the operational time of the rank in Gun Street to 9pm -6am.
  3. Change the rank in Bridge Street to 8pm-8am and promote a new taxi rest facility between 8am and 8pm.
  4. Investigate shared use ranks in the disabled bays) located in St Marys Butts (only to operate 8pm-8am and Kings Street.
  5. Change the existing Oxford Road rank located near Cheapside to a permanent rest rank.

4.10 Members are asked to review the contents of this report and the proposed recommended actions.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The projects have and will be communicated to the local community through local exhibitions and Council meetings.

## 7. LEGAL IMPLICATIONS

7.1 Any Statutory Consultation will be completed in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996..

## 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 has carried out an Equality Impact Assessment scoping exercise and considers that the proposals do not have a direct impact on any groups with protected characteristics.
9. FINANCIAL IMPLICATIONS
- 9.1 None relating to this report.
10. BACKGROUND PAPERS
- 10.1 Traffic Management Sub-Committee and Strategic Planning and Transport Committee reports.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	15
TITLE:	CYCLE FORUM - MEETING NOTE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	CHRIS MADDOCKS	TEL:	0118 937 4950
JOB TITLE:	TRANSPORT PLANNING MANAGER	E-MAIL:	<a href="mailto:chris.maddocks@reading.gov.uk">chris.maddocks@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform Members of the discussions and actions from the Cycle Forum held in October 2016.
- 1.2 The Cycle Forum meeting note from 19 October 2016 is appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached minutes from the Cycle Forum held on 19 October 2016.

3. POLICY CONTEXT

- 3.1 Reading's Cycling Strategy: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan (LTP). The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling to different demographics.
- 3.2 The Cycling Strategy is aligned with wider local policy documents such as the Sustainable Community Strategy and Climate Change Strategy, contributing towards wider public health and air quality objectives.

#### 4. THE PROPOSAL

4.1 The meeting of the Cycle Forum held on 19 October 2016 was chaired by Councillor Page. The Forum was also attended by Councillor Hopper, as well as Reading Borough Council officers and representatives of various local cycling groups. The notes of the meeting are attached.

#### 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the cycle schemes outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

#### 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 As described above.

#### 7. LEGAL IMPLICATIONS

7.1 None.

#### 8. FINANCIAL IMPLICATIONS

8.1 None at present.

#### 9. BACKGROUND PAPERS

9.1 Cycle Forum - Meeting Note, Traffic Management Sub-Committee reports from January 2016 onwards.



## READING CYCLE FORUM - MEETING NOTE

Wednesday 19<sup>th</sup> October 2016, 6pm

Mayor's Parlour, Civic Offices, Reading

### Attendees

Cllr Tony Page (Chair)  
John Lee (RCC)  
Richard Pearson (Reading CTC)  
Tanya Rebel (GREN)  
Karen Stanbridge (Reading University)  
Cllr Ed Hopper (RBC)  
Cris Butler (RBC)  
Chris Maddocks (RBC)

### Apologies

Adrian Lawson (RCC)  
Alex McKnight (Sustrans)  
Nick Farthing (Sustrans)  
Cllr Paul Gittings (RBC)  
Cllr Ricky Duveen (RBC)

### 1. Introductions

Cllr Page welcomed attendees to the meeting and introductions were made.

### 2. Note of the Last Meeting

The note of the last meeting was agreed.

### 3. NCN Route 422 Update

The detailed plans for Phase 1 (Bath Road) were discussed with the following conclusions:

- Include provision of give way markings on footway approaches to side roads to reinforce signage highlighting that cyclists and pedestrians do not have priority.
- Review the need for an advert at the bus shelter at Honey End Lane junction as a clear panel at this location would help visibility of cyclists and pedestrians.
- Review the potential to relocate the toucan crossing west of the Southcote Lane junction and continue the shared path on the southern footway from this point.

The concept plans for Phase 2 (Berkeley Avenue to Watlington Street) were discussed with the following conclusions:

- Review the potential to extend the new route over the Berkeley Avenue bridge to link with NCN 4 along Katesgrove Lane rather than using Temple Place and Fobney Street.

- Amend the new route to use the existing NCN 4 route shared path through The Oracle rather than implementing improvements to an alternative route via Mill Lane.

**ACTION** - RBC to review feedback and progress construction of Phase 1 and detailed design for Phase 2.

#### 4. Town Centre Branded Routes Update

Proposals for branded cycle vinyl stickers to compliment cycle signage in the town centre were discussed with the following comments:

- DfT official cycle symbol should be included on the vinyls alongside the Reading cycle routes logo.
- The amount of information contained on the vinyls should be reduced with the suggestion to remove the destination timing information.

**ACTION** - RBC to update the vinyls to include the official cycle symbol and reduce the content.

#### 5. Abandoned Bikes Policy Update

The proposed addition to the Cycle Strategy regarding abandoned bikes was discussed with the following conclusions:

- The policy should be amended to be bicycles with two flat tyres rather than one.
- The amount of time a bicycle is left abandoned before it is removed should be reviewed, with the suggestion it should be increased.

**ACTION** - RBC to submit the updated policy to the Traffic Management Sub-Committee for adoption.

#### 6. Funding Update

A number of funding updates were reported to the forum including Bikeability cycle training, the EMPOWER EU project for incentivising cycling, the Access Fund proposal to the DfT and cycle parking at stations proposal to GWR.

It was noted that whilst there are a number of opportunities to bid for revenue funding there are currently limited opportunities to bid for capital funding to implement infrastructure.

#### 7. Cycle Forum - Requested Schemes List

A discussion took place on the latest requested schemes list with the following conclusions:

- It was agreed that the town centre signage ‘quick wins’ as discussed at the site visit in July should be implemented asap (items 14-17).
- It was noted that the statutory consultation to enable cycling along the Thames Path will be progressed once the submission of evidence has been received (item 28).
- It was noted that proposals for 20mph zones are reported to the Traffic Management Sub-Committee (item 31).
- It was agreed that a scheme to introduce a hard standing surface for cyclists to navigate the existing gate entrance to Kings Meadow from Napier Road should be implemented (item 38).
- It was noted that enhanced signage on the London Road shared path has been implemented (item 41).
- It was noted that warning signage on the J11 bridge has been implemented (item 42).
- It was noted that the local cycle routes have been submitted to Google for inclusion on Google Maps (item 50).

ACTION - RBC to implement town centre signage ‘quick wins’ and introduce additional hard standing at the Kings Meadow entrance.

## 8. Items Raised by Forum Members

8a. Thames Path surfacing (TR) - a quote for gravelling the towpath from Scours Lane and Rivermead has been received for £91,500, however this scheme is currently unfunded.

8b. Cycle routes to schools (TR) - it was suggested that Houten in the Netherlands would be a good example of prioritising cycling, including the provision of routes to school.

8c. Space for Cycling (TR) - the current Cycling UK campaign was noted.

8d. Town centre routes (JL) - this was covered under agenda item 7 regarding town centre signage.

8e. Oxford Road scheme (JL) - it was noted that the Cow Lane scheme has been further delayed by Network Rail with timescales to be confirmed.

8f. NCN 422 (JL) - this was covered under agenda item 3.

8g. Broad St cycle parking (JL) - it was noted that further opportunities to install cycle parking in the town centre should be investigated. Cross Street was suggested as a possible location.

8h. Napier Rd underpass crossing link (JL) - it was noted that the opening of the pedestrian/cycle link through the development site has been delayed by the developer.

8i. Cycle bridge / Gosbrook Road link (JL) - it was agreed that provision of a parallel cyclist crossing alongside the proposed zebra crossing on Gosbrook Road should be investigated and footway designated to shared path to provide a link between Christchurch Meadows and Westfield Park.

8j. Cycle lane removal (AL) - it was requested that removal of the cycle lanes adjacent to car parking spaces on Lower Henley Road should be progressed.

## 9. Any Other Business

None raised.

## 10. Date of the Next Meeting

Thursday 2<sup>nd</sup> February 2017, 6pm at the Civic Offices, Reading.

**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>3 NOVEMBER 2016</b>	<b>AGENDA ITEM:</b>	<b>16</b>
<b>TITLE:</b>	<b>NATIONAL CYCLE NETWORK ROUTE 422 - UPDATE</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING &amp; TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION AND STREETCARE</b>	<b>WARDS:</b>	<b>SOUTHCOTE NORCOT MINSTER</b>
<b>LEAD OFFICER:</b>	<b>EMMA BAKER</b>	<b>TEL:</b>	<b>0118 937 4881</b>
<b>JOB TITLE:</b>	<b>SENIOR TRANSPORT PLANNER</b>	<b>E-MAIL:</b>	<b>EMMA.BAKER@READING.GOV.UK</b>

**1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report outlines progress in developing a new National Cycle Network route funded through the LEP Growth Deal, connecting Newbury to Windsor via Reading, Wokingham and Bracknell and seeks scheme approval for the construction of Phase 1 consisting of shared-use facilities along Bath Road.
- 1.2 Appendix 1 - Kerb realignment works near New Lane Hill
- 1.3 Appendix 2 - Junction design for raised table at Honey End Lane / Bath Road
- 1.4 Appendix 3 - Junction design for raised table at Southcote Road / Bath Road
- 1.5 Appendix 4 - Equality Impact Assessment Scoping Report

**2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee note the report.
- 2.2 That the Sub-Committee gives scheme and spend approval for Phase 1 of the NCN 422 scheme.
- 2.3 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed raised tables at the junctions of Southcote Road / Bath Road and Honey End Lane / Bath Road shown in Appendix 2 and 3 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

2.5 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

### 3. POLICY CONTEXT

3.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011.

3.2 The Cycle Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan. The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling.

3.3 The NCN 422 scheme is included within the Council's Corporate Plan 2016-19 and Thames Valley Berkshire LEP's Strategic Economic Plan 2016-21.

### 4. THE PROPOSAL

4.1 National Cycle Network (NCN) Route 422 was granted full funding approval from the Berkshire Local Transport Body in November 2015. The cross-Berkshire cycle route between Newbury and Windsor will provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough and directly serving schools and other local facilities/services.

#### PHASE 1 - BATH ROAD BOROUGH BOUNDARY TO SOUTHCOTE LANE

4.2 Detailed design work for Phase 1 along Bath Road from the borough boundary to Southcote Lane is complete, including stage 1 and 2 road safety audits which resulted in some adjustments to the proposed scheme. The £400,000 shared-use scheme, which will be delivered by our in-house DLO and existing contractors, mainly consists of a 2.5 metre wide facility along the northern footway. Entry treatments will be used at minor junctions in the form of imprinting, previously used at the Church Street / Prospect Street junction. Shared-use tiles installed along London Road will also be used throughout, complimenting regulatory shared-use signs and official NCN branding. Traffic management will be in place to reduce any disruption to the A4 corridor and on-carriageway works carried out off-peak where possible.

4.3 The existing footway between the borough boundary and New Lane Hill will be widened by approximately 1.7 metres to 2.5 metres, achieved through kerb realignment illustrated in Appendix 1 and complimented by an entry treatment across New Lane Hill. The existing pedestrian refuge island and bus stop will be relocated to the east of New Lane Hill as part of Section 278 works for the Lidl development. Further investigations are also being carried out along this stretch to assess the strength of a privately-owned retaining wall parallel to the public highway.

4.4 Morlands Avenue to Honey End Lane will consist of entry treatments across three junctions, including accesses to/from the petrol station as well as

Advanced Stop Lines at the Burghfield Road junction. The removal of existing segregated facilities between Morlands Avenue and Honey End Lane are included to ensure consistency throughout the route. A raised table on the approach to Bath Road from Honey End Lane, included in Appendix 2, and informal crossing facility linking to Frogmore Way will enhance wider pedestrian/cycle routes.

- 4.5 Honey End Lane to approximately 40 metres east of the bus shelter will benefit from localised resurfacing and widening through the removal of existing guard railing and grass verge. Street furniture will be relocated to the back of the footway, including a number of lamp columns, to increase the effective width of the shared-use facility. Pedestrian crossings near Circuit Lane and on all arms of the Bath Road / Liebenrood Road junction will be upgraded to toucan crossings, linking directly to The Wren School and Blessed Hugh Faringdon via shared-use facilities on the southern footway.
- 4.6 Existing paving tiles from Parkside Road to Southcote Road will be replaced with asphalt reducing future maintenance and providing a smooth surface. A raised table with imprinting will be constructed across Southcote Road as set out in Appendix 3 and the existing pedestrian crossing upgraded to a toucan.
- 4.7 Detailed designs for Phase 2 from Southcote Lane to Watlington Street are in-progress, alongside conceptual designs for the final phase to the Reading / Wokingham boundary. Scheme approval for these phases will be reported at a future meeting and are expected to be constructed by the end of 2017/18.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the new National Cycle Network route - NCN 422 outlined in this report helps to deliver the following Corporate Plan Service Priorities:
  - Keeping the town clean, safe, green and active.
  - Providing infrastructure to support the economy.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Statutory Consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 6.2 Regular updates on the development of the NCN scheme have, and will continue, to be reported at Cycle Forum meetings.

## 7. LEGAL IMPLICATIONS

- 7.1 Any resultant traffic regulation order will be made under the Road Traffic Regulation Act 1984.

## 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.

7.2 An Equality Impact Assessment scoping report has been carried out on the planned National Cycle Network. The report concluded that the proposals do not have a direct impact on any groups with protected characteristics.

## 9. FINANCIAL IMPLICATIONS

9.1 The costs associated with the design and delivery of the National Cycle Network Scheme Phase 1 will be met by LEP Growth Deal funding to the value for £400,000 and £50,000 Section 106 monies for the Bath Road Lidl development. These works will be largely undertaken by our in-house DLO alongside other existing contractors.

9.2 The pedestrian refuge island and bus stop to the east of the borough boundary will be relocated as part of planning permission granted by West Berkshire Planning Authority for the Lidl development. The design has been agreed as part of their S278 / 38 Agreement for Highway Works.

## 10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee Report, Major Transport & Highways Projects - Update reports from November 2015 onwards.

10.2 NCN 422 Phase 1 Detailed Designs: <http://www.reading.gov.uk/transport-schemes-and-projects>.

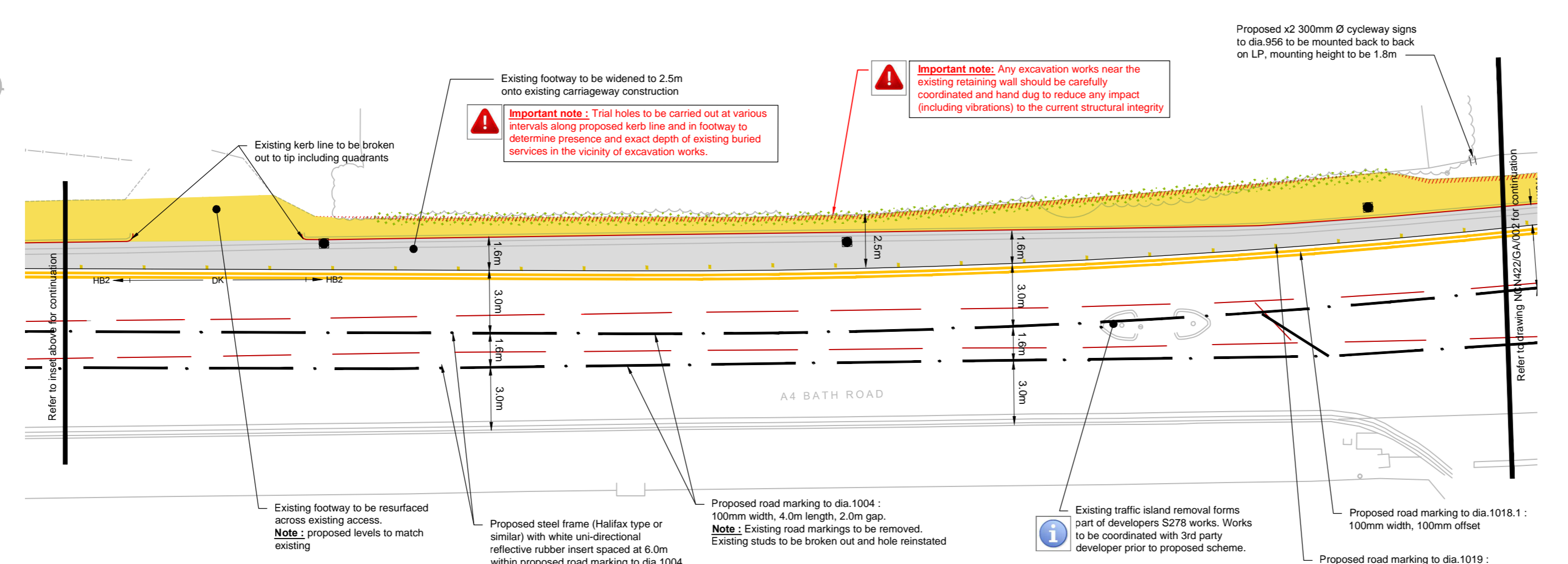
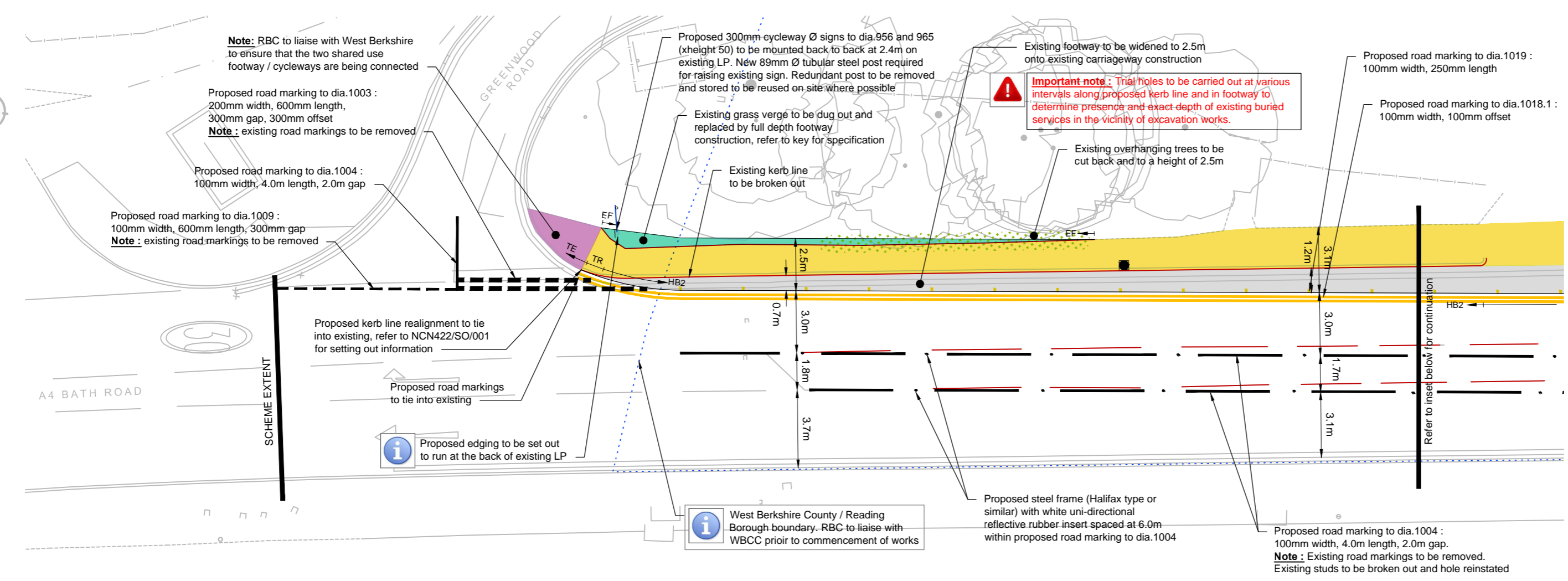


DO NOT SCALE

- Key**
- Items to be removed / broken out and tipped from site
  - Items to be relocated as specified
  - ▨ Area extent of vegetation to be cleared (including hedges & trees) up to 2.5m height
  - ▨ Siding on existing footway/cycleway to be carried out
  - HB Proposed full height kerb, refer to RBC standard detail SD/1101
  - TR Proposed transition kerb using a HB2 kerb to tie in to existing/proposed kerb line, refer to RBC standard detail SD/1101
  - DK Proposed dropped kerb with transitions using a HB2 transition and BN kerb with 0-6 upstand, refer to RBC standard detail SD/1101
  - EF Proposed precast concrete edging kerb
  - TE Tie into existing kerb line
  - Existing footway construction to be overlaid to a varying depth. Proposed footway construction shall be:
    - varying depth of 60mm size dense asphalt concrete
    - Refer to RBC standard detail SD/1105
  - Existing footway construction to be broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an in-lay including an application of a weed killer. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - Refer to RBC standard detail SD/1105
  - Existing surface to be dug out to a depth of 230mm. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - 150mm of Type 1 sub-base material.
    - Refer to RBC standard detail SD/1105
    - Note : standard geotextile to be laid underneath footway construction, Terram T1000 or similar where new construction was previously verge
  - Existing carriageway surfacing to be overlaid with footway construction. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 105mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - Refer to RBC standard detail SD/1105
  - Road marking to TSRGD specification (white screed)
  - Road marking to TSRGD specification (yellow screed)
  - Concrete shared use cycle route "Paragon" tile (450 x 450mm), refer to standard detail NCN422/SD/001. Tile to be located centrally on the footway/cycleway and not across vehicular accesses's.

- Notes**
1. All dimensions are in metres unless otherwise stated.
  2. This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
  3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
  4. All works are to be in accordance with Reading Borough Council specifications and standard details.
  5. Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.
  6. Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
  7. The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works on or another side of the carriageway.
  8. All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 8.
  9. All setting out on site to be agreed with Engineer.
  10. Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
  11. Mounting heights of all signs to be
    - footway 2.1m
    - cycleways 2.4m
    - verges and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
  12. All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
  13. All non-illuminated signs and supplementary plates to be retroreflective class RA2 material.

**Important note:** Presence of existing services within vicinity of excavation works, including SSE HV&LV, BT, Virgin Media, SGN, JSM/Zayo. Refer to stats information provided. Proposed design developed without trial holes information. RBC to carry out necessary investigation works.



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REV	DATE	BY	DESCRIPTION	CHK	APD
B	07.10.2016	OB	MINOR AMMENDMENTS FROM RSA 1&2 COMMENTS	TRA	NW
A	05.09.2016	OB	ISSUED	TRA	NW

DRAWING STATUS: FOR TECHNICAL APPROVAL

CLIENT:	READING BOROUGH COUNCIL
ARCHITECT:	

PROJECT:	A4 BATH ROAD CYCLE ROUTE IMPROVEMENT READING
TITLE:	PHASE 1 GENERAL ARRANGEMENT SHEET 1 OF 8

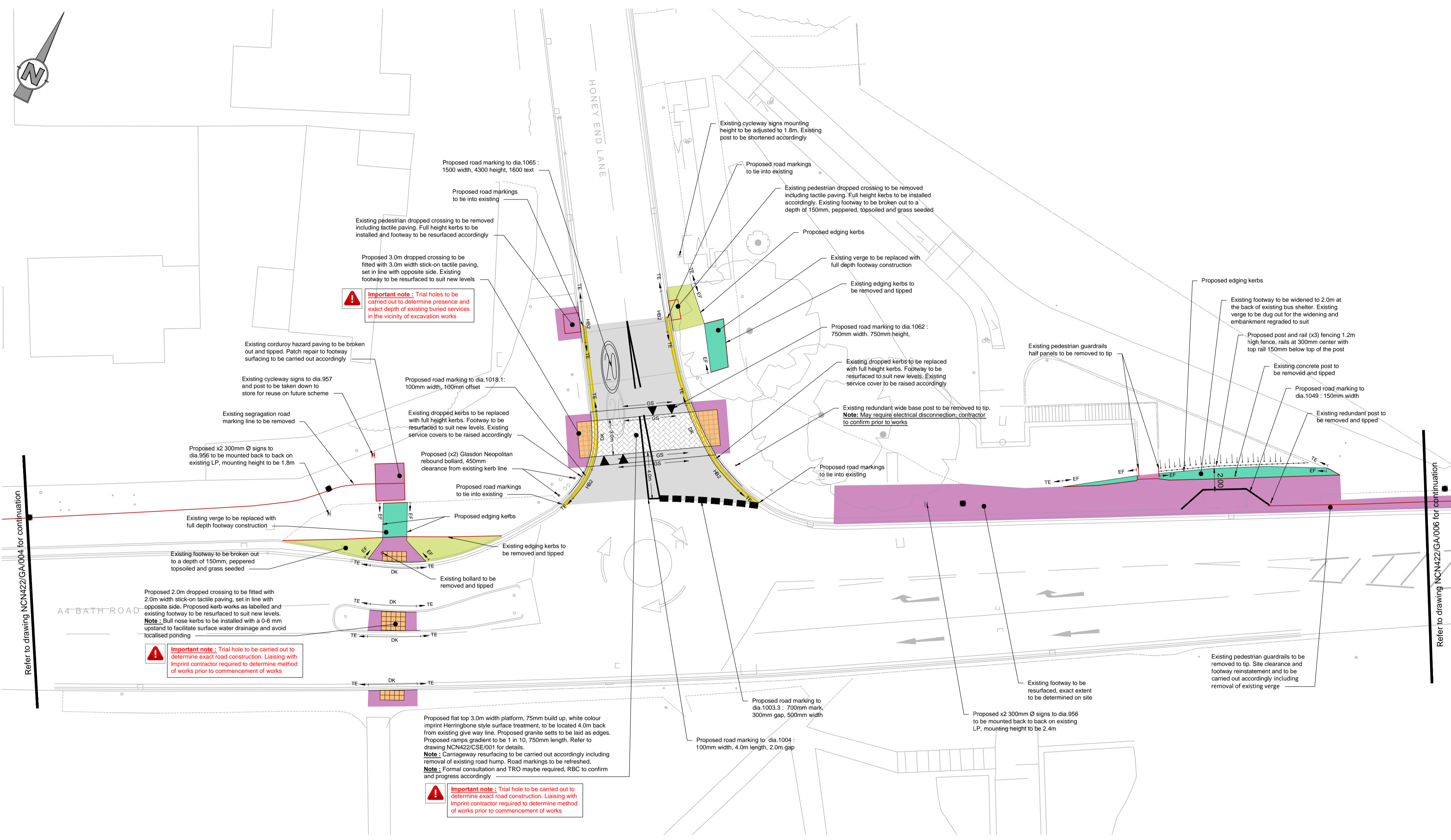
SCALE @ A2:	1:200	CHECKED:	TRA	APPROVED:	NW
CAD FILE:	NCN422_GA_001	DESIGN-DRAWN:	OB	DATE:	September 2016
PROJECT No:	NCN422	DRAWING No:	NCN422/GA/001	REV:	B

DO NOT SCALE

- Key**
- Existing kerb line / edgings to be broken out and tipped from site
  - Items to be removed and tipped from site
  - Area extent of vegetation to be cleared (including hedges & trees) up to 2.5m height
  - Proposed full height kerb, refer to RBC standard detail SD/1101
  - Proposed dropped kerb with transitions using a H&B transition and BN kerb with 0-6 upstand, refer to RBC standard detail SD/1101
  - Proposed 100mm x 200mm granite sett, refer to RBC standard detail SD/1101
  - Proposed precast concrete edging kerb
  - Tie into existing kerb line
  - Proposed 5mm thick 400mm x 400mm flags buff colour stick-on tactile paving from JA Tactile System or similar
  - Existing surface to be dug out to a depth of 230mm. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - 150mm of Type 1 sub-base material.
 Refer to standard detail SD/1105  
 Note: standard geotextile to be laid underneath footway construction, Terram T1000 or similar.
  - Existing footway construction to be broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an in-lay including an application of a weed killer. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
 Refer to RBC standard detail SD/1105
  - Proposed area to be broken out to a depth of 150mm, peppered and backfilled with topsoil to original depth, regraded to suit proposed levels and grass seeded
  - Cold mill by planing to 40mm depth and inlay with:
    - 40mm thick thin surface course system to clause 942, site category Q/R, stress level 3, texture depth of 1.5mm maximum AAV 12 and minimum PSV 65.
 Note: Reading Borough Council to confirm above specification prior to laying.
  - Proposed white colour Herringbone pattern imprint surface treatment to the following specifications: Enes-Flint 'DuraTherm' perforated thermoplastic material inlay into imprinted asphalt laid to supplier's specifications.
  - Road marking to TSRGD specification (white screened)
  - Road marking to TSRGD specification (yellow screened)
  - Concrete shared use cycle route "Paragon" tile (450 x 450mm), refer to standard detail NCN422/SD/001. Tile to be located centrally on the footway/cycleway and not across vehicular accesses
  - Proposed Gladson Neopollan™ 150 Bollard, in rebound material, black with 1x150mm white stripe, below ground fixing or similar as approved by RBC

- Notes**
- All dimensions are in metres unless otherwise stated.
  - This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
  - Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
  - All works are to be in accordance with Reading Borough Council specifications and standard details.
  - Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.
  - Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
  - The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works on or another side of the carriageway.
  - All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 8.
  - All setting out on site to be agreed with Engineer.
  - Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
  - Mounting heights of all signs to be:
    - footway 2.1m
    - cycleways 2.4m
    - verges and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
  - All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
  - All non-illuminated signs and supplementary plates to be retroreflective class RA2 material.

**Important note:**  
 Presence of existing services within vicinity of excavation works, including SSE HV&LV, BT, Virgin Media, SGN, JSM/Zayo. Refer to stats information provided. Proposed design developed without trial holes information. RBC to carry out necessary investigation works.



**Important note:** Trial holes to be carried out to determine presence and exact depth of existing buried services in the vicinity of excavation works

**Important note:** Trial hole to be carried out to determine exact road construction. Liaising with Imprint contractor required to determine method of works prior to commencement of works

**Important note:** Trial hole to be carried out to determine exact road construction. Liaising with Imprint contractor required to determine method of works prior to commencement of works

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	11.10.2016	OB	MINOR AMENDMENTS FROM RSA 1&2 COMMENTS	FEA	NW
A	07.10.2016	OB	FIRST ISSUE	FEA	NW

DRAWING STATUS: FOR TECHNICAL APPROVAL

**Reading Borough Council**  
 Working better with you

CLIENT:	READING BOROUGH COUNCIL
ARCHITECT:	

PROJECT:	A4 BATH ROAD CYCLE ROUTE IMPROVEMENT READING
TITLE:	PHASE 1 GENERAL ARRANGEMENT SHEET 5 OF 8

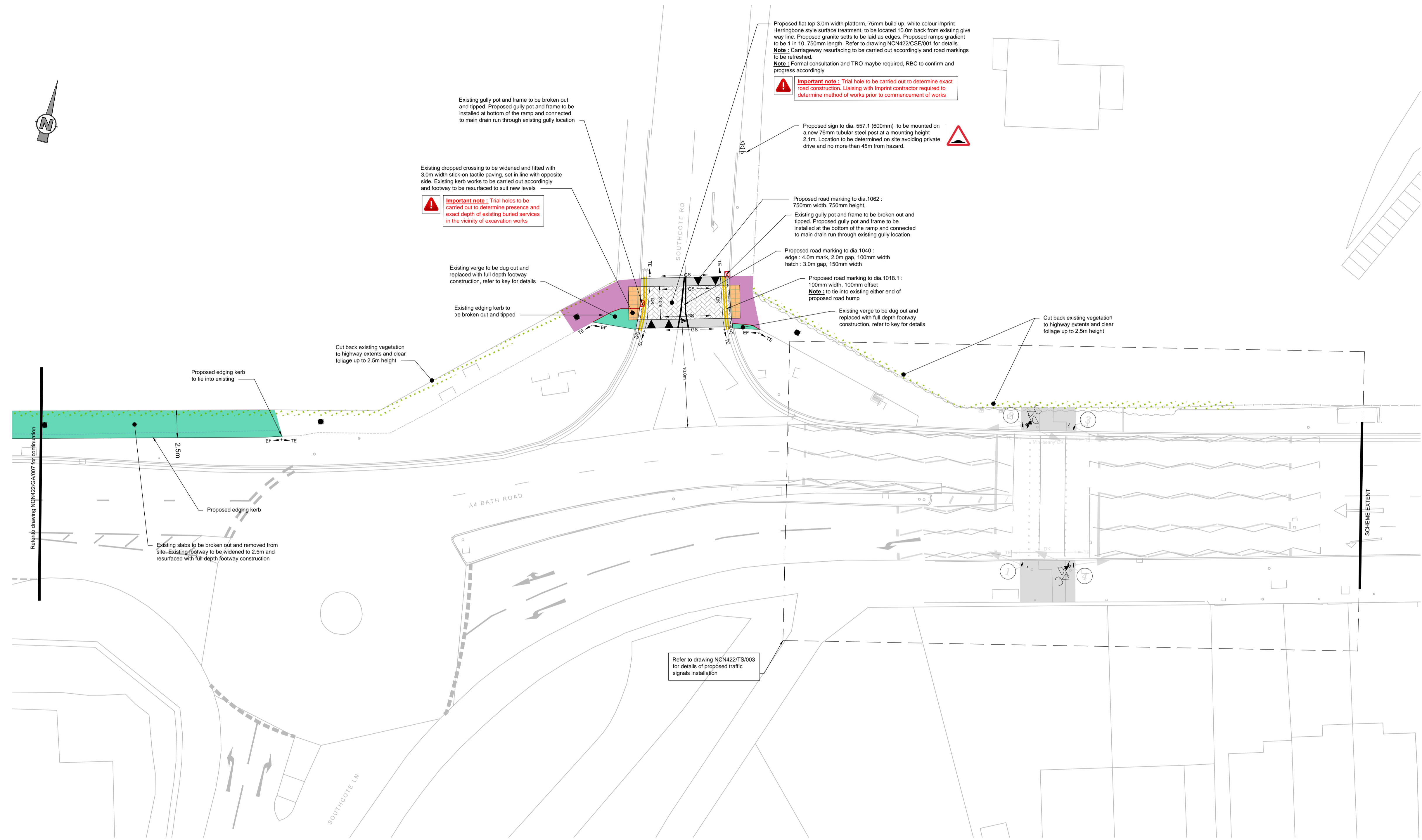
SCALE @ A1:	1:200	CHECKED:	TRA	APPROVED:	NW
CAD FILE:	NCN422_GA_005	DESIGN-DRAWN:	OB	DATE:	September 2016
PROJECT No:	NCN422	DRAWING No:	NCNC422/GA/005	REV:	B

DO NOT SCALE

- Key**
- Existing kerb line / edgings to be broken out and tipped from site
  - Items to be removed and tipped from site
  - Area extent of vegetation to be cleared (including hedges & trees) up to 2.5m height
  - Proposed dropped kerb with transitions using a HB2 transition and BN kerb with 0-6 upstand, refer to RBC standard detail SD/1101
  - Proposed 100mm x 200mm granite sett, refer to RBC standard detail SD/1101
  - Proposed precast concrete edging kerb
  - Tie into existing kerb line
  - Proposed 5mm thick 400mm x 400mm flags buff colour stick-on tactile paving from JA Tactile System or similar
  - Existing surface to be dug out to a depth of 230mm. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - 150mm of Type 1 sub-base material.
 Refer to standard detail SD/1105  
 Note: standard geotextile to be laid underneath footway construction, Terram T1000 or similar
  - Existing footway construction to be broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an in-lay including an application of a weed killer. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
 Refer to RBC standard detail SD/1105
  - Proposed white colour Herringbone pattern imprint surface treatment to the following specifications: Ennis First 'DuraTherm' perforated thermoplastic material inlaid into imprinted asphalt laid to supplier's specifications.
  - Proposed Carriageway construction build up with:
    - 75mm thick this surface course system to clause 942, site category Q/R, stress level 3, texture depth of 1.5mm maximum AAV 12 and minimum PSV 65.
 Note: Reading Borough Council to confirm above specification prior to laying.
  - Road marking to TSRGD specification (white screened)
  - Road marking to TSRGD specification (yellow screed)
  - Concrete shared use cycle route 'Paragon' tile (450 x 450mm), refer to standard detail NCN422/SD/001. Tile to be located centrally on the footway/cycleway and not across vehicular accesses's.
  - Proposed gully, gully frame and pot connected via 150mm Ø drainage pipe, refer to RBC standard detail 1597/SD/004

- Notes**
1. All dimensions are in metres unless otherwise stated.
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  3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
  4. All works are to be in accordance with Reading Borough Council specifications and standard details.
  5. Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.
  6. Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
  7. The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works on or another side of the carriageway.
  8. All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 8.
  9. All setting out on site to be agreed with Engineer.
  10. Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
  11. Mounting heights of all signs to be
    - footway 2.1m
    - cycleways 2.4m
    - verges and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
  12. All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
  13. All non-illuminated signs and supplementary plates to be retroreflective class RA2 material.

**Important note:**  
 Presence of existing services within vicinity of excavation works, including SSE HV&LV, BT, Virgin Media, SGN, JSM/Zayo. Refer to stats information provided.  
 Proposed design developed without trial holes information. RBC to carry out necessary investigation works.



Proposed flat top 3.0m width platform, 75mm build up, white colour imprint Herringbone style surface treatment, to be located 10.0m back from existing gully line. Proposed granite setts to be laid as edging. Proposed ramp gradient to be 1 in 10, 750mm length. Refer to drawing NCN422/CSE/001 for details.  
 Note: Carriageway resurfacing to be carried out accordingly and road markings to be refreshed.  
 Note: Formal consultation and TRO maybe required, RBC to confirm and progress accordingly.  
**Important note:** Trial hole to be carried out to determine exact road construction. Liaising with Impent contractor required to determine method of works prior to commencement of works.

Existing gully pot and frame to be broken out and tipped. Proposed gully pot and frame to be installed at bottom of the ramp and connected to main drain run through existing gully location.  
**Important note:** Trial holes to be carried out to determine presence and exact depth of existing buried services in the vicinity of excavation works.

Proposed sign to dia. 557.1 (600mm) to be mounted on a new 76mm tubular steel post at a mounting height 2.1m. Location to be determined on site avoiding private drive and no more than 45m from hazard.

Proposed road marking to dia. 1062 : 750mm width, 750mm height.

Existing gully pot and frame to be broken out and tipped. Proposed gully pot and frame to be installed at the bottom of the ramp and connected to main drain run through existing gully location.

Proposed road marking to dia. 1040 : edge : 4.0m mark, 2.0m gap, 100mm width hatch : 3.0m gap, 150mm width

Proposed road marking to dia. 1018.1 : 100mm width, 100mm offset  
 Note: to tie into existing either end of proposed road hump

Existing verge to be dug out and replaced with full depth footway construction, refer to key for details

Out back existing vegetation to highway extents and clear foliage up to 2.5m height

Out back existing vegetation to highway extents and clear foliage up to 2.5m height

Proposed edging kerb to tie into existing

Proposed edging kerb

Existing slabs to be broken out and removed from site. Existing footway to be widened to 2.5m and resurfaced with full depth footway construction

Refer to drawing NCN422/TSI/003 for details of proposed traffic signals installation

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	07.10.2016	OB	MINOR AMENDMENTS FROM RSA 1&2 COMMENTS	TEA	NW
A	06.09.2016	OB	FIRST ISSUE	OB	TEA

DRAWING STATUS: FOR TECHNICAL APPROVAL

**Reading Borough Council**  
 Working better with you

CLIENT: READING BOROUGH COUNCIL

ARCHITECT:

PROJECT: A4 BATH ROAD CYCLE ROUTE IMPROVEMENT READING

TITLE: PHASE 1 GENERAL ARRANGEMENT SHEET 8 OF 8

SCALE @ A1: 1:200	CHECKED: TRA	APPROVED: NW
CAD FILE: NCN422_GA_008	DESIGN-DRAWN: OB	DATE: September 2016
PROJECT No: NCN422	DRAWING No: NCN422/GA/008	REV: B



**Provide basic details**

**Name of proposal/activity/policy to be assessed**

Implementation of National Cycle Network Route Phase 1

**Directorate:** ~~Children, Education & Early Help Services / Adult Care & Health Services / DENS / CSS (delete as appropriate)~~

**Service:** Transportation & Streetcare

**Name and job title of person doing the assessment**

**Name:** Emma Baker

**Job Title:** Senior Transport Planner

**Date of assessment:** October 2016

**Scope your proposal**

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

The National Cycle Network Route - NCN 422 consists of a cross-Berkshire cycle route between Newbury and Windsor providing an enhanced east-west cycle facility through Reading. The enhanced facility will encourage walking and cycling by improving connectivity to existing cycle routes linking to residential areas in the north and south of the borough and directly serve local facilities/services, including three secondary schools.

This EqlA scoping report specifically relates to the proposed Phase 1 programme along Bath Road from Greenwood Road (borough boundary) to approximately 25 metres east of Southcote Road. The overall Phase 1 programme aims to convert existing footway space to shared-use by extending existing facilities along the northern footway, creating a continuous off-carriageway route from Calcot to Southcote Road. Facilities will be complimented with localised footway widening, pedestrian crossing upgrades, tactile paving and entry treatments at junctions, including the construction of two raised tables.

Further proposals linking the Phase 1 route to the town centre will be considered as part of future phases.

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

Residents and visitors will benefit from improved pedestrian and cycle facilities connecting to a range of local facilities and services as part of the Phase 1 programme along Bath Road and other key destinations, including the town centre, business parks, the hospital and university as part of future phases and wider connections.

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

Phase 1 will provide an off-carriageway cycle facility along the A4 corridor between Calcot and Southcote Road where there are currently limited or no existing cycle facilities. The enhanced facilities are likely to be used by new or less confident cyclists making local journeys, including children travelling to school with parents/guardians or independently to local secondary schools.

Pedestrians will also benefit from the National Cycle Network scheme, including improved crossing facilities complimented with tactile paving, decluttering and relocating existing street furniture and upgrading existing footways to ensure they are of a sufficient width to accommodate shared-use.

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

The main stakeholders include residents and visitors who already walk or cycle along this busy corridor or would consider doing so if facilities were improved.

Feedback submitted through consultations seeking the views of people living, working or visiting Reading on a range of transport proposals highlights the need to improve cycle infrastructure that meets the needs of a range of cyclists. These proposals have been developed in line with design principles and policies detailed in the Cycling Strategy 2014, which included a three month consultation period, including those on shared-use facilities.

## **Assess whether an EqlA is Relevant**

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

Do you have evidence or reason to believe that some (racial, disability, gender, sexuality, age and religious belief) groups may be affected differently than others? (Think about your monitoring information, research, national data/reports etc.)

~~Yes~~ / No (delete as appropriate)

Is there already public concern about potentially discriminatory practices/impact or could there be? Think about your complaints, consultation, and feedback.

~~Yes~~ / No (delete as appropriate)

If the answer is **Yes** to any of the above you need to do an Equality Impact Assessment.

If No you **MUST** complete this statement

An Equality Impact Assessment is not relevant because the proposals seek to enhance the local transport environment for all users undertaking local journeys, particularly pedestrians and cyclists.

A statutory consultation will be carried out for the construction of raised tables at Honey End Lane/Bath Road and Southcote Road/Bath Road as outlined in the supporting Traffic Management Sub-Committee Report dated 3 November 2016.

Signed (completing officer) Emma Baker

Date October 2016

Signed (Lead Officer) Emma Baker

Date October 2016

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	17
TITLE:	CYCLING STRATEGY POLICY UPDATE - REMOVAL OF UNCLAIMED BICYCLES		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	<a href="mailto:EMMA.BAKER@READING.GOV.UK">EMMA.BAKER@READING.GOV. UK</a>

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to set out a policy for the removal of abandoned bicycles from the public highway, forming an addendum to the Cycling Strategy 2014. The proposed policy outlines our intention to donate any unclaimed bicycles to local recycling schemes - helping to free up cycle parking spaces and minimising waste.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee agree to adopt the proposed policy update, subject to consultation seeking expressions of interest from local groups or organisations, who are able to recycle the bicycles for the purpose of making them accessible to those in need at affordable prices or for the delivery of local cycle initiatives.

3. POLICY CONTEXT

- 3.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011.
- 3.2 The Cycle Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014, as a sub-strategy to the Local Transport Plan and is aligned to wider policy

documents. The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling, such as improving cycle security through partnership working with Thames Valley Police.

#### 4. THE PROPOSAL

4.1 The Cycling Strategy outlines our intention to promote and encourage cycling as an attractive and normal travel choice for local journeys through a number of design principles and policies, including increasing 'cycle parking facilities to enable to people to park closer to more key destinations' to support future growth in cycling. In parallel, it is important to ensure efficient use of existing cycle parking facilities by regularly monitoring usage, through monthly cycle parking counts and routine inspections, helping to highlight bicycles that have been left for long periods of time or abandoned. Abandoned bicycles not only create unnecessary street clutter, but are also at increased risk of cycle theft, including the removal of one or more components.

4.2 The Refuse Disposal (Amenity) Act 1978 outlines our responsibility to remove vehicles classified as abandoned from the public highway. The current procedure for removing abandoned bicycles involves identity tags being secured to bicycles that appear to have been abandoned outlining our intention to remove the bicycle within 7 days. It should be noted that every effort is made to contact the owner to advise them that their bicycle will be removed if there is evidence of the owner's identity.

4.3 An abandoned bike is defined as meeting one or more of the following criteria:

- Secured to a Council bicycle rack and is in un-roadworthy condition.
- Secured in an inappropriate place (illegally parked or chained to street furniture) and is in un-roadworthy condition.
- Reported by a member of the public and assessed as un-roadworthy or is in a dangerous position.
- The bicycle has not moved for a reasonable period of time (several weeks).

4.4 An un-roadworthy bicycle is defined as having one or more of the following:

- Flat front and rear tyres
- Missing wheel
- Missing seat
- Buckled wheels
- Bent forks
- Seized/damaged brakes
- Rusted chain/gears
- Missing chain

- 4.5 Bicycles not recovered by the owner after 7 days are removed and held securely for a minimum of 30 days. At this point, any unclaimed bicycles have previously been donated to the national cycling charity - CTC, whom delivered a key element of our Local Sustainable Transport Fund programme until March 2016. CTC redistributed the bicycles to three local recycling projects managed by Reading Bicycle Kitchen, Reading College and University of Reading.
- 4.7 This report proposes to continue donating any unclaimed bicycles to local recycling schemes that have the ability to return the bicycles to a roadworthy condition. We will seek to identify organisations/groups who are willing to recycle the bikes for the purposes of either making them accessible to those in need at affordable prices, particularly those seeking education, employment, training and skills opportunities, or to reuse the bicycles for initiatives encouraging cycling for local journeys.
- 4.8 Future funding opportunities supporting the objectives of the Cycling Strategy will continue to be sought, including those aimed at improving cycle security, such as the existing bike marking programme delivered by Thames Valley Police, and initiatives supporting improved accessibility to education, employment, training and skills.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The opportunity to receive any abandoned bicycles will be promoted through informal consultation processes, including a press release or targeted correspondence to those that have previously received unclaimed bicycles. Organisations will be invited to submit an expression of interest setting out how they intend to use the bicycles.
- 6.2 The proposed policy addendum was discussed with representatives from local cycling groups at the Cycle Forum meeting on 19<sup>th</sup> October.

## 7. LEGAL IMPLICATIONS

- 7.1 The removal of unclaimed bicycles will be completed in accordance with the Refuse Disposal (Amenity) Act 1978, Chapter 3, Section 3 and 4.

## 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 has carried out an Equality Impact Assessment scoping exercise and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## 9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

## 10. BACKGROUND PAPERS

10.1 Cycling Strategy 2014 & Implementation Plan, Strategic Environment, Planning and Transport Committee Report, 19<sup>th</sup> March 2014.

10.2 Cycling Strategy Implementation Plan 2016/17, Traffic Management Committee Report, 15<sup>th</sup> June 2016.