

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

Direct: ☎ 0118 937 2332
e-mail:
richard.woodford@reading.gov.uk

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Your contact is: Richard Woodford - Committee Services

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 13 SEPTEMBER 2017

A meeting of the Traffic Management Sub-Committee will be held on Wednesday 13 September 2017 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 - EAST READING MASS RAPID TRANSIT PROPOSALS	-

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 at the latest.

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	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 14 JUNE 2017	-	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		
(A) PETITION FOR WAITING RESTRICTIONS IN SHILLING CLOSE AND HONEY END LANE	NORCOT SOUTHCOTE	14
To report to the Sub-Committee the receipt of a petition asking the Council for waiting restrictions in Shilling Close and Honey End Lane.		
(B) PETITION AGAINST THE NEW ENTRY RESTRICTIONS ON THE MINSTER STREET BUS LANE AND LACK OF ACCESS THROUGH BUS LANES FOR PRIVATE HIRE VEHICLES	ABBEY BOROUGHWIDE	17
To report to the Sub-Committee the receipt of a petition against the new entry restrictions on the Minster Street bus lane and lack of access through bus lanes for private hire vehicles.		
(C) PETITION FOR TRAFFIC CALMING MEASURES IN BRUNSWICK STREET	MINSTER	20
To report to the Sub-Committee the receipt of a petition asking the Council to implement a 20mph zone and width restriction in Brunswick Street.		
(D) OTHER PETITIONS		
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		

6.	PETITION TO PERMANENTLY CLOSE THE ROAD AT THE JUNCTION OF SANDCROFT AND KIDMORE ROAD - UPDATE REPORT	MAPLEDURHAM THAMES	23
	A report providing the Sub-Committee with an update on the receipt of a petition asking the Council to permanently close the road at the junction of Sandcroft Road and Kidmore Road.		
7.	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2017 (A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2017 (B)	BOROUGHWIDE	27
	A report informing the Sub-Committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2017A. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough.		
8.	RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS	BOROUGHWIDE	31
	The second report of the twice-annual reports for 2017, providing the Sub-Committee with an update on the progress of previously-prioritised Resident Permit Parking (RPP) proposals across the Borough and to providing the opportunity to consider and prioritise new and outstanding proposals.		
9.	REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES	BOROUGHWIDE	44
	A report informing the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council. These are measures that have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.		
10.	SOUTH STREET/SIDMOUTH STREET - RESULTS OF STATUTORY CONSULTATION	ABBEY	57
	A report informing the Sub-Committee of comments and objections received in respect of the statutory consultation proposals to close South Street and The Grove, at their junctions with Watlington Street.		

11.	WEST READING TRANSPORT STUDY - OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS	SOUTHCOTE MINSTER	64
	A report informing the Sub-Committee of the responses received in relation to the advertised Traffic regulation orders as part of the West Reading study in Southcote and Coley area.		
12.	REDLANDS PARKING SCHEME AND 20MPH - UPDATE REPORT	REDLANDS PARK CHURCH	80
	A report providing the Sub-Committee with an update following the completion of the East Reading 20mph scheme and the Hospital/University area parking scheme.		
13.	RED ROUTE - ROUTE 17	TILEHURST KENTWOOD BATTLE ABBEY REDLANDS PARK	92
	A report informing the Sub-Committee of the proposal to introduce a <i>Red Route</i> waiting restriction along the Reading Buses Route 17 corridor.		
14.	ALBERT ROAD - COSTINGS FOR TRAFFIC CALMING	THAMES	105
	A report providing the Sub-Committee with the estimated costs for implementing a scheme of traffic calming measures along Albert Road, following a request from the Sub-Committee at its meeting in June 2017.		
15.	JUNCTION REVIEW - ST PETERS HILL & THE WARREN	CAVERSHAM THAMES	109
	A report providing the Sub-Committee with the results of a junction review at St Peters Hill and The Warren, following a request from the Sub-Committee at its meeting in June 2017.		
16.	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	113
	A report providing the Sub-Committee with an update on the current major transport and highways projects in the Borough.		
17.	CYCLE FORUM NOTES	BOROUGHWIDE	120
	A report to inform the Sub-Committee on the discussions and actions from the Cycle Forum held in July 2017.		

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 2 November 2017

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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 Debs Absolom (Chair).

Councillors Ayub, Ballsdon, Davies, Duveen, Hacker, Hopper, Jones, Terry, and White.

Apologies: Councillor Page.

1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

Question on the following matters were submitted, and answered by the Chair:

Questioner	Subject
Peter Bloxam	Driving on Grass Verges

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

(2) Presentation - National Cycle Network 422 - Update

Emma Baker and Chris Maddocks gave a presentation on plans for the National Cycle Network 422, a new cycle route from Newbury to Ascot which was being developed in partnership with West Berkshire, Wokingham and Bracknell Forest Councils. Reading Local Enterprise Partnership was providing £1.2m towards the project and a further £200,000 was coming from s106 funds for Reading. The officers outlined the three phases of the construction project and the detailed design work and consultation with user groups and ward councillors which helped to deliver a project acceptable to users and residents. The route was due to be completed by spring 2019.

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

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

Resolved - That Emma Baker and Chris Maddocks be thanked for their presentation.

2. MINUTES

The Minutes of the meeting of 9 March 2017 were confirmed as a correct record and signed by the Chair.

3. QUESTIONS FROM COUNCILLORS

There were no questions submitted in accordance with the Panel's Terms of Reference.

4. PETITIONS

(a) Petition to Permanently Close the Road at the Junction of Sandcroft and Kidmore Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to permanently close the road at the junction of Sandcroft and Kidmore Road.

The petition read as follows:

"The undersigned would like the road permanently closed at the junction of Sandcroft Rd and Kidmore Rd for the following reasons:

- *The visibility on exiting Sandcroft Rd is extremely poor as there is no line of sight on the right hand side to see oncoming traffic*
- *When entering Sandcroft Rd from Kidmore Rd, visibility is very poor due to the parked vehicles on the left hand side, you have to frequently enter the road "blind" on the wrong side of the road*
- *The evidently poor structure under the road would benefit from lack of through traffic saving the council money in the long term"*

The report explained that the parking issues that had been raised were to be considered as part of the Waiting Restrictions Review programme, to be discussed later in the meeting, and the results of officers' investigation would be reported back to a future meeting of the Sub-Committee. A road closure would be investigated and considered by officers and if the Traffic Management Measures report was approved by the Sub Committee later in the meeting then the junction of Sandcroft Road and Kidmore Road would be added.

Resolved -

- (1) That the report be noted;
- (2) That the road closure be added to the Traffic Management measures report if adopted and approved later in this evening's meeting (Minute 16 Refers);
- (3) That the lead petitioner be informed accordingly.

5. THAMES PATH CONSULTATION RESULTS - PROPOSAL TO CHANGE THE LEGAL STATUS TO A JOINT FOOTPATH AND CYLCE TRACK

The Director of Environment and Neighbourhood Services submitted a report setting out the results of a consultation on the proposal to change the legal status of the Thames Path between Roebuck Cottage and Kennet Mouth, to a joint footpath and cycle track. The report explained that the consultation had been undertaken between 27 April and 25 May 2017.

The results of the consultation were set out in Appendix A to the report.

An Equality Impact Assessment of the proposals had been completed and circulated with the agenda papers as a separate enclosure.

The report explained that the Thames Path was legally classified as a public right of way by foot only. This resulted in cyclists being required to ride on-road, navigating busy roundabout junctions on Vastern Road and Caversham Road where there were high traffic

flows, or to divert their journey to the north side of the river. The consultation on making the Thames Path a joint footpath and cycle way had received 858 responses, of which 77% were in support and 23% raised objections. The log of objections was included in Appendix A to the report, which highlighted concerns about potential conflicts between pedestrians and cyclists, particularly children, the elderly and disabled, and footpath widths.

Given that cyclists and pedestrians already shared the Thames Path unofficially and there was strong support shown for the proposal, the officers' report recommended that the Cycle Track Orders be submitted to the Secretary of State for determination.

At the invitation of the Chair, Mr Paul Goddard and Mr John Lee, addressed the Sub-Committee.

Resolved -

- (1) That the results of the consultation be noted;
- (2) That in consultation with the Chair of the Sub-Committee and the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal and Democratic Services be authorised to submit the Cycle Track Orders to the Secretary of State for determination, in accordance with the Cycle Tracks Act 1984 and Cycle Tracks Regulations 1984.

6. SOUTH STREET / SIDMOUTH STREET ROAD SAFETY UPDATE

The Director of Environment and Neighbourhood Services submitted a report explaining that there was a history of traffic incidents at the junction of Sidmouth Street and South Street, which had resulted in casualties, in addition to a perception of speeding traffic along Watlington Street and South Street. The report provided proposals for the introduction of traffic management measures that should reduce the number of casualties at the junction and the perceived level of speeding along Watlington Street and South Street.

The report explained that whilst an obvious solution to the problem was a full road closure of South Street, at a point immediately east of its junction with Sidmouth Street, there appeared to be little support for this from those directly affected. However, an option enjoying substantial support was a closure at two junctions namely Watlington Street/South Street and Watlington Street/The Grove. This would create a cul-de-sac in Watlington Street served from the London road, whilst allowing residents of South Street and The Grove to continue to use the Sidmouth Street/South Street junction.

The report explained that these closures would significantly reduce traffic movements at the junction of Sidmouth Street with South Street, reducing risk of vehicle conflicts, removal of rat-run traffic along Watlington Street and South Street and reduced vehicle speeds by creating an area for use by residents and their visitors only.

At the invitation of the Chair, Mrs Munni Dodeja and Mr James Dettmer, addressed the Sub-Committee.

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 closures as explained in paragraph 4.4 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objection being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That no public enquiry be held into the proposals.

7. WEST READING TRANSPORT STUDY - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing an update on progress with the West Reading Transport Study and seeking approval to carry out statutory consultation on traffic calming measures within the 20mph zone.

The report explained that a list of measures in the West Reading Transport Study area had gained approval for the Sub Committee in November 2016 and January 2017 (Minutes 47 and 66 respectively refer). In addition to these measures, it was now proposed to include an additional proposal to introduce traffic calming measures in a proposed 20mph zone within the statutory consultation.

The report explained that it was a legal requirement to include at least one traffic calming measure within a 20mph zone. There were currently no such measures within the proposed 20mph zone in Southcote area, and although there were already existing speed cushions in parts of Coley Park Area, additional measures on Holy Brook Road and the eastern section of Wensley Road were recommended. The type of traffic calming measure would be subject to further detailed design work.

Plans showing the proposed 20mph zones and the locations of the proposed traffic calming in Southcote and Coley areas were attached to the report as Appendix 1 and 2 respectively.

Resolved -

- (1) That the report be noted and officers continue to work up specific proposals for transport projects in the study area;
- (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 statutory consultation and advertise the proposed traffic calming measures as shown in Appendix 1 & 2 of the report, 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.

8. BI-ANNUAL WAITING RESTRICTION REVIEW - 2017A STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval for carrying out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.

The report explained that requests for new or alterations to existing waiting restrictions were reviewed on a 6-monthly basis commencing in March and September each year. It stated that in accordance with the report to the Sub-Committee on 9 March 2017 (Minute 80 refers), consultation with Ward Councillors had been completed.

Appendix 1 to the report provided a list of streets, officer recommendations and relevant proposed plans for the Bi-Annual Waiting restrictions review programme.

It was noted that a revised plan for the school entrance markings on Crescent Road had been agreed with Councillor White as ward Councillor.

The Sub-Committee accepted a Motion by Councillor Jones regarding safe access, including access for emergency vehicles, on Hamilton Road, which proposed to proceed urgently, subject to the necessary legal consultations, with the introduction of double yellow lines/no parking or waiting restrictions, all day Monday to Sunday, for the entire length of the west side of Hamilton Road (Whiteknights Road to Wokingham Road), at the earliest possible opportunity.

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 statutory consultations and advertise the proposals listed in Appendix I to the report (subject to (3) below) and the additional proposal for Hamilton Road set out above, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows:
 - (i) Park: Crescent Road - to be revised as per the alteration agreed with Councillor White;
 - (ii) Redlands/Church: Upper Redlands Road - removal of the bus stop;
- (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;

- (6) That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

9. RESIDENT PERMIT PARKING UPDATE - SCHEME PROGRESSION

The Director of Environment and Neighbourhood Services submitted a report on the results of statutory consultation for the area parking scheme including Warwick Road and Cintra Avenue and the development of other schemes on the priority list.

A Plan showing the proposed scheme for Warwick Road and Cintra Avenue was attached to the report as Appendix 1.

A schedule of objections/comments received during the statutory consultation for the proposed scheme on Warwick Road and Cintra Avenue was attached to the report as Appendix 2.

A list of outstanding schemes, with priorities and additions, as agreed at the March 2017 meeting of the Sub-Committee (Minutes 77 refers), was attached to the report as Appendix 3.

The report explained that since the Sub-Committee had discussed the scheme in March 2017, officers had finalised the detail of the proposed scheme alongside Ward Councillors and had conducted statutory consultation. The report stated that the final elements of the Redlands Ward Hospital and University Area parking scheme had been delivered. The scheme, which included elements of Resident Permit parking and Pay & Display, was fully operational.

Resolved -

- (1) That the report be noted;
- (2) That the proposals be implemented as advertised;
- (3) 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;
- (4) That the objectors be informed of the decision of the Sub-Committee.

(Councillor Hopper declared a non-pecuniary interest in this item. Nature of interest: as a frequent user of Warwick Road/Cintra Avenue on the school run)

10. HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT

The Director of Environment and Neighbourhood Services submitted a report on works that had taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham. There had been a number of reports to the Sub-Committee relating to road safety at this junction. The most recent report, considered on 14 September 2016 (Minute 27 refers), had led to additional road markings and an extension to the double yellow line waiting restriction and the report provided an update for the Sub-Committee on this work.

The report explained that the works to extend the double yellow line waiting restriction and dragons teeth road markings had now been completed, making the presence of the junction clearer. These measures had reduced the risk of drivers failing to stop on the west side of Highmoor Road and reduced the risk of a traffic conflict occurring.

The report explained that the next steps would involve a further CCTV survey to gather evidence of the change of driver behaviour. Once this had been completed, officers would consider further options and opportunities and arrange to meet with both community groups, HARC and CADRA, to discuss improvements so far and further opportunities. The report recommended that in the meantime, additional dragons teeth markings be applied to the southbound Albert road approach to the junction as soon as possible.

The Sub-Committee noted that officers awaited clarification from the Coroner of the forensics report, which appeared to contradict the Thames Valley Police report of the events leading to the casualty on the junction.

Councillor Hopper requested costed proposals be prepared for introducing speed calming measures on Albert Road. The Chair advised this would be discussed later in the meeting under agenda item 17 (Minute 16 refers).

At the invitation of the Chair, Ms Lucy Holt (HARC) and Mr Paul Matthews (CADRA), addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That in consideration of the changes carried out so far to improve road safety at this junction officers continue to review the situation and add further road markings to Albert road as defined in paragraph 5.1 of the report.

11. VASTERN ROAD ROUNDABOUT - PEDESTRIAN CROSSING FACILITIES

The Director of Environment and Neighbourhood Services submitted a report on a request from the business community for improved pedestrian crossing facilities at the Vastern Road roundabout with George Street (Reading Bridge) and Napier Road.

The report explained that since the changes around the north side of Reading Station and wider improvements within Vastern road, crossing the road by pedestrians at the Reading bridge side had become busier. Whilst officers supported the concept of improved pedestrian crossing facilities at this location, reduction in government funding limited the Council's ability to achieve such improvements. It was not yet known if a formal facility could be installed at this point of the roundabout but the request provided an opportunity to develop a proposal. The report invited the Sub-Committee to welcome the opportunity where the business community was willing to provide funding for such improvements, and to support officers in exploring the potential further.

Resolved -

- (1) That the report be noted;

- (2) That the opportunity for external funding for improved pedestrian facilities at this location be welcomed and officers be supported in exploring this potential.

12. SCHOOL TRAVEL PLANS UPDATE

The Director of Environment and Neighbourhood Services submitted a report on the progress made towards encouraging sustainable travel to schools through the development and implementation of School travel Plans.

A table summarising the latest Travel Plans filed by every Primary and Secondary School in the Borough was set out at the back of the report. The report explained that a very small number of schools had not submitted a Travel Plan and a dialogue with officers had commenced with each of those schools to ensure a travel plan was produced as soon and possible. The next priority would be to encourage and provide information to the schools with the oldest, outdated Travel Plans to renew these as soon as possible.

Resolved - That the report be noted.

13. TRAFFIC MIRRORS

The Director of Environment and Neighbourhood Services submitted a report presenting a proposal to alter the Council's policy on the placing of traffic mirrors within the public highway. The report explained that following the publication of a revised Traffic Signs Regulations and general Directions in 2016, the Department for Transport (DfT) would no longer provide special authorisation for the use of traffic mirrors. Accordingly, the report set out an alteration to the current policy to not allow traffic mirrors based on the previous position of the DfT. The Council's current policy on the use of traffic mirrors was set out in the Traffic management, Policy and Standards, Section 1.5.3 and the report explained that this would be altered to state that the Council did not allow the use of traffic mirrors, as follows:

"Where Reading Borough Council as local highway authority receives a request to install a mirror on the highway the follow policy shall apply:

"The council will not allow new mirrors to be put on the highway. This is because experience nationally shows that rather than improving safety, a mirror could increase safety risks, which include:

- *reduce the ability to judge an oncoming vehicle's speed*
- *create an unreasonable dependence on the mirror*
- *if dirty (including condensation), distort or restrict the view*
- *be damaged by vandals or by accident*
- *reflect light and interfere with a driver's vision*
 - *particularly misleading at night when reflecting headlights*
 - *affected by glare from sunlight*
- *confusing for non-local motorists*
- *difficult to site satisfactorily (particularly at crossroads)*

Exceptions

"Where there is severely restricted visibility and an identifiable injury accident record that has not been successfully resolved by all other traffic management

measures, a mirror may be considered for a trial period of 12 months. Permanent authorisation will be based on evidence of how effective the mirror has been as a road safety measure through the measurable reduction of injury accidents.

"In addition to the above

- Road mirrors at private entrances will not be put up on the public highway.*
- Any mirror placed within the public highway without our approval will be removed.*
- All such mirrors must be on private land with the approval of the landowner."*

At the invitation of the Chair, Mr Steve Forman addressed the Sub-Committee regarding the recent removal of the traffic mirror at the junction of The Warren and St Peter's Hill.

Resolved -

- (1) That the report be noted;
- (2) That the existing policy on the use of traffic mirrors within the public highway be altered as set out in section 6.0 of the report;
- (3) That officers review the junction of The Warren with St Peter's Hill with a view to bringing forward proposals to the Sub-Committee to improve safety of egress from the Warren.

14. CAR PARK TARRIF REVIEW 2017

The Director of Environment and Neighbourhood Services submitted a report on proposals to change the "off-street" car parking orders following a review of the tariffs.

Proposed car park charges for 2017 were attached to the report at Appendix 1.

Proposed season ticket charges for 2017 were attached to the report as Appendix 2.

A comparison of charges across car parks was set out in Appendix 3.

The report explained that car park charges had last been reviewed in June 2016 with changes made to the tariffs in Broad Street, Queens Road, Civic B, Cattle Market, Hills Meadow and King's Meadow car parks. The tariffs reflected the different types of off-street car parking available, for example with the local centre shoppers; car parks charges differently to town centre parking. The report included an option to introduce an annual season ticket charge for Kensington Road Car Park, with a suggested annual charge between £150-£250.

Resolved -

- (1) That the car park tariff be amended as set out in Appendix 1 of the report;
- (2) That the Orders in respect of Civic B Car Park, Thameside Promenade, and Kensington Road Car Parks be consolidated into the Off-Street Parking Places Traffic Regulation Order;

- (3) That an annual season ticket charge of £150 be introduced for Kensington Road Car Park
- (4) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the changes to the Off-Street Parking Places Order in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) regulations 1996;
- (5) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (6) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

15. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - 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
- Thames Valley Berkshire Growth Deal Schemes - Green Park Station, Reading West Station Upgrade, Southern and Eastern Mass Rapid Transit, Thames Valley Park: Park and Ride, National Cycle Network Route 422, and Third Thames Bridge
- Whiteknights Reservoir Scheme

With regard to the Cow Lane Bridges scheme, the report explained that since previous reports to the Sub-Committee, tenders had now been received by Network Rail to select a contractor to construct the scheme and were in the process of being assessed. The outcome of the award of tender was expected at the end of July with an anticipated start date for works on site in September 2017, after the Reading Festival.

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)

16. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Director of Environment and Neighbourhood Services submitted a report proposing a method in which to inform the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors. These would be measures that had either been previously reported, or those that would not typically be addressed in other programmes and which were currently considered unfunded.

The report explained that the Council received many requests for new traffic management measures across the borough and had a number of programmes in which they could be addressed. Such programmes included the Waiting Restriction Review, Resident Permit

Parking and Road Safety Review. However, with continued central government transport funding cuts, monies for addressing general traffic management issues was harder to come by.

The report proposed the introduction of a mechanism to report and address requests for new traffic management measures that would not naturally sit within existing programmes. This report of requests would include, among others, schemes that had already been formally reported to the Sub-Committee but had no allocated funding to date, such as: the proposed new zebra crossing on Gosbrook Road; a parking bay within Eastern Avenue; and compass point (road) signing around the IDR. The report proposed that a list of such schemes was divided into Council Wards, and that officers developed a scoring system to be applied to each request.

The report proposed that officers would provide commentary on all requests and recommend to the Sub-Committee the following:

Recommended Works - These items would remain on the list and could be allocated a priority for further investigation, subject to technical feasibility and funding availability. Recommended works would be developed into schemes and reported back to the Sub-Committee with costings to then be prioritised as funding was identified (e.g. CIL monies).

Forward to [Scheme/programme] - These items would be noted, for information, in a separate section of the list. They would, however, be moved for consideration as part of a different scheme or programme, such as an Area Study.

Remove - to remove an item from the list.

The Sub-Committee noted that the request for a costed scheme for moving the stop line and adding further speed calming on Albert Road (Minute 10 above refers) would be included in the list, with officer commentary, for prioritisation.

Resolved -

- (1) That the report be noted;
- (2) that the proposed method for reporting requests for new traffic management measures be agreed, as set out in the report and becomes a regular agenda item for the Traffic Management Sub-Committee.

17. CYCLING STRATEGY IMPLEMENTATION PLAN 2017/18

The Director of Environment & Neighbourhood Services submitted a report setting the programme for Cycling Strategy implementation Plan 2017/18 and reviewing progress towards delivery of the strategy objectives during 2016/17.

The report explained that a range of schemes and measures had been implemented over the past year, contributing towards achieving the overall objectives of the Cycling Strategy. Delivery highlights in 2016/17 had included:

- The commencement of Phase 1 of the NCN 422 delivery programme
- Improved cycle and pedestrian access into Kings Meadow from Napier Road

- The continuation of Bikeability, including the delivery of newly funded modules that expanded the reach of cycle training to children aged 7.
- Securing €100,000 from the EU to encourage a shift from private vehicle trips to bicycle through incentivisation.

Appendix A to the report set out details of the delivery highlights achieved during 2016/17.

Appendix B to the report provided a location plan of serious cycle accidents 2014-2016

Appendix C to the report provided the Cycle Strategy Programme schemes for 2016/17

Resolved -

- (1) That the ongoing monitoring and progress made in delivering the cycling Strategy during 2016/17 as outlined in Appendix A and the location of serious accidents involving cyclists as set out in Appendix B, be noted;
- (2) That the Cycling Strategy delivery programme for 2017/18, as set out in Appendix C be approved.

18. 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 Items 20 and 21 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.

19. 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 26 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That applications 1.0 and 1.5, be approved, subject to the necessary documentation and conditions being met as set out in the report, the permits are personal to the applicant and charged at the second permit fee;
- (2) That applications 1.6, 1.7, 1.8, 1.9, 2.0, 2.1, 2.2, 2.3, 2.4, 2.8, 3.2, and 3.3 be approved, subject to the necessary documentation and conditions being met, as set out in the report, the permits are personal to the applicant and any charges are applied as appropriate, applications 2.0, 2.1, 2.2, 2.8 charged at the third permit fee and application 3.2 charged as a third business permit;

- (3) That application 1.1 be approved subject to confirmation of the withdrawal of application 1.2, the permit is personal to the applicant and charged at the second permit fee;
- (4) That with regard to applications 1.3 and 1.4 the applicants be advised that one permit will be approved, subject to them confirming which, the permit is personal to the applicant and charged at the second permit fee;
- (5) That the Director of Environment and Neighbourhood Services' decision to refuse applications 2.5, 2.7, 2.9, 3.0, and 3.1 be upheld;
- (6) That application 3.4 be refused;
- (7) That the Director of Environment and Neighbourhood Services' decision to refuse application 2.6 be upheld and officers consider whether it would be appropriate to advise the applicant to apply for a blue badge.

(Councillor Ayub declared a non-pecuniary interest in one of the applications under this item and left the meeting during its consideration. Nature of interest: Councillor Ayub was related to an applicant).

20. 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 28 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That the Director of Environment and Neighbourhood Services' decision to refuse application 3.5 be upheld;
- (2) That application 3.6 be approved, subject to the necessary documentation conditions being met as set out in the report, the permit is personal to the applicant and charged at the third permit fee.

(Councillor Ayub declared a non-pecuniary interest in one of the applications under this item and left the meeting during its consideration. Nature of interest: Councillor Ayub's son was an applicant)

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

(The meeting started at 6.30 pm and finished at 9.35 pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	5(A)
TITLE:	PETITION FOR WAITING RESTRICTIONS IN SHILLING CLOSE AND HONEY END LANE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	NORCOT & SOUTHCOTE
LEAD OFFICER:	KATE DRIVER	TEL:	01189 373923
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	Katherine.Driver@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council for waiting restrictions in Shilling Close and Honey End Lane.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request for waiting restrictions be added to the Waiting Restriction Review programme if adopted and approved tonight as referred in 4.3.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 The Council has received a petition from residents which contains 12 signatures.

- 4.2 The wording of the petition reads: *'I am contacting you on behalf of the residents of Shilling Close who are constantly faced with excessive parking in Honey End Lane that causes us some worry.*

Honey End Lane (see Sketch) is curved and has double yellow lines on the curve. The rest of it is an open invitation to drivers working at the hospital to park. Unfortunately this means it is impossible to negotiate that section of the road unless one or other backs up.

Cars are also parked at the entrance side of the Close which means when leaving the Close you are on the wrong side of the road.

There is frequent blocking of the wheel chair let downs, where also careless positioning at the corner of the Close causing a difficult exit and making crossing the road impossible for many of the elderly people living here.

Earlier we had a meeting with the Hospital Manager who express his concern and had negotiated a deal for some of their cars to have spaces in the precinct but this has been rejected by the staff. We have heard nothing since.

When the residents of the Lane park their cars legally outside their property the space between them and the cars parked by the hospital staff leaves a gap that the emergency vehicles cannot get through.

If you could make Honey End Lane and the top end of Shilling Close a no parking area it would be so much safer for the residents.

There is a slight improvement in the school holidays when The Hospital do not have quite so many meetings'.

- 4.3 The parking issues that have been raised are to be considered as part of the Waiting Restriction Review programme and the results of Officers investigation are reported back to a future meeting of the Sub-Committee.

- 4.4 The Sub-Committee is asked to note the petition and officers will report back the results of their investigations to a future meeting of the Sub-committee.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	5(B)
TITLE:	PETITION AGAINST THE NEW ENTRY RESTRICTIONS ON THE MINSTER STREET BUS LANE AND LACK OF ACCESS THROUGH BUS LANES FOR PRIVATE HIRE VEHICLES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBNEY/BOROUGHWIDE
LEAD OFFICER:	KATE DRIVER	TEL:	01189 373923
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	Katherine.Driver@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition against the new entry restrictions on the Minster Street bus lane and lack of access through bus lanes for private hire vehicles.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 The petition against lack of access through bus lanes for private hire vehicles to be investigated further and an update report submitted to a future meeting if adopted and approved tonight as referred in 4.3.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 The Council has received a petition from private hire drivers which contains 99 signatures.

4.2 The wording of the petition reads: *'I am a private hire driver and I am completely against new time restriction on Minister Street and no access of Reading bus lanes.'*

4.3 The access issues that have been raised are to be investigated further and reported back to a future meeting of the Sub-Committee.

4.4 The Sub-Committee is asked to note the petition and officers will report back the results of their investigations to a future meeting of the Sub-committee.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	5(C)
TITLE:	PETITION FOR TRAFFIC CALMING MEASURES IN BRUNSWICK STREET		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	MINSTER
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to implement a 20mph zone and width restriction in Brunswick Street.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to introduce 20MPH zone and width restriction is considered as part of the Requests for Traffic Management Measures report.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The consideration and implementation of traffic calming and speed limits is contained within the Traffic Management Policies and Standards.

4. THE PROPOSAL

4.1 The Council has received a petition from residents which contains 47 signatures.

4.2 The wording of the petition reads: *'We call on Reading Borough Council to implement a 20mph zone on Brunswick Street and the streets off it. There is also a particular pinch point just after you pass the turning into Western Road coming into Brunswick Street that has caused damage to countless vehicles. We are also requesting 6ft 6 / 2m which is a standardised width restriction you may find in other narrow roads, and incorporates both the wheelbase and external features of vehicles such as wing mirrors. The following residents have signed the petition electrically or in-person.'*

4.3 The Sub-Committee is asked to note the petition and officers will report back the results of their investigations to a future meeting of the Sub-committee as part of the traffic management measures.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	6
TITLE:	PETITION TO PERMANENTLY CLOSE THE ROAD AT THE JUNCTION OF SANDCROFT AND KIDMORE ROAD - UPDATE REPORT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	MAPLEDURHAM/THAMES
LEAD OFFICER:	JEMMA THOMAS	TEL:	01189 372101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	Jemma.Thomas@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee following the receipt of a petition asking the Council to permanently close the road at the junction of Sandcroft Road and Kidmore Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the issues raised by the petition be investigated as part of the waiting restriction review programme 2017B.

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 The Council received a petition from residents containing 38 signatures, which was reported to the Traffic Management Sub-Committee on 14th June 2017. The petition called for a permanent road closure at the Sandcroft Road/Kidmore Road junction, due to poor visibility when entering and leaving Sandcroft Road as well as the poor structure under the road. A covering letter was included

with the petition stating that a resident of Sandcroft Road attended a meeting between the Council and Thames Water regarding the sinkhole and questions were raised about the danger this junction poses. Following receipt of this petition, the Council also received an objection to the petition from a resident of Kidmore Road.

- 4.2 Officers appreciate that residents have concerns about the safety of Sandcroft Road and have investigated the issues raised by the petition.
- 4.3 The visibility around this junction could be improved with the introduction of waiting restrictions such as double yellow lines. As agreed by the Sub-Committee, the Sandcroft Road /Kidmore Road junction has now been included in the next Waiting Restriction Review programme (2017B) which begins this month. The programme will allow for this to be investigated further and for residents to provide their feedback on any proposals which are put forward to consultation.
- 4.3 Our Highways Team has been working closely with Thames Water to facilitate an appropriate repair that will ensure that the public highway is returned to an acceptable and serviceable condition, following the discovery of the sinkhole.

The two shallow solution features (adjacent 4/6 Sandcroft and on the verge in front of 179 Kidmore Road) have been repaired with a resin injection material and the two remaining deep solution features are scheduled for cementitious grouting repair in the coming weeks. These repair solutions are recognised industry standard repair techniques that will provide the necessary carriageway strength to carry public transport, therefore there will be no need to neither close the road to future vehicular traffic nor impose a weight restriction.

The Council continues to work with and support Thames Water to bring these essential strengthening works to a successful conclusion. On completion of the works, Sandcroft Road will be added to the future road resurfacing programme to seal the carriageway

- 4.4 The accident statistics have been checked for Sandcroft Road and its junction with Kidmore Road. No accidents have been recorded in this area during the latest 3-year period.
- 4.5 A full road closure of this junction would affect a number of neighboring streets. Funding would also need to be secured. As there have been no accidents in the last three years and with the possible introduction of waiting restrictions in the area, officers do not

recommend a full road closure at this time. Following the completion of the highway work and the waiting restriction review programme, we believe that the concerns of the residents will be addressed.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 June 2017 Traffic Management Sub-Committee.

**READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT**

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	7
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2017 (A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2017 (B)		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	KATE DRIVER PHOEBE CLUTSON	TEL:	01189 373923 01189 373962
JOB TITLES:	NETWORK MANAGEMENT TECHNICIANS	E-MAIL:	Katherine.Driver@reading.gov.uk Phoebe.Clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the sub-committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2017A. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough, and it is for Members to conclude the outcome of the proposal.
- 1.2 To provide members of the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since March 2017.
- 1.3 To recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are consulted. Upon completion of the Ward Member consultation, a further report will be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes.
- 1.4 APPENDIX 1 - Summary of letters of support and objections received to 2017A along with officer comments.

APPENDIX 2 - Requests for waiting restrictions review programme 2017B.

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That objections noted in Appendix 1 are considered with an appropriate recommendation to either implement, amend or reject the proposals.
- 2.3 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.
- 2.4 That the objectors be informed of the decision of the Sub-Committee accordingly.
- 2.5 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.
- 2.4 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

3. POLICY CONTEXT

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

4. THE PROPOSAL

Objections to Traffic Regulation Order - 2017A

- 4.1 Approval was given at the Traffic Management Sub-committee in March 2017 to carry out investigations at various locations, in relation to waiting restriction requests, made by councillors and residents.
- 4.2 Investigation was carried out and a recommendation for each scheme was shared with ward councillors in May 2017 for further comments.
- 4.3 A further report went to the Sub-committee in June 2017 to seek approval to carry out statutory consultation. The statutory consultation process took place between 23rd August 2017 and 12th September 2017. Full details of the objections and any correspondence in support of the proposals are attached to this report (Appendix 1).
- 4.4 The Sub-committee can agree, overrule or modify any objection to a lesser restriction that originally proposed. Where there is agreement to an objection the recommendation shall be to remove the proposal from the programme. Where an objection is overruled, the proposal will be to introduce the proposal as advertised and where the proposal is modified to a lesser restriction this shall be noted and advertised accordingly.

- 4.5 It is recommended that the list of issues raised for the Bi-annual 2017B review as shown in Appendix 2 is fully investigated and Ward Members are consulted. This part of the waiting restriction review enables Ward Councillors to undertake informal consultations, which ensures any new restrictions have the support of residents and are reflective of what the community has requested, prior to the commencement of statutory consultation. This may mean that requests may be amended or removed if they are not appropriate or have no councillor/resident support. They are then subsequently removed from the list and no further action taken.
- 4.6 For requests that are approved to be taken forward to statutory consultation, a further report will be submitted to the Traffic Management Sub Committee, seeking approval to carry out statutory consultation with accompanying drawings of the proposed schemes.
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 That persons requesting waiting restrictions be informed that their request will form part of the bi-annual waiting review programme (A or B) and are advised of the timescales of the project.
- 6.2 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
7. LEGAL IMPLICATIONS
- 7.1 Any proposals for waiting restrictions are advertised 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, victimization 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 a 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 The works will be funded from within existing transport budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports.

WAITING RESTRICTION REVIEW 2017A - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 5pm, 12/09/2017.

Line No.	Originator	Objections/support/comments received.
Abbey Ward Officer Summary:		
<ul style="list-style-type: none"> York Road: Support = 0 / Objections = 1 / Recommendation: Implement as advertised. 		
York Road		
1	Resident, objection / comment	<p>I object to the proposed removal of no waiting at any time from a point 46 m north of its junction with Ross Road to a point 88 m southwest of its junction with Caversham Road for the following reasons:</p> <p>Removal of the no waiting restriction will allow parking after 5 pm until 8 am Monday to Friday (all day at weekends) along the entire southeast side of York Road. Parking along this section will cause obstruction of York Road at the bend located approximately 56 m from its junction with Ross Road (51.462550, -0.977420) and will prevent emergency vehicles and other wide or long wheel base vehicles passing. Note that the road is not wide enough at this bend section to allow parking on both sides. The current parking allowance alone (currently not allowed on bend) has frequently led to larger vehicles being unable to pass this bend and caused disturbance to residents (or damage to vehicles) while the vehicle attempts to pass or reverse. Similarly, the narrowing of the road will increase the risk of damage to residents' vehicles along this section of road.</p> <p>The allowance of parking will also reduce / prevent forward visibility at this bend (and rear visibility for passengers exiting parked vehicles in resident bays), significantly increasing the risk of collision and / or injury.</p> <p>The removal of the restriction will potentially make available approximately 10 - 13 car parking spaces, of which only one is proposed to be for residents only. As such, this proposal is designed to encourage more "visitor" car journeys to the area and / or a potential proliferation of second or third car households. This is in contradiction to national and local policy.</p> <p>Saturating the area with parked cars will adversely affect the street scene / character and visual amenity of the area.</p> <p>The creation of one extra residents space at the most north easterly point is not contested.</p>

Line No.	Originator	Objections/support/comments received.
Caversham Ward Officer Summary:		
<ul style="list-style-type: none"> Henley Road: Support = 3 / Objections = 18 / Recommendation: Do not implement. The proposed restrictions were a result of a single request; however, the objections show that there is little support from local residents for this proposal. 		
Henley Road		
1	Resident, objection	<p>Please except this email as a strong objection to your proposal to put parking restrictions on the Henley rd as per drawing number Wrr2017a/ca1. I have spoken with neighbours on this matter and we all fill strongly that there is NOT ANY need to restrict parking. Your recent cycle lane that was put in on Henley rd (without residents knowledge or permission) has stopped the very small number of vehicles parked on this wide residential street. I can count on one hand the amount of residents that park outside their house.</p> <ul style="list-style-type: none"> SPEED - This road is a residential street with numerous families having their children cross it every morning to go to school. There can be no doubt that by having the double yellow lines laid that the speed of the average vehicle will increase - a problem we already incur. Having spoke with parents from my children's school, there is a great misconception that the Street is either a 50/60mph !! (I am aware of the street light distance making it a 30mph but most aren't) I'm sure the committee will agree that by having the odd car parked outside their house it reminds road users it is a residential 30mph street. PARKING-There are houses without drives - where do they park and why is it fair to push their cars onto surrounding side streets- which will happen! RESIDENTS PARKING- if you are intending to unnecessarily change the parking, why not introduce residents parking only ? At least only residents could then park - this would stop any unwanted parking by people possibly using it to park for the train station? TAX PAYERS MONEY - in these troubled times when money is an issue , why are you spending money on a job that the general public is not interested in ? I do not except " it won't cost much " as projects for the government are always over priced and the lines would need to be re painted every few years PROPERTY PRICES - I have asked several people their views on the effect this would have on my house price-100% of people asked stated it would put them off buying my house - thus unnecessarily reducing my house price. 3RD BRIDGE - I do foresee the 3rd bridge being built over the next few years. I looked at your traffic management model and noticed with horror the increased prediction of traffic along the Henley rd- I can only imagine that a road like mine with now be used as a race track and a rat run for all these extra vehicles who will not consider that this is a residential 30mph street as there is not any parked cars. WHO WANTS THIS ? - This idea was floated with several years ago and went to the news paper with residents complaining- why do you see the need to try it again - feeling haven't changed <p>NEWS -SAFETY - I Will personally speak with the press to make the public aware of this dangerous idea - why would RBC want this again? Please, please re think this unnecessary,costly,dangerous idea</p>

Line No.	Originator	Objections/support/comments received.
2	Resident, objection	<p>The reasons for my objections to double Yellow Lines are as follows :-</p> <p>They are totally unnecessary as the road is wide. You state this is to make it easier for the cyclists to cycle along the road as the cars park outside the houses and they cannot use it. Most times the cyclists do not use the cycle lane as further down the road, the cycle lane is situated on the very wide pavements. When they get to the incredibly short cycle lane , they cannot be bothered, even when no cars are parked there to continue, for this short stretch on the road, but continue to cycle on the pavement. Cyclists also cycle both ways on both pavements which is incredibly dangerous for any cars or people leaving their driveways.</p> <p>Delivery vehicles will no longer be able to make deliveries which means they will have to drive onto our drives causing damage to both overhanging trees and the surface as well as flower beds. I appreciate the Mr Page is a cyclist and wants priority over all other forms of vehicles but we too should have equal rights to chose our own form of vehicle and not be penalised for doing so. The Council complain about a shortage of funds so instead of wasting the tax payers money on a totally unnecessary layout, perhaps they could spend the money instead on repairing all the pot holes on Reading and Caversham Roads, as even the Council must realise that cyclists also can be injured by these dangerous damaging pot holes.</p> <p>If the Council in it's wisdom had not removed the central white line down our roads so that now the large lorries thunder at speed down the centre of the road forcing all other traffic into the gutter, the cycle lane as short as it is would not be necessary.</p>
3	Resident, objection / comment	<p>I am writing to lodge an objection to the proposed parking restrictions along Henley Road. My objections are on the following basis:</p> <p>The Henley Road is a RESIDENTIAL area in a 30 mile an hour limit. Whilst many houses have drives suitable for parking more than one vehicle there are also houses along this stretch which don't (notably to the east of Donegal Close). Even for the houses with driveways the space is not available to accommodate visitors cars or for the houses of multiple occupation. With the relatively few side roads along this stretch there is no alternative parking available within reasonable walking distance.</p> <p>The presence of parked cars along the Henley Road has a necessary traffic calming effect. When cars are not parked along the road it is not uncommon to have motorists travelling in excess of 40 MPH (some around 60). This is far less prevalent when vehicles are parked along the road. Driving out of Caversham from the Peppard Road towards Henley a motorist initially sees a long straight road with wooden fencing on either side rather than houses until about 100m past Rufus Isaac's road giving a false impression to many motorists that they have left the built up area. There are no speed cameras on this road but accidents still occur due to vehicles travelling at excessive speed. (in 2014 a lorry trailer was written off outside no 92 Henley Road by a the driver of a car travelling in the opposite direction losing control of his vehicle at speed, the car coming to rest against the wall of no. 97. The impact damage to the car and trailer suggested the car was well over the speed limit - probably about 50mph. Had cars been parked on that section of road the driver would not have been able to have attempted to accelerate into this stretch of road.)</p> <p>However, with that said, I do recognise that parked vehicles along the south side make pulling out from the drive of a property difficult due to reduced visibility along the road. This does not apply to the north side of the road as, apart from No 90 and 92, there are no houses along this side as it is bounded by Queen Anne's School. I would therefore be willing to withdraw any objection to parking restrictions along the Henley Road if parking was permitted on the North side of the road from 20mtrs east of the main entrance to Queen Anne's School to 10mtrs west of Grosvenor Road. This modification would ensure residents and their visitors would have roadside parking available whilst confining the parking to one side of the road, thus potentially narrowing the road calming traffic and providing clear visibility for drivers emerging onto the road from their driveways.</p>
4	Resident,	I see that you are planning to place yellow lines against parking on the Henley Road. As a resident of Queen Anne's Gate i am happy

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	comment / support	with this but one thing i think you should bear in mind is the parking of cars and vans on Donrgal Close hill as you come out onto the Henley Road. I have no objections but I would stress that in order for this to be safe for exit and entrance from the lower part of the Close and Queen Anne's Gate that they park on one side of that hill ie near the Donegal Close side (ie east side)- where there is more room and that you consider putting yellow lines on the other side. This will prevent those who currently park on the Henley Road at the top of that hill from using the hill approach as a means of parking both sides and so prevent obstructions and potential accidents/collisions. I should stress that all the houses on Donegal Close and Queen Anne's Gate do have garages and even if in some cases no driveways or room to park in the garage they do have parking space outside the garages at the rear of their houses.
5	Resident, comment / support	<p>I would like to contribute to the on-going consultation concerning Henley Road parking regulations. As a resident of Queen Anne's Gate, just off the Henley Road, in Caversham, I have welcomed the previous introduction of yellow-lines to that road, and hope the current proposals can build on their success. I would therefore like to make the following suggestions:</p> <p>First, I support the plan to expand the yellow-lines along the Henley Road in the area around Donegal Close. This will help improve visibility for drivers pulling out of Donegal Close, Donkin Hill, and Barclose Avenue. It will also clear the cycle lane of obstructing vehicles. All the properties along the road between Donegal Close and Donkin Hill have driveways and garages, and therefore this would not be an inconvenience to their occupants.</p> <p>Secondly, in conjunction with this change I think it absolutely necessary that yellow-lines also be introduced on the western-side of Donegal Close, where it leads down the hill from the Henley Road to where Queen Anne's Gate begins. Otherwise cars which currently park on the Henley Road will park on this side of the hill. We already have cars and vans parked alongside the eastern-side of the hill part of Donegal Close, and having cars parked on the western side would cause considerable difficulties for cars coming up and down the hill. I should add that all of the Donegal Close houses (1 to 5) at the top of the hill, facing onto the Henley Road, have garages at the back, and space in front of the garage where they could park. Many residents also already park on the eastern-side of the Henley Road.</p>
6	Resident, support	<p>I am wholeheartedly in support of this measure, which will make it safer for cyclists using Henley Road and for cyclists and vehicles turning out of Donegal Close.</p> <p>I would add though that the council should also consider:</p> <ul style="list-style-type: none"> • some loading restrictions at busy times, • simultaneously adding double yellow lines down one side of the sloping section of Donegal Close (probably the west side). Vehicles regularly park on the east side which is alright but occasionally park both sides, which is not (and may well be likely to do so more when parking in Henley Road is not permitted), • making parking on pavements and cycle tracks throughout the borough an offence (as you can, and many other councils have), and • extending the cycle lanes in Henley Road further west to its junction with Peppard Road etc. and making them obligatory (i.e. separated by a solid line and ideally some further enforcement means).
7	Resident, objection	I am writing to object to the proposed no waiting implications along Henley Road, North and Southside.

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		<p>The North side borders alongside the school, and therefore has no direct residential implications.</p> <p>There are a number of residential properties along the South side that are made up of flats. These flats usually have one allocated parking space each, yet, as with many households nowadays there are usually two cars per flat. Where do you suggest these cars are meant to park if these proposals are accepted, as most of the side streets around this area are also subject to parking restrictions or residents parking permits.</p> <p>This would also put pressure on any visitors to people in these flats, as well as workmen, health officials and delivery people.</p> <p>This would potentially decrease the value of my property</p> <p>The road is wide enough to allow parking on both sides without any restrictions to the free movement of traffic, in both directions.</p> <p>As a cyclist, I find the use of partial cycle lanes more dangerous than none at all. The pavement is also wide enough along both the North and South sides to allow for a continuous cycle lane in both directions, which would be much safer.</p> <p>I agree the use of DYL on corners and junctions are required, but what RBC are proposing for most of the length of Henley Road is excessive, without any real rationale.</p> <p>If anything, parked cars actually slow the traffic down.</p> <p>Resident parking permits would be more efficient, or if necessary then allow residents permit parking along the North side, bordering the school thus maintaining a clear line along the residential Southside, with a new cycle lane along the North side pavement.</p>
8	Resident, objection	<p>We own a flat on Henley Road.</p> <p>I am writing to object to the proposed no waiting implications along Henley Road, North and Southside.</p> <p>The North side borders alongside the school, and therefore has no direct residential implications.</p> <p>There are a number of residential properties along the South side that are made up of flats. These flats usually have one allocated parking space each, yet, as with many households nowadays there are usually two cars per flat. Infact even one car per flat is a tight fit at our address. Where do you suggest these cars are meant to park if these proposals are accepted, as most of the side streets around this area are also subject to parking restrictions or residents parking permits.</p> <p>This would also put pressure on any visitors to people in these flats, as well as workmen, health officials and delivery people.</p> <p>This would potentially decrease the value of my property</p>

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		<p>The road is very wide to allow parking on both sides without any restrictions to the free movement of traffic, in both directions.</p> <p>What RBC are proposing for most of the length of Henley Road is excessive, I do not see the need?</p> <p>I hope you take our thoughts into consideration.</p>
9	Resident, objection	<p>I am writing to object to the planned waiting restrictions on Henley Road with respect to Drawing No WRR2017A/CA1 and hereby record my views regarding the above application.</p> <p>I have lived at this address for nearly [REMOVED] years, and object to your proposal to make the whole stretch of the Henley Road between Chiltern Road and Peppard Road 'No Waiting At Any Time', as far as I can interpret your plans. I supported the need to restrict parking at the Prospect Street end of the road in 2009, but see no need to extend it over the full proposed length. I believe your solution is out of proportion to any perceived problem.</p> <p>I would like to make clear that personally I do not have vehicles parked in the road except when tradesmen need to park, or perhaps twice a year when family gather.</p> <p>I detail my objections, thoughts and reasons in the following paragraphs.</p> <ul style="list-style-type: none"> • I am not aware of any accidents so don't believe that should count as a concern • Where there is parking on one side of the road, with an average road width of 9m, parking does not restrict traffic flow when vehicles are within the speed limit • Cars are not significantly restricted where there is parking on both sides of the road although larger vehicles do have to wait to proceed • Parking slows traffic which tends to speed on this stretch so I prefer some parking. The police have monitored speeds, but rarely do so now, and not outside peak hours as far as I am aware. It is mainly after 7 p.m. that cars and motorcycles exceed the speed limit significantly. Your proposal will, I suspect, increase the incidence of speeding and possibly accidents • If there is no waiting along the entire length, then the alternative will be to park down the side streets such as Grosvenor Road, Donegal Close, Rufus Isaacs Road. For local residents I believe further cluttering the side streets is a worse option than parking on Henley Road. I believe it would also raise safety issues as the side roads are narrow and visibility for pedestrians and drivers would be poor. Cromwell and Westfield are already difficult to negotiate. • A long stretch of the north side of Henley Road has fencing along its length with no house driveways. Parking along there would not restrict any access to houses, which parking down the side roads would with a real concern regarding emergency vehicle access. • The cycle lanes are not used a great deal. The majority of cyclists still seem to use the north pavement for travel in both directions • To the east of Donkin Hill the traffic is heavier and it is also a bus route. On that far shorter stretch between Chiltern Road and Lower Henley Road on the 7th September at 10.30pm I counted around 20 parked cars, compared with 5 on this stretch of Henley Road. There are no parking restrictions, and no cycle lane on road or pavement, on the busier stretch but it does not appear to be an issue. So why is it on this section of the road? • When restrictions were introduced at the Peppard Road end of Henley Road the expectation was that the cars would park further down Henley Road, but that has not materialised. I understand some of the concern is that other parking restrictions will move

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		<p>parking onto Henley Road. I suggest this time you wait to see if that actually happens</p> <ul style="list-style-type: none"> • Trades vans for work at homes and for mobile masts, BT boxes, have to park along the road. There is no need to restrict their access and encourage them to park on the pavement which is a problem for pedestrians • I regularly walk along Henley Road, and have recorded over the last few days the extent of parking which is minimal, and detail this below: <p>29th August 10am 3 cars parked 30th 4pm 5 cars 31st 11am 2 cars 31st 4pm 2 cars 1st September 5:30pm 6 cars 2nd 3pm 7 cars 5th 10:15am 2 cars no bikes 5th 7:30pm 6 cars 2 vans 6th 8am 5 cars 7th 3:15pm 3 cars 7th 4:45pm 4 cars 7th 10:30pm 4 cars</p> <p>I would like to put forward a few proposals for your consideration.</p> <ul style="list-style-type: none"> • If absolutely necessary, restrict waiting on the residential (South side) of Henley Road. Parking on one side would not restrict traffic volumes due to the width and configuration of the road, but might slow traffic down. Speeding is an issue on the Henley Road, and parking on one side might help reduce the incidence. • With parking on the north side move the cycle lane onto the north pavement which appears to be significant width along the proposed length. The drop down at Queen Anne's School and at Grosvenor Road should not necessitate any work. • Install some of the parking places such as those further down towards Caversham Park Road. As I understand it these were installed without any consultation, and would encourage parking in safer stretches of the road. <p>Remove the cycle lanes along Henley Road and allow parking. The cycle lanes were introduced without any consultation, are little used, and apparently are not required on the busier stretch of road between Chiltern and Lower Henley which has buses and parked cars. So why are they on our stretch?</p>
10	Resident, objection	<p>I wish to object to the proposed double yellow lines being instated on Henley road in Caversham. I can't see the rationale as the road is very wide and has a wide cycle path on there. Wider than others I've seen locally. Even with cars parked on the roadside there still ample road for cyclists. Have any studies been carried out recently the usage of bikes at the location The double lines will only encourage drivers to park on streets nearby which will increase congestion in other areas. In other words displacing a problem.</p>
11	Resident, objection	<p>I am highlighting my concerns and voicing the worries I have regarding placing yellow lines along Henley Road Caversham. I often park along the Henley road and am aware that the road has been earmarked for double yellow lines. I feel as a mother of young children concerned for the speed of traffic if this should be given the go ahead. Henley Road is at times a fast road, I fear that removing the cars parked from the road side will speed up motorist using this stretch of road.</p>

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		I feel not only is it highly important for reduction of the speed of vehicles, but also the look of Henley road and the environment. Letting car's park along the road benefits the families living in the properties allowing them to park outside their house. I would think if this would be restricted residences would have no choice but to remove the greenery from the front of their properties and replace with block paving so cars can be parked. This would strip back agriculture which would have a knock on affect with wildlife, already we have a declining number of bees in this area.
12	Resident, objection	As a resident of Henley Rd I would like put in an objection to the proposal of double yellow lines on both sides of the road as detailed. It would appear that no thought has gone into this as no reasoning for the action has been detailed and no alternatives given to the residents or any other individuals given. I can accept the use of parking restrictions near junctions etc but this is total overkill and if put in place would set a precedent for every road in Reading as the Henley Rd is easily wide enough even with cars parked on both sides to allow free traffic movements in both directions. Are the council going to stop all parking on roads without even giving resident permits. I assume there will be a consultation that the general public will be invited to as I pay both road and council tax and would really like to here the council's reasoning for this
13	Resident, objection	<p>I am writing to object to the proposal to introduce double yellow lines at the above. This will make it very difficult for me to visit my family there if there is nowhere to park.</p> <p>Please reconsider what is, in effect, a ridiculous proposal. Where will the residents park? Everywhere around the area has double yellow lines so are they expected, for example, to cart shopping from several streets away?</p> <p>Please advise what/where alternative parking areas will be and why this is deemed necessary at all.</p>
14	Resident, objection	<p>I am writing to you on an urgent matter regarding the proposals of parking restrictions on Henley Road, Caversham as per drawing number WRR2017/A/CAL (reference CMS -007575).</p> <p>I like many other residents of the Henley Road strongly object to the plans that are putting forward for the following reasons:</p> <p>A number of the residents on the Henley Road are elderly, require the use of home care and/or have disabilities. The use of double yellow lines/parking restrictions will prohibit their ability to park in front of their properties and it will directly impact the welfare of a number of individuals.</p> <p>The installation of double yellow lines will have a direct environmental consequence, as many residents whom I have personally spoken to, will be forced to create driveways on green areas. This is not in keeping with Reading Borough Council's pledge to be environmentally aware and in accordance with other councils in the region.</p> <p>It is greatly feared that the imposition of double yellow lanes on Henley Road will create speeding traffic and consequently endanger the lives of the elderly and many infants and children who live on the road.</p> <p>By holding a consultation phase during the school holidays many residents have not been aware of council proposals because they have been away on vacation, highlighting how the consultative process by Reading Borough Council has not been fairly represented to those who will be most affected.</p> <p>This cycle route is possibly one of the most underused in the whole of the Reading borough. One or two cyclists are spotted in a month and due to the width of the road, cyclists have been observed using the road or the path and <u>not the cycle lane</u>. We note the example</p>

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		<p>and differentiation of the cycle path plan that has been incorporated further along the Henley Road within the pavement which works well to date.</p> <p>Without consultation with Henley Road residents, the cycle path was created. Notification and consultation would have been strongly advised and a situation like this avoided.</p>
15	Resident, objection / comment	<p>We write in connection with the proposed 'No Waiting At Any Time' restrictions on the north and south sides of Henley Road between Cromwell Road and Donkin Hill.</p> <p>As residents on the south side of Henley Road with off-street parking these proposals do not directly affect us. However, looking beyond our own needs and preferences, we believe the proposals are excessive. This section of Henley Road is wide enough to take parked vehicles and still allow traffic to flow adequately and it is not as busy here as it is further east.</p> <p>The notice states that these restrictions are being considered because of safety reasons (nothing specific) and requests from the public. We are sure that you get many requests from the public for Waiting Restrictions but do not act on all of them, so you must consider these particular proposals to have some merit. For those of us with off-street parking, we can see the merit in the safety issues of exiting accesses and side roads.</p> <p>We do not feel, however, that there is sufficient merit in this argument, as such proposals would affect just about every road in the country, let alone Reading. Indeed, further along Henley Road the situation is the same and RBC has actually marked out parking bays on both sides of the road.</p> <p>We are surprised that there was no mention of protection of cyclists as parked cars do obstruct the fairly recently installed cycle lanes. However, as these are not mentioned in the notice we must assume that is not their intention and this reason will not be considered when the decision is to be taken. On that issue, we are surprised that a) no restrictions were introduced when they were installed or b) the cycle lane was not placed on the footway - as it is further along the Henley Road and c) that the cycle lane is not mentioned in the current proposals. However, it seems it is not an issue.</p> <p>As for the effect of the proposed restrictions, there are a number of big houses on the south side of Henley Road that have been converted in to flats, providing homes of a reasonable size for single people or couples. Their conversion would, we're sure, have complied with the requirements for parking provision at that time but, as life moves on, those requirements have not allowed for the fact that more people have cars now and need somewhere to park them. The couple of side roads available are already well used and will only make it more difficult for users of those roads and create tensions which we are sure nobody wants. One effect may well be an increase in on-street parking on Donkin Hill which is a bus route. We do feel it is unfair to give permission for the conversion of these properties in to multi-occupancy buildings and then, sometime later, decide that the cars the residents use cannot be parked near to those residences.</p> <p>Considering all the above we would wish to register our objection to the proposals <u>as they are written</u> but, being mindful of the safety issue, wish to propose that the restrictions are modified to only be introduced on the south side of Henley Road. There are only two accesses (one being the school with adequate protection) and one side road on the north side along the length of the proposals and they can be protected whilst allowing residents of the south side properties to put their cars somewhere nearby. It would also allow room for visitors and tradesmen to park when visiting the friends, family or customers and would also benefit refuse collection by keeping the south side clear of vehicles for the refuse trucks.</p>

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16	Resident, objection	I write this email in opposition of the double yellow lines you wish to situate on the Henley road. I personally think it is outrageous, especially as the road is exceptionally wide and cause no problem to people who wish to pass parked cars. In putting these yellow line you restrict visiting family especially over Christmas/Easter/mothers day/fathers day/ birthdays.. the list is endless. It's outrages that you wish to do this especially as no other parking is offered.
17	Resident, objection	I object to putting double yellow lines at Henley road, Reading. I don't think any consideration has been put into this decision regarding family, friends and visitors. The road is very wide and I cannot see why parking on the side would cause an obstruction, it's never been an issue before. I would struggle to park safely and see family if you go ahead with this.
18	Resident, objection / comment	<p>The increased parking along our stretch of Henley Road which has recently come about since double lines were introduced at Donegal Close. This has just moved the vehicles towards our properties causing a restricted view, which is making it difficult to manoeuvre out of our drives onto the Henley Rd.</p> <p>The proposals are causing concern amongst residents ; however, I feel a compromise could be to dedicate parking on the North side where there is an excess of 500meters of clearway, which has fencing along Queen Anne's school with no entrances or drop drives to be obstructed. This would give parking facilities to visitors etc and keep the entrances of residential properties clear.</p> <p><u>Henley Rd South Side</u></p> <p>This would mean double lines on the south side of Henley Road as your proposal .</p> <p><u>Henley Rd North side</u></p> <p>Double lines as your proposals with a break for parking for Example a section between Rufus Isaacs Rd and Donegal Close.</p> <p>Also, I am somewhat perturbed that Henley Rd is one of the only roads exiting Reading without a Traffic Calming Camera and often is used as a test track which is dangerous and causing unnecessary noise from speeding vehicles.</p>
19	Resident, objection	I object to this plan in the strongest possible terms. My children cross that road when going to-from Highdown and when using the facilities at QA School. The speed of the traffic using the road will inevitably increase if double-yellow lines were added - they will inevitably lead to an increase in casualties/road traffic accidents along that stretch of road.
20	Resident, objection	<p>I am writing to strongly object the proposal to install double yellow lines on the Henley Road, ref WRR2017A / CA1.</p> <p>I understand a meeting will be held tomorrow which will determine the outcome and would like to make it known that I disagree with the proposal. I also write on behalf of my neighbour who does not have email / internet access but also strongly objects the proposal.</p> <p>The installation of double yellow lines is unnecessary on this proposed part of the Henley Road. Last night I made a note of a grand total of 1 car parked on the Henley road from 99 Henley Road to 71 Henley Road and again the same 1 car this morning. Also, this morning, I took the time to monitor how may cyclists passed by our house between the peak hours of 7am to 8.45am... and I can tell you there were 3 cyclists during this time. 2 using the designated cycle path and 1 on the pavement.</p> <p>I strongly believe that there is no need to restrict parking on this part of the Henley Road. Please come and take a look for yourselves,</p>

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		<p>you will find that there aren't many cars parked on the road at any one time. The Henley Road is a very wide road and now with the recent cycle lanes in place there is more than enough room for cyclists and even the odd car to park.</p> <p>I also strongly believe that by installing double yellow lines, unnecessarily, this will just encourage drivers to drive faster. The problem on the Henley Road is that some drivers go well over the designated speed limit on this road. There is definitely a misconception that the Henley Road is above the 30mph speed limit.</p> <p>Double Yellow lines is not the answer for this road. I don't think any changes are needed as there aren't many cars parked on the road and for the few that are a Residents parking only zone would be a far better solution. Double yellow lines will only disperse the perceived problem not solve it and will not help reduce the speed in this residential area. Many children cross the Henley Road in the mornings and afternoons on their way to school and I genuinely believe that reducing speed is something the council should concentrate their efforts on not introducing the double yellow lines.</p>
21	Visitor, objection	<p>It has just come to my knowledge that there is a proposal for Double Yellow Lines on the Henley Road. My immediate reaction was 'why'?</p> <p>I am not sure whether this will apply to most of the Henley Road, or only at certain levels.</p> <p>If it is the case that these double yellow lines are proposed for the stretch in front of numbers [REMOVED] Henley Road, then this would be, in my opinion, totally unnecessary.</p> <p>I am a frequent visitor to this part of the Henley Road, and sometimes park my car outside the house if the driveway is full. There has never been any issue about parking in this part of the road, simply because of the width of it. Rush hour traffic would also not interfere with parked cars, because as mentioned, the width would allow the flow, the pavements are wide enough and so is the road. I would consider this a complete waste of funds, but would suggest perhaps a zebra crossing, or middle isle, at some convenient point would be of more use, to allow people on foot to cross safely.</p>

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Church Ward Officer Summary:		
<ul style="list-style-type: none"> Rowdell Drive: Support = 0 / Objections 4 = / Recommendation: The original request for Rowdell Drive was to improve visibility at the junctions as there were concerns about safety. We appreciate that there is a high demand for parking in this area; however, we believe that the double yellow lines are the best option for improving visibility in this area. It is therefore recommended that the restrictions be implemented as advertised. 		
Rowdell Drive		
1	Resident, objection	<p>I live in Rowdell Drive and do not think the restrictions to the roadway should be implicated, my reasons are as below:</p> <ul style="list-style-type: none"> - Most homes in Rowdell Drive possess more than one vehicle, some have up to three. Most homes only have parking for one vehicle, this is therefore creating the need to park some tenants' vehicles elsewhere, i.e. not near their home as this is impossible. - The bone of contention I think is for some residents who live near to the entrance to Rowdell Drive experience parking issues for their extra vehicles/commercial vehicles. There are some large commercial vehicles belonging to tenants. - There is a kebab type van parked almost permanently (rarely being driven) at an awkward part of the entrance way, e.g. a junction, this has caused issues for all drivers travelling to and from Rowdell Drive but I believe the council can do nothing about this as the vehicle is legal(?) even though it creates a blind corner. - There may be an odd one or two vehicles which park in the entrance to Rowdell Drive occasionally but most of the vehicles belong to residents of Rowdell Drive. - Therefore, if parking in that area of Rowdell Drive is curtailed by double lines etc, this will I think cause even more hassle than there is already with not enough parking available. - My opinion is that implementing the road restrictions will not improve parking for anyone living in Rowdell Drive.
2	Resident, objection	<p>I fully strongly object to the instillation of double yellow lines in Rowdell Drive and/or the junction of Hartland Road leading into Rowdell Drive. There is not enough space to pare in the Road already and this would expand the problem, creating more disputes amongst the neighbours creating massive divisions in the Road. I think that whoever has come up with this idea is not thinking about many of the residents and their views. There has been no consultation or meeting to discuss problems prior to the notice being placed on the lampposts in Rowdell Drive. Parking in Rowdell is of very low availability and tension already high. The instillation of double yellow lines would lead to further disruption, and arguments for residents with parking and blocking of driveways. How/where would home delivery shopping park? It's a really bad idea. I suffer with [REMOVED], and fear walking in the dark and winter would make me scared to go out just in case I couldn't get back to park near my house, it would also create problems for my [REMOVED] when visiting. Please do not allow this to go ahead.</p>
3	Resident, objection	<p>I fully object to the request for double yellow lines in Rowdell Drive/Hartland Road.</p> <ol style="list-style-type: none"> 1) Parking in Rowdell drive is inadequate and the installation would lead to residents parking awkwardly and blocking driveways if space is further restricted. The yellow lines would remove much needed additional parking for residents and their visitors. The only parking available in Rowdell Drive in addition is on driveways or blocking driveways . 2) Vehicles parked in installation zones in accordance with drawings are legally parked and cause no disruption to emergency or service vehicles . 3) Cars do slow down when they enter Rowdell Drive sometimes at speed form the main Hartland road and see what's ahead and react this would not happen if installation takes place. A pedestrian should cross 2.5 metres from a corner . 4) Parking for residents visitors is currently already limited and the installation will cause disharmony within the local community as people challenge for spaces.

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		5) Plans are being pushed by one or two residents who have spaces to park, without taking into account views of all local residents. 6) A number of vehicles parked in proposed installation zone are residents work vehicles containing thousands of pounds of equipment and so must be parked near residents home to protect residents livelihood. 7) This proposal places unnecessary restrictions on residents and visitors as there is already insufficient parking to meet the needs of residents so residents would face constant penalty for parking near their own home
4	Resident, objection	This is causing me a lot of emotional stress and worry. My wife also looks after my [REMOVED], if this goes ahead my work [VEHICLE] will have to be parked a distance from my home possibly on Hartland Road, creating a lot of uneasy walking. This will place my [VEHICLE] at high risk of crime and will mean I am unable to provide for my family as I provide the only income. I have family and friends regularly visit sometimes just to pop round for a coffee and parking is already difficult. This would also restrict my family & friends visiting me. I feel this is being made to happen mainly by one or residents who have not involved any others in the plans or asked us how we feel or how it will impact on our businesses. If my [VEHICLE] is parked away from my home my insurance costs will really rise and I struggle to be able to afford to keep my work business.

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Norcot Ward Officer Summary:		
<ul style="list-style-type: none"> Windrush Way: Support = 0 / Objections = 1 / Recommendation: In view of the feedback received, it is recommended that the double yellow lines outside no.1 Aberford Close be reduced to the minimum length of 5m and that the rest of the restrictions be implemented as advertised. 		
Windrush Way		
1	Resident, objection	<p>I am writing re proposal to place yellow lines in Aberford Close. I live at [REMOVED] and can see that you plan on these lines crossing both drive and garage. The road is designed loosely on a Mews design with garages directly onto the road and these plans will make life difficult.</p> <p>[REMOVED] I will add that I have lived here for almost [REMOVED] years and we have never had any events at the junction. The road is a cul-de-sac with only 15 houses.</p>
2	Councillor, comment	<p>Could we look at the length of the double yellows outside No.1 Aberford Close. We still need to retain lines on the bend but do they need to go the other side of the driveway?</p>

Line No.	Originator	Objections/support/comments received.
Park Ward Officer Summary:		
<ul style="list-style-type: none"> • Crescent Road: Support = 5 / Objections = 1 / Recommendation: Implement as advertised. • Hamilton Road: Support = 4 / Objections = 61 / Recommendation: The restrictions were proposed as a motion to the Sub-Committee. It is recommended that Members of the Sub-Committee consider the responses in this report and agree whether the proposed restrictions should be implemented, reduced or not implemented. 		
Crescent Road		
1	Resident, objection	<p>Yellow lines at the school end of Crescent Road will prevent residents from parking outside their own homes. This will mean they will need to park between the Bulmershe Road / Hamilton Road section of Crescent Road where there are no parking restrictions. At present this is already filled by non-residents who have been parking here since the residents Parking schemes were implemented in neighbouring roads, added pressure for parking from the schools and due to the parking restrictions at the RBH.</p> <p>A number of parked cars had to be removed from the road before the re-surfacing work could take place, despite signs having been posted and letters delivered to residents well in advance of the work starting This is due to the fact that non-residents use the road for long term parking</p> <p>Since the road resurfacing in August Crescent Road we have the lost the road humps in the road. This has led to an increase in the speed of traffic using the road. This has a number of repercussions on the road.</p> <ul style="list-style-type: none"> - The road is now less safe for pedestrians and school children. - The road is noisier to live on due to the increased speed of traffic on the road. - Increased difficulty for residents to be able to exit their own driveways due to the speed of traffic on the road. - The council has exacerbated the use of Crescent Road as a rat run by removing all speed restrictions. - With 3 schools on the road there is no 20mph zone or School signs. <p>In short the council has provided a new road surface, removed speed restrictions, and created greater problems for the residents in the road.</p> <p>Restrictions on the use of the road need to be introduced and residents parking permits. The council needs to ensure that all those that work / visit the school can park on the school premises and do not park in Crescent Road or Hamilton Road.</p>
2	Resident, comment	These are fine, but more passing places are also needed at the west end of Crescent Road. It is still not clear why anyone, except occasional visitors, needs to park on the road, unless multi-occupancy rules are not being applied properly to some of the properties on the north side of the road.
3	Resident, comment	I would support the suggestion to change the proposed restriction on the northern side of Crescent road between Bulmershe Rd and Wokingham Rd from double yellow lines to single yellow lines, as I understand that this would allow parking outside of the morning and evening rush hours.
4	Resident, support / comment	I agree with these changes which should ease traffic flow. Possibly change the double yellows to single yellows so restrictions can just be applied during rush-hours and school drop off/pick up. This road only has issues during these times

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5	Resident, support	I am writing in favour of the proposed changes on Crescent Rd, to mark clear areas for the School entrances and enforce passing spaces. Single yellow lines make sense for residents who would like to park or stop outside rush hour/peak times.
6	Resident, support	As a resident on Crescent Road I am heavily in favour of increased passing places, reduced traffic, and measures to enforce the speed limit on our road. It is often dangerous for us to leave our residential parking, due to the heavy flow of traffic and poor visibility due to parked cars. In rush hour, it is sometimes not possible for us to turn into our residence, due to the few passing places leading to cars waiting outside our driveway. Furthermore, there are many drivers who well exceed 20 mph, which is dangerous on the narrow road with poor visibility.
7	Resident, support / comment	<p>It is so important to make Crescent Road safer for all pedestrians, and especially for children, and to deter speeding and the very dangerous use of pavements by drivers trying to pass parked cars.</p> <p>However. the concentration of three schools along one short stretch of a busy minor residential road must be very rare, and such a situation demands extraordinary measures, and makes it imperative that everything possible is done to avoid any accidents or tragedies here. Therefore, I think <u>much more</u> needs to be done to protect pedestrians, and children in particular: many children are learning practical road safety rules, and yet need to be encouraged to walk to school, and their parents and teachers need to be convinced that they can do this in safety.</p> <p>Would you also please consider putting:-</p> <ol style="list-style-type: none"> 1. 1 or 2 Zebra Crossings on this section of Crescent Road to offer maximum benefit to children from all 3 schools and therefore gives them priority over cars at this point. <p>I am assuming the installation of a pelican crossing would be too costly, and also inappropriate for multiple crossings of varying duration for school children; but zebra crossings must be less expensive, it would be of extra benefit to all pedestrians, and would also encourage everyone to cross at one point in the road rather than several. A 'Lollipop person' at the Zebra Crossing would bring added safety at the beginning and end of school hours.</p> <p>In conjunction with a Zebra Crossing:</p> <p>Railings along pavements wherever possible / appropriate along that stretch of Crescent Road, in order to deter pedestrians from crossing except where there is a zebra crossing, and also prevent cars from mounting the pavement, either to park, or worse still, to drive along.</p>
8	Resident, comment	<p>All the changes proposed to Crescent Road are on the eastern edge, between Wokingham Road and Bulmershe Road. I have lived on the road, (number [REMOVED]) for [REMOVED] years, and my experience is that the eastern end of the road works quite well as it is.</p> <p>There are a number of drive ways, where people tend not to park on the northern side and this provides passing places. The southern side has a very high kerb and a number of metal bollards which deters cars from mounting the pavement.</p> <p>I don't believe that yellow lines will make any difference at all. The main problem at that end of the road is that people don't take notice of the restrictions already in place. We have cars illegally turning right onto the Wokingham Road from Crescent Road and cars turning left into Crescent Road from the Wokingham Road. Parents who believe it is ok to stop on the double yellow lines if they are just dropping children for school and will only be a couple of minutes. It is an accident waiting to happen. Can the schools not request</p>

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		<p>parents to drive to the car park in Palmer Park and walk the children the rest of the way to school? Customers from Subway also believe they can just ignore parking restrictions in this area too. What is the point of putting in yellow lines if they are just disregarded?</p> <p>The real congestion problems are on Crescent Road between Bulmershe Road and Hamilton Road. When I first moved into the road, cars would park on the north side and it was mainly residents and their visitors. Since the introduction of residents parking and parking meters in the surrounding area, we have seen more and more cars parking along this part of Crescent Road, resulting in parking both sides of the road, the south side generally being on the pavement to allow for one vehicle to pass along the road. There is only one drive way on the north side which means very little in the way of natural passing places. Car drivers are also very impatient and do not want to wait for the road to be clear, so the latest thing is for them to mount the pavement on the south side and drive along, often as some speed. This makes is extremely dangerous for residents on this side of the road to step out on foot, or pull out of our driveways in a car.</p> <p>It seems to me part of the solution is to make Crescent Road residents parking which would prevent people using the road to park and then get a bus into town. We also get student cars which are parked up here and then just left for weeks on end without being moved. Houses of multiple occupancy are not helping the situation either as along with the multiple occupants we also get multiple vehicles. A resident parking scheme could solve all of these problems.</p>
9	School, support	Please accept to email as support to having 'School - Keep Clear' line markings on Crescent Road. I have witnessed first-hand how busy this road gets before and after school. If a traffic warden were to be in the area between 0830 - 0900 or 1445 - 1515, I am sure he would spot a number of parking violations.
Hamilton Road		
1	Resident, support	I am emailing to send in my comments in support of the proposed scheme CMS/007575 in reference to the introduction of the 'no waiting' zone on Hamilton Road. As a resident of the road for over [REMOVED], I have witnessed an unsustainable rise in parked cars. This increase has led to cars parking on the pavement which in turn has caused pedestrians to walk in the road as the pavement is no longer accessible. I believe that the proposed change will improve the safety of pedestrians, create clear sight lines for car drivers and therefore be of benefit to the whole community.
2	Resident, objection	I am against this proposal for the following reasons. It only makes sense if done in conjunction with a residents' parking scheme, and this is still many months away. It is an attempt to deal with a problem of not enough residents' parking by greatly restricting residents' parking. There is also nothing to stop non-residents parking on the unrestricted side. It will make access to driveways even more difficult because cars will be congested on the non-restricted side of the road. It will tend to drive "outsider" parking into Bulmershe Road, whose residents would have a justifiable grievance. The "look" of the road will change for the worse, and in a conservation area. The key problem to be addressed is that residents are unable to park in their own road because of "outsiders" parking here. This proposal will make things much worse for residents, while outsiders will look elsewhere. It is as if the victim is being more severely punished than the perpetrator.
3	Resident, objection	I would like to object to the above proposal to paint double yellow lines on the west side of Hamilton Road. I believe that a parking scheme in this area is currently being planned and I feel that it would be sensible and reduce long term costs to wait until the parking scheme is introduced before implementing any restrictions on the road. Double yellow lines will reduce the parking overnight by half and this will particularly affect those with no or little off road parking and will cause difficulties for disabled people and those with children and heavy loads not being able to get close access to their homes. It will also cause cars from our road to be parked on neighboring roads e.g. Bulmershe Road, and consequently shift the problem to another location. There has been ongoing debate about a parking scheme for a long time and this is needed, but I would ask that we please consider the implementation of double yellow lines

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		in parallel with the parking scheme and if necessary implement both at the same time. I realise there are concerns about emergency access but e.g. bin lorries have never had a problem accessing and emptying our bins and whilst we need to ensure good access for emergency vehicles this can be included when developing plans for a parking scheme.
4	Resident, objection / comment	Hamilton Road suffers from huge parking pressure from people working in Reading (mostly daytime parking) and students (long term parking), as well as residents. The proposed double yellow lines on the west side of Hamilton Road will greatly increase the parking problems on the east side, which already results in blocked access to drives or make access to them difficult and dangerous. Such a measure should only be introduced in conjunction with parking controls covering both sides of the road. We favour a residents' only parking scheme with marked bays. Restricting parking in this residential road to only one side of the road is also likely to result in dangerously high speed driving by some cars. A preferable approach would be to alternate the double yellow lines between sides, the danger slowing traffic.
5	Resident, objection / comment	As the home owners at [REMOVED] Hamilton Road we would like to OBJECT to the proposal for double yellow lines down the west side of Hamilton Road. The only access problems that have been reported are located at the top of the road above the Crescent Road junction - not at the lower end of the road. In addition to its Victorian housing, which in many cases does not cater for off-road parking, Hamilton Road also has a number of HMOs and purpose-built flats throughout the street, all of which require on-street parking. There is already a shortage of parking spaces for residents and the removal of 50% of these spaces by painting lines, will exasperate the problem and introduce conflict between those residence on the East who will still have some ability to park outside of their homes and those on the West who cannot. It is our opinion that this is a thoughtless, quick-fix on behalf of the council, which once again will cause problems not just for the residents of Hamilton Road, but also for neighboring Bulmershe Road which will experience a knock-on effect of displaced cars. Paint lines on the West ABOVE the Crescent Road junction where the residents (who have driveways) have expressed a need due to access problems, but not in the lower half of the road where we have already submitted a request for a parking permit scheme to stop commuter and student parking.
6	Resident, objection / comment	I am a resident of Hamilton Road, Reading, and I wish to object to the proposal to paint double yellow lines on the west side of lower Hamilton Road. I live at number [REMOVED] which is on the west side of the street. We often have cars parked opposite our house for weeks at a time without being moved. If this were to happen when the parking restrictions have come into effect it would take up a space which we could use for visitors, or for actual residents of the street that do not have the luxury of driveway parking. Whilst I feel that parking is a huge issue on this street, the main issue with access, particularly for emergency vehicles, is the upper section of Hamilton Road near the junction with Crescent Road where I have seen many vehicles experiencing problems with negotiating parked cars. I do think that this section should receive the double yellow lines on one side of the road. For the lower half of Hamilton Road we need to have permit parking restrictions which could include a 2 hour maximum stay window for visitors.
7	Resident, objection	<p>Writing to log our objections to proposed double yellow lines in Hamilton Road. As a resident of the road, we find it abhorrent that we are now faced with this knee jerk reaction to an access and parking debacle brought about by the direct actions of the council. Until ridiculous parking schemes were introduced to Redlands Ward the parking in Hamilton Road was manageable. Now, because of restrictions elsewhere, we have people parking on our road and then leaving their car there for the day while they go to work, shopping etc and we have students leaving cars for weeks on end. Now it seems the council's answer is to 'improve' access by painting double yellow lines down one side of the road.</p> <p>The issue with this is manifold:</p> <ul style="list-style-type: none"> • it will not stop drivers parking on the pavement and so forcing people to walk in the road • it will create a rat run for cars that cut through to the Wokingham Rd • it will increase irresponsible parking where we already have drivers parking across gates and protected driveways

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		<ul style="list-style-type: none"> • it will put more pressure on resident parking which is already hugely under pressure and causing folks to grub up their front gardens, which s far from ideal in a conservation area • it will create further parking pressure in roads East of Hamilton Rd • it completely flies in the face of what residents want! <p>Please don't do this, instead, please listen to the residents who live the issues of the parking situation everyday and who have already worked hard on a solution.</p>
8	Resident, objection / comment	<p>I would like to register an objection (or partial objection) to the proposed double yellows on the West side of Hamilton Road. This seems a good idea for the main problem area - a short section between Crescent Road and Waybrook Crescent. Fire engines/lorries have been blocked here several times by poor parking. It doesn't seem necessary for the section South of Waybrook to Whiteknights Road. However - It will cause major issues if implemented in the North part of Hamilton Road (Crescent Rd to Wokingham Rd) as it will remove 40-45 parking spaces. This will cause severe parking shortages on Hamilton and push the displaced cars to Bulmershe Rd - which will transfer any safety issues there rather than solving it. This is the section I object to. The only full solution is to implement a residents parking scheme as soon as possible in the remaining roads (Bulmershe, Hamilton and Crescent) and I would ask the council to implement this as soon as possible</p>
9	Resident, objection / comment	<p>We would like to register our objection to the proposed double yellow lines on the lower section of Hamilton Road. There is a severe shortage of parking space on this road, resulting in many house owners destroying their front gardens, with the loss of irreplaceable railings and walls. With double yellow lines down one side of the road, not only would we lose about 40 or more of the parking spaces that do already exist, but traffic would be free to drive at a dangerous speed along the clear side of the road. Many of us living in this road are now at an age when walking on sloping pavements is difficult, and we find it far easier to walk in the road. So having lost the pavements to dropped kerbs, we are now threatened with losing the only alternative. The UK has an ageing population, and councils need to consider their needs in making plans: not just the needs of the motor car. If there must be lines - and we feel that dedicated bays for each house would be a far better idea - then let the lines alternate from one side of the road to the other, thereby slowing the traffic which is increasingly using this road as a rat-run. Would it not be simplest to put a sign at each end of the road saying 'Residents and access only', and a 10 or 15 mph speed limit? This would discourage both the rogue parkers and the non-essential traffic. Please consider the needs of residents!</p>
10	Resident, objection	<p>I would like to register my objection to the proposed double yellows on the West side of Hamilton Road. This will cause major issues if implemented in the North part of Hamilton Road (Crescent Rd to Wokingham Rd) as it will remove 40+ parking spaces, causing severe parking shortages on Hamilton and push the displaced cars to Bulmershe Rd - which will transfer any safety issues there rather than solving it. This root cause of the issue in Hamilton Road is the result of the introduction of resident schemes introduced between Hamilton and the Hospital and up to the University, resulting in daily commuters, university students and staff and hospital workers parking in these remaining roads for free, causing the road blockage issue, which is frustrating for the fire brigade and resident alike. The only solution here is to introduce a residents parking scheme as soon as possible in the remaining roads (Bulmershe, Hamilton and Crescent) and I would ask the council to implement this as soon as possible.</p>
11	Resident, objection	<p>We would like to register our objections to this proposal as it relates to the lower (North) end of Hamilton Road, north of Crescent Road, for the following reasons: Double yellow lines on the West side of the road will remove over 45 parking spaces on the West side, and without a residents' permit parking scheme residents will continue to compete with non-residents, but for even fewer spaces. It is likely that obstruction of entrances on the East side will occur more often as motorists try to fit into more limited space. More cars will be displaced to Bulmershe Road, making the situation there much worse. It is likely that unilateral double yellow lines, with no alternate side parking, will increase speeding of through traffic and will also make it more difficult for cars travelling in opposite directions to pass each other. BACKGROUND TO THIS SITUATION: Local residents have been asking for a permit scheme here for the past</p>

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		<p>2 years. The parking situation here has dramatically worsened since parking restrictions were introduced earlier this summer in nearby roads in Redlands Ward, with the result that many more non-residents' cars are using parking space here. Unilateral yellow lines would be yet another Council parking restriction initiative which would make our lives here more difficult, and would fail to offer a holistic solution to address <u>all the issues</u> associated with parking in the lower part of Hamilton Road. Any parking restrictions in lower Hamilton Road MUST be combined with a residents' permit parking scheme whereby residents and their visitors will have permits to park in the road, with limited access to parking for non-residents, if there is space. Such a permit scheme will achieve the same aim of eliminating potential obstruction (e.g. to the fire engine) as having unilateral double yellow lines. We are now months away from such a scheme being proposed and see no urgency to introduce double yellow lines at this moment: potential obstruction to fire engines has existed here for many years and in the event of obstruction the Fire Service will, rightly, smash their way through any vehicles in their way (and have done this here in the past). We call upon the Council to put forward proposals for a Residents Parking Permit scheme here <u>urgently</u>, and to pursue this objective as swiftly as they have brought forward this proposal for unilateral double yellow lines.</p>
12	Resident, objection	<p>I am hoping that my email today registering my objections (along with many others from residents of Hamilton road) has an impact. It would certainly show that the council are prepared to listen to the views of residents and would go some way to providing evidence against the growing campaign in the Redlands area where action against the council is being considered. My objections like many others are as follows. The council appear to have responded to a community's concern about lack of parking (see significant interaction over the past 2 years) by halving the available parking on the road. This will mean that it will be impossible to park particularly for workman visitors and visitors. This scheme could mean that residents are unable to park full stop (not only on their road but in the surrounding area) as the surrounding area is permit only or pay and display 2 hrs max. Hamilton road residents do not have permits. As the area is a conservation area and objections have been made (and actions planned) against those who have recently created a drive to alleviate the initial problem, residents who do not have a drive currently will be discriminated against. The fire issue is one of Upper Hamilton road where there is not the same pressure on spaces. It is not feasible to put in such a scheme without/ before introducing permits. Even if permits are introduced, halving the parking in lower Hamilton road will mean that there will not be enough spaces to cover the permit holders. The residents feel very strongly about this situation and I know many are willing to engage in a public campaign to protect their rights to park. Please, consider the implications of the suggestion of restricted parking in lower Hamilton where there is already an issue. The scheme reads as an ill considered reaction that could have chaotic implications and necessitate a lengthy legal battle.</p>
13	Resident, objection	<p>I wish to register an objection to the proposed double yellow lines along the whole of the west side of Hamilton Road. I live in the lower (north) part of Hamilton Road between Wokingham Road and Crescent Road and it is this section which my objections relate to. The notice states that the proposals are "in the interests of safety or in response to demand". I have been into the Council offices to look at the supporting documentation for this but there is no detail, nothing specific to Hamilton Road at all, only a bland and disappointing Statement of Reasons which states the changes are "necessary for avoiding danger to persons or other traffic using the road". I would like to see some specific evidence or reasoning for the proposal.</p> <p>My specific objections are on grounds of</p> <ol style="list-style-type: none"> 1. SAFETY. Although the 20 mph limit has made some difference, it is mainly the number of parked cars on both sides of the road which causes most traffic to drive at a reasonable and safe speed, although it is not uncommon to see cars and even vans occasionally speeding past my house at well over the speed limit. The introduction of yellow lines all down the west side of this section of Hamilton Road will create a long straight stretch and motorists will be more inclined to drive fast and make the road much less safe. At the very least, yellow lines should alternate sides of the road to avoid this danger. This would also potentially provide more parking as sections without house frontages could be given over to parking (the section on the west side immediately north of Crescent Road, adjacent to Aviator Place and the section on the east side adjacent to Oaklands are the obvious examples).

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		<p>2. MAJOR INCONVENIENCE AND NUISANCE to residents. The introduction of the Redlands parking scheme has generated a very significant increase in the road of both commuter parking and non-resident student vehicles, some parked for weeks at a time. This proposal will drastically reduce the amount of parking available. Unless a suitable residents' parking scheme is implemented at the same time as any introduction of yellow lines then parking for residents and their visitors, already a problem, will become a difficult and critical issue. The introduction of double yellow lines in this part of Hamilton Road should therefore be delayed to dovetail with an area-wide residents' parking scheme which should include Hamilton Road, Bulmershe Road and Crescent Road.</p>
14	Resident, objection	<p>I have just seen the no waiting proposal for Hamilton road. I'm rather shocked in all honesty. The proposal is no waiting at any time on one side of the road. The amount of cars parked on the side on the road in the evening shows how many residents there are with cars on Hamilton road and to reduce that down by 50 % will be a [REMOVED]. It's not just this road , it's the neighbouring roads too. I'm not quite sure where you are going to expect all of the residents to park in all honesty...I'm rather upset by this. As a resident of Hamilton road this is going to have a big impact on me.</p>
15	Resident, objection	<p>As a resident on Hamilton Road [REMOVED] I wish to raise an objection to the Council's proposal to impose parking restrictions in the form of a double yellow line on one side of the road over its entire length. As you are very well aware the issue of parking on this street has become a hot topic in recent months as a knock-on effect of the newly implemented parking schemes in neighbouring parts of Park and Redlands wards. Hamilton Road has a very busy and concerned action group who have given the matter a lot of detailed consideration. We have drawn up a number of suggestions for possible implementation, but almost everyone is agreed that a simple block on all parking along one side of the road is totally obstructive and unworkable. We are aware that the proposal is driven by the simplistic requirement to ensure ready access for emergency vehicles, but in doing so it will simply clear the way for the road to become a high speed rat run, while grossly aggravating the ongoing parking issue. It will just make it that much more difficult for legitimate parkers to find any space at all. At a stroke it will halve the available parking on the road for the street's residents.</p> <p>On our street the available parking is used by:-</p> <ul style="list-style-type: none"> i. Residents own cars (where they lack off-road parking, or have more than one car). ii. Friends and visitors to residents (may be an hour or two, occasionally overnight). iii. Tradesmen, delivery drivers, etc, having business in the street. iv. Working hours parking by employees of nearby establishments, notably the hospital, university, and UTC and Maiden Erleigh schools, but may also include "park and ride" workers from elsewhere. v. Spill-over parking of unregistered cars belonging to residents of the nearby streets in which parking restrictions have recently been implemented. It is our observation by survey that these cars tend to be parked for several days or sometimes weeks at a time. The very evident correlation of the times of worst parking congestion and the university term times points very strongly to the predominance of students within this category. <p>Although I am writing to you as an individual objector, I think all of us in the action group agree that we do not wish to restrict parking of the first three of the above categories. However, we do wish to minimise the fourth category (the outside "park and riders"), and most particularly we would like to eliminate the fifth category, the "spill-over long-term parkers". We are all also agreed that our problem on Hamilton Road should not be considered in isolation as that will just push the problem on to neighbouring unrestricted streets. The current Council proposal goes no way towards meeting any of these issues.</p> <p>Speaking personally, my own suggestion would be to adopt a scheme which I have observed widely used in the London borough of Lewisham, namely to designate whole streets as "Resident Permit holders only, Mon-Fri, 10am to noon". (Of course the actual hours</p>

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		<p>could be adjusted to suit). This has the merit that it is unnecessary to delineate parking bays, but just to place the above signage at intervals along the road. Note that the sign makes no limitation of any kind for the other 22 hours of the day.</p> <p>Such a system would leave parkers in the first three of the above categories unaffected (apart from tradesmen during the particular hours), but would effectively block outsiders from all day or long term parking, which is what we want. I urge you to give due consideration to my proposal, which I feel would be a vast improvement on the restrictions recently adopted in nearby streets such as Earley or Addington Roads or Eastern Avenue (not to mention the ludicrous imposition of grossly over-priced meter parking which has actually has the effect of sterilising otherwise-available street parking places, e.g. on Elmhurst Road).</p>
16	Resident, objection	<p>I'm writing as I believe a lot of residents of Hamilton road in Reading have contacted yourselves regarding double yellow lines to alleviate congestion caused by parked cars. I write as a regular cyclist and not just a resident on this road. On at least two occasions I have nearly been knocked off my bike where Hamilton road meets Crescent Road by motorists pulling out in front of me from Crescent road or turning across me to enter Crescent road. I would not want to see any measure that encourages motorists to increase their speed. The recently introduced 20 mph zone is routinely ignored by many drivers, especially in the upper part of Hamilton road. I believe double yellow lines on one side of the road would simply allow them to go faster. I think you have a duty to consider the needs of other road users and not just car owners who can't find parking spaces.</p>
17	Resident, objection	<p>I am writing to object to the proposal to introduce no waiting at any time to the west side of Hamilton Road (CMS/007575):</p> <p>The proposed scheme will significantly reduce car parking space for residents and their visitors, effectively halving the number of parking spaces in Hamilton Road, and forcing residents to move their cars to the next available road (Bulmershe Road). The proposal is only now being considered in HR because of a significant increase in the number of cars parking in HR following the introduction of parking restrictions in the neighbouring Redlands area. (Many of these roads now have a tiny number of cars parked there, whilst the cars that were there are now forced to clog up neighbouring roads like HR). Rather than continue shunting the problem from one road to the next, the Redlands scheme should be rescinded.and a parking strategy for the whole area drawn up.</p> <p>Double yellow lines along the whole of one side of HR will change the character of the road, and transform it into a main thoroughfare for cars travelling to Wokingham Road and Whiteknights Road. This will increase driving speeds and make the road even more dangerous for pedestrians and cyclists than it already is. A speed limit of 20 mph should be imposed.</p> <p>Access for emergency vehicles was never an issue in HR until cars displaced from the neighbouring Redlands roads began parking in HR. A properly thought out residents parking scheme, with small stretches of the road allocated to no waiting to allow cars to pass, should be considered, rather than double yellow lines all down one side of the road.</p>
18	Resident, objection / comment	<p>I am extremely concerned that your plans to put double yellow lines on the opposite side of the road to my house [REMOVED] will mean even more cars parking directly in front of my house (as indeed has already been the case in recent months with the changes in parking restrictions in nearby streets). Being on a hill, it is already difficult to see clearly and, when cars are parked to the edge of my driveway, it makes it impossible for me to see clearly. It is, therefore, extremely dangerous when I pull out. Both cars and cyclists come down the hill at considerable speed - I am concerned it is an accident waiting to happen. If you decide to proceed with your proposal, I would request that, at minimum, you provide access protection marking across and slightly beyond my driveway boundaries to discourage motorists from parking too close thereby blocking my visibility. I am also open to any other suggestions you may have for solving these issues but would request that the solution is funded by yourselves.</p>
19	Resident, objection	<p>I am writing to complain about the proposed double yellow lines in Hamilton Road.</p>

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		<p>In my opinion this will not ease the parking issues but will cause further upset. No parking on one side of the road will potentially cause excess cars to park and possibly block cars from entering or exiting their driveways on the opposite side of the road. (This is already happening on both sides.)</p> <p>How is this going to prevent other car users from leaving their cars in the road for complete days or even weeks as is the case at present? Surely something like a 2 hour parking restriction for non residents would help to ease this problem.</p> <p>A complete ban on non resident parking, should this be implemented, (although this is not, as yet, being muted), would cause severe problems for people like myself who teach from home or for elderly or disabled residents requiring regular external assistance from carers.</p>
20	Resident, objection	<p>I wish to object to the proposal to introduce no waiting down the entire west side of Hamilton Road.</p> <p>This is a flawed approach to address the problems being experienced in the road.</p> <p>Prior to the introduction of the Redlands ward / Elmhurst Rd parking schemes in the Spring of 2017 there was no issue with parking or access in Hamilton Rd. These parking schemes have pushed considerable numbers of overspill cars into Hamilton Rd which has led to pavements being blocked by parking cars due to the road being too narrow for on road parking on both sides. Residents have also experienced numerous instances of drives being blocked by these 'overspill' cars. The fire brigade have had access issues on a couple of occasions due to ill-considered parking on pavements on both sides - not committed by residents.</p> <p>The solution to this is not to remove half of the available parking spaces by painting double yellow lines down one side - that is just treating a symptom rather than addressing the underlying problem of there being enough space for residents to park but insufficient for the addition of overspill cars from nearby roads which are now permit/meter controlled.</p> <p>If we lose half of the available parking I foresee the following:</p> <ol style="list-style-type: none"> 1) disputes between residents unable to park in their own street and incomers not wanting to pay to park elsewhere 2) issues in Bulmershe Rd when Hamilton Rd residents have to resort to parking there because their own street is full of hospital & town workers/residents of Eastern Ave etc that don't qualify for permits 3) Hamilton Rd becoming a rat run due to a straight line being cleared from end to end - already I hear scraping noises every day where people take the speed bumps too fast. <p>The solution for the issues in Hamilton Rd is to implement a residents scheme, not blanket double yellows. There is sufficient space on the road for all residents who do not have off street parking to park fully on the road with no need for parking on pavement or directly opposite another car. There is also sufficient capacity for a number of visitor bays. The residents bays should be positioned on whichever side of the road makes maximum use of the space and impacts the least number of drives in terms of access. This is likely to swap sides at various points which will guard against the 'rat run' risk.</p>
21	Resident, objection	<p>We do not see how this will help. Indeed, with the huge number of cars already parking on the road, it is hard to see where they will go if one side is double yellowed on our side.</p>

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		<p>As we have a car port and only one car, it's not a problem per se but it could easily make it harder for me to get on and off my car port if there is inconsiderate parking opposite, as there already often is.</p> <p>Residents parking is the answer.</p>
22	Resident, objection	<p>I am a resident of Hamilton Road, west side, and strongly object to the proposals advertised on street-side notices regarding the introduction of no- waiting restrictions along the full length of Hamilton Road, west side.</p> <p>This would cause a severe shortage of parking for residents of Hamilton Road. It would also cause serious problems for tradesmen hired by residents and needing to park their vehicles temporarily close to residents homes.</p> <p>Any parking restrictions should be introduced alongside a residents parking scheme to ensure that there is adequate parking for residents. A preferable proposal would be to introduce no waiting areas on alternate sides of the lower part of the road, together with residents parking opposite. This would solve the problems for pedestrians with pavement parking, and access for emergency vehicles.</p> <p>I urge those concerned to seriously consider alternative proposals, to avoid severe inconvenience for residents of Hamilton Road.</p>
23	Resident, objection	<p>As resident Hamilton Road I am writing to object to the proposal to apply a double yellow line along the entire west side of Hamilton Road.</p> <p>This proposal will halve the parking capacity, which helps no one. A continuous double yellow line on one side only, will encourage far higher speeds than currently experienced. It will change from an awkward rat run to a straight-through high-speed rat run, and bring increased peril to all residents, whether pedestrian or driver. It's bad enough as it is, and this proposal would only make things worse. A serious accident is bound to occur given the speeds I would expect. This objection has been voiced by many residents and I would like to add mine. In my view the change that makes most sense for a narrow road such as Hamilton Road, just 2 cars wide and with several HMO's, is to prevent through traffic and apply resident parking. It appears to have worked well for Eastern Avenue, let's have the same for Hamilton Road please.</p>
24	Resident, objection	<p>I just seen the list of the roads that the Council plans to introduce 'waiting restrictions' on and notice that they include Hamilton Road. I am advised that this means double yellow lines on one side of the road.</p> <p>As a resident of Hamilton Road I would like to point out that this is about the stupidist idea I've heard of in a long time. It is a matter of debate among residents whether Hamilton Road has a parking problem, but if it does it is surely not that severe. Preventing people from parking on one side of the road - as the Council is apparently planning - would over night create serious parking problems.</p>
25	Resident, support	<p>I support the proposed restrictions.</p>
26	Resident, comment	<p>I am writing to express my reservations about the proposal to introduce Schedule 1 restrictions (no waiting at any time) to: Hamilton Road, west side from junction of Wokingham Road to its junction with Whiteknights Road</p> <p>I understand that this proposal would involve the introduction of a single yellow line in force 24 hours a day, seven days a week.</p> <p>There are problems with parking in Hamilton Road. The road is narrow and vehicles regularly park on both sides, often on the pavement leaving no available spare parking spaces. This severely restricts the use of the pavements and has, I understand on at least</p>

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		<p>one occasion prevented an emergency vehicle passing along the road.</p> <p>However, most of the problems are not being caused by residents of Hamilton Road. The problems are being caused by:</p> <ol style="list-style-type: none"> 1. commuters leaving their cars parked in the road all day, often before 7.00am; 2. commercial vehicles being left overnight and often for several days at a time; and 3. students from the University leaving their cars parked in the road. They can be left without moving for several weeks and in some instances for the whole of the academic term <p>If the vehicles in the above three categories were removed, this would help considerably to alleviate the problems.</p> <p>By introducing a yellow line along one side of the road, surely all that will happen is that those vehicles in the three categories above will simply take any available space on the east side of the road. This will leave no available parking spaces for either residents of Hamilton Road who do not have a garage or off-road parking or for genuine visitors to the road. (While I understand that Schedule 1 would allow a vehicle to stop to make a delivery, would this extend to, for example, the British Gas engineer who needs to park while servicing a boiler?)</p> <p>I understand that there have been requests for a residents' parking scheme in Hamilton Road but these have been declined.</p> <p>If a residents' parking scheme cannot be introduced, would it not be fairer to the residents of Hamilton Road to adopt one of the following:</p> <ol style="list-style-type: none"> a) Schedule 1 no waiting during the working day; or b) introduce restrictions to parking on either or both sides, for example 2 hours allowed, no return within 2 hours. <p>Both of these would stop non residents and non visitors from leaving their vehicles in the road, would free up the road and pavements and still provide residents with available parking when needed, whether for themselves or for visitors to their house.</p>
27	Resident, objection	<p>I wish to make the following objections to the above proposal for the placement of double yellow lines on the west side of Hamilton Road.</p> <ol style="list-style-type: none"> 1. The proposal would create increased danger for pedestrians when crossing Hamilton Road, and given the make-up of the local residents this would include many young children and pensioners, as the number of vehicles, including cars, vans, delivery lorries and cycles, using the now fairly straight and unobstructed road as a rat-run will increase unless some entry restrictions were introduced at the same time. The situation for pedestrian safety would become even worse than it is currently along the now yellow lined part of Crescent Road.

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		<p>2. The proposal would create increased danger for pedestrians when crossing Hamilton Road, and given the make-up of the local residents this would include many young children and pensioners as the speed of vehicles, including cars, vans, delivery lorries and cycles, using the now open road as a rat-run would increase as the drivers of these vehicles try to reach the limited number of available passing points before meeting vehicles coming the other direction. To overcome this increase in danger even more speed restriction measures than are currently in place would need to be introduced at the same time.</p> <p>3. The proposal would create increased danger for pedestrians using the Hamilton Road pavements, and given the make-up of the local residents this would include many young children and pensioners, as drivers of all vehicles, including cars, vans, delivery lorries and cycles, using the road as a rat-run would be tempted, even at times forced, to mount and drive along the pavement in order to pass vehicles coming from the opposite direction. This problem is already occurring in Crescent Road (a vehicle came close to hitting me not long ago and the driver made it very clear that she thought that I was to blame as apparently as a mere elderly pedestrian I should have got out of her way to let her pass by on the pavement!) and potentially will be even worse than along that road.</p> <p>4. The proposal would make it more dangerous for residents' vehicles to exit The Mews (and also probably Oaklands) as displaced vehicles from Hamilton Road, including large vans, would increasingly be parked on The Mews / Hamilton Road and the Oaklands / Hamilton Road junctions. The visibility for drivers leaving The Mews is already occasionally very restricted at times by such parked vehicles, a foretaste of what would happen. The potential for accidents between vehicles slowly edging unsighted from The Mews and the increasing number of now even faster moving and very difficult to see motorists and cyclists using Hamilton Road as a rat-run would increase by an order of magnitude.</p> <p>5. By speeding up the traffic flow along Hamilton Road the proposal would increase the perceived danger to cyclists using the road surface with the result that many of those adult cyclists who currently cycle on the road will attempt to cycle on the pavement instead. Given the speed of these cyclists (and a large percentage of them now go far too fast for this road) and the difficulty for them to see pedestrians exiting from houses onto the pavement in time to stop their vehicles, there would be a greatly increased risk of injury to pedestrians, especially to young children and the elderly.</p> <p>I would certainly agree that something needs to be done about stopping vehicles parking on the pavement and have argued as such for several years. My actions have included writing to the council and contacting my local councillors on more than one occasion. However, the current double yellow line down one side of the road proposal is not the solution as it will increase not decrease the danger of injury to vulnerable pedestrians.</p>
28	Resident, objection	<p>The recent proposal for the addition of a double yellow line on Hamilton Road is a little thought through and inappropriate reaction to the recent incident with poor parking.</p> <p>I do not doubt if you or the councillor who proposed this move visited 70% of roads in the the surrounding area there would an example of bad parking every single day on various roads. The solution to this is not to cover the place with double yellow lines.</p> <p>The displaced cars (that no doubt contributed to the bad parking incident in Hamilton Road) that have resulted from the recent parking changes around the hospital have had an expected ripple effect on surrounding roads. The solution to this is to speedily review the parking propositions of these residents e.g. Hamilton, Crescent and Bulmershe Road that the residents have requested and supported and the council have decided to delay.</p>

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		<p>The remedy to this... for locals, for those needing to park in the area for work and also those visiting the area is to provide clear and well thought out parking provisions in all roads.</p> <p>Displacing cars from Hamilton Road will have a direct impact on Crescent Road and Bulmershe Road, and beyond... and the outcome will be even more bad parking due to poor and non-existent parking controls and yet another fire engine driving along one of these neighbouring roads will be prevented from getting to where it needs to be.</p> <p>Stop bullying random proposals through that the residents don't want. You do not have to live with the consequences on a daily basis. Listen to the working parties already set up in these roads - and listen to the solutions that the residents of these roads themselves have thought through, consulted on, planned and fully support.</p>
29	Resident, comment	<p>Please see below my comments with respect to the proposal to introduce double yellow lines on Hamilton Road.</p> <p>I am concerned that this will not resolve problems currently experienced with parking on Hamilton Road. The effect of introducing double yellows on one side of the road will be to reduce the number of parking spaces on the road drastically - research has suggested that around 45 cars will be displaced. Crucially, there will be no protection for residents over the spaces that remain and the current "free-for-all" over the remaining spaces will intensify.</p> <p>If they were introduced alongside a residents parking scheme, double yellow lines may be effective in improving pavement access for pedestrians and parked cars blocking driveways. But on its own double yellows will make things considerably harder for residents.</p> <p>Residents have been working hard along with Cllr White to come up with an effective solution and the vast majority of local residents favour a residents parking scheme, as has been in place in neighbouring streets since January (and following which we have experienced a huge increase in inconsiderate parking in the road). I urge you to rethink this proposal and to work with residents to implement a scheme that will better serve the needs of residents.</p>
30	Resident, support	<p>I wish to submit comments on the proposal for double yellow lines for Hamilton Road ref CMS/007575.</p> <p>I fully support the introduction of double yellow lines on the west side of upper Hamilton Road as proposed in part B of page 14 of CMS/007575. My understanding is that this proposed no-waiting zone is to permit the free passage of emergency vehicles down Hamilton Road which is often blocked due to inconsiderate parking by non-resident's cars on both sides of the road. Just today there was no way that a fire engine could have got through upper Hamilton Road because of parked cars.</p> <p>I am supportive of the Council taking action to allow access to emergency vehicles in upper Hamilton Road. I fully understand the perspective of Councillors who are currently holding the risk of the consequences of blocked emergency vehicle access, and I personally put this concern above considerations of parking in upper Hamilton Road.</p> <p>I would be grateful if you acknowledge my comments and communicate to me the outcomes of this consultation in Hamilton Road in due course</p>
31	Resident, objection	<p>There is plenty of empty roads road the Royal Berkshire Hospital, zero parked cars & a massive amount of pay & display machines doing nothing. Must be a massive success, which honorary member of the council is proud to claim this bit of genius.</p>

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		<p>I have a friend who is a nurse, she lives in Woodley. She works at the Royal Berks, she parks on Bulmershe Road or Hamilton road & walks to the hospital. Not very helpful for us, but what were the council thinking. Yet the roads around the hospital are a ghost town of empty parking areas.</p> <p>Maybe they should address this before messing around with Hamilton road, which then will push more issues to Bulmershe.</p> <p>Also issuing a copy of the Highway Code to local residents might help with the traffic flow. There seems a complete lack of knowledge by local drivers about the simplest of things, like giving way to traffic which has the right of way.</p>
32	Resident, objection	<p>In reference to the above consultation I wanted to write in the objection to the proposals.</p> <p>I live on Bulmershe road, and feel that the proposal will displace a huge number of cars that will cause irrevocable damage to the safety and feel of Bulmershe road.</p> <p>We have large parking and safety issues on Crescent, Hamilton and Bulmershe road and a correct and thought out scheme needs to take place with an introduction of a residence parking scheme to tackle safety, neighborhood quality of life (blocked pavements etc) and parking issues.</p>
33	Resident, objection	<p>I'm objecting to the proposal to put continuous double yellow lines down one side of Hamilton Rd. I understand this is in response to a recent issue of getting a fire engine down the road. The proposal will drastically reduce the amount of on street parking available, and thereby push the parking onto neighbouring streets, exacerbating the same issue elsewhere.</p> <p>I live in Bulmershe Rd which is parallel to Hamilton Rd and we already experience difficulty due to parking on both sides of the road. Sometimes I have to edge my small car through the centre channel. The overflow parking from Hamilton Road will make this worse.</p> <p>Staggering the double yellow lines to allow maximum use of available on street parking, while still keeping one side or other traffic free would reduce the impact on neighbouring streets and still allow wide vehicles up the road.</p>
34	Resident, objection	<p>I am a resident of Hamilton Road. I am writing to express my strong objection to the proposal to introduce a no-waiting-at-any-time restriction along the entire length of the west side of Hamilton Road. (Your reference CMS/007575)</p> <p>I object to this proposal on the following grounds: The proposal will significantly decrease safety in the road.</p> <p>Hamilton Road is not the same width along it's length. There are two areas where it is reasonable to have double yellow lines to restrict parking, i.e. at the junction with Wokingham Road and the junction with Crescent Road. Other parts of the road are plenty wide enough to accommodate delivery lorries, ambulances, fire engines and Readibus.</p> <p>A no-waiting-at-any-time restriction along the entire length of the road will cause an increase of the speed of cars and encourage the road's use as a cut through for traffic. This will significantly increase the risk to pedestrians, particularly the children walking to the many schools in the area, particularly attending the three adjacent schools in Crescent Road.</p> <p>The proposal will restrict parking on the road the extent that there will no longer be sufficient parking for residents.</p>

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		<p>The parking in Hamilton Road has become progressively worse over the past few months, as the Redlands parking scheme and other local street parking schemes have been introduced. Hamilton Road is one of the few roads in East Reading where non residents can park for free. In recent months there have been far more cars parking on the road, and it has become difficult for residents to park.</p> <p>The proposal to introduce a no-waiting-at-any-time restriction along the entire length of the west side of Hamilton Road will drastically reduce the available parking spaces on the road. It is likely that there will not be sufficient parking for all residents to park in their own road. There is very limited alternative free parking for them to use.</p> <p>One solution does not address the diverse nature of the road.</p> <p>Hamilton Road is a long road with varying widths, and a wide variety of housing along its length. Parking problems are different for different sections of the road. One blanket solution is an excessive response to the complex nature of the problem. The proposed no-waiting-at-any-time along the length of the western side of Hamilton Road will decrease road safety, particularly for pedestrians.</p> <p>The proposal will make it difficult to use of driveways on the Western side of Hamilton Road.</p> <p>The road is narrow, and if a car is parked directly opposite a driveway it is often difficult to enter or exit. If the proposal is implemented, the east side of the road will be full of cars most of the time. This would reduce the parking in the road even further.</p> <p>The proposal is not part of a considered parking plan for the whole of East Reading.</p> <p>I think that the current parking situation in Hamilton Road is a direct result of a lack of consideration for the parking needs of the East Reading area as a whole. The area is densely populated, with two large employers in the University and the hospital, in addition to a number of schools. The current proposal does not address the needs of the residents of Hamilton Road, or the wider community in East Reading, if anything it increases the hazards to pedestrians in an already challenging environment</p>
35	Resident, objection	<p>I am a resident of Hamilton Road in Reading. I am writing to voice my strong objection to the proposal to introduce a no-waiting-at-any-time restriction along the entire length of the west side of Hamilton road (Your reference CMS/007575, drawing number WRR2017A/PA3).</p> <p>I object to the proposal on the following grounds: The proposal will greatly exacerbate the already-severe parking problems on Hamilton Road.</p> <p>As a consequence of the creeping, piecemeal introduction of residents' parking schemes in East Reading, and of the recent implementation of the Redlands parking scheme, Hamilton Road is now one of very few roads in East Reading on which non-residents can park without charge. In recent months, parking by non-residents has increased to the level where it is frequently difficult for residents to park in their own road. This is especially true during university terms. I have personally experienced difficulty in parking on Hamilton Road, and have had occasions where visitors were unable to find any parking space on the road.</p> <p>The proposal to introduce a no-waiting-at-any-time restriction along the entire length of the west side of Hamilton road will drastically reduce the number of available parking spaces. This will greatly exacerbate current parking problems and will inevitably lead to</p>

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		<p>frequent occasions on which residents will be unable to park on their own road. There is very little alternative free parking in the area, so residents will be forced to park long distances from their homes.</p> <p>2. The proposal will be detrimental to road safety on Hamilton Road.</p> <p>(i) A no-waiting restriction along the entire length of the road will significantly increase the average speed of cars using the road. It will encourage speeding and increase the amount of traffic using the road as a "rat run". This will have a detrimental impact on the safety of a road that is used, for example, by children walking to the three schools on Crescent Road.</p> <p>(ii) With the possible exception of a short stretch of road south of Crescent Road and another close to its junction with Wokingham Road, Hamilton Road is amply wide enough to accommodate parking on both sides of the road while allowing access by emergency vehicles. This is clearly demonstrated by the fact that it is well used, without difficulty, by a range of large vehicles, including supermarket and UPS delivery vans, Readibus dial-a-ride busses, ambulances, removals vans and lorries delivering building materials. It is not valid to argue for parking restrictions along the entire road on the basis of access for emergency vehicles.</p> <p>3. The proposal is a blanket response to a localised problem.</p> <p>The proposal to restrict parking along one side of the entire length of Hamilton Road is an excessive response to perceived problems at the two short stretches of the road mentioned above. For most of the road, parking restrictions are unnecessary and unjustified. In particular, a restriction along the entire length of the road cannot be justified on the basis of road safety or access for emergency vehicles. More generally, the nature of Hamilton Road changes significantly along its length. It is therefore not appropriate to apply a single measure to the entire length of the road. Different solutions are needed in different places.</p> <p>4. The proposal will make driveways on the west side of the road difficult or impossible to use.</p> <p>Several of the houses on the west side of Hamilton Road have drives that are narrow, and options to widen driveways are limited due to the Conservation Area status of the road. It is already difficult to park cars in these drives if there are cars parked on the opposite side of the road. Currently, cars park partially on the road park partially on the pavement. This widens the available road space and makes driveway parking possible. The proposed restriction will have the effect that cars parked on the east side of the road will no longer park partially on the pavement. It will then be impossible for me and other residents of the west side of Hamilton Road to park cars in our driveways.</p> <p>5. The proposal is not part of a joined-up parking plan for East Reading.</p> <p>The proposal is an ill-considered knee-jerk reaction to perceived parking problems in Hamilton Road. The Council has consistently failed to address parking problems for the whole East Reading area, preferring to implement road-by-road residents' parking restrictions without consideration of their impact on other roads in the area, and implementing a scheme for the Redlands area whose boundaries were chosen on political grounds to coincide with Council wards, without any consideration of the impact of the scheme on roads just outside the Redlands area. The result of these actions has been to push parking problems from road to road rather than to solve them.</p> <p>There can be no doubt that the current parking problems on Hamilton Road are a direct result of the Council's imposition of restrictions on other roads in the area. [REMOVED] years ago, when I move to Hamilton Road, parking was easy and plentiful. Since then, the</p>

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		Council's actions have drastically reduced both the capacity and flexibility of parking in East Reading. There is an urgent need for a joined-up parking plan for the whole East Reading area that takes into account the needs of all East Reading residents and also acknowledges the presence in the area of two major employers (viz. the university and the Royal Berkshire Hospital) and of several schools (including three adjacent to each other on Crescent Road). The proposal to restrict parking on the west side of Hamilton Road does nothing to address these needs.
36	Resident, objection	<p>It has been brought to our attention that there is a proposal that double yellow lines could be introduced along the west side of Hamilton Road.</p> <p>As residents of Bulmershe Road, we consider that this scheme would have a negative impact on our street. Increasingly, there are more cars parking in Bulmershe Road, many belonging to people who do not live in the street, but park here because of parking restrictions being introduced in neighbouring streets as well as overflow from the Royal Berkshire Hospital parking area since the introduction of pay and display. This is also exacerbated by the number of cars parking on the pavements which results in pedestrians, some with children and the disabled, having to walk on the road.</p> <p>We would like to register our objection to this scheme.</p>
37	Resident, objection	<p>We would like to register our objection to Reading Borough Council's proposal to paint double yellow lines along the whole of the west side of Hamilton Road.</p> <p>Parking in Hamilton Road has become very difficult for many of its residents since the introduction of parking schemes in nearby streets. We are very concerned that blocking parking along one side of the road will not provide a safe, sensible or satisfactory solution to what has become a very contentious issue in Hamilton Road in recent months. We appreciate that the proposal is put forward on the basis of easing access for emergency vehicles, but the introduction of double yellow lines would result in our road becoming an easy through road ('rat run'), and will only serve to make our parking problems considerably worse than they already are.</p> <p>Apart from residents of Hamilton Road, parking is regularly used by:</p> <ol style="list-style-type: none"> 1) visitors; 2) workmen or delivery drivers; 3) people who work locally, ie, at Reading University, UTC, Maiden Erlegh School and the Royal Berkshire Hospital; 4) 'park and riders' who park cars for the day and catch the bus into town; 5) cars of residents in nearby streets where parking restrictions are already in place, very often students whose cars may be parked for days/weeks at a time. <p>As an alternative to painting double yellow lines along the entire west side of the road, we would prefer the introduction of a parking scheme that discourages the current 'park and riders', and the spill-over long term parking. A parking scheme that restricts parking to resident permit holders only on certain days of the week/times of day would put an end to all day/long term parkers - the principal aim for a large majority of those who live in Hamilton Road.</p> <p>While our interests are mostly concerned with easing the problems in Hamilton Road, we also feel strongly that our parking problems should be considered alongside the wider issue of similar problems in the area generally, in order to avoid unfair knock-on effects in</p>

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		<p>nearby streets also currently without restrictions.</p> <p>We hope you will give full consideration to our comments in finding the best and most workable solution to the escalating problem in Hamilton Road.</p>
38	Resident, objection	<p>I wish to send you my objection for the proposed plan to put double yellow lines down one side of Hamilton Road. What is to be achieved by this plan? It halves any parking in the road without giving any preferential treatment to the residents and is bound to cause ill feeling between neighbours who will be fighting for a space. If it is supposed to help ease the way for emergency vehicles I can say we had two large RBC lorries and a skip delivery at our property recently and they found no problems coming down the road. I can envisage the road becoming a bit of a race track if one side is completely cleared of cars. I fail to see that any real thought has been put into this proposal, it seems like a plan that will lead to chaos. I realise that the parking situation needs some action but not this action.</p>
39	Resident, comment	<p>If this is approved, please include lines along the south/north of Waybrook Crescent, as displaced parking due to recent Redlands Ward parking changes have already blocked our road on numerous occasions. The Hamilton Rd changes would create a further parking restriction and displacement, which would only serve to worsen this problem in Waybrook Crescent. Having said that, I feel that the opinion of Hamilton Rd residents is the most important and Councillors should consider their desire for parking permits instead of double yellow lines.</p>
40	Resident, objection	<p>I live at [REMOVED], Hamilton rd. me and my children got [REMOVED] cars, if you put double yellows lines where we had to park our cars. It is not a good idea. There must be better way of tackle parking problem. I think it will be better to put double yellow lines where there is no enters to the houses i.e. Junction of crescent road and Hamilton road where there are no entrances to the houses because there are flats both sides of the road and also there are other flats on Hamilton road where they can put double yellow lines . Thank you.</p>
41	Resident, objection	<p>With reference to the above proposal I have significant concern that double yellow lines all along the west side of Hamilton Road will cause a number of cars to be displaced and will not be the best solution to parking issues in the area. Because Waybrook Crescent is excluded from any parking restrictions, it is highly likely that people will seek parking their cars here, all along the verges and roundabout. We have already seen the number of non resident cars parking in Waybrook Crescent escalate due to parking restrictions introduced elsewhere in the area and this has negatively impacted space available for visitor parking.</p> <p>Rob White had forwarded the Hamilton proposal to me in the latter part of last week otherwise I would not have been aware of it. I'm concerned that not everyone in Waybrook Crescent will know about the proposal and have had a chance to respond.</p> <p>I would request that the council consider alternate schemes such as a permit parking scheme which residents on Hamilton Road have been in favour of, as supported by the Green party. I would also ask that Waybrook Crescent is included in any parking schemes that are introduced.</p>
42	Resident, objection	<p>I am resident in [REMOVED], Hamilton road and just heard about the new proposal for restricting parking with double yellow lines on one side of our road.</p> <p>I am aware of the problem of car spaces being abused by staff coming from institutions like University, Hospital and Maiden Erleigh school, because there is now park meters installed in the proximity of their working places .</p> <p>As a result, these working personnel park at a further distance from their working place because no solution is offered to them .</p>

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		<p>I find the proposal of introducing double yellow lines on one side of the road too radical and I am opposed to it unless the other side of the road is restricted with resident parking permit only .</p> <p>Otherwise it will indiscriminately reduce the parking capacity by half .</p> <p>The few spaces left vacant will be taken in the early morning by school, university or hospital staff looking for spaces, leaving no spaces for residents or their visitors .</p> <p>I am more in favour to introduce a resident parking permit scheme on both sides of the road .</p> <p>It will offer more flexibility for residents while retaining a fair amount of car spaces available for residents .</p> <p>This underlines the major transport problems Reading is facing, by lack of planning by the Transport Committee .</p> <p>Reading has a growing population with a transport scheme relying too much on individual cars .</p> <ul style="list-style-type: none"> - With a growing population, now approaching 150.000, there is no efficient way of moving around Reading without taking a car. - There is no incentive for public service's staff working in Reading to use a bus . - Why don't hospital staff have no cheaper bus passes for example ? Should a nurse pay to park her car in her working place ? - Should a teacher not be granted a place or get a cheaper bus fare for getting to work ? <p>On the other hand buses are stuck in the middle of a congested and polluting traffic .</p> <p>Unlike many other places the same size, Reading is not investing at all in a clean, efficient and modern means of transport based on priority lanes like tramways distributing at speed the main quarters of the town . Cable cars also could move the population E-W or N-S of the Reading area with speed and efficiency .</p> <p>On top of it, cycle lanes are neglected, HGVs have the right to move across Reading like elephants in a china shop and HGV transporters are still using places in the heart of Reading for their warehouse (example : QTR transport in Cardiff road), not mentioning the bottleneck of the Thames bridges .</p> <p>Sometimes we just wonder if the Transport Committee of Reading Borough Council has some vision for this town or if they just sleepwalk waiting for the place to implode .</p>
43	Resident, objection	<p>I am slightly surprised that I have had to learn about these proposals via a Green Party email - this doesn't seem like proper consultation has been made to residents (like myself) who will be affected by Hamilton Road proposals.</p> <p>I know that some residents are completely unaware of the proposals and would object given the opportunity.</p> <p>I am concerned about these proposals for a number of reasons:</p> <p>Residents on Hamilton Road appear to want a residents parking scheme and with some houses having no driveway this is surely the most equitable solution. Those displaced cars will have nowhere left to go.</p> <p><u>Waybrook Crescent</u> has appeared to be ignored from the scheme - this potentially ends up with the Crescent being a potential</p>

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		<p>Hamilton Road car park. I object in the strongest possible terms to the exclusion (intentional or otherwise) of Waybrook Crescent from these proposals. Access is needed within the Crescent - I am concerned about fire and ambulance access - we have a number of elderly residents and ambulance access would be an issue of Hamilton Road residents were to park here. My own [REMOVED] is collected and dropped by a Readibus service to [REMOVED] school and any problems with access would severely impact on his safety - this needs to be addressed before it becomes an issue. Please be advised that I will actively pursue this point via councillors and our local MP if this isn't addressed.</p> <p>The parking issues around Waybrook Crescent and particularly Hamilton Road appear to have been as a result of the Addington / Erleigh Road (and surrounding area) paid parking introduction. This has shifted the problem that used to occur around Berks Hospital up to Hamilton Road - and this area has now been made potentially dangerous.</p> <p>Parking may have been a nuisance around Berks Hospital but it was very rarely dangerous. Parking especially at the top of Hamilton Road often causes pedestrians difficulty in negotiating paths and traffic flow is also tricky. There have been dangerous situations caused and unless these issues are addressed it is only a matter of time before there is an accident - and with more children now attending Maiden Erlegh the situation is exacerbated by the amount of children on foot.</p> <p>I would request any scheme that is applied to Hamilton Road is also extended to Waybrook Crescent in order to ensure the safety of the young and older residents there is particular.</p> <p>With the expansion of Maiden Erlegh in Reading school it is essential that the current issues of illegal parking and inconsiderate parking are addressed quickly - the traffic is already approaching dangerous levels and I am happy that the council is at least addressing these issues although I am not convinced that the recommendations are the right ones.</p>
44	Resident, objection	<p>I'm extremely concerned about the proposals for implementing double yellow lines along the west side of Hamilton road. As a resident of Waybrook Crescent, we have already seen displaced cars (from parking restrictions elsewhere in the area) parking badly in the Crescent and also on the verges close by on Hamilton Road. I would ask that these proposals be reviewed as to their planned effectiveness as I'm certain that the displaced car situation will only worsen. A far better scheme in my opinion (and one that many local residents favour) would be a residents parking scheme, but this would need to take into account all areas, including Waybrook Crescent, to alleviate any issues with displaced cars.</p> <p>I can see the issue caused by cars parking on both sides of the road on the North side of Hamilton Road and the danger that this can cause by parking on the pavements, access for emergency services etc.. However, I'm sure you are aware it is an offence to park on the pavement (unless signs permit) so maybe more enforcement in the form of NEFPENS would help to address this problem to some extent in conjunction with other schemes such as residents parking.</p>
45	Resident, objection	<p>I am a resident of the lower part of Hamilton Road and I would like to raise objections to the imposition of double yellow lines on the west side of Hamilton Road for the following reasons:</p> <ul style="list-style-type: none"> • The imposition of the double yellow lines will mean that traffic will exceed the speed limit of 20. Despite the limit being visible at the moment I have observed most cars exceed this limit in the lower part of the road. I walk my dog three times per days so observe this daily. This will make the road a rat-run to Wokingham Road. • The parking problems caused both by students, commuters and the imposition of the Redlands parking scheme will increase dramatically as the number of spaces available is halved. • Given that HR is a conservation area, I feel that double yellow lines will inevitably increase the number of residents forced to turn their gardens into driveways, which further detracts from the beauty of the road. Even those with partial gardens will have to consider this, as there will be insufficient space. • As space is often at premium those residents with more than one car or who have visitors, park over their driveways to allow more

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		<p>parking spaces for other residents and road users. This option will not be available if the lines are imposed on the whole road.</p> <ul style="list-style-type: none"> • Our neighbours in Bulmershe Road will suffer as a result, as those who live here will be forced to park elsewhere. • I have measured surrounding roads and the only one which appears to be the same width as our is de Beauvoir Road which indeed has double yellow lines, but is one way, thus cars have no need to mount the pavement to pass. They will have to mount the pavement to pass if you impose the lines on HR as there will be no passing places. This is of grave concern as pedestrian safety will be severely compromised. <p>I completely understand the needs of the Fire Brigade, but a kneejerk reaction such as the imposition of double yellow lines is not the solution, when parking restrictions are already being proposed.</p> <p>I suggest, in the interim, a notice at relevant points in the road drawing attention to the fact that the road is narrow and saying that any obstruction to vehicles and pedestrians alike is an offense.</p>
46	Resident, objection	<p>As a resident on Hamilton Road [REMOVED] I wish to raise an objection to the Council's proposal to impose double yellow lines on one side of the road over its entire length. As you are well aware, the issue of parking on this street has become a BIG topic in recent months as a knock-on effect of the newly implemented parking schemes in neighbouring parts of Park and Redlands wards. A Residents Parking scheme is meant to be forthcoming shortly, therefore the yellow line implementation is a short sighted option, considering the council has little money as it is! The yellow lines will also increase pressure on the east side of the street (my side!), and i have no driveway! I also have major concerns that the speed of vehicles will increase, which will endanger school children at the Crescent Rd junction.</p>
47	Resident, support / comment	<p>In principle I would like to state my support for the proposal for Hamilton rd., as the majority of houses on the west side of the road have off road parking and this would mean at least one pavement is without cars and useable by pedestrians.</p> <p>However I have concerns as follow:</p> <ol style="list-style-type: none"> 1) How this will this be enforced? as it is quite regular for cars to be parked on the double yellow lines at the start of the road and we seldom see traffic wardens issuing tickets to these 'obvious' vehicles. 2) I expect that there will be an increase in through traffic, unless a similar exercise is done for on Bulmershe rd. I also expect the number of cars using Hamilton road as a result of this change to increase and fully expect cars to mount the west side pavement when crossing oncoming vehicles, which will increase the risk to pedestrians. 3) I am also quite concerned about the reduction in parking spaces, as this will put pressure on the spaces that remain available. 4) and finally I am more than concerned that people will continue to leave their vehicle parked in front of my drive despite it having access protection lines and especially since the west side will be designated as 'no waiting at any time'.
48	Resident, objection / comment	<p>We are writing as invited in response to the above notification, and as residents of [REMOVED] Hamilton Rd, being at the upper or northern end between 112 and 144.</p> <p>We have listened to many conversations with neighbours, of which the note from [REMOVED] is most helpful in explaining the multiple sources of the problem and some creative thinking.</p> <p>Please note that the sections of the street plans included with the Council papers exclude some key features which may help the</p>

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		<p>officers and members of the Council, such as the view of the whole of Waybrook Crescent [which would show that it is a parking extension of Hamilton Rd],</p> <p>the junction with the Children's Centre and sports field entrance [which is single track and especially problematic at week-ends], and the full picture of the acute junction with Whiteknights Rd [which has in common with the Crescent Rd junction the need to transgress normal lines before being able to see what is coming, as well as a bus stop opposite].</p> <p>Background Thinking -</p> <p>that the Council should take a starting point of priority for the peace and safety of permanent local residents and council tax payers;</p> <p>that an urgent review is required of the unintended consequences to Hamilton Rd of the 'Redlands scheme' in order to relieve the unfair and intolerable burden super-imposed on us by measures for our immediate neighbours; this is the case most particularly in university term times, for which there is abundant evidence;</p> <p>that the pressures of 3 local schools, a children's centre, a care home, a sports field with regular Saturday tournaments, and a major university all on our door step need to be acknowledged when considered against the needs of (e.g.) Elmhurst Rd; [I should mention that the Saturday footballers do very well to police themselves despite headlong confrontations down the hill.]</p> <p>that the expected consequences of a <i>comprehensive</i> yellow line in Hamilton Rd will be -</p> <ol style="list-style-type: none"> 1) a 50% loss of parking space in northern/downhill Hamilton Rd 2) the displacement of parking from one entire side of lower Hamilton to upper Hamilton Rd or Bulmershe Rd, with corresponding <i>increase in the existing pressures</i> on upper Hamilton Rd; <p>that uphill/ downhill, or southern/northern Hamilton Rd, are different in character - the range of conservation status, the volumes of multi-occupancy, the planning of off-road parking - and need to have measures which are differentiated and mutually supportive; the southern/uphill end of Hamilton Rd was 'just about coping' pre-Redlands, while the northern/downhill section has been struggling for longer, perhaps due to less available off-road parking, which is a contentious issue in a conservation area due to the tighter planning controls;</p> <p>that Waybrook Crescent must be included in the plan as it is a natural extension of the Redlands/Hamilton Rd parking problem; its residents have suffered post-Redlands from similar over-parking, and will suffer further from being forgotten. Double parking has recently been known to even extend to the Crescent's roundabout;</p> <p>that likewise, the turning space in the lane for 132 and 134 needs consideration, since every metre of roadway is exploited in the term-time atmosphere, and it will soon be discovered.</p> <p>Measures to Support and Develop -</p>

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		<p>for South Hamilton Rd/Up the Hill - numbers 112 to 144 including my family at [REMOVED]: - Crescent Rd to Whiteknights Rd -</p> <p>i. that double yellow lines on the 'evens' side are broadly acceptable with some fine tuning; for example - the corner facing 144 Hamilton Rd is especially vulnerable due to school pedestrian access, the children's centre, and the sports field, which are difficult to 'read' on the plan; in the space between the boundary of 144 Hamilton Rd and the corner with Whiteknights Rd the restriction should be <i>reversed</i> to enable vehicles coming west from Reading to take the very acute corner, which is difficult without going onto the 'wrong' side of the road ; this would also allow space for 5 or 6 cars to park; the yellow lines opposite should be then <i>extended</i> several metres to compensate, up to the junction with Bulmershe Rd/the entrance to the Children's centre and sports field, which would be exceptionally useful on Saturday football days when the road easily gets blocked; one side of Waybrook Cres should be brought inside the restricted area; the turning space for 132 and 134 Hamilton Rd, which is easily forgotten as invisible, needs some protection such as suggested by [REMOVED] below, since every inch tends to be exploited at present; the dangers of two vehicles charging unknowingly at each other between 122 and 144 Hamilton Rd without passing space - and consequently one driving at speed on the downhill pavement to avoid collision - could be addressed by clear signs such as 'Give way to up-coming traffic' - which would fit nicely with the proposals above for the space outside the Children's centre/144 Hamilton Rd; There need to be clear understandings that exceptional but reasonable manoeuvres such as a neighbour parking a boat, or the unloading of building materials, will not be prosecuted. In my own personal case this includes coupling or uncoupling a caravan.</p> <p>For North Hamilton Rd/Down the Hill - numbers from 2 to 104 - Crescent Rd to Wokingham Rd -</p> <p>ii. For the reasons above, this area would benefit from a more differentiated and creative approach. But residents here will suffer even more if not included in the plan somehow. And we will suffer at the other end of the road if the plan does not work.</p> <p>iii. Thus I would like to comment on three points -</p> <p>iv. A much better suggestion comes from local resident [REMOVED][see his note] -</p> <p>a] 'Residents parking only from (e.g.) 12 noon to 2 pm' [see note [REMOVED]] as a means of stopping the blight of 'park and leave';</p> <p>And another from [REMOVED] [see his note] -</p> <p>b] Pavement incursions for parking of about 18'' to 2' as used in congested areas of London to allow the nearside wheels of cars to legitimately park with one foot on the pavement, thus making organised space for both fire engines and children's buggies; and with this -</p> <p>c] noting the natural spaces for passing at the entrances such as The Mews [by 43] and Oaklands [by 63], just <i>one more designated passing place</i> lower down the road might complete the sequence to the satisfaction of the Fire Brigade, who have the advantage of being seen from a distance.</p> <p>It would be better if these good ideas from other districts were put to the test <i>prior</i> to imposing a well-intentioned but much resented restriction.</p>

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		Relief elsewhere in the parking system, such as a reduction in the severity of Redlands measures in Elmhurst Rd [adjoining the University playing fields], would reduce the urgency of the Hamilton Rd measures. As a local school bus driver I was exceptionally familiar with the hazards of that road, to which the response has been over-zealous in my opinion.
49	Resident, objection	<p>As a long term resident of the adjacent Bulmershe Road I wish to OBJECT to this on the grounds that:</p> <ol style="list-style-type: none"> <li data-bbox="459 343 2110 502">i. It was agreed at the Traffic Management Sub-Committee meeting 9th Mar 2017 that an area view be taken of the roll-out of parking schemes across (south) Park Ward, including safety issues in Crescent Road. This no waiting proposal for Hamilton Road clearly interacts with any of the proposals in development for residents parking schemes in Hamilton Rd and other parts of (south) Park Ward, yet does not take into account the need for residents parking nor the more general issues of traffic management. <p>It is not clear how the proposed yellow lines will add or subtract from the Hamilton Rd residents parking scheme currently under consultation. It is also not clear whether the double yellow line scheme could be changed when decisions concerning residents' parking are being made.</p> <ol style="list-style-type: none"> <li data-bbox="459 662 2110 726">2. As this proposal contains no proposals to provide residents only areas, commuters and hospital workers/visitors will continue to park in Hamilton Rd, and it will be unfair on those Hamilton Rd residents who do not have drives. <li data-bbox="459 726 2110 758">3. The resulting overflow from Hamilton Rd will also result in more pressure on parking in Bulmershe Road. <li data-bbox="459 758 2110 885">4. I do acknowledge that the proposal should enable pedestrians easier use of at least 1 pavement. However, nearby parking schemes e.g. (south) Eastern Avenue have been designed in a chicane like manner, giving a modicum of speed management of road traffic. This No Waiting proposal in Hamilton Rd for single sided parking without any chicane effect will result in a clearway which will encourage speeding with accompanying risks to both pedestrians and parked cars.
50	Resident, comment	We write concerning the proposed introduction of double yellow lines along the entire west side of Hamilton Road. The requirements of the road should be seen in two distinct halves. You will no doubt have received many representations from people living in the lower section, north of the crossroads with Crescent Road. We live on the upper section of the street, between the crossroads with Crescent Road and the junction with Whiteknights road. Here, double yellows along the west side would be welcome, and would go some way to restoring the situation we enjoyed before the introduction of the parking scheme in Redlands Ward. However, the effect of the Redlands scheme on Hamilton Road has been huge, and should not be ignored. Most of us on upper Hamilton have driveways, but, at least for those without, I urge you to make parking provision in the form of residents' permits.
51	Resident, objection	With regard to the plan to put double yellow lines along one side of Hamilton Road (CMS/007575), I am sure you are aware that this will mean there will be insufficient parking spaces for residents in our (Hamilton) road. You also should be aware that the parking problems in Hamilton only became significant when parking restrictions were instituted in the nearby roads particularly around the hospital. The expected result of this policy is that again as well as inconveniencing the residents of the road, you will be moving the problem elsewhere. It would seem to me that rather than repeatedly moving the problem each time the fundamental issue of insufficient appropriate parking for the hospital should be addressed.
52	Resident, objection	<p>I would like to OBJECT to the proposed parking restriction amendment order as I think it needs to be delayed and any changes implemented as part of a larger parking review.</p> <p>The parking has only recently got worse following the implementation of additional parking restrictions parking bays on the adjacent</p>

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		<p>streets and the arrival of the new college</p> <p>As a resident of Hamilton road for the last [REMOVED] years I can confirm that whilst parking was not perfect it was acceptable with residents and visitors able to find a parking space somewhere.</p> <p>Following the recent introduction of parking restrictions/ residents bays in the surrounding area adjacent to the university, cars have now migrated onto the adjacent roads causing the roads to be fully parked up 24 hours a day</p> <p>I would ask that an urgent review be carried out of the recently introduced parking area where large lengths of road are restricted to residents were there are insufficient residents to fill the bays and that these bays be made shared use ,this review should also include the areas affected by the new proposal leading to a more realistic scheme introduced that caters for both residents and visitors .</p> <p>Having spoken to one of your staff she mentioned that the justification for the new order is for emergency access . I can confirm that the road is actually wider than those adjacent where parking is allowed on both sides so the justification appears to be just a knee jerk reaction following complaints ,and thought needs to be given to the residents that will be affected by the reduced on carriageway parking available as result of this amendment order</p>
53	Resident, comment	<p>It is particularly important that any yellow lines introduced into ‘upper’ Hamilton Road (i.e. 122 to 144) should respect the shape of the road and the natural, well-ordered parking that existed prior to the recent problems that introduction of the Redlands parking scheme has caused. This means that from no 144 to shortly before the junction with Whiteknights Road parking should be allowed on the west side of the road, but banned on the east side.</p> <p>The ban on the east side should run all the way from the Whiteknights Road junction to the gates of the Hamilton Centre and Maiden School Erlegh in Reading car parks. Parking in that section during the summer term this year has caused many problems for larger vehicles during weekdays. It is also dangerous for pedestrians because there is no kerb on that section - just a narrow grass and gravel verge that serves as a footway for children coming to and from school when it is not obstructed by parked cars. Otherwise they have two tricky road crossings to make close to busy junctions. On Saturdays, the footballers’ stewards prevent the problem by laying out cones all along that section, as well as placing some cones on the west side of the road, opposite the car park gates and towards no 142. This is proven to work well and should be made permanent.</p> <p>We hope that the Committee will take time to ensure that a well-thought out scheme, which also includes many of the residents’ parking ideas provided in [REMOVED] paper, can be implemented in one go. It is important that we do not have another measure which, by tackling parking problems in one area, ends up simply moving the problems to the next streets along in the neighbourhood.</p>
54	Resident, objection	<p>I am writing to voice my concerns regarding CMS/007575, which will introduce restrictions of ‘no waiting at any time’ on the west side of Hamilton Road.</p> <p>I understand that over-crowding and pavement parking is a problem on Hamilton Road; however, I am deeply concerned that restricting on-street parking will hurt rather than benefit residents, particularly those of us who are unfortunate enough to live on the west side.</p> <p>I live in one of several HMOs on the road. At my residence, I am one of 9 young professional occupants: 5 of us own cars, and 2 of us are planning to bring cars to the property in the near future, as this has become vital for our careers. Between us we share one driveway, which can fit 2 cars (or 3, if the others don’t mind being blocked in!), which means we have no choice but to park on the road. We are</p>

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		<p>concerned that if restrictions are put into place, we will no longer be able to park on Hamilton Road, let alone outside our own residence - and with restrictions already in place on other roads in the area, who knows how far away we'll have to park! Of course, I'd love to avoid this problem by renting my own place with my own parking space or driveway - however, current market prices have made this impossible, and at the moment I feel I have no choice but to live in an HMO. Considering that the council has allowed a high density of HMOs in the area, we are disappointed by CMS/007575. We suspect that overcrowding on our road is at least partly caused by an influx of cars from adjacent roads where restrictions are already in place, so we would fully support a reasonably-priced Residents Parking Scheme as an alternative, and believe that this could meet the needs of both HMO and non-HMO residents.</p>
55	Resident, objection	<p>I am writing to object to the proposed parking restrictions that the Council is currently consulting on for Hamilton Road. Whilst I understand that there is a need to introduce a parking restriction on Hamilton Road, (as I am aware that people who do not live on the road currently take advantage of the free car parking); as a resident of Hamilton Road, I am concerned by the proposition that parking will only be permitted on one side of the road. I am a resident who lives on Hamilton Road in a large House of Multiple Occupation (HMO) which I share with eight other young professionals. We have a driveway which can fit two cars (three if one parks behind the other two, but this does block the exit for the other two cars). There are currently five of us in the house who own a car, which we each need for our employment. At any point in the future, there could be a maximum of nine of us in the house owning a car each. I am also aware that there are a number of other licensed HMOs on Hamilton Road. My concern is that the council has not taken into consideration in its proposal the current and maximum amount of cars that residents on the road could potentially own, when you consider that each tenant in a HMO is technically one household. Halving the amount of car parking on the road will cause parking availability problems for residents on Hamilton Road, which will only lead to displacement elsewhere. In light of the above, I therefore ask the council to please reconsider its car parking proposal on Hamilton Road.</p>
56	Resident, objection	<p>We object to having double yellow lines along our road for the following reasons:-</p> <p>There are not enough parking spaces on the road for the number of residents in our road. Double yellow lines would decrease the parking spaces available by around 40 spaces. We are awaiting a council review of the road/area to help resolve this issue by introducing other parking solutions such as resident permits.</p> <p>Hamilton Rd has a number of sections and housing styles, some have driveways, others do not therefore one scheme for the whole road may not be necessary.</p> <p>Non-residents are currently able to park on our road without restriction and double yellow lines would not restrict them parking on the other side thus making it difficult for residents to park in the same road as their house!</p> <p>Pedestrians can currently walk safely along the road when cars park sensibly on the pavement leaving enough room for a single buggy. The police have issued us with guidelines on this matter and there has been some ticketing of a small number of offending cars.</p> <p>Neighbours who are wheelchair users use the road not the pavement as the camber of the pavement on the west side of Hamilton Rd makes it unsafe to use.</p> <p>We believe that a residents' parking scheme, if implemented, will resolve any access problems for emergency vehicles accessing the</p>

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		<p>road and that double yellow lines are unnecessary.</p> <p>We have lived in the road for [REMOVED] years without problems until the parking meters were implemented recently around the hospital area. We have 3 vehicles in our household for the 3 adults who live here - 2 of the vehicles can park in the drive, the third on the road. If double yellow lines are introduced, the third vehicle could not park over our driveway any longer, The residents' cars that could no longer park on our side of the road have to park somewhere and this would just have a knock-on effect to surrounding roads.</p> <p>Many more homeowners would no doubt decide to pave their front gardens to create parking spaces, detracting from the overall look of the road which is in the conservation area.</p>
57	Resident, objection	<p>I was surprised and dismayed to read about proposed traffic changes to Hamilton Road, East Reading. We had been led to believe that 'whole area approach' was being planned by RBC for East Reading to address the problems being experienced by our road and by many surrounding roads. My son was told by RBC that we would hear something by January 2018. This would probably include a residents' permit scheme. The most serious problems being: parking on the pavements, blocked driveways and difficulty of access for large/emergency vehicles. All are frighteningly dangerous.</p> <p>Double yellow lines the length of the west side of the road seem not to solve the problems at all!</p> <p>The road is clearly not wide enough for both parking and two-way passing so it seems there will be nothing to stop the persistent parking on the pavements, still forcing the young, the old and the vulnerable into the road. This also does not solve the problem of residents being blocked in their driveways by overhanging cars.</p> <p>Another consequence will also be that the driver on the yellow-lined side will feel obliged to mount the pavement in order to pass, as is expected by many drivers in nearby Crescent Road.</p> <p>Parking in the road will just become a 'free-for-all' with people reluctant to give up the very limited spaces in case they don't get them back again, as reported in Melrose Avenue and many other roads. Many students leave their cars for long periods of time.</p> <p>The displacement of cars will cause worse problems in surrounding roads which are already suffering similar problems.</p> <p>For a long time now we have been expressing our views to the police, political parties and the council and had come to believe that the best solution would be a residents' parking scheme - the traffic around here is unsustainable and downright dangerous.</p> <p>It seems disappointing that these promises have either been abandoned and replaced by this seemingly haphazard scheme OR that the two sets of plans are not 'joined-up' and that departments are not talking to each other. In the meantime, we hope that no serious incident occurs to the many school children who walk along our narrow or totally blocked off pavements.</p> <p>I strongly believe that the installation of double yellow lines will not resolve the parking problems we have in Hamilton Road.</p>
58	Resident, objection	<p>I am writing to object in the strongest possible terms to proposal drawing no WRR2017A/PA3 - Hamilton Road West Side - Introduction of no waiting at any time from its junction with Wokingham Road to its junction with Whiteknights Road</p>

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		<p>The proposal to introduce or amend existing waiting restrictions and parking places is being justified either in the interests of safety or in response to demand. My objection is made on the grounds that</p> <ul style="list-style-type: none"> • Safety will not be improved - indeed the roadway and immediate environment will be made more dangerous. Please listen to residents. We know our street! • There is no demand from residents for this measure along the entire length of the road. The majority of residents are opposed to the introduction of no waiting in lower Hamilton (Crescent Road to Wokingham Rd) in absence of additional parking controls. <p>I make further objections on the grounds of the negative impacts on</p> <ul style="list-style-type: none"> • The environment • Buildings and Heritage • Community Relations/police costs <p>Worsening safety - the proposal as stands will make Hamilton Road more dangerous</p> <p>No waiting with parking limited to one side of the entire road, will create a clearway along the whole length of the road. This alone will encourage:</p> <ul style="list-style-type: none"> • Increased traffic flow. Hamilton Road will increasingly be used as a rat-run • Speeding. Cars already regularly exceed 20mph. creating a clearway with parked cars only on one side will encourage drivers to travel even faster. Speeds of 30mph plus will become commonplace. The potential for serious injury and death increases hugely at speeds above 30mph. • Increased danger at the junction of Hamilton Road and Crescent Road. A cyclist was knocked from their bike today Sept 12th. Injuries were minor as speed was low. The consequences after this proposal could be far worse. • Increased danger for residents reversing from their driveways. Caused by faster through traffic. Concentrating all parked cars on one side of the street with no gaps will make reversing from driveways far more difficult/hazardous. <p>Access for emergency vehicles - this is cited as a strong justification for the scheme as proposed. Parking on both sides of Hamilton Road has a long history as it does in most of the Victorian streets within the Reading area. If there are access issues in Upper Hamilton Road close to the junction of Wilderness Road then these can be addressed separately with no waiting restricted to this area only.</p> <p>No demand from residents in all sections of the road - there is little support for this scheme as proposed. Many residents are vehemently opposed to no waiting controls the length of the road as letters to your office and discussions in our community forum show. There have been strong demands for traffic control in Hamilton Road but these relate to more subtle traffic calming measures and a resident's permit scheme. Any consultation and effective traffic measure must take into account the different nature of the road along its length. Upper Hamilton Rd differs from Lower Hamilton. A single one size fits all solution as proposed will not be effective and will cause more problems than it sets out to solve.</p> <p>Negative environmental impacts/impacts on buildings and heritage - the proposal as it stands will halve available parking. Residents</p>

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		<p>will move to convert front gardens to parking. Those already with driveways may create off-road space standing for two cars or more. This will result in loss of traditional Victorian frontages - a huge loss in a conservation area. Impacts on water flow and drainage - at times of heavy rain water flows "down" Hamilton Road towards Wokingham Road. More concrete and paved surfaces will increase this flow and the associated risk of flooding in lower areas.</p> <p>Worsening community relations/rising police costs - parking problems in Hamilton Road have largely been caused by the recent Redlands Scheme. Residents now compete for parking spaces in Hamilton Road with:</p> <ul style="list-style-type: none"> • Residents in Redlands scheme area - those with no permits or unwilling to purchase one • University Students who previously parked in the Redlands area which is now largely empty especially Elmhurst Road - this is long term parking of 4-6 weeks at a time. • Hospital workers who will not pay to park in Redlands scheme area • Town workers who take advantage of free unrestricted parking <p>This has resulted in worsening relations between these groups. There have been increasing incidents of parking rage and widespread resentment of outsiders using the street. Police are often contacted to move vehicles which are either blocking entrances or are parked long-term with associated costs and frustrations</p> <p>The proposal as it stands will cut available parking in half.</p> <p>With no additional controls (limited waiting times or a residents permit scheme) you will see rising tensions and conflict between residents and the above groups over parking.</p> <p>There will be increasing demand for police intervention.</p> <p>Please do not impose this ill-thought out scheme along the length of our Road. It is not wanted or appropriate. In short</p> <ul style="list-style-type: none"> • Upper Hamilton Road - Crescent Road to Whiteknights Road may benefit from no waiting along the West Side. • Lower Hamilton Road - Wokingham Road to Crescent Road. The measure is not wanted or appropriate <p>Hamilton road needs a residents parking scheme</p>
59	Representing 9 residents, objection	<p>I am writing to you to express my concerns regarding the parking restrictions (Ref: CMS/007575), which you are planning to put on Hamilton Road, Reading. Whilst I understand the need for some restrictions on Hamilton Road (to restrict people who do not live on the road from parking on it and for the safety of pedestrians); I do not feel that your current plan to prevent parking on the entire western half of the road is reasonable for the residents of the road. In fact, I feel that it is quite likely to lead to parking becoming worse on the road.</p> <p>I live in a registered HMO, which accommodates [REMOVED] and currently require our cars for our employment in the local area. Council tax is paid on the property, and whilst we are happy to use our driveway, this can only accommodate a maximum of 3 cars at a push, and this is only if one car is blocking 2 of the others from getting out. In comparison to some of the residents on our road, we do</p>

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		<p>not have a large driveway and judging by the fact that you will have one side of the road restricted to no parking and the other side free to park, this will only exacerbate the issue by having half the amount of space for the same number of cars. Living on the western side of the road it also means that we cannot even park over our own driveway.</p> <p>Currently people use the road to park during the day to get into town (as it is a 5-minute bus ride away), and for the local colleges and university. People also park on our road from the surrounding areas, which have also recently had parking restrictions put on them.</p> <p>As a house of 9 people we would encourage an appropriate parking measure being put into place on the road for the safety of pedestrians and residents, however the current plan you propose to implement is actually likely to make things significantly worse for residents who live on Hamilton Road.</p> <p>We would like to recommend that an alternative be put into place which will enable residents of the road to safely and appropriately park their cars. The tenants of the house I live in would not object to a reasonably priced residents parking permit system or alternative being put into place as long as there was enough parking for those who currently live on the road. Some form of limitation which prevents no residents parking on the road is a very sensible idea.</p> <p>Your current proposals whilst potentially making the pavements safer will mean that people who currently require a car as part of their daily life will not be able to park on the road they live on.</p> <p>As council tax paying residents, the residents of our house would hope that our views will be acted on and an alternative approach which does not disadvantage the residents of the road, (including HMOs, which you as a council have granted licenses for) from parking in a safe and controlled manner. If required, I am happy to write to our local councillors to ensure that our views are heard, and that a reasonable alternative is put in place which does not severely impact the livelihoods of the people who live on our road and require access to vehicles. I hope however that this will not be required and our views will be acted upon.</p>
60	Resident, objection	<p>I was inclined to head my e-mail Sledgehammer to Crack a Nut because It seems to me that the suggestion on the table to deal with the parking and access problems in our road is just that.</p> <p>Many factors have contributed to the present situation, some of long-standing such as the nature of a Victorian road and the increase in car ownership, but others are more recent and, in part, are due to actions that the council has taken or not taken in the recent past. Certainly, the siting of three schools along a narrow but busy minor road which is bounded on one side by a private unmade road* plus the parking restrictions in nearby areas have contributed to our woes.</p> <p>It is essential that you take the opportunity now to look at traffic/parking/access/ safety issues in the area as a whole and not jump to a hasty quick-fix solution. I'm sure the number of submissions you have received from those of us who live in Hamilton Road has shown you how much we love living here and how committed we are to arriving at the best solution for both residents and car owners alike.</p>
61	Resident, objection	<p>I feel I must strongly object to the proposed double yellow lines on Hamilton Road. This will exacerbate an already ridiculous parking situation and will surely impact negatively on neighbouring roads when drivers can no longer park on Hamilton Road. Nobody I have spoken to from the road is in favour of this and all see one solution to the parking issues and emergency vehicle access, that being a residents only parking scheme implemented over the area. This imposition of yellow lines will definitely be a vote loser for the people seen as responsible.</p>

Line No.	Originator	Objections/support/comments received.
62	3 identical resident comments	<p>Regarding the Hamilton Road parking consultation, please be advised that we want parking permits for residents and two hours free parking for non-residents before 5pm.</p> <p>Thanks in advance for considering this request.</p>
63	Nearby resident, objection	<p>We wish to register our objection to the above proposal. It cannot be sensible planning practice even to consider introducing this restriction on the western side of Hamilton Road while consultations are already taking place for the introduction a rational, integrated approach to improving parking and traffic flow problems in Hamilton Road and adjoining Crescent Road and Bulmershe Road. <i>Inter alia</i>, these consultations will also address the long standing access problem recently reported to have been experienced by a fire engine in Hamilton Road which has suddenly generated the above proposal. The immediate effect of this inadequately thought through proposal will be only to displace the problem from Hamilton Road to Bulmershe Road and prejudice the outcome of current consultations regarding Hamilton Road, Crescent Road and Bulmershe Road.</p>

Line No.	Originator	Objections/support/comments received.
<p>Peppard Ward Officer Summary:</p> <ul style="list-style-type: none"> Kidmore End Road: Support = 1 / Objections = 3 / Recommendation: Residents have raised concerns about safety, saying that visibility will be impaired if the double yellow lines are removed. Officers therefore recommend not to implement the proposed restrictions. 		
Kidmore End Road		
1	Resident, objection	<p>I write in connection with the proposal to shorten the existing no waiting at any time outside No26/28 Kidmore End Road by approximately 7m.</p> <p>I have been a resident of Fishers Cottages for over [REMOVED] years and use the lane leading to the cottages on a daily basis. There are 10 properties in Fishers Cottages, with residents ranging from ‘Babes in Arms’ to Senior Citizens. The only means of access to these properties is via Kidmore End Road between numbers 24 and 26</p> <p>I am objecting to the proposed removal of the existing double yellow lines on the grounds that it will be virtually impossible to have clear vehicular/pedestrian sight, to the right, when emerging, as vehicles will be parked near to the corner of the lane. The lane is also used as access for all emergency services, and due to the proposed new double yellow lines if 7m is to be measured from the end of the existing double yellow lines the space which will be left will be totally inadequate for safe access either in or out.</p> <p>The double yellow lines were painted in Kidmore End Road due to the number 24 bus route. Buses travel along Grove Road and at the junction have a very tight left turn left into Kidmore End Road. Not only do the buses have to negotiate the left turn, but also have to wait if cars are approaching them. Due to the lack of yellow lines along Kidmore End Road (except for the existing ones) the road becomes single file. The length of the bus means that if the double yellow lines are shortened outside numbers 26/28 the bus will have to not only negotiate head on traffic, but a shorter stopping length to allow the cars to pass safely. If this happens anyone emerging from the lane leading to Fishers Cottages will have to negotiate cars pulling over and potentially swerving to avoid the bus. If the double yellow lines stay the same, we will be safe to emerge from the only access to our houses safely.</p> <p>I have also taken pictures of cars in the past who have wilfully disobeyed the no parking restrictions due to the double yellow lines. This has caused numerous problems in the past for the residents of Fishers Cottages, and the shortening of the lines will no doubt be ignored resulting in cars parking up to and even over our access lane. Whilst the lines are in situ as they stand, we feel we can safely ask the owners of cars which are parked over our access to be moved as they are committing an offence. If the lines are shortened and cars park illegally over the lane I feel problems may arise if we ask the car owners to move their vehicles. None of us wants to be involved in any arguments because we want safe access to our properties.</p> <p>I hope you will take my objections into consideration when finalising your decision.</p>
2	Resident, objection	<p>I am writing in objection of the proposal on Kidmore End Road (drawing no. WRR2017A/PE3) to reduce the section of double yellow lines currently in place by 7m.</p> <p>My wife and I currently live at [REMOVED] Kidmore End Road and have access to the lane off of Kidmore End Road that leads to Fishers Cottages. Our garage and driveway are located down this lane and I use the access from Kidmore End Road on a daily basis to park my</p>

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		<p>car and to turn out on to Kidmore End Road.</p> <p>The lane is very narrow and it requires a sharp turn in from Kidmore End Road. This is made extremely difficult when cars park on the section of double yellow lines that you propose to remove. Removing these lines will make access to the lane challenging when turning in and therefore for me it will become a regular inconvenience.</p> <p>My main concern however is around safety and the dangers that will exist in removing this section of double yellow lines. I, like others that use this access lane, are required to reverse out on to Kidmore End Road. When cars park on this section of double yellow line that you propose to remove, it is not possible to see traffic coming down the road. With cars parked on this section it will pose a hazard every time somebody exits the lane and the risk of a collision with a vehicle, motorcycle or cyclist greatly increases.</p> <p>Further to this, and to my earlier point, if an emergency vehicle needs to access this lane, this will become very difficult. This could lead to delays in an emergency vehicle accessing the lane and residents at the addresses down the lane. I therefore see this as an unnecessary risk and we should avoid allowing this to happen.</p> <p>I would be grateful if you would take the above important considerations above into account. In our opinion it would not only be an inconvenience, but a dangerous decision to allow the removal of a section of double yellow lines on this area of Kidmore End Road.</p>
3	Resident, support	<p>I write to express my support for the amendment proposed to Kidmore End Road as outline in the above reference (Drawing nNo. WRR2017A/PE3).</p> <p>We live at Fishers Cottages which is set away from the road down the gravel path. With no facilities for parking near our house, we are reliant on spaces on Kidmore End Road.</p> <p>At busy times we often have to park some distance away meaning a long walk to our front door. This can be especially difficult with young children and bags of shopping.</p> <p>Any amendments that can be made to the restricted area to increase the number of parking spaces available would be welcomed by my family and I.</p>
4	Resident, objection	<p>I'm writing to you about the shortening the existing no waiting at any time outside 26/28 Kidmore End Rd. If this was to happen it would make vehicle access very difficult for the residents of Fishers Cottages, as there are time that people park on the yellow lines and hang over the gap making it impossible for us to get cars up the driveway. My other concern is my [REMOVED] children have to step out in the road as it is to see if cars are coming and this will put them at more risk as they'll have to step further out into the road. The yellow lines have been there as long as I've lived here which is [REMOVED] years so I can't see why they need shortening.</p>

APPENDIX - REQUESTS FOR WAITING RESTRICTIONS 2017B

Ward	Street	Requested by	Summary of request
Abbey	Cardiff Road	Resident	Request to remove double yellow lines and replace with an extension to an existing permit bay in front of the garages. Resident states the garages are only 196cm wide and are therefore not suitable of being used to store a vehicle.
Abbey	Denbeigh Place	Resident via local Councillors	Request for single/double yellow lines to deter commuter parking
Abbey	Prince's Street	Doctor's Surgery	Request for doctor bays for the nearby surgery.
Abbey	Queens Walk	Member of public via CEO	Vehicles parking in Queens Walk can be dangerous especially when vehicles reverse where people walk. Consider implementing restrictions to deter dangerous parking.
Battle	Deepdene Close	Resident via local Councillor	The close has minimal resident parking which means on-street parking is being abused with cars being left for weeks on end. Request for additional residents parking bays.
Battle	Loverock Road	Employee	Request for yellow lines on the south side of Loverock Road from its junction with Little Johns Lane as HGVs are parking there and causing a pinch point.
Battle	Loverock Road	Employee	Request for yellow lines adjacent to the vehicle access for 26 Portman Road from Loverock Road. Parked vehicles make it difficult to enter and exit the site. The vehicles also mount the kerb and are a danger to pedestrians.
Battle	Loverock Road	Employee	Lorries struggling to enter/exit the road due to vehicles parking on both sides. Request for limited waiting restrictions to prevent all day parking but to allow weekend parking.
Battle	Battle Square	Resident Association via local Councillor	Request for double yellow lines near the western park exit to improve safety. Children often run into the road and there is very little visibility.
Battle	Connaught Road	2 Residents	Residents have stated that a nearby shop is advertising free 2 hour parking and people are going to Reading town centre and leaving there cars in this road. Concerns that emergency vehicles would struggle to get through this road. It can take 40 mins to find a space. Residents have suggested that the shared use bays be changed to permit holders only or to change Connaught Road into a one way street.

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Ward	Street	Requested by	Summary of request
Caversham	Amersham Road/Managua Close	Resident	Request for yellow lines to deter all day parking, on the corner of Managua Close, Amersham Road and near the Children's Centre. Parking causes problems for buses and general health and safety.
Caversham	Amersham Road	Caversham Nursery	Request for double yellow lines on the bend near the Children's Centre as dangerous parking taking place.
Caversham	Henley Road	Resident	Vehicles parking next to residents dropped kerb, restricting their view of the road when entering and exiting their driveway. Vehicles often travel above the 30mph speed limit, which is exacerbating the problem. This is persisting on a regular basis, despite frequent contact with the Police. Request to restrict parking near residents driveways.
Church	Barnsdale Road	Resident	Request for parking restrictions (SYL/DYL) opposite driveway as it is difficult to leave their drive when cars park opposite.
Church	Linden Road	Resident	Concern that vehicles are parking too close to the junction with Beech Road, causing visibility issues.
Church	Northcourt Avenue	Resident via local Councillor	Request for double yellow lines around the Ennerdale Road/Northcourt Avenue junction to improve visibility.
Katesgrove	Waterloo Rise	Resident	Request for double yellow lines at turning point in Waterloo Rise as parked cars are causing congestion.
Katesgrove	Canterbury Road	Resident	Request for waiting restriction to be extended on the park side.
Kentwood	Elsley Road	Resident	Vehicles regularly being abandoned at weekends, request for the single yellow lines to be converted to double yellow lines.
Kentwood	Overdown Road	Resident	Request for the single yellow line to be extended on the southern side, as resident has difficulty getting into their driveway due to vehicles parked on the opposite side of the road.
Thames/Mapledurham	Sandcroft Rd Kidmore Rd	Residents	Petition received March from Sandcroft Rd residents asking for closure of Sandcroft/Kidmore Rd junction due to visibility issues when entering and leaving the road. Officers were asked to investigate any restrictions which could help.

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Minster	Laud Close	Resident	Cars and vans parking close to the junction with Rose Kiln Lane, often causing vehicles to reverse back onto Rose Kiln Lane to allow vehicles to exit Laud Close. Request for double yellow lines to increase safety and visibility.
Minster	Parkhouse Lane	Resident	Vehicles parking on both sides of the junction with Southcote Road, often causing an obstruction and access issues to Parkhouse Lane. Concern that emergency services would struggle accessing the road. Request for double yellow lines down one side of the road to prevent parking on both sides.
Minster	Tyberton Place	Resident	Request for double yellow lines near the junction with St Saviour's Road. Concern that vehicles are parking too close to their driveway, causing accessibility issues.
Minster	Upavon Drive	Resident	Concern that vehicles are parking too close to the end of the road. Request for double yellow lines to be put at the end of the road to improve accessibility into Upavon Drive.

Norcot	Shilling Close/Honey End Lane	Residents via petition	People are working at the hospital park on Honey End Lane and it makes it impossible to negotiate that section of the road. Cars also park around the entrance of the close and block wheelchair let downs and it can be difficult for elderly residents to cross the road. Emergency vehicles may not be able to get through. Request to make both roads no parking areas.
Norcot	Craig Avenue/Strathy Close	Resident	Request for the double yellow lines that have recently been installed on Moriston Close/Craig Avenue junction on the northern side to be extended to the existing double yellow lines near the junction with Osbourne Road. Concern that this section of the road is very narrow, and cars parked here often force motorists to drive on the opposite side of the road. Concern regarding access for emergency services.
Norcot	Craig Avenue	Resident	Resident has concerns that their driveway gets obstructed by non-residents parking in the vicinity of her driveway. Request for additional permit bays to be installed in the western section of the road.
Norcot	Pegs Green Close	Residents	A number of residents from the Close are concerned that people are parking inappropriately and blocking their driveways. Request for double yellow lines around the bell-mouth.
Norcot	Usk Road, Severn Way, Cockney Hill	School	Concern regarding lack of visibility when walking to/from school, caused by vehicles parking close to - and on - the junctions. Request for double yellow lines round the junction of Usk Road with Cockney Hill extending 10-15m. Request for double yellow lines round the junction of Usk Road with Severn Way extending 10-15m.

APPENDIX - REQUESTS FOR WAITING RESTRICTIONS 2017B

Ward	Street	Requested by	Summary of request
Norcot	Usk Road	Resident	Parking on both sides of the road is leaving little space for traffic to manoeuvre through the road. Concern that when meeting an oncoming vehicle, there is no space to give way. Concern that emergency services would struggle to access the road if met with an oncoming vehicle. This issue is exacerbated during school pick up/drop off. Request for parking restrictions.
Park	Cholmeley Road	Residents	Residents of Eastgate Court are concerned that refuse collection vehicles are struggling to gain access to their development due to inconsiderate parking. Request for double yellow lines along the side of the end property facing the road to tackle the issue.
Peppard	Knights Way	Resident	There are an increasing number of vehicles parked half on the road and half on the grass verge. The verge outside the house is becoming churned up and in other places, deep ruts are beginning to appear.
Peppard	Grove Road	Park supervisor	Request for waiting restrictions on Grove Road opposite the allotment gate (no. 45) to allow HGV access.
Peppard	Kingsway	Resident	Request for double yellow lines at the junction with Caversham Park Road, as parking here is causing safety issues for residents and parents dropping off their children to the nearby school.
Peppard	Marshland Square	Resident	Cars are parking too close to the junction with Evesham Road, making it dangerous for vehicles wishing to turn in to Marshland Square. Concern for access for emergency services to the care home. Request for double yellow lines.
Peppard	Osterley Drive	Resident	Request for double yellow lines at the junction with Kingsway, as coming out of Osterley Drive is a blind corner.
Peppard	The Horse Close	Resident	Request for double yellow lines from the junction with Peppard Road up to the driveways on each side of the road to prevent dangerous parking.
Peppard/ Thames	Surley Row	Resident	Request for Double Yellow Lines outside property as there is a problem with people parking when dropping off and picking up Children from Highdown School, this is reducing the visibility.
Peppard/ Thames	Surely Row	Resident	Request for double yellow lines across the bollards near the junction with Sheep Walk as people are parking next to them, restricting access for wheelchair users.

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Ward	Street		Summary of request
Redlands	The Mount	Resident	Concern that despite being a restricted parking zone, vehicles are parking at the far end of the road that runs down the side of the progress theatre car park, to the rear of 83 The Mount where wheelie bins are stored and parking in front of the garages. Request for better signage or to mark out more bays to give residents a better opportunity to find a parking space, and to prevent non-residents from parking there.
Redlands	Alexandra Road	Resident	Request for double yellow lines at the Lydford Rd/Alexandra Rd junction due to visibility issues
Redlands	Craven Road	Officers	Loading ban needed as blue badge holders are causing obstruction by parking near islands preventing buses from passing
Southcote	Southcote Lane	Resident	Request for yellow lines to be installed near their property as cars park close to their drive making it hard to see other vehicles approaching.
Southcote	Tilehurst Road	Residents	Issue with access and parking around the entrance to English Martyrs Church from the Tilehurst Road. Cars and vans parked on either side of the gates are causing severe obstruction and potential safety issue. Pulling out of the car park, cars cannot be seen from either direction. Vehicles also park on the pavement. Request for bollards or restrictions on parking to be put in place.
Southcote	Inkpen Close	Resident	Request for double yellow lines around the junction with Ashampstead Road. Concern that vehicles parking too close to the junction are obstructing driver's view when leaving the Close.
Southcote	Tilehurst Road	Residents	Issue with access and parking around the entrance to English Martyrs Church from the Tilehurst Road. Cars and vans parked on either side of the gates are causing severe obstruction and potential safety issue. Pulling out of the car park, cars cannot be seen from either direction. Vehicles also park on the pavement. Request for bollards or restrictions on parking to be put in place.
Southcote	New Lane Hill	Developer	Request to remove the existing parking bay to the rear of the old Horncastle PH in order to create an access for their new site.

Thames/ Mapledur ham	Sandcroft Rd Kidmore Rd	Residents	Petition received March from Sandcroft Rd residents asking for closure of Sandcroft/Kidmore Rd junction due to visibility issues when entering and leaving the road. Officers were asked to investigate any restrictions which could help.
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APPENDIX - REQUESTS FOR WAITING RESTRICTIONS 2017B

Ward	Street	Requested by	Summary of request
Tilehurst	Felton Way	Resident	Request for the double yellow lines on the southern side to be extended from the junction down towards the section of the road outside no.12. When vehicles are parked here it makes it difficult for residents to exit out of their driveways as the road is very narrow.
Tilehurst	Corwen Road	Hospital employee	Request to extend the existing limited waiting bays from 30 minutes to 1 hour, to allow visitors to the clinic sufficient time to park while attending appointments.
Tilehurst	Elvaston Way	Resident	Request for waiting restrictions at the junction with Savernake Close.
Tilehurst	Routh Lane	Residents	Vehicles parking by the lockable bollards, obstructing any vehicular access should there be a need for the bollards to be unlocked. Refuse collection vehicles having issues turning in the road.
Tilehurst	Thicket Road	Resident	Request for double yellow lanes at the junction with Bramble Crescent. Concern that vehicles are parking too close to the junction, as well as opposite the junction, which is causing safety issues and making it difficult for vehicles to manoeuvre in and out of the road. Also a concern for the access of emergency vehicles and larger vehicles.
Tilehurst	Westwood Road	Resident	Concern that vehicles are parking opposite their driveway, making it difficult for the resident to reverse into their driveway. Request for an extension of the yellow lines.

Whitley	Manor Farm Road	Local business and Officers	Concern that large lorries are parking on the section of the road between Gillette Way and Kennet Island, causing visibility issues and delays for bus services. Vehicles receiving PCNs are willing to accept being ticketed; a concern that a full time load ban is unlikely to solve the issue.
Whitley	Whitley Wood Road	Resident	Vehicles parking inconsiderately and obstructing a resident's driveway and their neighbour's disabled bay. Vehicles are also parking close to the corners of the road causing visibility issues.
Whitley	Island Road	Businesses	Concern that lorries are parking on the unrestricted sections and causing issues for vehicles wishing to access the HWRC. Request for waiting restrictions to address the issue.

Ward	Street	Requested by	Summary of request
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APPENDIX - REQUESTS FOR WAITING RESTRICTIONS 2017B

Whitley	Meavy Gardens	Resident	Request for double yellow lines at the junction with Brixham Road, to increase visibility and to prevent vehicles from parking too close to the junction.
Whitley	Whitley Wood Lane	Councillor	Request for double yellow lines to address visibility issues; by the entrance to 68a-c Whitley Wood Lane, on the curve to protect the bus stop and by the entrance to Woodside Court.



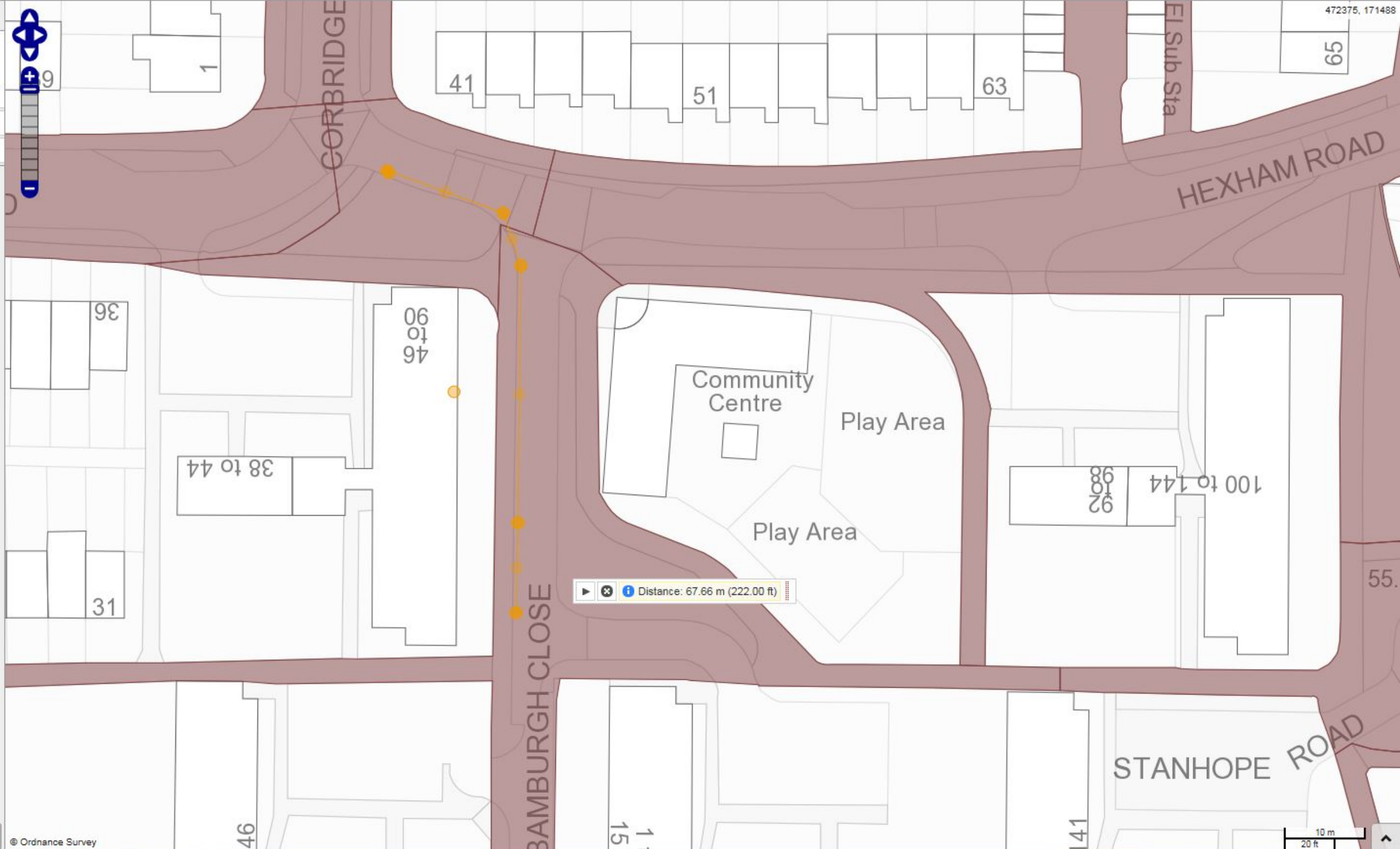
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Map Categories

- Annotations
- Untitled2710 (shared by instd)
- + Land Management 2/24
- + Land Ownership 0/19



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	8
TITLE:	RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	James.Penman@Reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This is the second of the twice-annual reports for 2017, providing Members with an update on the progress of previously-prioritised Resident Permit Parking (RPP) proposals across the borough and to provide Members with the opportunity to consider and prioritise new and outstanding proposals.
- 1.2 Appendix 1 provides a list of requests for RPP across the borough that are yet to be investigated or have previous approval by the Sub-Committee for progression.
- 1.3 Appendix 2 provides a summary of waiting restrictions - and considerations - that could be considered in an area-wide parking scheme.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers priorities for scheme progression, as per Item 4.5.

3. POLICY CONTEXT

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

4. BACKGROUND AND PROPOSALS

Scheme / Request Prioritisation

- 4.1 Reading Borough Council operates a number of RPP areas across the borough and is experiencing a significant increase in the number of requests for this method of parking control.
- 4.2 At the March 2017 meeting of the Sub-Committee, it was agreed that a list of requests will be reported and updated twice per year (March and September) to provide members with an update on the development of proposals and an opportunity to prioritise schemes for progression. There may be interim reports to provide updates for a specific scheme, for example, the results of a statutory consultation.
- 4.3 The development of a resident permit parking scheme is conducted by a small engineering team, with the support of a legal executive. It is this same team that are responsible for delivering many of the actions resulting from meetings of the Traffic Management Sub-Committee, such as the Waiting Restriction Review Programme and West Reading Study. The processes involved in progressing a scheme are resource-intensive and external funding, such as CIL or Section 106, may be required for scheme delivery.
- 4.4 Appendix 1 provides the updated list of RPP requests and developing schemes. The list includes background information regarding the request/scheme development and some Officer comments.
- 4.5 Officers recommend that the Sub-Committee considers the contents of Appendix 1 and agrees to the priority in which schemes/requests should be investigated and progressed. Members should also consider whether any proposals should not be progressed and, therefore, removed from the list.

Scheme Progression Update

- 4.6 At the time of writing, residents of Warwick Road and Cintra Avenue will be applying for parking permits, following their receipt of information letters. It is intended that the RPP scheme in Warwick

Road and Cintra Avenue will be fully implemented by the time of this September meeting of the Sub-Committee.

- 4.7 Officers have provided Battle Ward Councillors with draft informal consultation documents for the proposed Little John's Lane area RPP scheme. It is hoped that this informal consultation can be conducted before the end of the calendar year, following the receipt of comments/proposed amendments to the documents.
- 4.8 A further meeting of the East Reading Study Steering Group took place in July, where ideas for a concept RPP scheme were further developed.
- 4.9 Appendix 2 provides a summary of waiting restrictions - and considerations - that are typically considered in mainly-residential area schemes. This document was produced by Officers for the East Reading Study Steering Group meeting. It was considered that wider distribution of this document would be beneficial to Members and it is appropriate as an appendix to this report.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:
 - Keeping the town clean, green and active.
 - Providing the infrastructure to support the economy.
 - Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Informal consultations may take place with residents of a street that is being considered for resident permit parking. This process provides Officers and the Sub-Committee with an indication on the popularity of the parking restriction and will inform the development of the proposal.
- 6.2 Proposed changes to waiting restrictions will require advertisement of the legal Notice as part of the statutory consultation process and advertisement of the sealed Traffic Regulation Order, prior to implementation.

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.

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

9. FINANCIAL IMPLICATIONS

- 9.1 There will be negligible financial implications in conducting informal consultations.

- 9.2 Funding will need to be identified for statutory consultation and the delivery of each scheme that is to be progressed.

- 9.3 The cost of a scheme will be dependent on the type of restrictions applied (the signing and lining requirements), the extent and the complexity of the scheme.

10. BACKGROUND PAPERS

- 10.1 Resident Permit Parking - New and Outstanding Requests (Traffic Management Sub-Committee, March 2017).

- 10.2 Please also refer to the reports noted in Appendix 1 of this report.

APPENDIX 3 - RESIDENT PERMIT PARKING - NEW & OUTSTANDING REQUESTS

UPDATED: September 2017

This table has been sorted by 'TMSC Agreed Priority', then by 'Street' (A-Z).

Line	TMSC Agreed Priority	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC	Officer Comments
1	1	Redlands	Warwick Road and Cintra Avenue	N	N	Daytime/commuter parking has been a long-standing issue, for which proposals raised through the Waiting Restriction Review programme had not been favourable with residents. Following a positive and well-attended meeting with residents and changes to the RP site assessment policy, RP is now available as a potential parking control measure and a concept scheme has been developed. TMSC agreed the priority of this scheme (1) at their meeting in March 2017. The scheme was approved to proceed to statutory consultation and the results of the consultation were reported to TMSC at their meeting in June 2017. The scheme was approved for implementation.	June 2017 (Resident Permit Parking Update - Scheme Progression)	This scheme is due to be implemented in early September 2017.
2	2	Battle	Little Johns Lane area	Y	N	Requests for RP in the area of Little Johns Lane had been received and as part of the 2014 RP expansion, it was agreed that an informal consultation should be conducted on concept proposals for the area. A concept design has been created and the consultation can be conducted, following the results of the RP scrutiny review. TMSC agreed the priority of this scheme (2) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)	Officers have provided Ward Councillors with draft documents for the informal consultation. Once approved, Officers can allocate some time to conduct the informal consultation and report the results to a future meeting of the Sub-Committee.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC	Officer Comments
3	3	Caversham	Lower Caversham	Y	N	An informal survey conducted by Cllr Davies showed a majority support for RP in parts of Lower Caversham. This followed a history of requests for RP and other informal consultations, due to commuter parking issues on particular streets. The report to TMSC in March 2016 recommended that a concept scheme be designed and that the Council conducts an informal consultation on this scheme. A concept design was created and can now be completed, following the results of the RP scrutiny review - this allows additional streets to be included. TMSC agreed the priority of this scheme (3) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)	
4	4	Caversham	St Stephens Close	N	Y	14 signature petition submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers recommended to review the request once other schemes have been implemented. TMSC agreed the priority of this scheme (4) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)	
5	5	Minster	Harrow Court	N	Y	38 signature petition submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers recommended to review the request once other schemes have been implemented. TMSC agreed the priority of this scheme (5) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)	

Line	TMSC Agreed Priority	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC	Officer Comments
6	6	Park	East Reading Area	Y	Y	A number of petitions for RP have been received at TMSC, including requests for Crescent Road, Bulmershe Road, Hamilton Road, Melrose Avenue and a petition against permit parking in Hamilton Road. These join previous requests and an informal consultation for expanding RP in the area of Grange Avenue. A proposal was presented to TMSC in June 2016, which proposed a new RP area concept scheme and recommended informal consultation following those for the Battle and Caversham area proposals. TMSC agreed the priority of this scheme (6) at their meeting in March 2017. It was also agreed that an East Reading Area Study steering group be created to consider parking and traffic management measures for this area.	March 2017 (Resident Permit Parking - New and Outstanding Requests)	The East Reading Area Study steering group is meeting in order to develop proposals for this scheme.
7	7	Katesgrove	Charndon Close, Collis Street and Rowley Road	N	N	Requested by Councillors and residents and included in the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers noted that the street did not meet the criteria for a permit scheme. The site assessment criteria policy has now been amended and a scheme can be considered. TMSC agreed the priority of this scheme (7) at their meeting in March 2017 and for requests in Collis Street and Rowley Road to be considered at the same time.	March 2017 (Resident Permit Parking - New and Outstanding Requests)	
8	8	Norcot	Grovelands Road and Beecham Road	N	N	Requested by a resident via the MP. At January 2017 TMSC Officers noted that they were unable to progress the scheme at that time. Agreed at March 2017 TMSC to include concerns on Beecham Road (as raised in the 2017A Waiting Restriction Review proposals) in this potential scheme. TMSC agreed the priority of this scheme (8) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)	

Line	TMSC Agreed Priority	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC	Officer Comments
9	NEW	Minster	Coley Avenue (South), Upavon Drive and Froxfield Avenue	N	Y	28 signature petition submitted to TMSC in March 2017 and Coley Avenue request was also reported as part of the Waiting Restriction Review list at the same meeting. TMSC agreed that these requests should be considered in the Resident Permit Parking list and in the context of the West Reading Area Study.	March 2017 (Petition for Resident Permit Parking (Coley Avenue Area)) and (Waiting Restriction Review 2017A - New Requests)	
10	NEW	Caversham	Gosbrook Road	N	N	Requested by resident, specifically around the vicinity of Send Road and Mill Road junctions. Experiencing a steady increase in the use of unrestricted parking along the street by commuters using the rail station and by businesses. Resident has requested that these areas become resident permit parking.	N/A	This request could be considered as part of the Lower Caversham area proposal. However, this could delay the progression of the area scheme, which is in an advanced state of design. Alternatively, it could be considered alongside requests for Send Road/Mill Road/Champion Road/Piggotts Road as a standalone 'area' proposal.
11	NEW	Southcote	Granville Road	N	N	Concerns raised by residents and ward Councillors regarding the parking pressures in this area, both on Highway and Housing land. It is felt that the introduction of a resident permit parking scheme will assist resident parking and reduce commuter and business parking in the area. It is also considered that the potential inclusion of Housing land parking areas in this scheme will bring a uniform parking scheme to the area.	N/A	This issue has been raised in the West Reading Study group meetings.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC	Officer Comments
12	NEW	Church	Northcourt Avenue	N	N	Received requests from residents and councillors to review the parking situation in Northcourt Avenue, due to the overflow parking following the introduction of the hospital and university scheme.	N/A	Views from residents have been mixed and some have said that they do not want permits, however this would be the only restriction that would ensure that would be effective in removing commuter parking. It is recommended that a basic informal consultation is conducted (along with distribution of information regarding the implications of resident permit parking restrictions) to ascertain whether residents would like to pursue such a scheme. This could avoid potentially unnecessary work being conducted.
13	NEW	Caversham	Send Road, Mill Road, Champion Road, Piggotts Road	Y	N	Requested by residents and a Councillor, due to increasing parking pressures and concerns about commuter parking.	N/A	This request could be considered as part of the Lower Caversham area proposal. However, this could delay the progression of the area scheme, which is in an advanced state of design. Alternatively, it could be considered as a standalone 'area' proposal.
14	No further action at this time	Whitley	Mortimer Close	N	N	Requested by resident. At January 2017 TMSC Officers presented resident concerns regarding double parking, parking by residents from other streets and alleged access difficulties for emergency vehicles. Officers noted that there are no existing permit zones in this area, that formal parking restrictions would affect all road users including the residents and that the Council had not been contacted by emergency services regarding access issues. Officers recommended not to progress the proposals. TMSC agreed that this request remains on the list, but that no further action be taken at this time, at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)	Officers recommend that this line is removed from the list of outstanding requests.

Summary of Available Waiting Restrictions - Residential Areas

Type of restriction	Summary of meaning	Lining requirements	Signing requirements	Considerations
Double-yellow-lines	No waiting at any time.	Double-yellow-lines for the length of the restriction.	None.	Exemptions for loading/unloading and blue-badge-holder parking.
Single-yellow-lines	No waiting during specific times (e.g. 7am to 7pm, Monday - Friday)	Single-yellow-lines for the length of the restriction.	Signs at the beginning and end of the restriction and repeaters, if required, along its length.	Exemptions for loading/unloading and blue-badge-holder parking. Outside of the restricted times, there is no waiting restriction applied to the carriageway.
Loading ban (applied in combination with double/single-yellow-lines)	No loading at any time or No loading during specific times (e.g. 7am - 10am and 4pm - 7pm, Monday - Friday)	Yellow 'blips' on the kerb, in addition to the double/single-yellow-lines, for the length of the restriction.	Signs at the beginning and end of the restriction and repeaters as required along its length.	For part-time restrictions, loading will be permitted outside of the restricted period(s).
Limited waiting bay	A bay that allows parking for a limited duration and which may have a 'no return within' period (e.g. 20 mins, no return within 2 hours)	Marked bay (typically white) for the length of the restriction.	Signs at the beginning and end of the restriction and repeaters, if required, along its length.	Exemptions for blue-badge-holder parking. Civil Enforcement can be applied to vehicles parking 'out of bay' (e.g. on the footway).
Loading bay	A bay that allows loading/unloading activities, which can be time-limited (e.g. 20 mins)	Marked bay (typically white) for the length of the restriction. 'LOADING' may be written along the outside of the bay and repeated as necessary.	Signs at the beginning and end of the restriction and repeaters, if required, along its length.	No exemptions for blue-badge-holder parking. Civil Enforcement can be applied to vehicles parking 'out of bay' (e.g. on the footway).
Goods vehicle loading bay	A bay that allows loading/unloading activities for goods vehicles only, which can be time-limited (e.g. 20 mins)	Marked bay (typically white) for the length of the restriction. 'LOADING' may be written along the outside of the bay and repeated as necessary.	Signs at the beginning and end of the restriction and repeaters, if required, along its length.	No exemptions for blue-badge-holder parking. Civil Enforcement can be applied to vehicles parking 'out of bay' (e.g. on the footway).
Disabled parking bay	A bay that allows parking for blue-badge-holders only, which can be time-limited and have a 'no return within' period (e.g. 2 hours, no return within 2 hours)	Marked bay (typically white) for the length of the restriction. 'DISABLED' may be written along the outside of the bay and repeated as necessary.	Signs at the beginning and end of the restriction and repeaters, if required, along its length.	Civil Enforcement can be applied to vehicles parking 'out of bay' (e.g. on the footway).

Type of restriction	Summary of meaning	Lining requirements	Signing requirements	Considerations
Pay & Display bay	A bay that allows parking, provided a valid ticket is displayed within the charging period.	Marked bay (typically white) for the length of the restriction.	Signs at the beginning and end of the restriction and repeaters, if required, along its length. Optional sub-plate indicate the location of the nearest P&D machine.	Exemptions from the charges for blue-badge-holder parking. Civil Enforcement can be applied to vehicles parking 'out of bay' (e.g. on the footway).
Restricted Parking Zone [Except in signed bay(s)]	A zone that restricts parking, without the need to install double-yellow-lines. In this example of the restriction, restricted bays can be installed (e.g. RP), which supersede the Restricted Parking Zone restriction.	Bays to be marked, but removes the requirement to install double-yellow-lines.	Zone entry and exit signs. Bays will require signing, as per the restriction that they represent.	Not compatible with 'Permit Parking Beyond This Point' restriction. Unmarked areas are equivalent to double-yellow-lines.
Resident Permit Parking	A bay that allows parking, provided a valid permit is displayed.	Marked bay (typically white) for the length of the restriction.	Signs at the beginning and end of the restriction and repeaters, if required, along its length.	No exemptions for loading/unloading and blue-badge-holder parking. Civil Enforcement can be applied to vehicles parking 'out of bay' (e.g. on the footway).
Permit Parking Beyond This Point V1 [Time Plate] V2 [Except in signed bay(s)]	A zone (area) that allows parking, provided a valid permit is displayed. V1 - Can be time-limited (e.g. Mon-Fri). V2 - Restricted bays can be installed (e.g. loading bay), which supersede the underlying restriction.	None V1 - None V2 - Marked bay (typically white) for the length of the restriction.	Zone entry and exit signs, with repeaters, if required, along its length. V1 - As above. V2 - Bays will require signing, as per the restriction that they represent.	No general exemptions for loading/unloading and blue-badge-holder parking. Sections of double-yellow-lines could be installed to create areas for loading/unloading and time-limited blue-badge-holder parking. V1 - Unmarked areas of the carriageway will be unrestricted outside of the operational times. V2 - If the purpose of this restriction is to maximise parking availability, the installation of bays (and DYs opposite) will undermine this. It is recommended that DYs are used for permitting loading/unloading/blue-badge-parking, as above. Civil Enforcement can be applied to vehicles parking 'out of bay' (e.g. on the footway).

Type of restriction	Summary of meaning	Lining requirements	Signing requirements	Considerations
Shared-use/split-use bays	A bay that has a combination of restrictions that apply at particular periods (e.g. 8am - 8pm Permit holders and limited waiting 2 hours, no return within 2 hours. At all other times, permit holders only).	Marked bay (typically white) for the length of the restriction.	Signs at the beginning and end of the restriction and repeaters, if required, along its length.	Civil Enforcement can be applied to vehicles parking 'out of bay' (e.g. on the footway).
Discretionary Access Protection Marking	A carriageway marking to highlight a legal vehicular footway crossover or vehicular entrance to adjacent premises.	A white line for the width of the crossover or access.	None.	This is not an enforceable marking, does not require statutory consultation and will not be noted on a Traffic Regulation Order. There is an established process whereby residents can apply to the Council to install this marking. This marking can be installed in the location of other enforceable restrictions (e.g. on the outside of yellow-lines and within bays).
Discretionary disabled bays	A carriageway marking installed for a specific blue-badge holder, typically in residential streets.	Marked bay (typically white) for the length of the restriction. 'DISABLED' may be written along the outside of the bay and repeated as necessary.	None.	This is not an enforceable marking, does not require statutory consultation and will not be noted on a Traffic Regulation Order. There is an established process whereby residents can apply to the Council to install this marking. This marking can be installed in the location of some other enforceable restrictions but the underlying restriction must be obeyed (e.g. a valid permit must be displayed within a 'Permit Parking Beyond This Point' area).

Note: the listed exemptions are not exhaustive.

Other considerations:

1. Waiting restrictions apply from the middle of the carriageway to the back of the adjacent Highway boundary.
2. Marked bays can be between 1.8m and 2.7m wide. Officers use 2.1m as the typical width in Reading, as this is a good compromise between ensuring that vehicles park close to the kerb, without the bays being too narrow in which to wholly accommodate the footprint of larger vehicles. Standalone disabled parking bays are typically installed at a width greater than 2.1m.

3. The Department for Transport's Manual for Streets guidance suggests the following:
 - a. A single running lane for traffic - Minimum suggested width 2.75m.
 - b. Two opposing running lanes for traffic - Minimum suggested total width 5.5m, but could be lowered to a minimum total width of 4.8m in lower-speed, lightly trafficked streets with a low volume of HGVs/wide vehicles
4. In situations where the street is too narrow to install bays on both sides, but bay-marked restrictions are preferred, it *can* be more efficient - from the perspective of maximising available parking space - to install parking bays along one side of the street. This, however, needs to be balanced with the risk of increased vehicle speeds that *could* be experienced, where only one direction of traffic flow is effected by the parked vehicles. Passing places will also need to be considered.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	9
TITLE:	REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council. These are measures that have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 Appendix 1 provides the list of schemes/proposals, with Officer comments.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee may wish to identify a number of schemes that they consider to be priorities for progression/development.

3. POLICY CONTEXT

- 3.1 Any proposals would need to be considered in line with the Borough Council's Traffic Management Policies and Standards.

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 The Council receives many requests for new traffic management measures across the borough and has a number of programmes in which they may be addressed. Such programmes include the Waiting Restriction Review, Resident Permit Parking and Road Safety Review. However, with continued central government transport funding cuts, monies for addressing general traffic management issues is harder to secure.
- 4.2 This report does not affect major strategic transport and cycling schemes that are funded as a part of any major scheme project award from central Government and/or the Local Enterprise Partnership.
- 4.3 Appendix 1 provides the current list of outstanding schemes and requests for measures, which is currently held by Officers.
- 4.4 It had been the intension of Officers to develop a scoring process for each scheme, however, in developing this process, Officers felt that this would not provide sufficient information and context to Members. Therefore, the list contains some categorised commentary around each scheme/request, providing some contextual background information such as casualty data and indicative costs.
- 4.5 Until a scheme is fully investigated, designed and quotes have been received from appropriate contractors, it is not possible to provide detailed costs. Appendix 1 provides an estimation of likely costs, ranging from 'Low', which will be hundreds-of-pounds to 'Very High', which will be many tens-of-thousands-of-pounds.
- 4.6 It is recommended that the Sub-Committee considers the recommendations for each scheme and may wish to identify a number of schemes/requests that it considers to be priorities for delivery. Officers have summarised their recommendations as follows:
- 4.6.1 Recommend Works - These items will remain on the list for further investigation and progression, subject to technical feasibility and funding availability.
- 4.6.2 Forward to [Scheme/Programme] - These items will be noted, for information, in a separate section of the list. They will, however, be moved for consideration as part of a different scheme or programme, such as an Area Study.
- 4.6.3 Remove - To remove an item from the list.

4.7 As the programme develops, it is intended that officers provide details about funding that may be available generally, or for specific measures, through local contributions such as CIL or Section 106. If specific items become funded through these contributions, the Sub-Committee will be informed and the scheme can be progressed.

4.8 It is the desire of Officers to investigate and design schemes that the Sub-Committee has agreed to progress, prioritising those that have been identified by the Sub-Committee as priorities for development. However, this work will need to be balanced with the need to progress other works programmes, with the limited staffing resources that are available.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Requests received from members of the public, or their representatives, can be added to the list of issues.

6.2 Requests that are progressed into active schemes may require statutory consultation or public notification.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 An Equality Impact scoping exercise will be conducted as part of the detailed scheme design, prior to implementation.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

9.2 Funding will need to be identified prior to the progression and development of requests/schemes.

9.3 Funding availability for maintenance/running costs of schemes will need to be considered.

10. BACKGROUND PAPERS

10.1 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - June 2017).

APPENDIX 1 - REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

TRAFFIC MANAGEMENT SUB-COMMITTEE (SEPTEMBER 2017)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Signing	Abbey Square	Entire road	Complaint from resident. Cars coming out the back of the Forbury Hotel often turn left out of the driveway and go the wrong way.	<ul style="list-style-type: none"> • General: A signing review could be conducted to investigate signing/lining that could discourage this (and similar) movement. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Likely improvement in compliance/reduction in confusion. • Anticipated Costs: Low - High, depending on signing and illumination requirements. • Recommended Action: Recommended for further investigation.
2	Abbey	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline and reduce safety risks. Reported to March 2014 TMS.	<ul style="list-style-type: none"> • Casualty Data: During the latest 3 year period of data (up to June 2017) there have been a number of incidents involving injury, however, 3 of these slight incidents can be attributed to lane-changing. • Benefits/Impact: Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result. • Anticipated Costs: Medium (traffic management costs will be relatively high). • Recommended Action: Recommended for further investigation.
3	Abbey	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMS referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> • General: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options, the inclusion of cycle facilities and cycle casualties on the roundabout. • Casualty Data: 1 slight injury in latest 3 year period (up to June 2017) involving pedestrian crossing the road between stationary traffic. • Benefits/Impact: Improved crossing facilities for pedestrians and cyclists, but any assisted/controlled crossing will have a detrimental effect on traffic flow. • Anticipated Costs: High to very high, depending on the solution. • Recommended Action: Recommended for further investigation.

4	Abbey	Road Marking	Vastern Road	Roundabout with George Street and Napier Road	Design and implement 'spiral markings' on the roundabout to assist with lane discipline and reduce safety risks. Reported to March 2014 TMSC.	<ul style="list-style-type: none"> • General: It is intended that this be included with the necessary measures to implement the pedestrian crossing on George Street. If this scheme is not taken forward, the spiral marking scheme will remain as a standalone proposal. • Casualty Data: Over the latest 3 year period (up to June 2017), 12 incidents involving injury on the northern side of the roundabout. Of these, 11 (4 serious, 7 slight) involved cyclists and 8 of these involved a failure by vehicles to give way at the roundabout. The southern side is less consistent, with 7 incidents (1 serious, 6 slight), of which 4 involved a failure to give way and 1 involved poor manoeuvre. • Benefits/Impact: Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result. • Anticipated Costs: Medium (traffic management costs will be relatively high). • Recommended Action: Recommended for further investigation. Recommended that failures to give way are investigated as part of the Council's Road Safety programme and in the context of the requested pedestrian crossing facility on George Street.
5	Abbey	Traffic signal refresh	Vastern Road	jcن De Montford Road	Councillor has requested the refreshment of the traffic signal equipment at this junction.	<ul style="list-style-type: none"> • General: Traffic signals are currently updated on a priority basis, depending on condition/safety of equipment, strategic importance and funding availability. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Lower energy consumption and reduced maintenance costs. • Anticipated Costs: High • Recommended Action: Recommended for further investigation.
6	Abbey	Junction improvement (pedestrians)	Watlington Street/Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> • General: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: This work would improve accessibility around the junction and enhance the street scene. • Anticipated Costs: Medium, depending on extent of works. • Recommended Action: Recommended for further investigation.

7	Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMS and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> • Casualty Data: N/A • Benefits/Impact: Improved street scene and clarity of important information. Removal of signs that no longer comply with regulations, increased footway width from removal of unnecessary poles, reduced maintenance and electrical costs relating to illuminated signs. • Anticipated Costs: Per sign/post cost - Low. • Recommended Action: Recommended for further and ongoing investigation.
8	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> • General: It is likely that any potential location for such a facility will be a reasonable distance away from the junction with South View Avenue (and the bend in the road) to satisfy the required forward visibility to the crossing. Surveys would need to be conducted to consider whether a crossing in such a location would be sufficiently used. Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, in the context of the proposed 20mph zone. • Casualty Data: Over the latest 3 year period (up to June 2017), 1 serious and 2 slight incidents involving injury, where pedestrians have been crossing the road. There are a number of causation factors, but all incidents are at the northern end of the street. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on chosen solution(s). • Recommended Action: Recommended for further investigation.

9	Caversham	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> • General: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017), which can be attributed to this issue/concern. • Benefits/Impact: To be investigated. Benefits to pedestrians, particularly during school arrival/departure times, from increased footway widths. The resultant narrowing of the carriageway may assist in reducing traffic speeds. • Anticipated Costs: High - Very High. Footway widening will involve reconstruction works, drainage and utility adjustments. • Recommended Action: Recommended for further investigation.
10	Caversham	Pedestrian Crossing	Gosbrook Road	Linking Westfield Road park footpath with the Christchurch Meadows footpath, which leads to the new pedestrian/cycle bridge	A petition to install a zebra crossing on Gosbrook Road was reported to Jan 2016 TMSC. An update report went to March 2016 TM sub, with proposals reported to June 2016 TMSC. An outline zebra crossing design & results of parking consultation were reported at Sept 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. Details of the proposals have been reported to TMSC and Officers have agreement to proceed. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £30,000 (June 2016) • Recommended Action: Recommended for progression, as per TMSC agreement.
11	Caversham	20mph	Various	Lower Caversham and Amersham Road area	A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Benefits/Impact: Reduced speeds around this busy area of Caversham. • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Recommended for further investigation.

12	Katesgrove	Signing	Elgar Road	Entrance from Pell Street	Complaint from resident stating that many HGVs come down the road, probably following a sat nav and trying to get to Elgar Road south. They then reverse the entire road and have caused damage to vehicles and obstruction of the street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing/lining that could discourage this movement. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements and reduction in risks of traffic collisions/third-party damages. • Anticipated Costs: Low - Medium. • Recommended Action: Recommended for further investigation.
13	Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements. • Anticipated Costs: Medium - the works will likely require replacement of large strategic directional signs. • Recommended Action: Recommended for further investigation.
14	Kentwood	Pedestrian Crossing	Oxford Road & Overdown Road	Oxford Road (east side of Overdown Road roundabout) & Overdown Road (near to Oxford Road roundabout)	Councillor has raised resident concerns regarding the lack of assisted (formal) pedestrian crossings at these busy locations.	<ul style="list-style-type: none"> • General: Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, to zebra crossing. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Recommended for further investigation.

15	Mapledurham	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> • General: There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to assisted crossings (e.g. zebra crossings) • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Recommended for further investigation.
16	Minster	20mph	Southcote Road & Westcote Road	Entire lengths	A local resident has raised concerns about the perceived speeding of motorists along these streets.	<ul style="list-style-type: none"> • General: It is likely that Southcote Road acts as a popular rat-run between Bath Road and Tilehurst Road. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). Could deter some of the rat-running, though need to consider whether this is an issue that also requires attention. • Anticipated Costs: Survey: Low. Implementation: Medium - High, but will depend on the scope of the scheme. • Recommended Action: Recommended for further investigation.

17	Park	Movement Restriction	Wokingham Road	Near to the junction with Eastern Avenue	Councillor, on behalf of businesses, requested that the bus lane is reduced in length by 5-20m due to concerns about road safety when exiting Eastern Avenue onto Wokingham Road.	<ul style="list-style-type: none"> • General: This request was raised in the context of the Red Route consultation, but would be outside the scope of this project. Officers are uncertain as to why the reduction of this bus lane would improve the level of risk upon exiting the junction. Its current location also allows cyclists to leave the carriageway and enter the shared-use footway/cycleway ahead of the junction (and the use of the lane by general traffic). • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017), involving vehicles exiting the junction. • Benefits/Impact: It is considered that this could increase risk to cyclists and increase the difficulty in exiting the junction, as general traffic will be approaching in 2 lanes. • Anticipated Costs: Medium. Works would require a statutory consultation with a new TRO, burning off existing lining and re-lining the carriageway and the movement of signing. • Recommended Action: Remove.
18	Redlands	Pedestrian Crossing	Addington Road	Between Addington/Erleigh Rd and Addington/Eastern Ave jcn	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> • General: It would be beneficial to survey this vicinity to assess the footfall and any desire line for pedestrians crossing. This is within the 20mph zone and measures from imprinting to assisted crossings could be considered, if appropriate. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on type of facility chosen, if appropriate. • Recommended Action: Recommended for further investigation.

19	Thames	Speed Calming	Albert Road	Entire length	Councillor request to install speed calming measures along the length of Albert Road, following requests from residents. Also to consider 'pushing out' the Highmoor Road junction stop line. Report to TMSC in September 2017 provides indicative costs for speed calming measures.	<ul style="list-style-type: none"> • General: Previous reports to TMSC, relating to Highmoor Road/Albert Road jcn Highway safety, have identified traffic speeds and have made clear the causes of casualty and fatality incidents. • Casualty Data: Latest 3 year period (up to June 2017) show no incidents involving casualties, where speeding has been considered as a contributing factor. Speed surveys in 2016 recorded average speeds at 23.1mph (northbound) and 23.7mph (southbound). Casualty data for Highmoor Road junction have previously been reported at TMSC. • Benefits/Impact: Depending on options considered, traffic speeds could be reduced by speed calming. This could have a negative impact for public transport and emergency service vehicles and create additional traffic noise for residents. The movement of the Highmoor Road stop line could improve visibility when exiting the road. • Anticipated Costs: High. Traffic calming costs will depend on the chosen feature. Movement of the stop line will likely require planing and resurfacing of the junction to remove the existing lining and faded red surfacing. • Recommended Action: Recommended that scheme remains on this list.
20	Thames	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £20,000 (June 2016) • Recommended Action: Recommended for progression, as per TMSC agreement.
21	Tilehurst	20mph zone & One-way plug	Recreation Road	Entire length, considering Blundells Road also.	A petition to September 2014 TMSC requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. • Benefits/Impact: Reduced traffic volumes and reduced vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Medium - High, depending on proposals for the scheme. • Recommended Action: Recommended for further investigation.

22	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> • General: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured. • Benefits/Impact: Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Recommended for further investigation.
23	Tilehurst	Lining Alteration	The Meadway	Roundabout with St Michaels Road	Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.	<ul style="list-style-type: none"> • General: Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance. • Casualty Data: 1 serious and 2 slight injuries in the latest 3 year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors. • Benefits/Impact: Improved driver behaviour and compliance at the roundabout. • Anticipated Costs: Low - Medium. • Recommended Action: Recommended for further investigation.
24	Tilehurst / Kentwood	Pedestrian Crossing	Norcot Road	o/s 101	Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.	<ul style="list-style-type: none"> • General: This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Recommended for further investigation.

This table is arranged by Ward (A-Z), then by Street (A-Z)

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	10
TITLE:	SOUTH STREET / SIDMOUTH STREET - RESULTS OF STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the Sub-Committee of comments and objections received in respect of the statutory consultation proposals to close South Street and The Grove, at their junctions with Watlington Street.
- 1.2 Appendix 1 provides an indicative drawing of the recommended proposal.
- 1.3 Appendix 2 provides a summary of the comments and objects that have been received during the consultation period.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the comments and objections noted in Appendix 1 are considered.
- 2.3 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.
- 2.4 That the objectors be informed of the decision of the Sub-Committee accordingly.

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|--|
| <p>2.5 That, should funding permit, the proposals be implemented as recommended in Items 4.7 - 4.9.</p> <p>2.6 That the alterations to parking on Watlington Street and South Street be investigated as part of the 2017B Waiting Restriction Review, as per Item 4.8.</p> |
|--|

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 There is a continuing road safety issue on Sidmouth Street, at the junction with South Street, which is demonstrated by Police-supplied casualty data and, anecdotally, by nearby residents. Reading Borough Council, as Local Highway Authority, is required to address this issue.
- 4.2 It was proposed that removing the through-traffic along Watlington Street and South Street will positively affect the levels of casualties at the junction by reducing the volumes of traffic on approach. Other benefits would be a reduction in traffic volumes and a potential reduction in traffic speeds for residents of these streets.
- 4.3 To achieve the removal of through-traffic, road closures or similar measures will be required. A proposal that appeared to have substantial local support would be closures of the two junctions at Watlington Street/South Street and Watlington Street/The Grove. This would create a cul-de-sac in Watlington Street, served from the London Road, whilst allowing residents of South Street and The Grove to continue to use the Sidmouth Street/South Street junction.
- 4.4 At the June 2017 meeting of the Sub-Committee, it was agreed that this proposal (illustrated on Appendix 1) be progressed to statutory consultation.
- 4.5 Appendix 2 provides a summary of the consultation responses received to date. The consultation closes at 5pm on Tuesday 12th September 2017. It is the intension of Officers to provide an update of the appendix to members of the Sub-Committee as soon as practicable after consultation closes on this day and to provide printed copies at the meeting of the Sub-Committee.
- 4.6 At the time of writing, the Council has received no comments or objections to the statutory consultation.

- 4.7 At the time of writing, it is recommended that the closure of South Street be implemented in way that permits the 2-way movements of cyclists along the street, as the street is sufficiently wide to allow this. This could be achieved with a break in the ‘obstructions’ and appropriate signing, similar to the closure at Watlington Street.
- 4.8 At the time of writing, it is also recommended that the closure point at South Street be set back from the junction with Watlington Street, allowing a turning area suitable for larger vehicles that may be serving properties on Watlington Street. It is also proposed that Officers investigate any changes that could be made to parking bays on Watlington Street and South Street, which could improve the ease of vehicle turning and potentially increase parking availability, following the implementation of the closures. It is recommended that this be reviewed as part of the 2017B Waiting Restriction Review programme.
- 4.9 It is recommended that cyclists are not encouraged to pass through the closure at The Grove, as this street is narrow and will likely see more vehicle reversing and turning movements with the closure in place.
- 4.10 Should Officer recommendations need to be revised, following the closing of the statutory consultation, these updates will be distributed and reported alongside the updated Appendix 2, as per Item 4.5.

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.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Changes to waiting restrictions will require advertisement of the sealed Traffic Regulation Order, prior to implementation.
- 6.2 Objectors will be informed of the decision of the Sub-Committee, once the meeting minutes have been agreed.

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.

- 8.2 An Equality Impact scoping exercise has been conducted. It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory and a statutory consultation has been conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the closure.

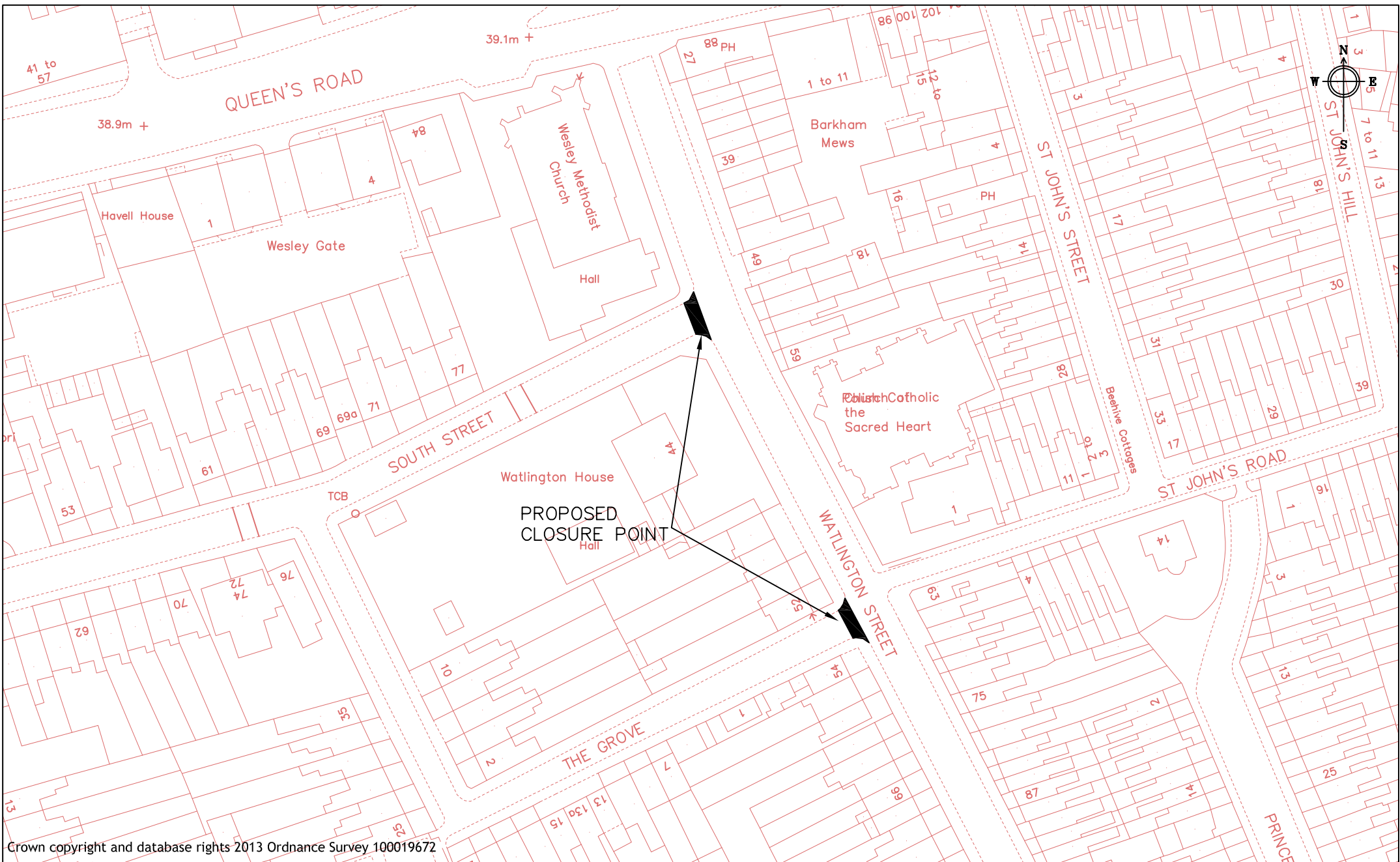
9. FINANCIAL IMPLICATIONS

- 9.1 The required advertising for the statutory consultation will be funded from the capital Highway safety budget.
- 9.2 Implementation will need to be funded from the capital Highway safety budget.
- 9.3 Implementation costs and the likely level of ongoing maintenance costs will be factors in considering appropriate methods for implementing the road closures.

10. BACKGROUND PAPERS

- 10.1 South Street / Sidmouth Street Road Safety Update (Traffic Management Sub-Committee, June 2017).

- 10.2 Watlington Street / South Street - Informal Consultation (Traffic Management Sub-Committee, September 2016).
- 10.3 Watlington Street / South Street Informal Consultation - Update (Traffic Management Sub-Committee, November 2016).



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Services
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Bridge Street
RG1 2LU

Project SOUTH ST & SIDMOUTH ST ROAD SAFETY UPDATE	Scale N.T.S	Drawn JC
	Date JUN 17	Checked JC
Drawing PROPOSED ROAD CLOSURE	Approved SB	
Drawing No. APPENDIX 1		

SOUTH STREET & THE GROVE ROAD CLOSURES CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 04/09/2017

Line No.	Objections/supports/comments received.	Officer Response and Recommendation
-	At the time of writing, Officers have not received any written comments with regards to this statutory consultation.	-

SOUTH STREET & THE GROVE ROAD CLOSURES CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 5pm, 12/09/2017.

Line No.	Originator	Objections/support/comments received.
Officer summary of responses:		
Support: 5 / Objections: 1 / Recommendation: Implement as advertised.		
1	Support, Resident	As a resident of Watlington Street and a motorist I fully support the proposals put forward closing off the above streets. The closures will stop the rat run and also lesson the possibilities of future accidents at the junction of Sidmouth St and South St. Plus the potential for someone being hit by a speeding car will have to be reduced.
2	Support, Resident	<p>I wanted to express my support for the proposal to close the road at two junctions namely Watlington Street/South Street and Watlington Street/The Grove.</p> <p>I believe that this would remove the traffic volume caused by rat-running around the traffic light at the junction of London Road and Sidmouth Street. In addition there is a fair amount of speeding down Watlington Street, also linked to racing to beat the light, and this would completely remove that issue.</p> <p>The proposal to position the road block provides a significant benefit in terms of traffic calming while minimising the inconvenience to people who live locally.</p> <p>There have been other proposals including road humps, and while this may slow down some vehicles, there are also big 4x4's and vans to which road humps are immaterial.</p> <p>Therefore, both [REMOVED] and myself are in support of the proposal to close the road.</p>
3	Objection, Community group representative	<p>We have just become aware of your proposals to close the two junctions Watlington Street/The Grove and Watlington Street/South Street and wish to raise our objection to the proposals.</p> <p>Readifolk (Reading's Folk Song & Music Club) meets in the Community Hall of Watlington House on Sunday evenings. Access to the hall and main car park is in South Street.</p> <p>Visitors to the Club (performers & audience) arriving from the East along London Road are usually directed by Satnav down Watlington Street to the front of Watlington House where signs direct them into South Street to the hall and main car park. The alternative route via Sidmouth Street would not be indicated by Satnav and does involve an awkward right -hand turn into South Street. I can foresee considerable confusion for newcomers to the club.</p> <p>Additionally, the main car park does often become full and cars are then directed to the 'overspill' car park at the front of Watlington House. This would not be possible if the South Street/Watlington Road is blocked.</p> <p>I am not sure whether the numerous community groups etc, using the hall have been advised of your proposals as they would experience the same access problems as outlined above.</p>

Line No.	Originator	Objections/support/comments received.
		I am sure that Reading Borough Council would wish to support and encourage Community groups such as Readifolk and ask that you give due consideration to our objection.
4	Support, Resident	<p>We are writing in support of the proposed road closures of the entrances to South Street and The Grove via Watlington Street. Turning Watlington Street into a cul-de-sac would stop our street from being used as a 'rat run'. Motorists often travel at high speed down the street, ignoring the 20 mph signs, creating a risk to pedestrians, this is particularly dangerous for the many school children who cut through Watlington street during rush hour. Residents are frequently tooted when trying to park their cars or even attempting to get out of their cars, by passing motorists, who are too impatient to wait.</p> <p>Also motorists drive into Watlington street using the middle lane on London Road. Sometimes residents can't even get out of the street because people are turning in before traffic in the inside lane moves into the 'keep clear' zone.</p> <p>The road closures would help to create a safe, quiet street for residents in line with many of our neighbouring streets in the conservation area.</p> <p>We are most grateful to the council for listening to the views of local residents, as expressed at residents meetings held with Tony Page.</p>
5	Support, Resident	<p>I am writing to you to voice my support for the planned road closures on Watlington Street.</p> <p>Since moving to Watlington Street just over two years ago, I have been concerned about the practice of rat racing, especially when considering the excessive speed and aggressive driving style displayed by many of those engaging in it.</p> <p>Apart from the noise and unnecessarily high traffic volumes, I am worried about safety, especially that of pedestrians. Many pupils pass Watlington Street on their way to and from school and it is also on university students' route into the town centre. On top of that, there are the Polish church and Watlington House, both of which attract visitors who may not be aware of the issue and cross the street without paying too much attention. The risk of severe accidents is substantial and it would be negligible if the opportunity to eradicate it were not taken.</p> <p>The road closures would be a solution to our problems. They would make Watlington Street a much better, safer place.</p> <p>I would be very grateful for your help in this matter.</p>
6	Support, resident	I am contacting you regarding the proposed road closures at South Street and the Grove. This is something I do support. I have witnessed many cars using the street as a rat run and a lot of them have definitely been speeding. The other issue is that people cut into the street from the middle lane of London Road which is a hazard.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	11
TITLE:	WEST READING TRANSPORT STUDY - UPDATE AND OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE / MINSTER
LEAD OFFICER:	JIM CHEN	TEL:	0118 937 2198
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	jim.chen@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the Sub-Committee of the responses received in relation to the advertised Traffic regulation orders as part of the West Reading study in Southcote and Coley area.
- 1.2 Members to decide based on the result of the statutory consultation whether to implement, reduce or reject the advertised proposal.
- 1.3 Appendix 1 - drawings of the proposed Traffic Regulation Order.
- 1.4 Appendix 2 - summary of responses received in relation to the advertised Traffic Regulation Order.
- 1.5 Appendix 3 - proposed parking scheme in Boston Avenue.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the contents of this report.
- 2.2 That responses in Appendix 2 are considered.
- 2.3 That the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order and no public inquiry be held into the proposals.

- 2.4 That the objector be informed of the decision of the Sub-Committee accordingly.
- 2.5 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 statutory consultations and advertise the proposals listed in Appendix 3 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

3. POLICY CONTEXT

- 3.1 To improve road safety and make travel more secure, safe and comfortable for all road users.
- 3.2 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.
- 3.3 Under the 1988 Road Traffic Act, the Highway Authority has a duty to take steps to both reduce and prevent collisions on the road network. In addition under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic.

4. BACKGROUND AND RECOMMENDATION

- 4.1 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.
- 4.2 In November 2016 and January 2017, approval was given at the Traffic Management Sub-Committee to carry out a statutory consultation; proposals include the introduction of 20mph zone, waiting restrictions and pedestrian crossing facilities in Southcote and Coley area, a one-way system on Wensley Road and a bus lane on Bath Road.

- 4.3 A further report was submitted to the Sub-Committee in June 2017 to seek approval to carry out a statutory consultation to introduce traffic calming measures within the proposed 20mph zone.
- 4.4 The statutory consultation process took place between 23rd August and 12th September 2017. Plans of the proposals are shown in Appendix 1.
- 4.5 At the time of writing, the Council has received no comments to the statutory consultation. Details of the responses are attached in Appendix 2.
- 4.6 At the time of writing, it is recommended that that proposal for both Coley and Southcote areas be implemented as advertised.
- 4.7 The Sub-Committee can agree, overrule or modify any objection to a lesser restriction that originally proposed.
- 4.8 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.

5. THE PROPOSAL

- 5.1 Further to a recent site meeting with ward councillors and residents of Boston Avenue.
- 5.2 It was agreed to consider a resident permit scheme within Boston Avenue as part of West Reading Study.
- 5.3 This report seeks the approval of the Sub-Committee to carry out a statutory consultation as shown in Appendix 3 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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 The West Reading Study has already resulted in public exhibitions and consultation with Transport study steering group.

7.2 Changes to the Traffic Regulation Order will require advertisement and the sealing process, prior to implementation.

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.

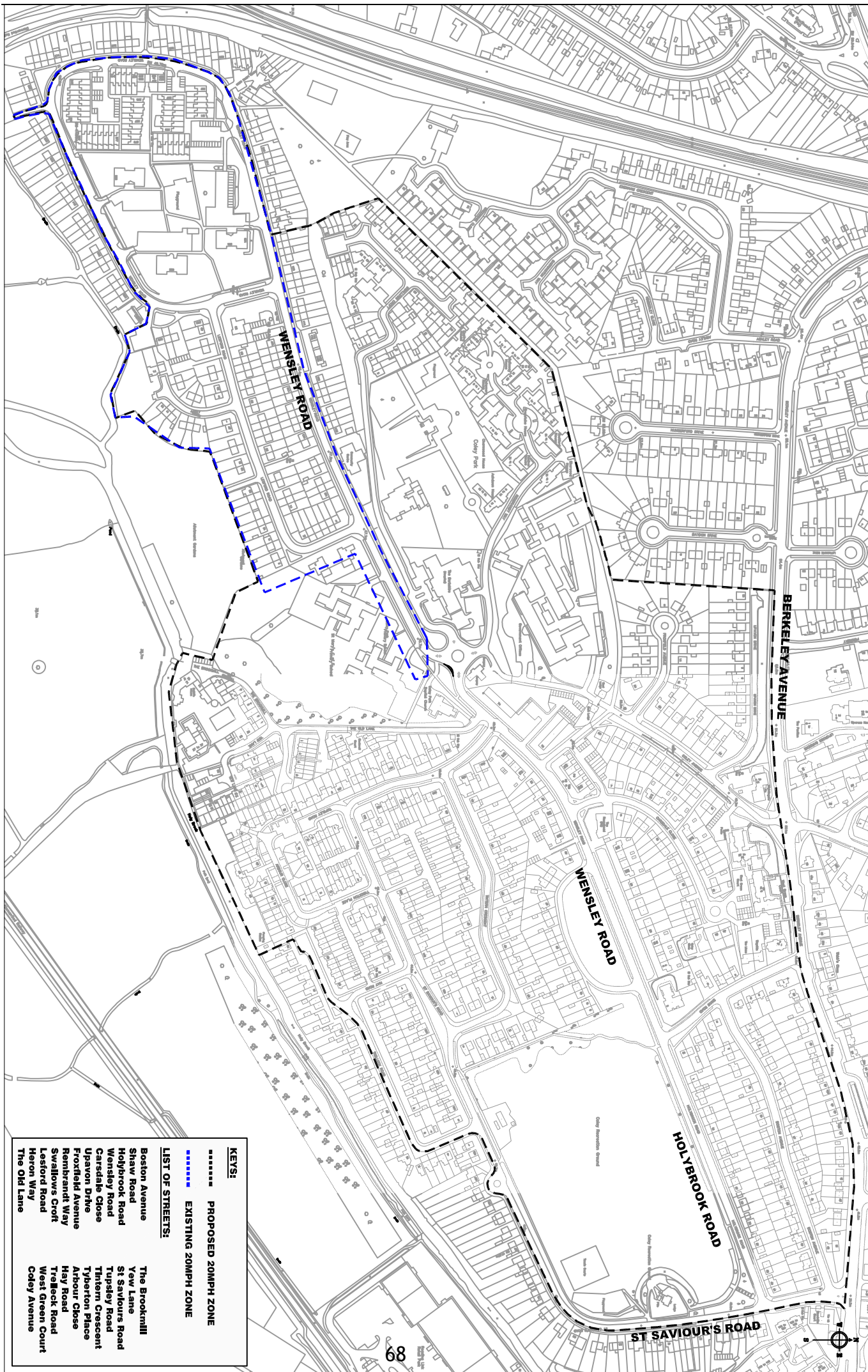
9.2 The Council will carry out an equality impact assessment for transport project proposals in the study area.

10. FINANCIAL IMPLICATIONS

10.1 The proposals outlined in this report will be implemented using developer contribution available through the Community Infrastructure Levy (CIL).

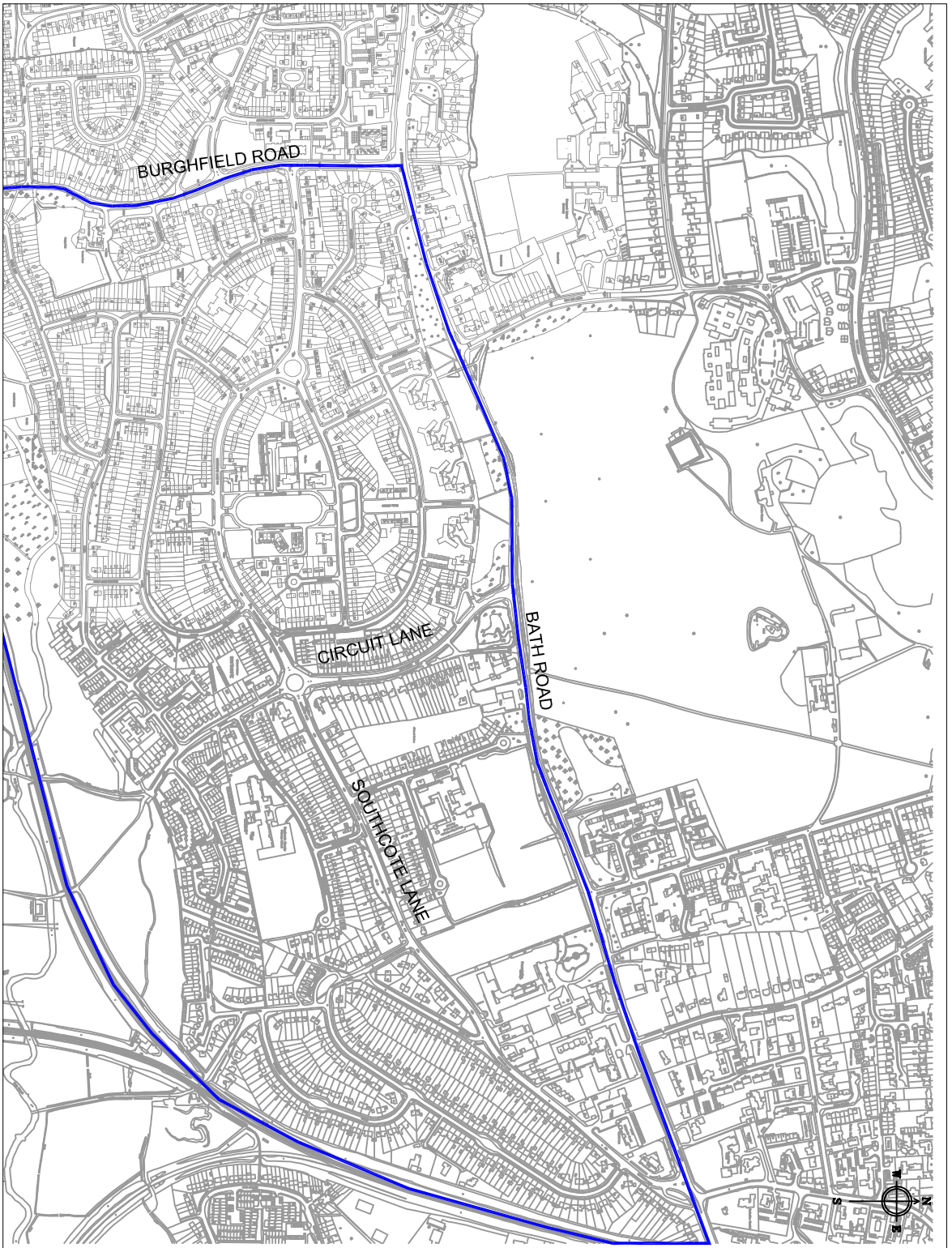
11. BACKGROUND PAPERS

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



KEYS: PROPOSED 20MPH ZONE
..... EXISTING 20MPH ZONE	
LIST OF STREETS:	
Boston Avenue	The Brookmill
Shaw Road	Yew Lane
Holybrook Road	St Saviours Road
Wensley Road	Tupstepy Road
Carsdale Close	Thorn Crescent
Upavon Drive	Tyebour Place
Frostfield Avenue	Arbour Close
Remberant Way	Hay Road
Swallows Croft	Trelock Road
Lesford Road	West Green Court
Heron Way	Coley Avenue
The Old Lane	

Project	WEST READING STUDY	Scale	N:1'S	Drawn JC	Checked CM
Drawing	PROPOSED 20mph ZONE	Date	JUL 2017	Approved	SR
COLTY		Drawing no.	NM/WRS/LEGA/001		



- LEGEND:**
- PROPOSED 20mph ZONE
- LIST OF STREETS:**
- Southcote Lane
 - Southcote Farm Lane
 - Cowper Way
 - Tillis Lane
 - Barn Close
 - Stapleford Road
 - Shepley Drive
 - Faircross Road
 - Slimester Road
 - Fawley Road
 - Aldworth Close
 - Circuit Lane
 - Granville Road
 - Gainsborough Road
 - Virginia Way
 - Maker Close
 - Coronation Square
 - Bute Street
 - Florian Gardens
 - Frogmore Way
 - Courage Court
 - Worcester Close
 - Ashampstead Road
 - Brimpton Road
 - Bray Road
 - Friarham Road
 - Inkpen Close
 - Garston Close
 - Byfield Road
 - Brunal Road
 - Hatford Road
 - Wynford Close
 - Lytton Close
 - Glennon Close

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Transport & Streetcare
Civic Centre
Reading
RG1 2LU

Project
WEST READING STUDY

Drawing
PROPOSED 20mph ZONE
SOUTHCOTE

Scale
N.T.S.

Drawn by JC
Checked by CM

Approved by SB
Date JUL 2017

Drawing no. NM/WRS/LEGAL/002

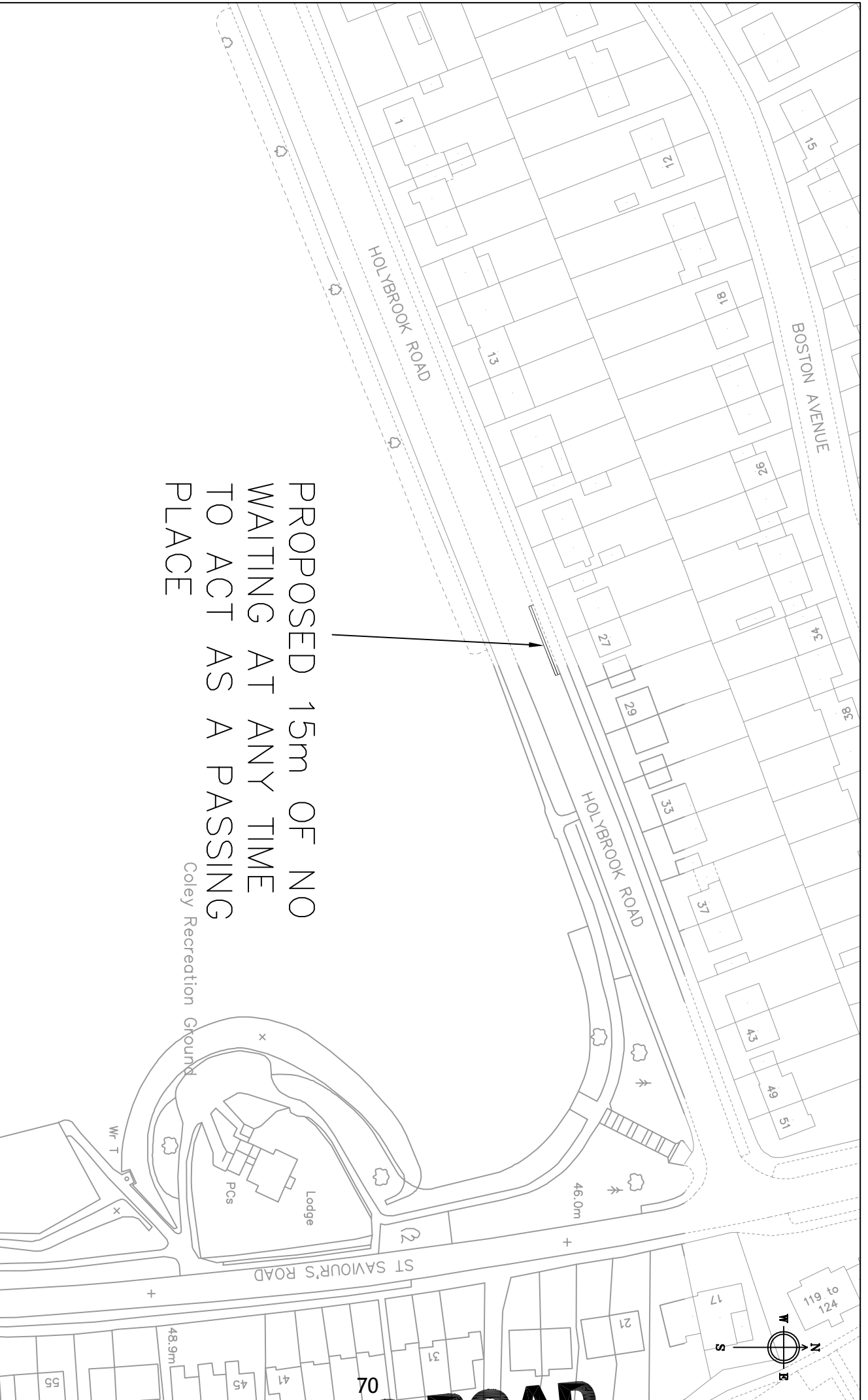


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PROPOSED 15m OF NO
WAITING AT ANY TIME
TO ACT AS A PASSING
PLACE

Coley Recreation Ground



Project

WEST READING STUDY

Scale
N.T.S

Drawn
JC

Date
JUL, 17

Checked
CM

Drawing

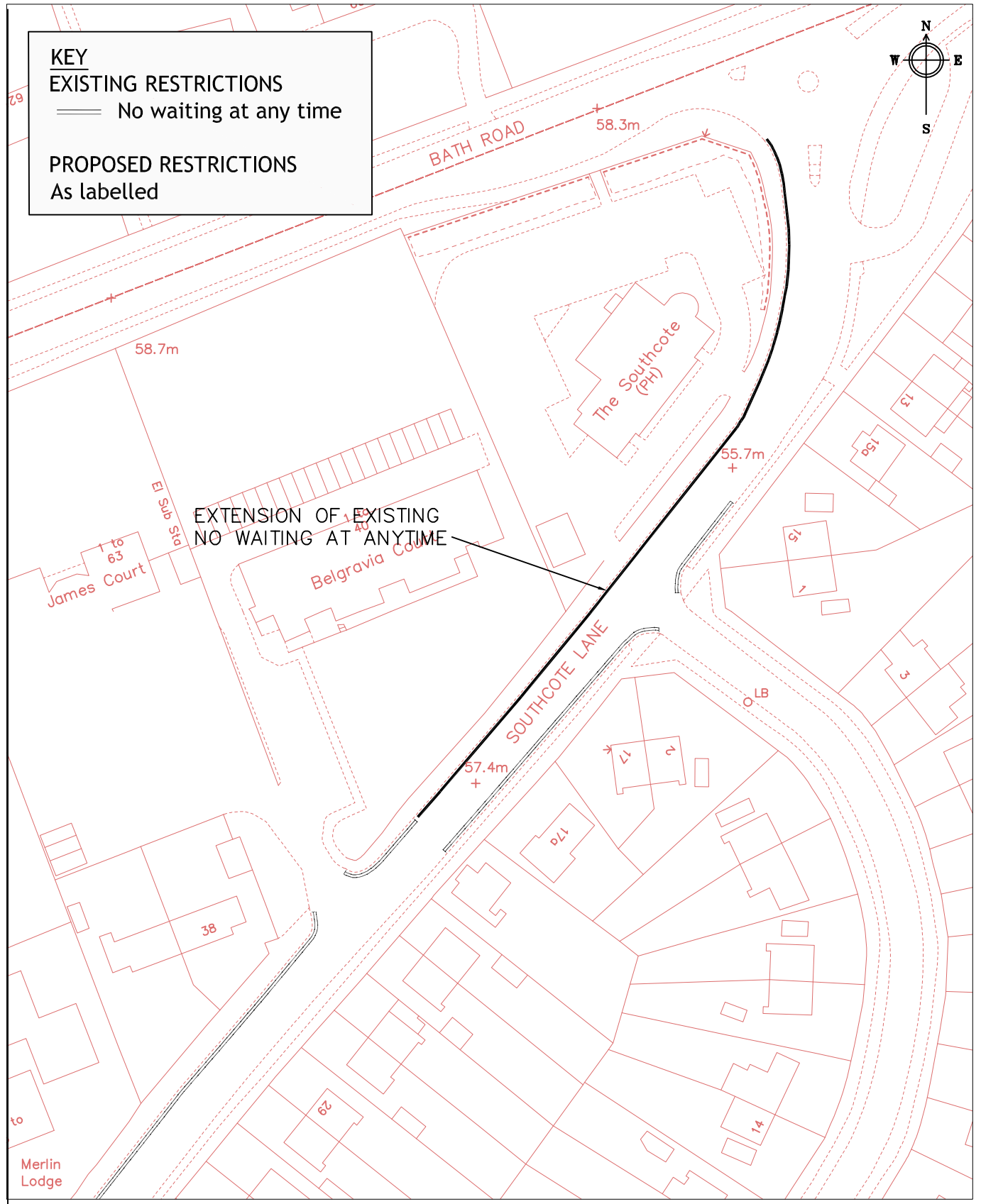
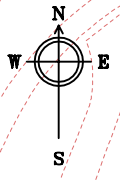
PROPOSED WAITING RESTRICTION
HOLYBROOK ROAD

Drawing No.

NM/WRS/LEGAL/003

Directorate of Environment
and Neighbourhood Services
Civic Centre, Bridge Street
Reading
RG1 2LU

KEY
EXISTING RESTRICTIONS
 — No waiting at any time
PROPOSED RESTRICTIONS
 As labelled

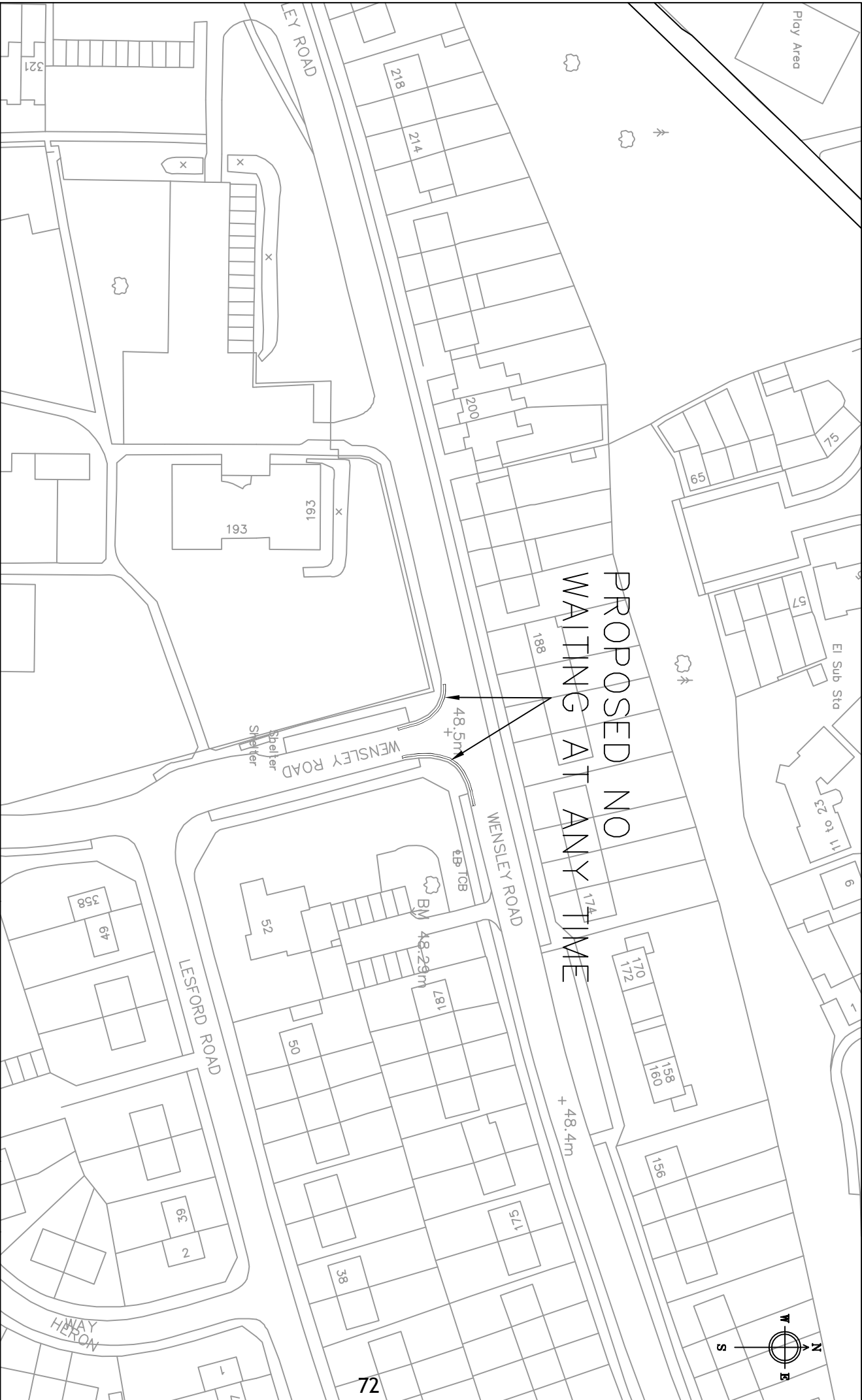


EXTENSION OF EXISTING
 NO WAITING AT ANYTIME

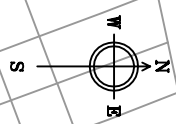
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CAD DRAWING LOCATION:			
project		WEST READING STUDY	
drawing		SOUTHCOTE LANE	
drawn	checked	approved	date
JC	JC	SB	JUL 2017
scale		drawing no.	
N.T.S		NM/WRS/LEGAL/004	



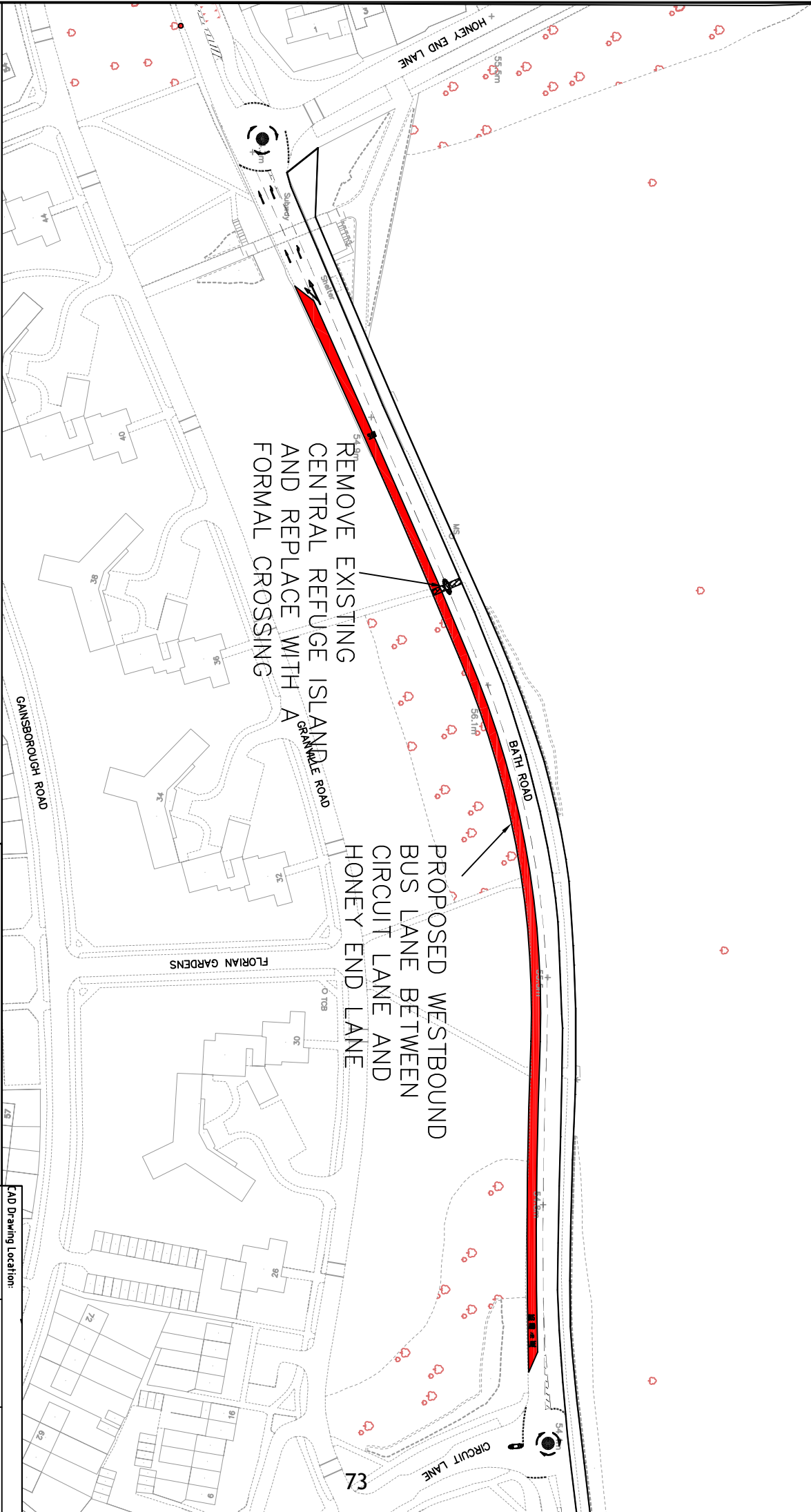
PROPOSED NO
WAITING AT ANY TIME



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Reading
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Project		Scale	
WEST READING STUDY		N.T.S	
Drawing		Date	Drawn
WENSLEY ROAD		JUL.17	JC
		Approved	Checked
		DRAFT	CM
		Drawing No.	
		NM./WRS/LEGAL/005	



Reading
Borough Council

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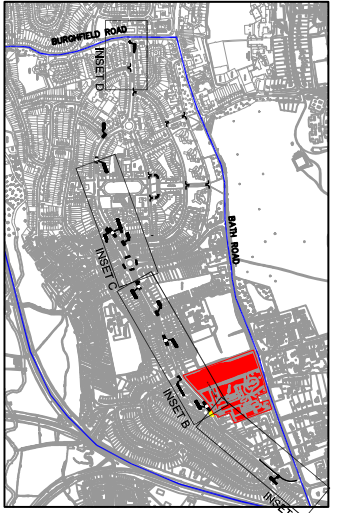
Transport & Streetcare

Civic Offices

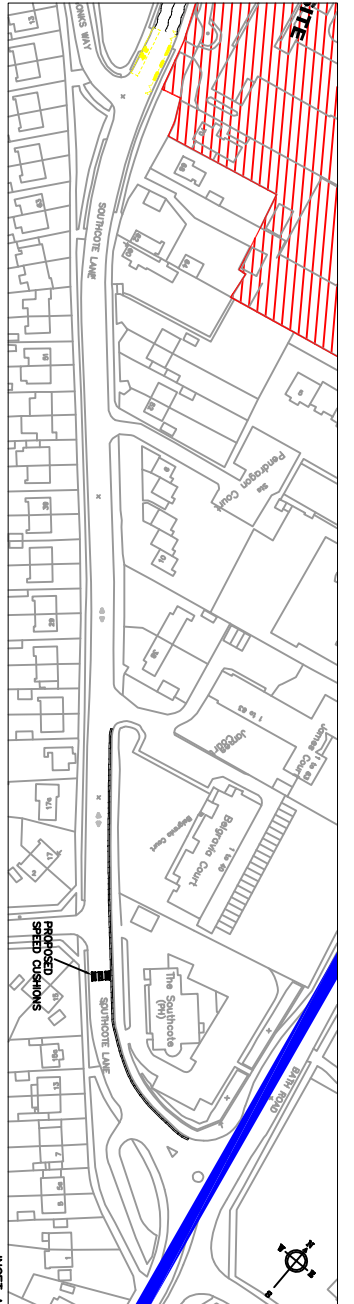
Reading

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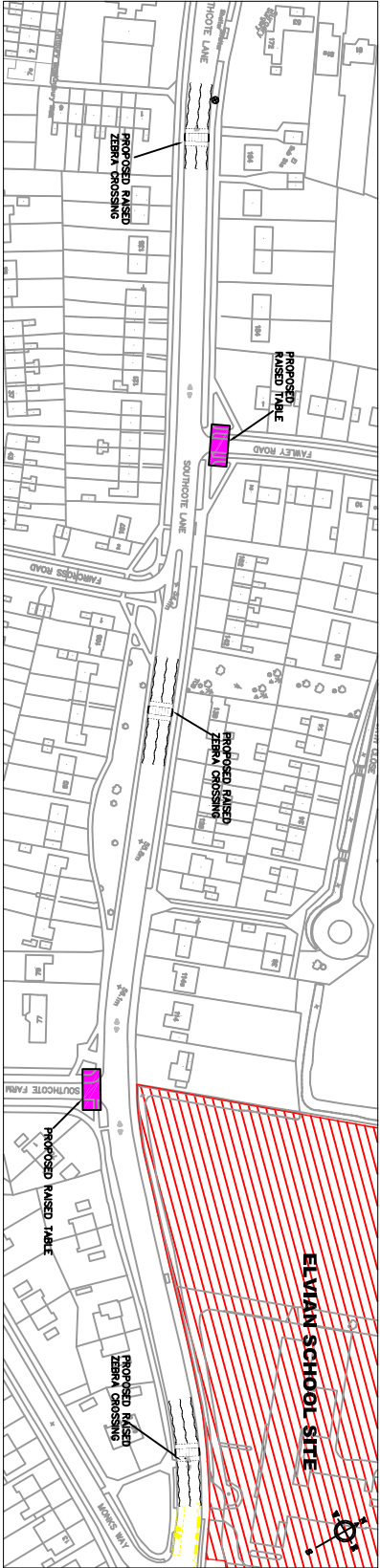
drawing	project	CAD Drawing Location:	
	WEST READING STUDY	scale	N.T.S
PROPOSED BUS LANE, BATH ROAD		drawn	JCH
		checked	
	approved		
	date	JUL 2017	
	drawing no.	NM/WRS/LEGAL/06	



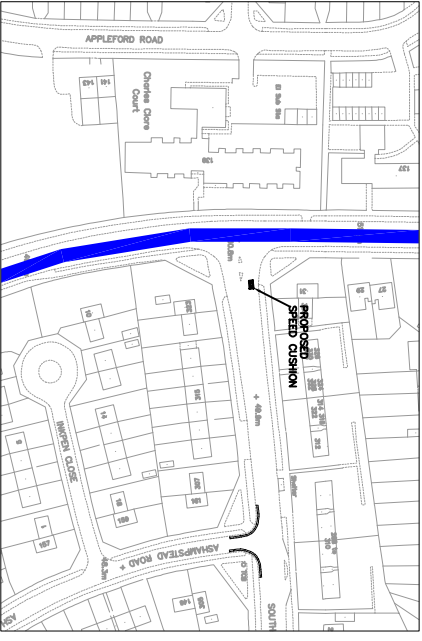
1:10000
PROPOSED 20mph ZONE - OUTLINE IN BLUE



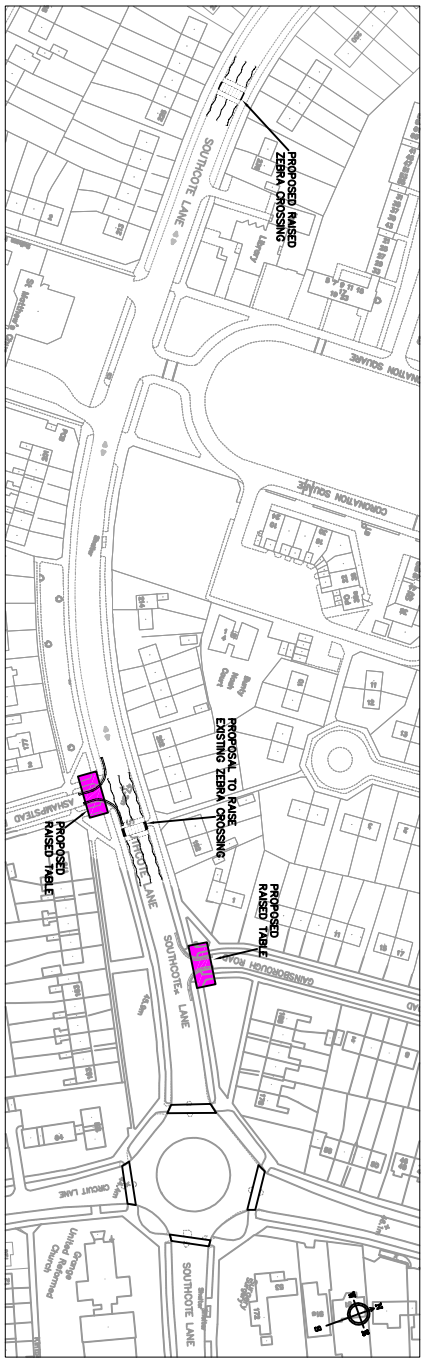
INSET A
1:1000



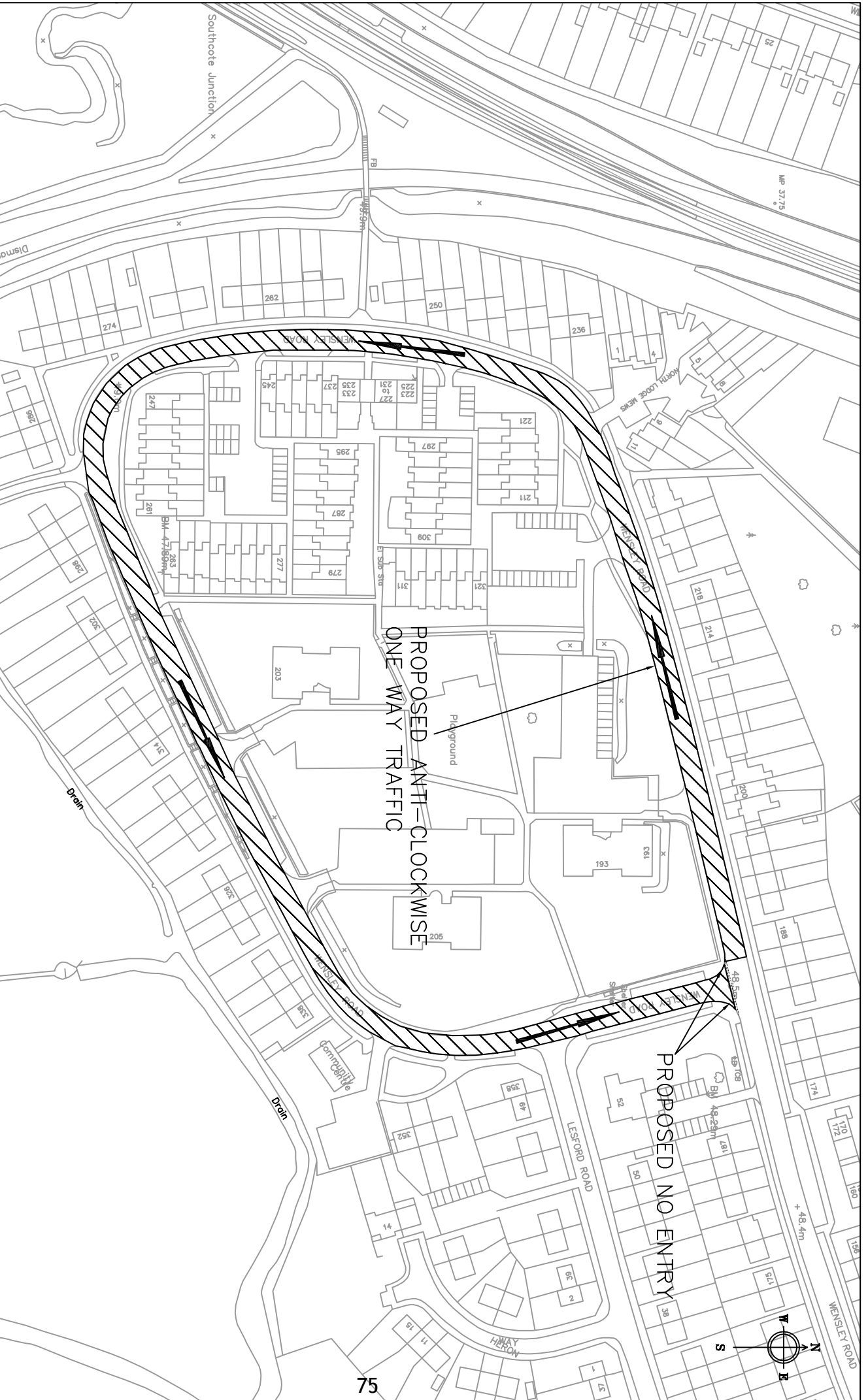
INSET B
1:1000



INSET D
1:1000

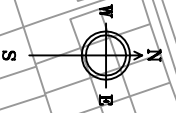


INSET C
1:1000



PROPOSED ANTI-CLOCKWISE
ONE WAY TRAFFIC

PROPOSED NO ENTRY



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Reading
RG1 2LU

Project		Scale	
WEST READING STUDY		N.T.S	
Drawing		Date	Drawn
ONE WAY WENSLEY ROAD		JUL.17	JC
		Drawing No.	Checked
		NM/WRS/LEGAL/008	CM
			Approved

WEST READING STUDY CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER
 APPENDIX 2 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 04/09/2017

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>One way system, Wensley Road</p>	<p><u>1). Resident, objection</u></p> <p>I would like to object to the proposal (CMS/007547) to impose a one way traffic system on the Coley Park loop (Schedule 4) on the following grounds:</p> <ul style="list-style-type: none"> • As a private resident of 32 years I am unaware of any on-going traffic congestion or safety related matters that would justify the imposition, inconvenience and cost of such scheme. • The scheme would cause very significant increase in traffic density in the first half of the loop and thus increase the risk of congestion and accident in this area. • I have been told by neighbours that they believe the proposal is driven by the bus company, however the buses seem to mostly to run to time and therefore any such disruption would appear to be minimal. • In my experience, most of the issues with the buses are where the drivers continue to push through when they don't have right of way rather than wait for on-coming vehicles to pass efficiently with minimal disruption. This causes drivers of cars and other vehicles to take evasive action such as reversing or climbing the curb. This issue could be readily resolved if the buses/ bus drivers observed the usual curtesy on the roads required by the Highway Code. I'm sure the bus drivers will dispute this but this is my first hand experience. • If the scheme is imposed we will have a situation where every 20 minutes everyone will get stuck behind the bus 	

until the bus reaches terminus. This would cause major inconvenience and frustration and would be completely disproportionate to the resolution of any minor problems encountered by the bus drivers.

- The increase in traffic density will increase the danger to domestic cats which are used to wandering across the road and other wild life such a squirrels.
- The cost of the system will not be justified when the council are having to prioritise expenditure and focus on delivering the most important services to the community.
- Lastly, having spoken to a number of residents my belief is that they will simply ignore the scheme, again only solvable by enforcement such as cameras which would further increase the cost burden and be totally out of proportion to solving the minor problems caused by the bus drivers.

I think the imposition of the proposed one way system would be completely disproportionate to the minor problems encountered by the bus drivers. Not only will it increase traffic density and cause major inconvenience to those residents towards the start of the loop it will more importantly increase risk of accident and damage to persons and property.

The cost of the system would be completely unjustifiable in these days of budget cuts and austerity.

If the bus convenience issues are considered to be so severe that a solution must be found then a more workable solution would be to install a bus only island at the half-way point of the loop, making both clockwise and anticlockwise entrances no through roads.

Alternatively, the buses could revert to the original route along Lesford Road to the terminus and if needed making Lesford road a one way street which would have a much smaller impact on

<p>Waiting restriction, Southcote Lane</p>	<p>the community and more likely to be respected by the residents.</p> <p>I would also like to point out that the consultation does not take into account the issues of the bus route along Holybrook both towards and away from the town centre. I have lost count the number of occasions where we have had to take evasive action where the bus driver refuses acknowledge right of way.</p> <p><u>2). Resident, objection</u></p> <p>I wish to point out the implications of the proposed introduction of 'no waiting at any time' restrictions on Southcote Lane detailed in Schedule 5. Residents of Priory Point and Belgravia Court already contend with limited parking for residents and no parking for visitors. The only option is on-street parking on Southcote Lane. With the introduction of the parking restrictions, residents of these properties would no longer have access to any nearby on-street parking. Residents of the aforementioned flats on Southcote Lane do not have their own driveway - although some flats have allocated space, removing the option to park on Southcote Lane will remove the ability for some residents and all visitors to park in the area, unless alternative parking provision is made. Are there any alternative parking proposals?</p> <p>This proposed 'no waiting restriction' is therefore potentially punitive and detrimental to those residents who rely on access a vehicle for their job/income or need occasional nearby parking space for family/carers to visit their property.</p> <p>My own general observation is is that parking outside the aforementioned flats on Southcote Lane is orderly and non-obstructive. The introduction of the 20mph zone on Southcote Lane, detailed in Schedule 3, would significantly improve safety and traffic flow on the road, therefore making the 'no waiting at any time' restriction unnecessary.</p>	
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WEST READING STUDY CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 2 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 5pm, 12/09/2017

Line No.	Originator	Objections/supports/comments received
<p><u>Officer Summary of responses.</u></p> <p>There have been a total of 28 responses received during the consultation period. The proposals covered a number of different elements across Southcote and Coley areas. Below is a summary of the comments received for each element:</p> <p>Southcote:</p> <ul style="list-style-type: none"> • 20mph - Support = 5 / Objections = 4 (Officer recommendation - to introduce the scheme as advertised) • Waiting restriction - Support = 9 / Objections = 3 (Officer recommendation - to introduce the scheme as advertised) • Bath Road bus lane - Support = 1 / Objections = 12 (Officer recommendation - to introduce the scheme as advertised) • Traffic calming measures - Support = 3 / Objection = 1 (Officer recommendation - to introduce the scheme as advertised) <p>Coley:</p> <ul style="list-style-type: none"> • 20mph - Support = 4 / Objections = 4 (Officer recommendation - to introduce the scheme as advertised) • Waiting restriction - Support = 1 (Officer recommendation - to introduce the scheme as advertised) • One way system Wensley Road - Support = 1 / Objections = 7 (Officer recommendation - to introduce the scheme as advertised) 		
1	Resident	<ul style="list-style-type: none"> • As a private resident of 32 years I am unaware of any on-going traffic congestion or safety related matters that would justify the imposition, inconvenience and cost of such scheme. • The scheme would cause very significant increase in traffic density in the first half of the loop and thus increase the risk of congestion and accident in this area. • I have been told by neighbours that they believe the proposal is driven by the bus company, however the buses seem to mostly to run to time and therefore any such disruption would appear to be minimal. • In my experience, most of the issues with the buses are where the drivers continue to push through when they don't have right of way rather than wait for on-coming vehicles to pass efficiently with minimal disruption. This causes drivers of cars and other vehicles to take evasive action such as reversing or climbing the curb. This issue could be readily resolved if the buses/ bus drivers observed the usual curtesy on the roads required by the Highway Code. I'm sure the bus drivers will dispute this but this is my first hand experience. • If the scheme is imposed we will have a situation where every 20 minutes everyone will get stuck behind the bus until the bus reaches terminus. This would cause major inconvenience and frustration and would be completely disproportionate to the resolution of any minor problems encountered by the bus drivers. • The increase in traffic density will increase the danger to domestic cats which are used to wandering across the road and other

Line No.	Originator	Objections/supports/comments received
		<p>wild life such a squirrels.</p> <ul style="list-style-type: none"> • The cost of the system will not be justified when the council are having to prioritise expenditure and focus on delivering the most important services to the community. • Lastly, having spoken to a number of residents my belief is that they will simply ignore the scheme, again only solvable by enforcement such as cameras which would further increase the cost burden and be totally out of proportion to solving the minor problems caused by the bus drivers. <p>I think the imposition of the proposed one way system would be completely disproportionate to the minor problems encountered by the bus drivers. Not only will it increase traffic density and cause major inconvenience to those residents towards the start of the loop it will more importantly increase risk of accident and damage to persons and property.</p> <p>The cost of the system would be completely unjustifiable in these days of budget cuts and austerity.</p> <p>If the bus convenience issues are considered to be so severe that a solution must be found then a more workable solution would be to install a bus only island at the half-way point of the loop, making both clockwise and anticlockwise entrances no through roads.</p> <p>Alternatively, the buses could revert to the original route along Lesford Road to the terminus and if needed making Lesford road a one way street which would have a much smaller impact on the community and more likely to be respected by the residents.</p> <p>I would also like to point out that the consultation does not take into account the issues of the bus route along Holybrook both towards and away from the town centre. I have lost count the number of occasions where we have had to take evasive action where the bus driver refuses acknowledge right of way.</p>
2	4 Residents at the same address	<p>Our understanding is that this change is to make an easier route for the buses. However do not feel you have taken into account the affect it will have on the residents, similarly we were not listened to when the bus route was changed from Lesford Road to Wensley Road Loop, which cost the council money to amend parking bays in the area. (Our household and neighbours have reported the fact that the buses make our houses seriously vibrate when they pass a certain point in the road, but yet again this has been ignored, as we were told to get our own surveyor, even though there was no bus route when we purchased our property. This being another case of ignoring situations until something serious happens).</p> <p>By creating a one way system on the Wensley Road Loop, this will inevitably create an increase in traffic passing our house. Traffic coming out of the high rise flats will have to travel the complete loop instead of turning right and travelling approximately 30 feet.</p> <p>When I go to my garage approx. 20 feet away from my house I to will have to complete the loop to get back to my house across the road.</p> <p>With all the publicity regarding reducing emissions and car journeys, you will actually be increasing them.</p> <p>It would actually make more sense to have one way only on the bend of Wensley Road, after the Council Garage block by the layby outside 211 opposite North Lodge Mews. This would ease the bus route going around the bend without causing increased traffic for the residents.</p>

Line No.	Originator	Objections/supports/comments received
3	Resident	<p>We are totally against the idea of turning our Road to a 'ONEWAY just because it's inconveniences the Bus drivers. My candid advice is, you revert back to Lesford Road which was totally perfect for the Bus.</p> <p>On a separate issue, I totally agree with the Council 100% for the 20mph which I have been doing anyway for the past 10years. We are parents and obviously we agree with the new 20mph this will potentially reduce any fatal injuries caused by any minor accident.</p>
4	Resident	<p>I wish to point out the implications of the proposed introduction of 'no waiting at any time' restrictions on Southcote Lane. Residents of Priors Point and Belgravia Court already contend with limited parking for residents and no parking for visitors. The only option is on-street parking on Southcote Lane. With the introduction of the parking restrictions, residents of these properties would no longer have access to any nearby on-street parking. Residents of the aforementioned flats on Southcote Lane do not have their own driveway - although some flats have allocated space, removing the option to park on Southcote Lane will remove the ability for some residents and all visitors to park in the area, unless alternative parking provision is made.</p> <p>This proposed 'no waiting restriction' is therefore potentially punitive and detrimental to those residents who rely on access a vehicle for their job/income or need occasional nearby parking space for family/carers to visit their property.</p> <p>My own general observation is is that parking outside the aforementioned flats on Southcote Lane is orderly and non-obstructive. The introduction of the 20mph zone on Southcote Lane, detailed in Schedule 3, would significantly improve safety and traffic flow on the road, therefore making the 'no waiting at any time' restriction unnecessary.</p>
5	Resident	<p>As a resident of Southcote Lane I would like to object to a bus lane on the Bath Road from Circuit Lane to Honey End Lane. There are only about 4 buses an hour and traffic already tails back along this stretch because of the Burghfield Road/Bath Road traffic lights. If you are proposing to widen the road and add a bus lane it would be much better to make it two lanes for all traffic which would stop it tailing back as far.</p>
6	Resident	<p>I object to the Bath Road bus lane in schedule 1.</p>
7	Resident	<p>The amount of money which will be spent introducing these limits could be better spent elsewhere.</p> <p>There seems little benefit to introduce these limits as we do not have a high accident rate in Coley Park. Additionally, it will slow the buses down causing an inconvenience to passengers and an increase in journey times. As most drivers ignore 20MPH speed limits, it again seems a waste of taxpayers money when there are more pressing issues such as the number of potholes around the Coley area that need fixing. Finally, Coley Parks design means that it is not often possible to drive fast, again negating any benefit introducing 20MPH limits in this area.</p>
8	Resident	<p>I am in favour of all the proposals, I especially welcome the removal of the pedestrian refuge width restrictions on Southcote lane and replacement with zebra crossings. However I couldn't ascertain whether the proposals will remove all the pedestrian refuge width restrictions. How do I find this out?</p> <p>I also welcome the introduction of the 20 mile an hour zone over the whole ward, and also I gather in Coley.</p> <p>In response to the one way proposal for Wensley road whilst I support this for motor vehicles I would object to the proposal unless there is two way for cyclists.</p> <p>If cyclists have to follow the one way direction short trips become significantly longer and less attractive.</p> <p>Contraflows for cyclists in one way systems are common in many UK towns and cities.</p>

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9	Resident	<ul style="list-style-type: none"> - The suggestion to turn Southcote into a 20mph zone. <p>It has been well documented that TV Police and other forces are not actively enforcing the 20mph limit, any road that has "calming" measures are classed as self enforcing, so therefore the likelihood of any speed reduction in Southcote is minimal. Residents have long campaigned that speeding is a problem in Southcote and have actively, along with the NAG and councillors, pressured TVP to take action on the situation with little success. The speeding being reported is mainly Southcote Lane, with residents continually asking for the position of the Gatso's to be reconsidered and a more active presence of TVP.</p> <p>The placing of Road Tables may help in reducing speed of vehicles entering a road but as can clearly be seen at Honey End Lane, vehicles have to go so slow that the traffic backs up on the main road and causes more congestion. The results required should be to keep traffic moving at a sensible speed, not have vehicles having to go so slow, and as stated, with vehicles parking close to junctions they act as a speed deterrent and slow vehicles down.</p> <p>There is little or no evidence of accidents happening in Southcote caused by speeding vehicles, therefore there is no justification to introduce an all over 20mph zone and to slow busses down to 20mph will only cause frustration to motorists.</p> <ul style="list-style-type: none"> - Bus Lane from Circuit Lane to Honey End Lane. <p>The route has a limited amount of buses that use it, and by having buses filter back in to the main flow will yet again cause traffic to build up.</p> <ul style="list-style-type: none"> - Extension of No Waiting in Southcote Lane. <p>There has been, for a very long time, issues with traffic, especially busses, heading past the Beefeater. The removal of the central reservation will help remedy some of the problem, and if yellow lines were extended it would solve all of them, but, what happens when the vehicle that park on this section of the road have to park elsewhere?</p>
10	Resident	<p>The placement of single white, and double yellow lines needs to be re-appraised (those close to the Beefeater in particular are obvious) to reduce the need for traffic, especially buses needing to twist and turn in order to navigate the way through. There is enough dangerous twisting and turning to be done on a drive through Southcote Lane as it is, in order to avoid the pot-holes.</p> <p>Many of the pedestrian refuge islands are strangely placed, an example is the one close (too close) to the travelling west bus stop at the end of Coronation Square. Another, are the islands close to the first bus stop at the western end of Southcote Lane, opposite Ashampstead Road. Maybe it is the bus stops that need moving.</p> <p>Restrictions on parking seems to be part of a solution; parking on both sides of the road is bound to create problems with traffic meeting head-on, in particular where there is a bend in the road.</p> <p>There have been some good innovations, for example the no parking on the verges but this in turn may have created more problems on the road. However, much of the traffic introductions on Southcote Lane seem to have been re-active rather than pro-active; things done</p>

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11	Resident	<p>piecemeal rather than (as you are now doing) the whole of Southcote Lane designed in a co-ordinated way.</p> <p>1. We AGREE WITH THE 20mph proposal WITH THE EXCEPTION* of the through route along Southcote Lane, it is currently 30mph and is safe however there are a number of drivers that ignore the limit and it is those who will continue to speed anyway. I would find it difficult to drive along Southcote Lane at 20mph as i would be concentrating non the speedometer distracting myself from paying proper attention to the road ahead. I find that i drive down there between 20 and 30 mph as the traffic and parked cars don't allow a sensible driver to exceed 30mph. * UNLESS RESTRICTED TO SCHOOL ARRIVAL DEPARTURE TIMES MORNING AND EVENING but note it is impossible to speed at this time of day anyway.</p> <p>2. PROPOSED BUS LANE. This is NOT A GOOD IDEA as not many buses use this road cause longer traffic delays for east bound traffic in the morning rush hour and be a waste of money that could be better spent. A better idea is to widen the road if its possible where the WREN SCHOOL is located to allow parents to drop there children off safely. The FORMAL CROSSING is ok but leave the REFUGE as this would make crossing easier.</p> <p>3. BOSTON AVENUE. This is upto the residents of BOSTON AVE only suggestion is make it one way west to east to stop it being used as a rat run which i have observed.</p> <p>4. ONE WAY WENSLEY ROAD although this does not directly affect us it looks a good proposal and do not understand the objection.</p> <p>5. TRAFFIC CALMING. SPEED CUSHION if it is really necessary is could be incorporated into the existing width restrictor which slows the traffic anyway.</p> <p>THE PROPOSED RAISED CROSSINGS these are a good idea perhaps a refuge island in each would add to the safety.</p> <p>THE PROPOSED RAISED TABLES . These should encompass the COMPLETE JUNCTION and extend across SOUTHCOTE LANE in each position to help calm the traffic.</p> <p>ADD DOUBLE YELLOW LINE AT SOUTHCOTE FARM LANE JUNCTION and extend up the LHS past the shops and around the two sharp bends to Kenilworth avenue.</p> <p>ADD DOUBLE YELLOW LINES to all Junctions along SOUTHCOTE LANE and into the roads as required.</p> <p>OPEN FAWLEY ROAD ONTO A4 BATH ROAD one way only SOUTH to NORTH this would ease traffic in Southcote Lane.</p> <p>SERVICE ROADS There are a few areas where the houses are set back from the road where service roads could be introduced to take residents cars off SOUTHCOTE LANE altogether. Perhaps put unloading bays along Southcote Lane for parents to stop and set their children down safely.</p>

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		<p>GRASS VERGES in some places turning the grass verges into parking would assist the flow of traffic. This could possibly make it possible to restrict parking to one side of Southcote Lane only.</p> <p>The proposed waiting restrictions outside Beefeater would improve traffic flow and assist buses which sometimes have to go the wrong side the island. this restriction should extend down past Southcote Farm Lane Junction. If the road is wide enough or widened slightly where possible it MIGHT be possible to introduce drop off zone outside the WRENN SCHOOL.</p> <p>PROPOSED SPEED CUSHION JUNCTION BURGHFIELD ROAD this is too near junction to be affective.</p> <p>6. ADDITIONAL</p> <p>MORNING TIME RESTRICTION INTO SOUTH LANE this should be extended to past 9 15am to stop rat running traffic off Bath Road until past RUSH HOUR (local residents should be EXCLUDED from this restriction and extended from the BURGHFIELD ROAD JUNCTION if some form of permit could be introduced for local residents and School traffic. The use of SILCHESTER DRIVE as a morning rat run MUST BE PREVENTED</p> <p>CIRCUIT LANE upto Bath Road Parking along here is a problem the road could be widened to allow parking to one side easily.</p> <p>SOUTHCOTE FARM LANE (DIRT TRACK) this short length should be surfaced as it is public right of way and is used by lots of school children/parents .</p> <p>SOUTHCOTE FARM LANE JUNCTION COWPER WAY JUNCTION</p> <p>The junction with COWPER WAY SHOULD ALSO BE DOUBLE YELLOW LINED as vehicles often park in the junction entrance (an adjacent house runs a business from his property and includes</p>
12	Resident	<p>Implementation of 20mph zone (Southcote area)</p> <p>How is this going to be enforced? Currently there are speed cameras at each end of Southcote Lane but this does not stop vehicles speeding in between the cameras, or in the other minor roads. Therefore, the implementation of a 20mph zone will not reduce this behaviour without it being enforced.</p> <p>Southcote is a large area and would require more speed cameras and increased police patrols (especially at busy schools times) which I am sure is not feasible by Thames Valley Police.</p> <p>Prohibition of vehicles except Buses A4 Bath Road West Bound</p> <p>I cannot understand how this is going to help with traffic calming. There are not many buses that travel along the bath Rd, I have lived in Southcote for over 40 years and have never seen a bus in the traffic queue from Circuit Lane to Honey End Lane. The slow moving traffic that currently occurs between these two roads is caused by congestion of traffic further along the Bath Road at Burghfield Rd, Hogarth</p>

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		<p>Ave, New Lane Hill, Lidl store construction site. I would also question that a Bus lane from Circuit Lane to Honey End Lane would actually make any difference anyway, if there was ever a problem for the buses then a bus lane should be implemented from Southcote Lane, not just from Circuit Lane.</p> <p>Changes to parking restrictions</p> <p>I agree parking restrictions are required along Southcote Lane and have experienced problems near Belgravia Court which has increased since the development of the James Court site. However, due to the construction of the Wren School and Ashwood Park development, and therefore further increase traffic within the area, I believe parking restrictions should be extended along Southcote Lane from A4 Bath Road to Circuit Lane.</p> <p>There have already been some parking restrictions in place since the development of Southcote Primary School. I am very aware that there are extreme infringements of parking restrictions the junction of Shepley Drive/Restwold Close during school drop off/pick up time. However, the only time a traffic warden is see is at the weekend. Therefore, any parking restrictions in Southcote Lane would also need to be monitored & enforced.</p> <p>Install raised tables/traffic calming features</p> <p>Whilst I agree with the proposal for raised tables, I believe for these to have any effect they should be increased to include the junction of A4 Bath Road/Circuit Lane as well as all junctions off Southcote Lane, including roundabout approaches/exits.</p>
13	Resident	<p>No objections, but just to point out that when the bus / cycle lane ends at 60m East of Honey End land - could the curb be dropped so cyclists can continue on the pavement, if cycling on the pavement at this point is allowed? If it's not, could it be added in.</p> <p>The bus lane is too short, why is it been suggested here? As I don't have access to the plans, as I work longer hours than the council is open, I don't understand why this has been proposed here.</p> <p>This consultation could include some positive changes to encourage cycling, as well as prohibit negative driving behaviour.</p> <p>The pot holes and ruined surface area, caused by cars, is dangerous for cyclists and causes them to swerve, which also encourages more bad behaviour from car drivers.</p> <p>The 20mph limit is good. There are some very irresponsible drivers on the road, they need to calm down, they get very stressed - that's not good for you. The sower speed limit isn't very good for vehicle emissions though, so may be some extra planting of shrubbery / greenery to cancel out the negative effects of the extra pollution caused could be introduced. I've noticed that Blessed Hugh has cut down a lot of trees from their grounds recently, these were ferns that are very good at absorbing pollution. The new development at the Elvian School has also seen a lot of greenery lost - will this be replaced in the local area?</p>

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14	2 Residents at the same address	<p><u>Objection to CMS/007547 Schedule 3 20 MPH Zone - Southcote Area</u></p> <p>The only way to enforce this schedule would be to install speed cameras, which is not cost effective. Currently speeds on these roads generally are below 30 mph, this order is not going to improve the situation at all.</p> <p>Specifically reducing the speed on Southcote Lane will reduce the capability of the bus service for residents using the 26 Bus service.</p> <p><u>Objection to CMS/007547 Schedule 1 - Bus only lane west bound on Bath Road.</u></p> <p>The introduction of a bus lane for a total of four bus services an hour is in no way a cost effective use of investment. This road at peak periods already experiences significant traffic delays. All this measure will do is increase the delays and hence have significant effect on the air quality around this area due to longer queues of traffic, which are likely to extend back beyond the junction of Bath Road and Circuit lane. This excess traffic congestion will thus affect bus services to Newbury (1) and Burghfield (2), so no benefit will be achieved. The objective appears to further hamper the Reading town centre from attracting visitors/shoppers. Of course shoppers spending money help generate and sustain jobs in Reading town centre.</p> <p>This measure will cause a traffic pinch point, which at peak traffic periods could cause congestion to extend back to the Bath Road and Liebenrood Road junction, if not further.</p> <p><u>Objection to Speed cushions.</u></p> <p>Southcote lane at the bath Road end already has a speed reduction measure at the west bound bus stop. There is no need for further implementation of speed reduction on Southcote lane at this end.</p> <p>Southcote Lane at the Burghfield Road end, traffic when entering this road cannot exceed the speed limit, due to the traffic island at this junction for pedestrians plus the numbers of parked vehicles and the regular bus service. Also, due to the amount of parked vehicles, speed cushions, while being installed to allow large vehicles access, will not work due to the high volumes of parked cars at this end of Southcote lane. All this would slow down the bus service and increase bus maintenance spending 26 route buses.</p> <p><u>Objection to the Instillation of Raised Zebra Crossings on Southcote Lane.</u></p> <p>Currently there has been no need for these crossings with Hugh Faringdon School. The provision of refuge islands has been considered suitable enough. These crossings will slow current bus service, making it less reliable for potential passengers. Further it would reduce available curb side parking.</p>
15	Resident	<p>1. Proposed extension of current no waiting restrictions adjacent to the Southcote Beefeater. I strongly support this proposal as the current practice of end to end parking through this part of Southcote Lane is, in my opinion, a very dangerous habit that obscures the line of vision as the road sweeps to the left on approach to the roundabout on Bath Road. Indeed, it is impossible to safely exit The Beefeater</p>

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		<p>at any time due to the dangerous parking. The introduction of yellow lines will no doubt make the operation of Reading Buses and other road users far more efficient and improve safety.</p> <p>2. The proposed introduction of a bus lane on Bath Road westbound. I wish to formally record my opposition to this proposal. The minimal length of the proposed bus lane and the indicated merger with the revised main carriageway will not result in any obvious efficiency of the two bus routes (1 and 2) that currently use the A4 and is likely to result in confusion and frustration for all road users. This will be particularly true during the late afternoon peak traffic that is typically extremely slow moving or stationary. Of course this is made far worse due to the proximity with the Honey End Lane roundabout that is often the scene of irritated drivers and consequent bad/dangerous driving. There is no indication of how the bus lane would be monitored, is this to be controlled by cameras or other forms of enforcement?</p> <p>3. Proposed introduction of 20 mph restriction. I am in full support of this proposal. However I have severe concern over the enforcement of such a limit as the recent introduction of a ban on verge parking and double yellow lines in various locations in Southcote - not least in the area of Circuit Lane and Silchester Road is regularly flouted with no consistent or effective enforcement. Given that there are numerous examples of the current speed limit being ignored, especially by those on various motorcycles and quad bikes, how will the proposals (if implemented) be enforced?</p> <p>Finally, you will be aware that local residents and ward councillors have campaigned for a long time for the current morning bus lane restriction adjacent to Circuit Lane surgery to be moved to a more suitable location in Southcote Lane. This has been highlighted in previous traffic management consultations as the current practice of using Silchester Road to avoid the restriction causes the most concern to residents especially with the recent expansion of Southcote Primary School and the inherent dangers for pedestrians and road users. Why does this not appear to feature in the proposed traffic management plan?</p>
16	Resident	<p>We wish to object to the proposal on the following grounds:</p> <ul style="list-style-type: none"> <input type="checkbox"/> It will increase the traffic flow, and at the very least will double the amount of traffic driving past our house <input type="checkbox"/> Cause traffic jams and queues every 20 minutes, as no vehicles will be able to pass the bus whilst it is stopped at bus stops <input type="checkbox"/> Make it difficult for residents with driveways to reverse out of their driveways. Many driveways on this part of the road are on slopes, and angled in the opposite direction. Also parked cars and the increase in one way traffic will make it dangerous to reverse out, especially if residents have always reversed out in the opposite direction and after 30 plus years are now expected to change. <input type="checkbox"/> It will have the effect of increasing the unofficial speed limit. It will cause many drivers to use the one way loop as a race track, as they will increase speed as nothing will be coming in the opposite direction. <p>All of the above will only have a negative effect to residents' lives, their health and on their safety:</p> <ul style="list-style-type: none"> <input type="checkbox"/> There will be an increase in noise pollution, as there will be an increase in the number of vehicles driving past everyone's house - and that is FACT <input type="checkbox"/> There will be an increase in air pollution, in part due to stationary and slow moving vehicles stuck behind buses. This will cause deterioration in air quality, as there will be an increase in CO2 and Nitrogen particles from both petrol and diesel fumes. Air quality will be at its worse for people close to the bus stops. This is alarming, especially as Reading is already breaching European Air Quality Standards on many of its congested roads <input type="checkbox"/> There will be an increase in road rage due to increased traffic in one direction, and from queuing vehicles

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		<ul style="list-style-type: none"> <input type="checkbox"/> There is likely to be more accidents, involving not only other drivers, but those leaving driveways, pedestrians and domestic pets <input type="checkbox"/> There will be a negative effect on the 'Cars v Buses' culture, which has steadily been increasing in Reading over the years, due to the Council's bad and poor road management policies. <input type="checkbox"/> The road will become more dangerous. We currently and always have had a problem with youths riding untaxed and off road motorbikes up and down the road, and in and out of the footpaths, and doing wheelies at high speed along the road. Despite numerous phone calls to Thames Valley Police, who have been unable and unwilling to respond to these complaints and so they have failed to alleviate this problem. As these youths already break the law and get away with it, they will not hesitate to continue this practice the wrong way round the road, hence putting others lives in danger <p>It is also worth pointing out that document CNS/007547 has no mention on the likely impact of parking on Wensley Road if this proposal is carried out, and doesn't address the cause of the problems currently experienced by the lack and need of extra parking.</p> <p>There is no evidence that turning the Wensley Road loop into a one way road would have any positive impact or change on either the running of the buses, road safety or any benefit to local residents. There is also no evidence that the Coley Park bus has increased its customers since the route change in September 2013, as a recent Freedom of Information request by myself asking for the number of fares on this route, the cost of this service to tax payers and other facts about Reading Buses was refused by Reading Borough Council.</p> <p>In these current times of local cuts, austerity, and the Council blaming the Government for lack of and reduced funding, it is rather ironic RBC can find money to waste on projects which appear to have no, or very little positive effect on local residents and Council Tax Payers.</p> <p>If RBC has money available to spend to improve road safety, and make travel more secure and comfortable for all road users, the answer is not to cause more inconvenience by imposing unnecessary one way roads. Can I suggest this money is spent on addressing the actual cause of the current road/bus problems by improving the parking on these narrow roads, which were built 60 years ago, and are no longer fit for purpose for the number of vehicles using them? Reading Borough Council's failure to maintain and upgrade these roads for 21st Century use was highlighted in the 'No.11 Bus Route and Parking Survey - December 2013' which was carried out by the office of Alok Sharma MP on behalf of the Wensley Road residents. The proposals put forward in this informative and thorough survey to turn some of the many grass, or should we say 'Mud Verges' into extra parking to alleviate road congestion and to allow the bus access, were completely ignored and rubbished by RBC and turned into a political football and kicked into the long grass at The Traffic Management Sub-Committee Meeting.</p> <p>I would like to suggest that this issue is re-addressed with a more sensible and realistic set of proposals, by a committee which also involves some local residents, who actually have firsthand experience of the current problems, and are able to put forward constructive proposals which take into consideration the needs of residents involved. At the moment, this proposal has the whiff of political gain rather than one to benefit the local residents. For the record, I am more than happy to put myself forward as a member of any Committee so I can bring my ideas to the table.</p>
17	Resident	<p>With regards to the proposed bus lane between Circuit Lane and Honey End lane (Bath Road) I feel that this is not a suitable solution to traffic problems within this area. I fail to see exactly what will be gained by any member of the public whether they be using a bus or car or any other form of transport. If there is a diversion on the M4 and the traffic diverted along the Bath road having a third (bus lane) will do nothing to ease traffic, in fact it could quite easily make travelling along this route more dangerous by token of fact that there could</p>

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		<p>be two buses travelling west bound, one or two buses travelling east bound (not in a specialised lane) and possibly several large articulated vehicles also travelling west bound leaving very little or no space whatsoever between the vehicles.</p> <p>The proposed speed cushions in Southcote Lane are a good idea but the small traffic island between Belgravia Court and The Southcote public house really needs to be removed as it causes all kinds of problems for bus and delivery goods vehicles. Whether or not the double yellow lines close to this be extended or not is something that needs to be looked into as there appears to be limited parking off Southcote lane for those living in Belgravia Court.</p> <p>The raised zebra crossings along Southcote Lane appear to be a good measure to aid traffic calming and reducing speed to the proposed 20 mile an hour speed limit. My concerns with these being that they need to be done sympathetically unlike the raised cycle crossing at the junction of Honey End lane and the Bath Road.</p> <p>I also feel that the raised speed cushions/tables/humps placed at various points throughout Southcote need to be situated very carefully as they may appear to be there for the use of cyclists and therefore they can be misused by cyclists and could potentially cause accidents. Once again these need to be placed sympathetically so as not to become car valance or sump breakers.</p> <p>My final thoughts are not intended to cause any upset or ill feelings to any person but they are a true account of my feelings.</p> <p>It is with deep regret that this Council are not and have not used any foresight whatsoever in making these choices for Southcote.</p> <p>The Southcote estate was built some 66 years ago when there were hardly any motor vehicles within the area. My sources inform me that there were only around one car for every four houses whereas today there are on average at least two cars per household with some households having three and sometimes four cars. With roads only being built for simple two way traffic and insufficient car parking spaces off road residents park some of their vehicles on the road. This causes the roads (especially at weekends) to become only suitable for one way traffic. Even during the week there are several roads within Southcote that become clogged up with cars etc traveling in two directions at the same time and one vehicle will cut across the grass verge. This is not really acceptable as it has taken many years to implement a verge parking ban on several Southcote roads. The long term solution to the traffic problems within Southcote roads would be to introduce a one way system on many of the roads west of Circuit Lane leaving Southcote Lane and Circuit lane as two way roads.</p> <p>I have lived in Southcote at my present address for 27 years and have noticed many changes to the area but I can honestly say that as far as the roads in Southcote are concerned I feel that in some instances they are neglected or totally forgotten. For example: Gainsborough Road. During my time living here the road has only been re-surfaced once and that was done by a spray coating over the top of the road. There are places on this road where the tarmac has completely worn away and bare concrete is showing. Coupled to this there are areas where cracks in the road have weeds growing in them and other parts of the road are simply breaking up.</p>

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		<p>It is all very well for the traffic department of the Council to meet and make decisions for the Southcote area but how many of this committee have taken time to walk around the estate and see at first hand just how the roads in the area are poised, not only during the daytime but also in the evenings and at weekends. To do this kind of survey would give a much clearer picture of the traffic situation within Southcote.</p>
18	Resident	<p>Firstly I must point out that the notice I was emailed has slightly different information regarding the deadline for objecting and who is responsible compared to the one displayed in the street.</p> <p>Secondly I am deeply disappointed in Reading Borough Council and specifically the Highways Department's approach here. As part of similar study last year I pointed out in writing and in the relevant meeting that several factors had not been considered. In response to my intervention, the decision on the section of road in question (Southcote Lane from junction of Bath Road to outside the entrance to Priory Point and Belgravia Court) was postponed and I was informed that I would be kept up-to-date and consulted on future changes to make sure that the best solution for the residents was found. I can now report that no such action was taken and the first I knew of any new Order was finding the posters up on the street.</p> <p>As it appears that no new information has been generated or gathered I find it very easy to re-issue very similar objections to those I expressed in similar circumstance last year:</p> <p>I must object in the strongest of terms to the proposed extension of "No waiting at any time" on Southcote Lane from outside Belgravia Court to the junction with the Bath Road.</p> <p>While resident at Belgravia Court, I have often found myself having to park on this part of the road, as do many other residents of the building, when the Belgravia Court car park is full. Removing the option to park on the northern side of Southcote Lane outside Belgravia Court will only create a bigger problem elsewhere. I am deeply concerned to see that this has not been taken into account.</p> <p>As a resident of Southcote Lane and therefore a frequent user of this road both as a driver and a bus passenger, I do of course understand the need to have free flowing traffic, including for the bus route that follows Southcote Lane. However, this is a residential area and therefore parking provision is required.</p> <p>I lived in Belgravia Court for 3.5 years and I have seen the parking situation get worse and worse in that time. Strict enforcement in the car parks of Belgravia Court and James Court, means any attempts to use the space creatively are heavily penalised (perhaps for perfectly valid health and safety/emergency access reasons), which pushes a few additional cars onto the main road for parking. This car park may have been sufficient in the past when it could be assumed that each flat would house a single family, but many of these flats are shared between multiple adults. More recently, the "No waiting at any time" area was extended around the junction of Belgravia Court and further West. This eliminated parking spaces and pushed the vehicles further East towards the pub and the junction with the Bath Road. To think that parking can be eliminated with no consequences arising elsewhere is just not realistic.</p> <p>I assume the problem you are aiming to address is restriction of free flow of traffic. If that is not the case, do let me know by return.</p> <p>As a user of Southcote Lane, I do not experience restriction of the flow of traffic as a result of parking in the extensive area in question.</p>

Line No.	Originator	Objections/supports/comments received
		<p>However, I have often witnessed the number 26 bus have to slow significantly to fit through a gap between parked cars and the crossing point outside Belgravia Court. There is a white line next to the crossing point, but it is short, and if parked cars reach the very edge of the line, buses can only just fit through.</p> <p>For a while now I have had a number of alternate suggestions, and last year I asked that you evaluate these in full and report your findings. I was given to understand that you would do so, but as I say I have not been able to find any additional investigation or evaluation further to what was presented previously and deemed unsatisfactory:</p> <p>1) Removing the crossing point</p> <p>This crossing point is one of three within a few hundred meters of each other: 1 at the bus stop near the Bath Road junction, 1 half way along Belgravia Court, and 1 slightly West of Belgravia Court. This arrangement on a residential road is inefficient, and clearly has an impact on parking provision which is already at full capacity. However, I had to date assumed that the reason for having three crossing points in such close proximity was as a traffic calming measure, to prevent cars and buses from speeding down the road. If in fact you are seeking to free up the flow of traffic along Southcote Lane, the simplest solution would be to remove the crossing point half way along Belgravia Court.</p> <p>If the crossing point half way along Belgravia Court were to be removed, the carriage way is amply wide enough for 2 lanes of traffic and a FULL row of parking. This would increase the parking provision and would naturally reduce the number of cars further East towards the Bath Road junction. If desired, the "No waiting at any time" area could be implemented from the Bath Road junction and stop at the entrance to the pub without creating an impossible parking situation.</p> <p><u>Advantages</u> Parking provision would be increased The flow of traffic would be improved</p> <p><u>Disadvantages</u> There would be a loss of a unused crossing.</p> <p>2) Replacing the crossing point with a Zebra Crossing</p> <p>If the crossing point were to be replaced by Zebra Crossing with no traffic islands the flow of traffic would no longer be impeded unless the crossing was in use. The advantage of this suggestions is that it enhances the crossing point.</p> <p><u>Advantages</u> The loss of parking in this instance would be minimal. There would be no loss of crossing point The flow of traffic would be improved</p>

Line No.	Originator	Objections/supports/comments received
		<p><u>Disadvantages</u> Presumably a greater cost than option 1 above.</p> <p>3) Repainting the white lines</p> <p>If the white Lines were to be repainted to current standards (ie slightly extending them and making each end clear) it would allow the Bus to pass much easier, whilst keeping much of the parking.</p> <p><u>Advantages</u> The loss of parking in this instance would be minimal. There would be no loss of crossing point The flow of traffic would be improved Presumably this is cheaper than options 1 and 2 above, and also than your proposal, while achieving what I assume to be your objective, making it best value for money.</p> <p><u>Disadvantages</u> None</p> <p>I am pleased to see that a speed restriction of 20mph has been proposed and this falls inline with my comment from last year -</p> <p><i>"Any of the above suggestions that could increase risk to pedestrians could be mitigated with a 20mph speed limit from the junction with Bath road to as far as necessary."</i></p> <p>As the speed has been addressed I see no additional risk in any of the options I have raised above.</p> <p>To put this into context, between Belgravia Court entrance and the first entrance travelling east to the Southcote Pub, there are often 4 cars to the West of the traffic island and 7 to the East for a total of 11. In Option 1 I would expect there to be a total of 14 spaces. In Option 2 and 3 i would expect there to be at least 3 spaces to the West and 6 to the East for a total of 9. In the Council's current proposal there would be Zero spaces.</p> <p>Please find attached a drawing of where the parking currently is and the location of the traffic island.</p> <p>I would like to request an onsite meeting to talk about the issues this would cause if it were to go ahead, in addition to solutions for parking concerns and flow of traffic. I made this request last year and was assured this would be pursued, but it has not.</p> <p>Until such a time that a full consultation including but not limited to evaluating the options above and consulting those that are likely to be most affected takes place, I suggest that the Council's current proposal is put on hold. The Council agreed with me last year that the</p>

Line No.	Originator	Objections/supports/comments received
		<p>proposal be put on hold pending further evaluation and consultation. As far as I can tell, nothing has changed since then, but the same proposal has merely been re-tabled. In addition I would like to speak at the Highways Committee where the decision on this issue will be decided.</p> <p>It would be my pleasure to answer any questions you have. Please feel free to contact me by email or phone.</p>
19	Resident	<p>The Camera at Southcote Lane/Circuit Rd - should be moved further up to the other side of Fawley Rd, to allow staff and students to turn up Southcote Lane from Circuit Lane, to get into Fawley Rd, this would stop, the so dangerous practice, of people using Silchester Rd, going passed Southcote Primary School and doing U-turns at the start of Fawley Rd. I feel we urgently need someone to stand at the junction of Fawley Rd/Southcote Lane and observe the number of cars dropping children all round that junction, the number of cars doing U-turns whilst children are crossing Fawley Rd, it is a dreadful accident waiting to happen.</p> <p>Southcote Farm Lane parking for the new school the number of parked cars along this stretch of road on both sides down as far as Monks Way, you can just about get through, but an Ambulance or Fire Engine would struggle, you have children crossing between the parked cars and running across the road. A child was knocked off his bike, at that junction last year, and an Ambulance had to be called.</p> <p>Very concerned about the level of parking at the top of Kenilworth Ave, which I believe you are addressing by putting a no waiting line and the removal of the little island just down from the junction with Kenilworth Ave, which obviously will help greatly, the poor bus drivers have such a job to drive along Southcote Lane, and I have seen them have to drive on the other side of the island to be able to get passed parked cars. However, I am really worried about where all these cars are going to park, the majority I believe are from the various courts along Southcote Lane and as they have such limited parking with in their grounds, I'm not sure where they are meant to park.</p> <p>I don't really see the point of putting in the bus lane from Circuit Lane to Honey End Lane, I wouldn't have thought the cost would justify this being done, I think it's such a short length it wouldn't help very much. If it could continue passed Burghfield Rd then I think it could be a very good idea, but for the bus lane to be so short I feel it would be a pointless exercise.</p> <p>Again I would ask you to please send someone to observe Fawley Rd, and Southcote Farm Lane and see how people are parking and driving and the children crossing all the roads, it is very frightening.</p>
20	Resident	<p>I object to the following proposals (CMS/007547):</p> <p>Schedule 1</p> <p>I believe bus lanes should balance the need of bus users with car users. This proposal does not balance these needs as there are very few buses that use the A4. The 1 and 2/2a run every 30 mins meaning only 4 per hour and the 28 is only about 5 a day I believe. This is an incredibly small numbers of buses to disrupt so many cars.</p> <p>There will, no doubt, be a cost in installing this lane and, if the plan is to make it 24 hour, as on the other parts of the Bath Road, this</p>

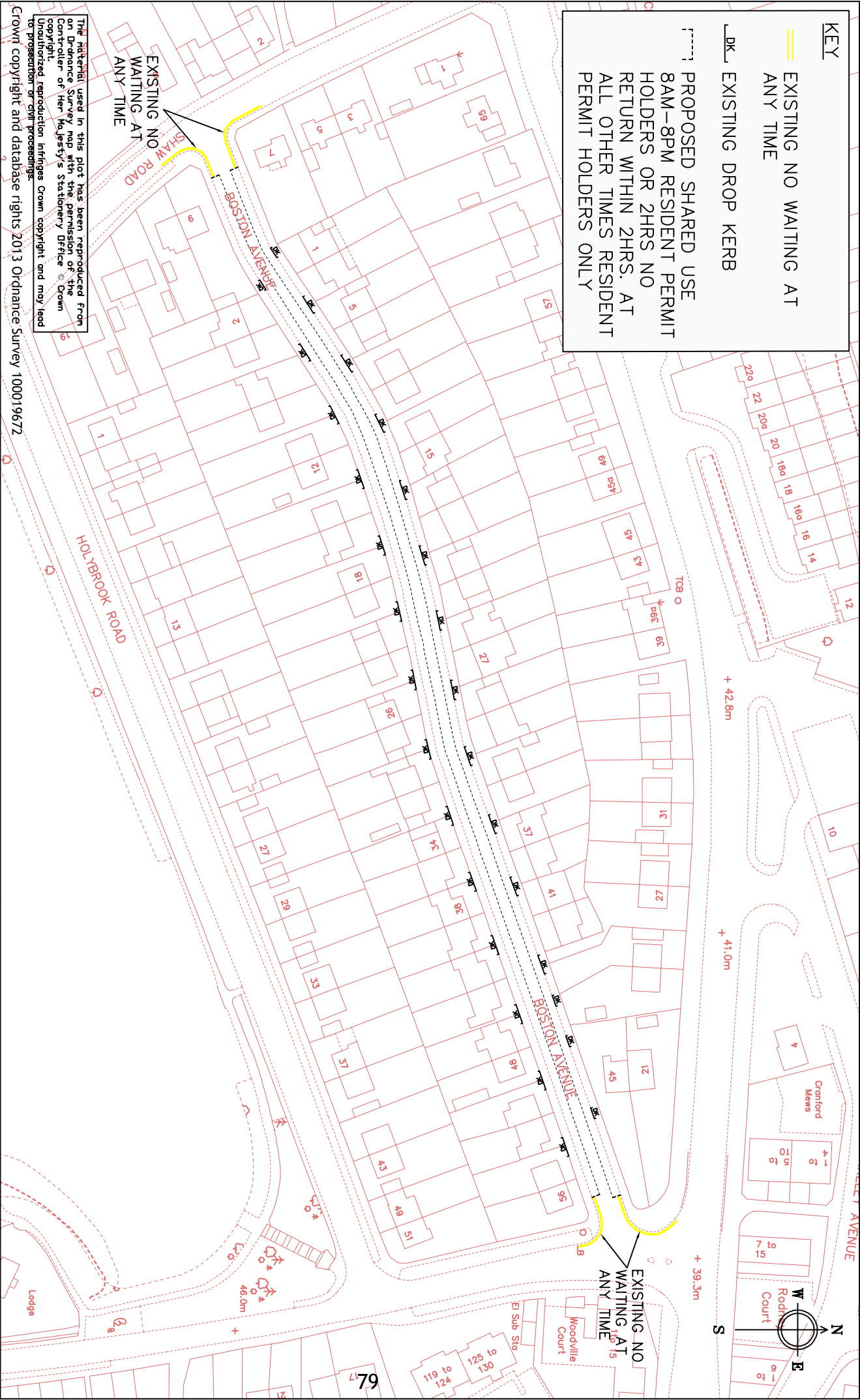
Line No.	Originator	Objections/supports/comments received
		<p>will cause narrow lanes all the time and for very little benefit to bus passengers. Therefore, I object to schedule 1 on the grounds of reasonable balance between car and bus users and expense.</p> <p>Schedules 2 and 3</p> <p>I do not think the 20mph zone in Southcote (and Coley) will be effective.</p> <p>I think 20mph for a long distance is quite difficult for a driver to maintain even if they wish to. I tried it the other day on Southcote Lane and it felt so very slow that I am sure, when not thinking so much about speed, it would be too easy to accidentally speed on these long stretches. Speed cameras do slow the traffic down but then cars speed up after them when a long straight road is in front of them so enforcement is always an issue.</p> <p>I have no problems with individual areas, such as near schools, being 20mph but I think large areas being restricted will end up being largely ignored and this could mean when drivers get near schools they may not remember the speed they should be doing. This, ultimately, would be more dangerous.</p> <p>So I believe a few 20mph zones are more effective at keeping speeds down in these more vulnerable areas than a single large area restriction so I object to schedule 3 in my local area and on the same principle, schedule 2 in Coley.</p> <p>Schedule 4 - no objections.</p> <p>Schedule 5 (Southcote Lane) - I strongly approve of this measure, in fact I think this is essential as buses have a significant difficulty navigating this area and the current no waiting restriction is far too short on either side of the island. An alternative plan could be to remove the island altogether.</p>
21	Residents	<p>We have recently become aware of the traffic management proposals to change various aspects of traffic management in Southcote. We want to formally express our strong disagreement with some of the proposals, and our agreement with others.</p> <p>In particular:</p> <ul style="list-style-type: none"> • Schedule 1 (Creation of a bus lane westbound on Bath Road between Circuit Lane until close to Honey End Lane). <ul style="list-style-type: none"> ○ We would object to this proposal, as it seems to be completely unnecessary. The only buses that use this route (to the best of our knowledge) are the No.1 to Newbury and the No.2 to Mortimer, neither of which are frequent enough to require a bus lane westbound. Equally, the creation of short bus lane of a few hundred metres is the entire length of Bath Road from the town centre to the M4 junction 12 does not seem justifiable. This proposal would make traffic congestion worse for all other road users, while providing little or no benefit to bus users. • Schedule 3 (20mph zone - Southcote area) <ul style="list-style-type: none"> ○ We would support this proposal in most of the proposed area, but would object to the speed limit being reduced in Southcote Lane and Circuit Lane. These are the main through routes, and should remain as 30mph in our opinion, in order to maintain better traffic flow through and into Southcote. In terms of sheer practicality, there would need to be much

Line No.	Originator	Objections/supports/comments received
		<p>more consistent enforcement of these new speed restrictions, as the present limits are regularly ignore by some present drivers</p> <ul style="list-style-type: none"> ○ We are not sure if the creation of various raised cushions or tables on roads off Southcote Lane are part of this proposal. We believe that these are a good idea, with the exception of those directly on Southcote Lane itself. ● Schedule 5 (No waiting at any time restrictions) <ul style="list-style-type: none"> ○ We would support the extension of the restrictions on Southcote Lane, which we believe should extend from the Bath Road junction to a point beyond Southcote Farm Lane. There are so many problems with parked vehicles (some of which do not move for long periods) that make the no.26 bus service almost impossible at times. This problem is becoming significantly worse already with cars dropping off and later waiting to pick up pupils at the Wren School. It will become even worse when the houses and flats on that site become occupied and find that the parking provision on site is inadequate.
22	Resident	<p>I wish to raise a few concerns:</p> <ul style="list-style-type: none"> ● Proposed 20mph Zone in Southcote. This would be very welcome on some roads i.e. Hatford Road, My concern is how will it be policed? ● Proposed Westbound bus lane on Bath Road - Is that really necessary. How many bus's use the Bath Road, is it worth the money and traffic upheaval? ● Proposed Raised Zebra Crossing on Southcote Lane (Past Fawley Road) great idea, but, should be closer to the bus stop opposite Fawley Road. The number of students disembarking from the bus and crossing the road is high during term time. I feel the proposed crossing is very close to the island at the bottom of the road and would be far better further up. <p>There is no mention in the study about moving the bus camera from the bottom of Southcote lane (by the surgery) to the top of the hill past the junction of Faircross Road. Due to the restrictions of the camera, all traffic enters Silchester Road and comes out at the top of Faircross to get onto Southcote lane. This includes staff and parents of students at Blessed Hugh Faringdon. This has now become a rat run used by other drivers trying to avoid the A4.They have no concern that they are passing by a little primary school and then disrupting traffic doing u turns on Southcote lane and Fawley Road The number of drivers performing U turns in Fawley Road, Southcote Lane has trebled in the last couple of years.</p> <p>Please note my comments below sent to Councillors Page and Maskell on the 17th June 2015 in response to the Potential West Reading Strategic Transport Plan</p> <p>On a more far out idea!! Is to change the direction of traffic along Silchester road! First MOVE THE CAMERA from its position at the bottom of the hill on Southcote lane and place it just past the opening at Faircross Road. This allows all the traffic going to Blessed Hugh Faringdon school to drive up Southcote lane and no need to access Silchester road. This would also allow parents to drive back down the hill and not cause any inconvenience. By moving the camera, this would stop all the drivers using Silchester and Faircross road as a cut through to get into town by doing quite dangerous u turns from Faircross onto Southcote lane. Access into Silchester would be from both lanes on Southcote lane down into Faircross and down - still 2 way traffic on Silchester top end and one way down Silchester onto Circuit Lane. This would mean the only traffic would be from parents, teachers and residents of Silchester road.</p>
23	Resident	I wish to object to the proposals jointly know under reference CMS/007547. Having reviewed the available information and discussed the


Line No.	Originator	Objections/supports/comments received
		<p>situation with councillors and other residents I feel that the only action currently suitable would be to defer the entire order until such time that the major shortfalls of the order are resolved. I do not object to every aspect of the order however feel that trying to separate the positive aspects from the negative aspects without considering some of omitted aspects would be an impossible task.</p> <p>The key aspect omitted centres around the problem roundabout and part time bus lane located at the junction of Circuit lane and Southcote lane. Local residents are well aware of routes that, while strongly discouraged, bypass this part time bus lane. Local Councillors are aware of this situation and have previously promised that this key issue would be looked at under any new transport scheme. While I understand the complexities faced by any new transport plan to make wide reaching changes such as those proposed without addressing this problem is likely to not resolve local issues and a huge waste of resources if the council ever does intend to make changes to this problem area which may require further knock on changes.</p> <p>I do also have some specific issues relating to points of the order which I would also like noted.</p> <p>Schedule 2 - 3</p> <p>The wide ranging 20mph zone is proposed but as a resident, attendee of local neighbourhood action group and business operator have no idea why. As far as I am aware traffic studies have been performed and the results were the average speed was "Just above 20mph". Despite requesting justification no-one has managed to put forward argument to that holds up past the weakest amount of scrutiny. I've requested the "statement of reasons" mentioned in the order and was directed to the Traffic Management Sub-Committee minutes which despite search found no impact studies of either additional safety provided or costs incurred. I simply see no business case in modifying the speed limit as proposed.</p> <p>Schedule 5</p> <p>Several No Waiting At Any Time - should be simply double yellow lines.</p> <p>I also have serious concerns regarding the "Raised tables" as no-one seems to be able to tell me who has priority on them and fear it may lead to an accident.</p>
24	Resident	<p>I am writing to object to the proposed changes to the Road restrictions on southcote lane surrounding Kenilworth Avenue.</p> <p>While I can sympathise that the busses and construction trucks need additional space to get around then pedestrian island west of the junction it would be sufficient to extend the no parking area by 5-10m each side of the crossing rather than to the extent outlined. A large number of cars and particularly families that require 2 vehicles that are resident in the tower block of priory point are dependent on this parking as allocated parking spaces are severely restricted within the development. This will have a huge impact on local residents.</p>

KEY

- EXISTING NO WAITING AT ANY TIME
- EXISTING DROP KERB
- PROPOSED SHARED USE 8AM-8PM RESIDENT PERMIT HOLDERS OR 2HRS NO RETURN WITHIN 2HRS. AT ALL OTHER TIMES RESIDENT PERMIT HOLDERS ONLY



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Reading
Borough Council

Working better with you

Directorate of Environment and
Neighbourhood Services
Civic Centre, Bridge Street
Reading
RG1 2LU

<p>Project</p> <p>BOSTON AVENUE</p> <p>Drawing</p> <p>PROPOSED RESIDENT PERMIT SCHEME</p>	<p>Scale</p> <p>N.T.S.</p> <p>Date</p> <p>JUN 17</p> <p>Drawing No.</p> <p>APPENDIX 3</p>
<p>Drawn</p> <p>JC</p> <p>Checked</p> <p>SB</p> <p>Approved</p> <p>SB</p>	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	12
TITLE:	REDLANDS PARKING SCHEME AND 20MPH - UPDATE REPORT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS, PARK & CHURCH
LEAD OFFICER:	JEMMA THOMAS	TEL:	01189372101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	jemma.thomas@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee following the completion of the East Reading 20mph scheme and the Hospital/University area parking scheme.
- 1.2 Appendix 1 provides speed data for a number of roads in East Reading, prior to the implementation of the 20mph zone.
- 1.3 Appendix 2 provides speed data for a number of roads in East Reading, after the implementation of the 20mph zone.
- 1.4 Appendix 3 provides information about the number of pay & display tickets issued in the Hospital & University scheme area.
- 1.5 Appendix 4 provides information about the number of permits issued in the Hospital & University scheme area.
- 1.6 Appendix 5 provides a list of changes requested in the Hospital & University scheme area.

2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes 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 statutory consultations and advertise the proposals for extending pay & display timings as described in 6.3 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 advertisement be reported to a future meeting of the Sub-Committee.

3. POLICY CONTEXT

- 3.1 The consideration and implementation of traffic calming is contained within the Traffic Management Policies and Standards.
- 3.2 The provision of waiting/parking restrictions and associated criteria is specified within the Traffic Management Policies and Standards.

4. BACKGROUND

- 4.1 The East Reading 20mph scheme was consulted on in 2014 and implemented in 2016. The scheme has been installed following the revision of the Traffic Signs Regulations and General Directions published in 2016, which changed the requirements for 20mph zones. All entry points to the zone are signed and repeaters have been installed in the form of roundels marked on the road. Some roads in the zone have traffic calming features such as speed humps, which were in place before the scheme was introduced.
- 4.2 The Hospital & University parking scheme was consulted on in 2016 and implementation began in January 2017. The scheme was separated into two phases, with the majority of the resident parking schemes coming into force at the end of January. The remaining resident parking schemes and the pay & display restrictions were installed in the second phase of the scheme, which was implemented in March.

5. EAST READING 20MPH SCHEME
 - 5.1 Appendix 1 shows the original average speed data which was reported to the Traffic Management Sub-Committee in January 2014. The data was collected in 2012.
 - 5.2 Appendix 2 shows average speed data which was collected in June/July 2017. Please note that although Kendrick Road has been identified as a speed concern, due to roadworks in the area we could not carry out a survey on this occasion.
 - 5.3 It is difficult to make any direct comparison of the speed data shown in appendix 1 and 2 as the streets surveyed are different. The average mean speed of Redlands Road has fallen slightly. Speeds on Allcroft Road and Elmhurst Road are higher than the 24mph threshold which is likely to be as a direct result of the reduction of on-street parking.
 - 5.4 Vehicle activated signs have been used in this zone since its implementation and will continue to be used in the future on a temporary basis.
 - 5.4 Officers will continue to consider the use of any other traffic management features that could be used to support the lower speed limit further, particularly concentrating on those streets that are evidencing higher average speeds. The area remains under review following the introduction of the hospital and university parking scheme and removal of commuter parking (see section 6). Where there are viable opportunities for additional 20mph supporting measures these will be reported to a future meeting of the Sub-committee.
6. HOSPITAL & UNIVERSITY ON-STREET PAY & DISPLAY AND RESIDENTS PERMIT PARKING SCHEME
 - 6.1 Appendix 3 shows the number of pay & display tickets issued in the area between April and July 2017.
 - 6.2 Some pay & display areas are being used significantly more than others, however, this is still a relatively new scheme and the changes in on-street parking require more time to settle. This is particularly the case when considering the impact of the university where students have been enjoying their summer break. Whilst there is no expectation of a significant change to the dynamics of parking in the area a full year's data will properly inform the Sub-committee of the impact of the scheme.
 - 6.3 In addition to the current pay and display week-day charging, Policy Committee agreed (July 2017) to a recommendation to extend the pay and display charges to include weekends. Therefore, this report

recommends that a statutory consultation take place on weekend charges and the results reported to a future meeting of the Sub-Committee.

- 6.4 Appendix 4 shows the permit uptake for streets that were included in the scheme.
- 6.5 Permit uptake for the area has been good. It is worth noting that a number of permits issued in this area were processed before the introduction of the new £30 charge for first permits. A number of residents will now have to pay the £30 charge from April 2018 so permit uptake may change as a result of this.
- 6.6 Appendix 5 shows a list of suggested alterations made by people directly affected by the hospital and university scheme since the implementation of the parking restrictions.
- 6.7 As previously suggested; as the scheme has only been in place for about six months, and for some of that period the university has been on its summer break, it is too early to recommend alterations to the scheme at this time.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 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.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 We will continue to consolidate feedback that we have received for this scheme and will update the Sub-Committee.
- 6.2 Statutory consultation will be undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

- 7.1 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 Funding would need to be identified for any potential traffic calming which could be introduced in the 20mph zone.

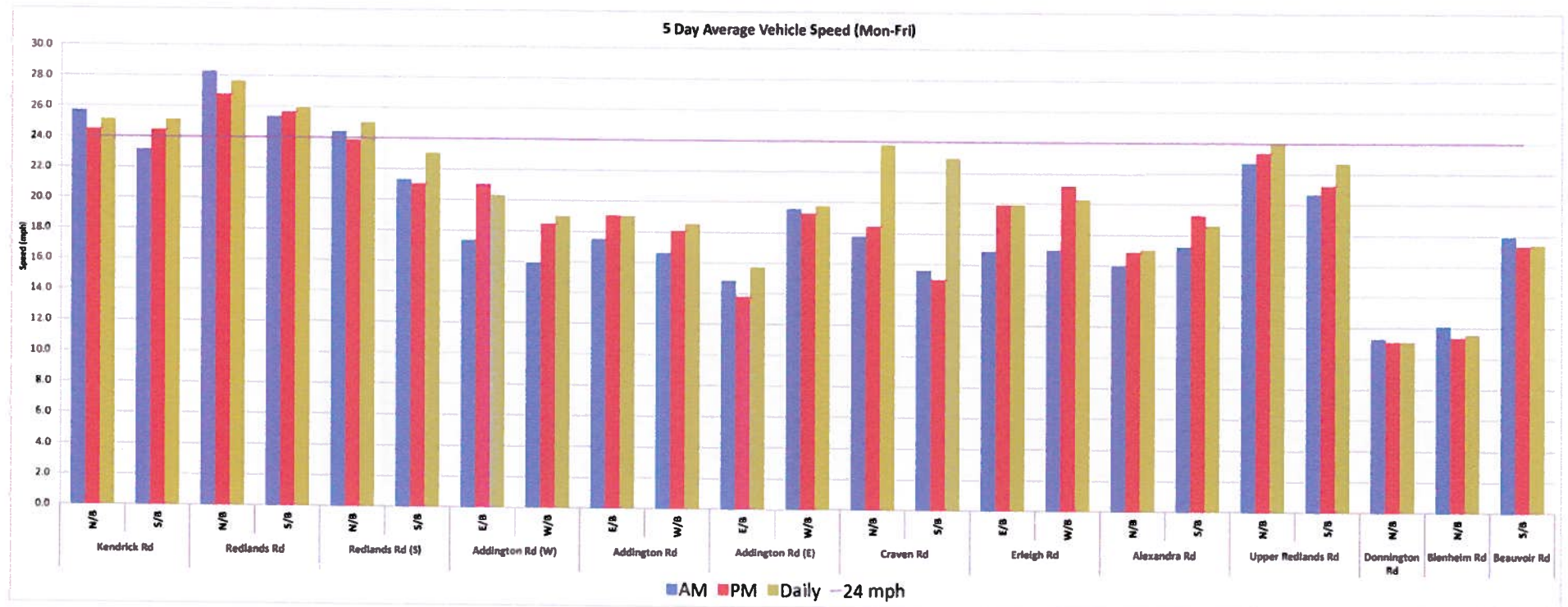
9.2 Any amendments to the pay & display restrictions such as consultation, resigning and programming machines will attract a one-off cost which will be funded from existing budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee September 2014 and November 2016. Policy Committee July 2017.

Appendix 1

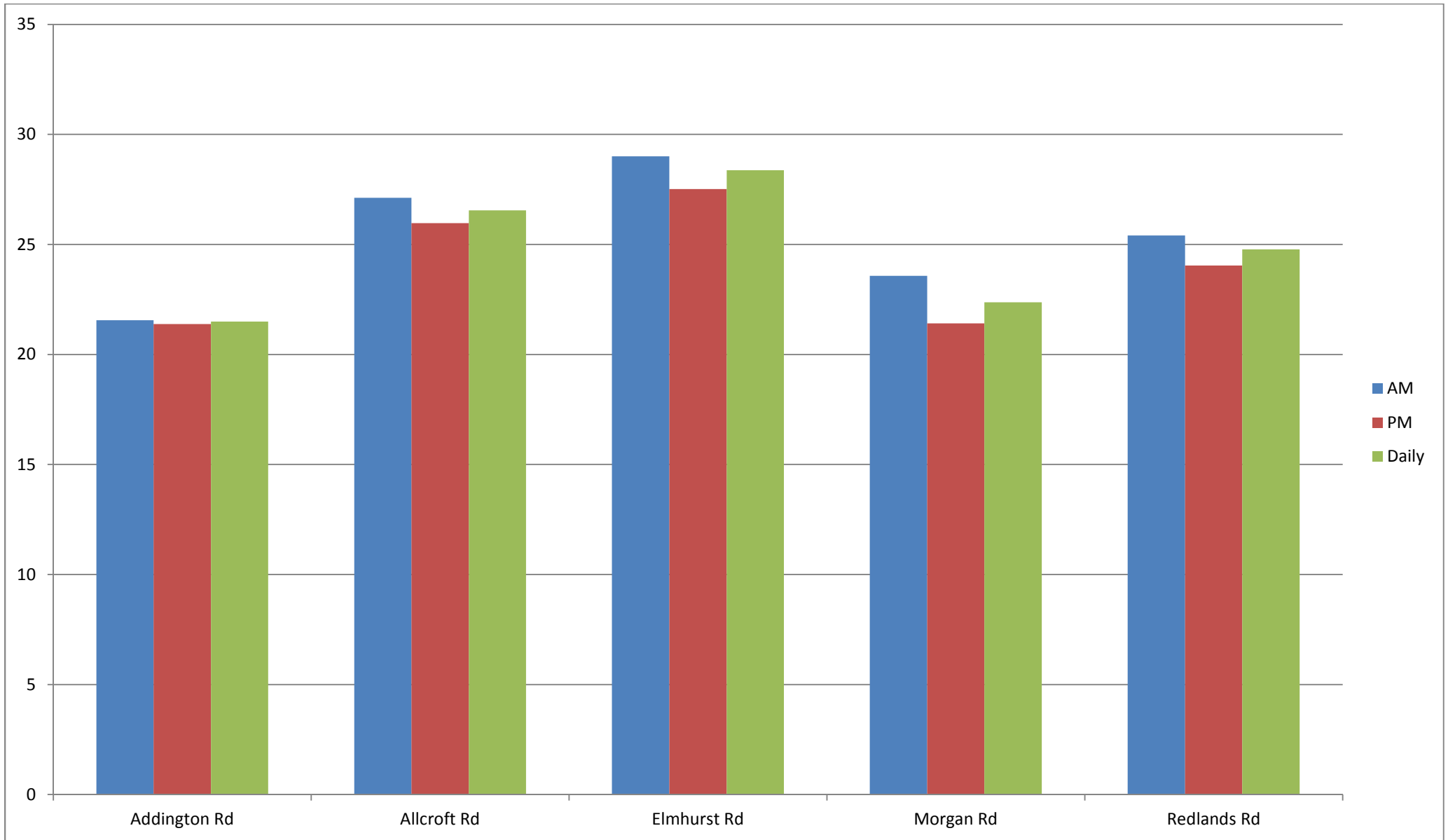
University & Hospital Area Speed Appraisal



*Average speeds taken from ATC data between 20/10/2012 & 15/12/2012

University & Hospital Area 20 mph zone

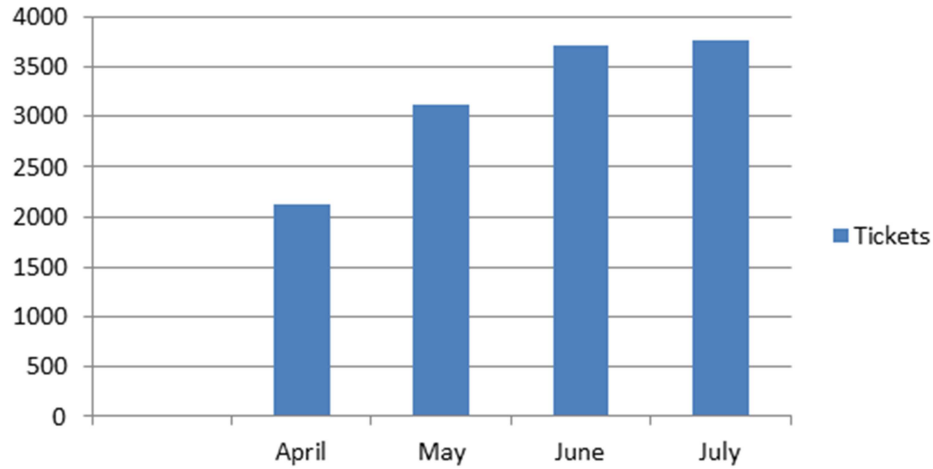
Hospital & University Area Speed Appraisal 2017



Hospital & University Parking Scheme: Number of Pay & Display tickets issued

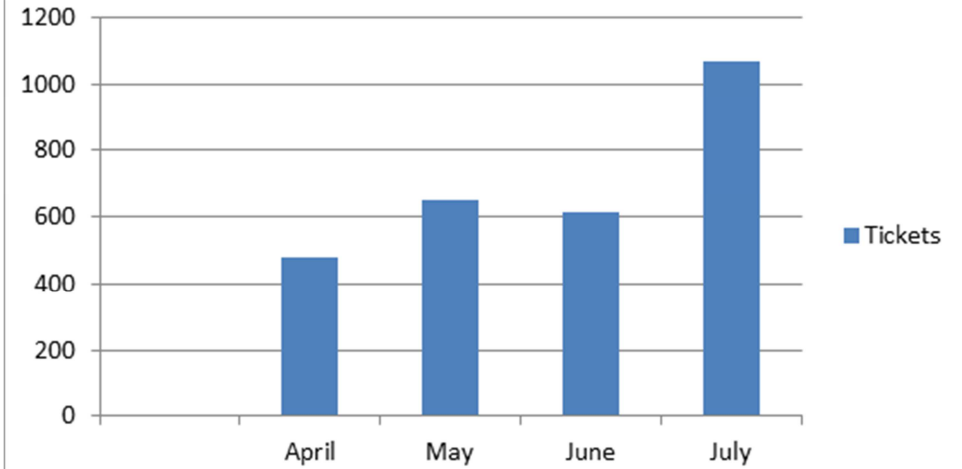
Addington Road

Tickets



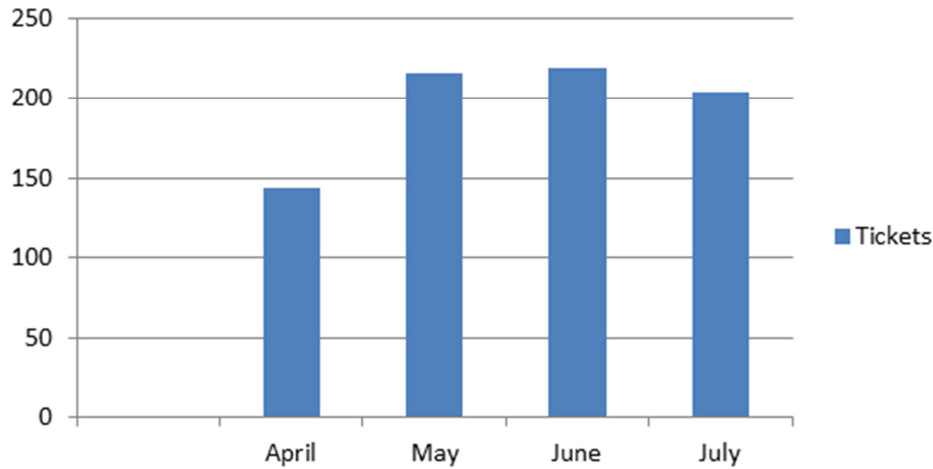
Kendrick Road

Tickets



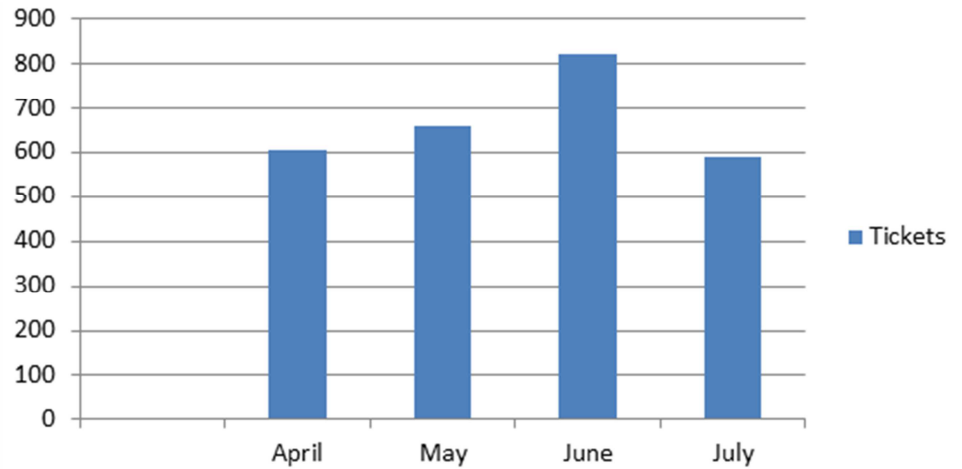
Allcroft Road

Tickets



Morgan Road

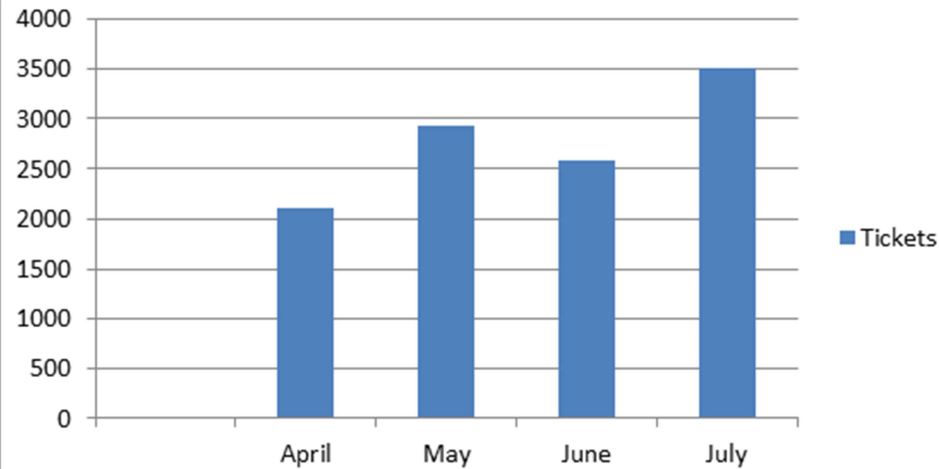
Tickets



Hospital & University Parking Scheme: Number of Pay & Display tickets issued

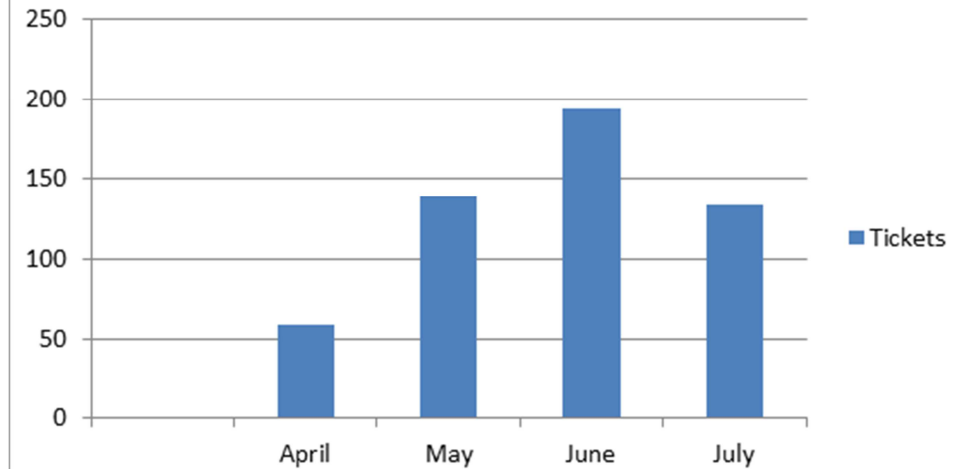
Redlands Road

Tickets



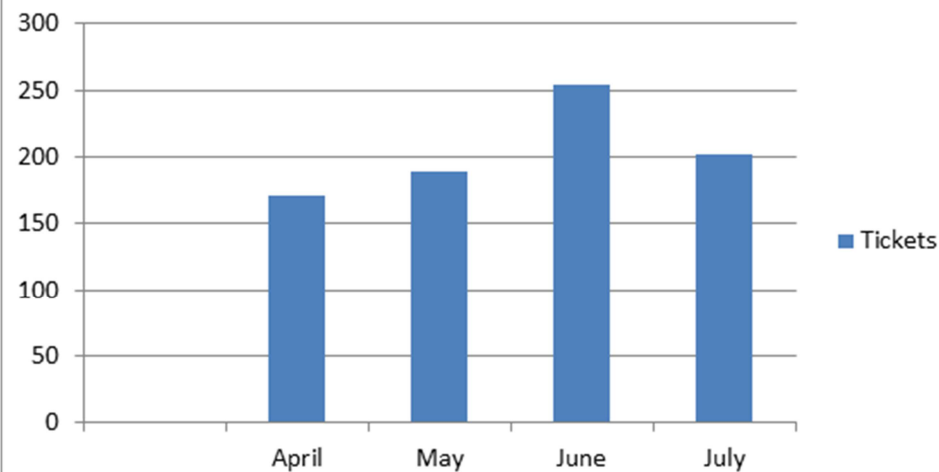
Upper Redlands Road

Tickets



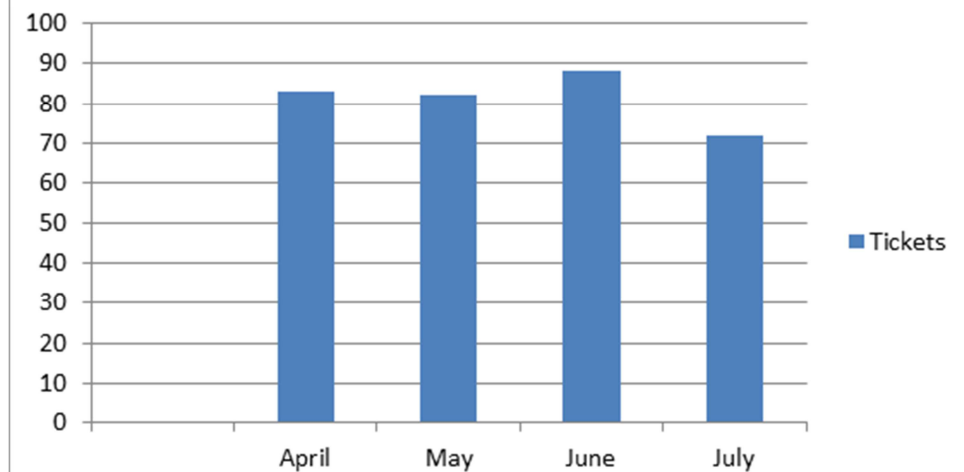
Denmark Road

Tickets

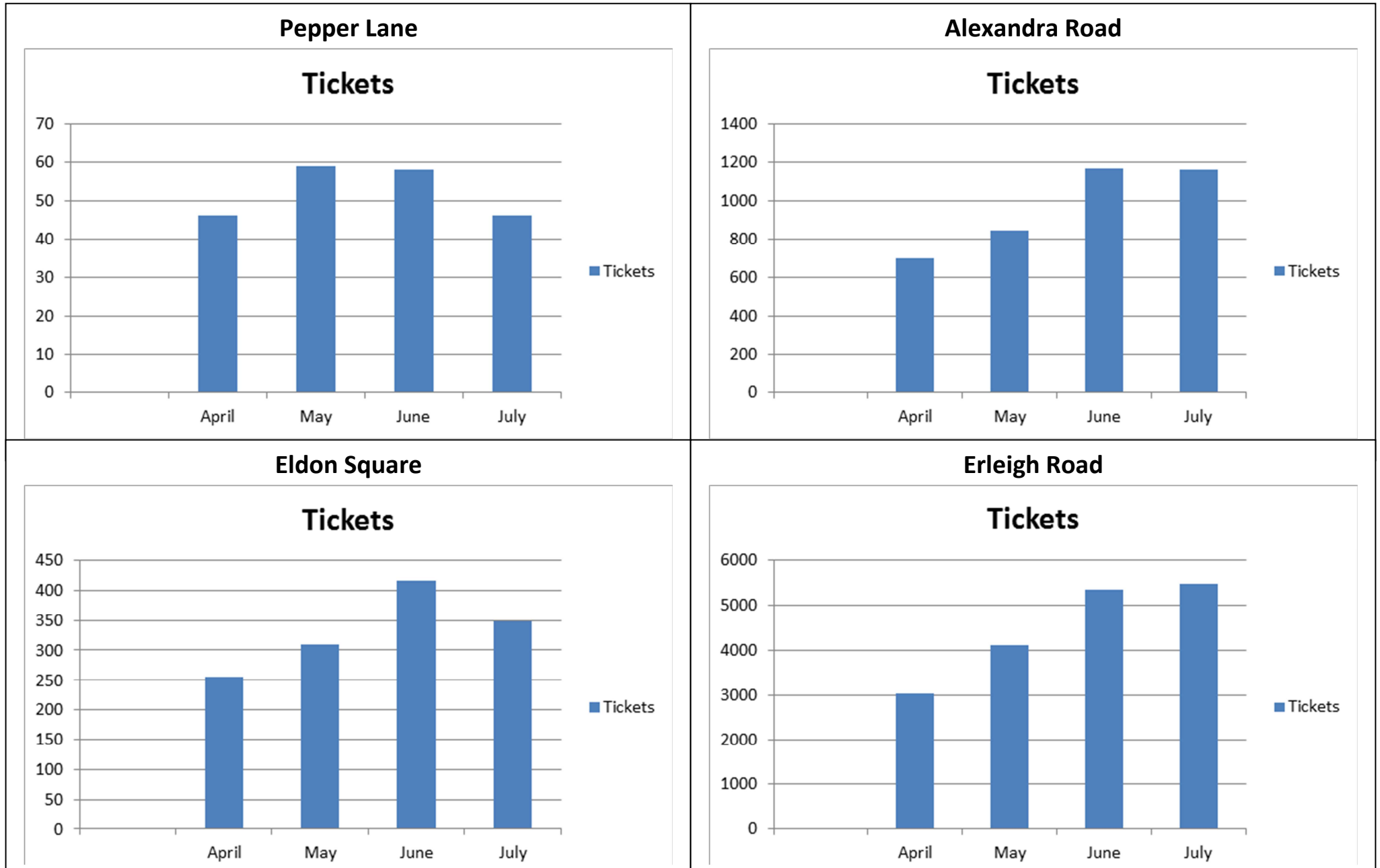


Elmhurst Road

Tickets



Hospital & University Parking Scheme: Number of Pay & Display tickets issued



Hospital & University Area: Number of permits issued

Road	Permit Zone	1st Permit	2nd Permit	Total
Allcroft Road	10R	32	1	33
Morgan Road	10R	23	10	33
Addington Road	13R	40	10	50
Alexandra Road	13R	50	10	60
Blenheim Gardens	13R	58	11	69
Blenheim Road	13R	56	16	72
Cardigan Gardens	13R	12	3	15
Cardigan Road	13R	60	14	74
Denmark Road	13R	17	8	25
Donnington Gardens	13R	59	11	70
Donnington Road	13R	55	9	64
Erleigh Road	13R	25	3	28
Foxhill Road	13R	66	14	80
Hatherley Road	13R	58	8	66
Elmhurst Road	15R	15	0	15
Redlands Road	15R	4	0	4
Upper Redlands Road	15R	26	6	32
Avebury Square	15R	12	1	13

Requests for changes received following the introduction of the Hospital & University parking scheme
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From	Date received	Summary of comments
Residents	Apr-17	Requests for review of Hamilton Road/Waybrook Crescent as vehicles are blocking drives and are also parking on the roundabout as a result of the hospital & university parking scheme.
Surgery	May-17	Request for a change to the parking times for non-permit vehicles from 8:00 - 20:30 to 8:00 - 17:30 for the 3 bays outside Pembroke Surgery on Erleigh Road - in line with the restrictions on Alexandra Road.
Residents	May-17	Requests for review of Northcourt Avenue due to effects of hospital & university area scheme. Dangerous double parking and Pepper Lane not being used.
Residents	May-17	Requests for review of Crescent Road as vehicles are parking over drives and park on both sides of the road. Concern that this has been caused by the hospital & university area scheme.
Residents	Jun-17	Would like Malvern Court to be included in the permit scheme as non-residents are using the bays but there aren't even enough spaces for residents there.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	13
TITLE:	RED ROUTE - ROUTE 17		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	TILEHURST, KENTWOOD, BATTLE, ABBAY, REDLANDS, PARK
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the sub-committee of the proposal to introduce a *Red Route* waiting restriction along the Reading Buses Route 17 corridor.
- 1.2 It was agreed by the Sub-committee in March 2017 to carry out informal consultation with a number of localised exhibitions on changing the existing yellow line restrictions into a *Red Route* and report feedback to the June meeting of the Sub-committee.
- 1.3 This report summarises the response to the informal consultation and details next steps. As a result of the largely positive response to the informal consultation it is proposed to progress the proposal, as consulted, using an experimental traffic regulation order. This ensures some flexibility for change once the initial design is implemented before deciding to promote the *Red Route* permanently.
- 1.4 Appendix 1 - example of informal consultation material used
Appendix 2 - informal consultation results summary
Appendix 3 - the proposal
Appendix 4 - implementation programme

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note this report.

2.2 That the Sub-committee agree to:

2.2.1 Officers continuing to develop the *Red Route* scheme and proceed with the delivery of the Route 17 as detailed within this report. Therefore in consultation with the Chair of the Traffic Management Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal Services be authorised to make the appropriate (experimental) traffic regulation orders in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.2.2 That subject to no objections received, the Head of Legal Services be authorised to make the appropriate permanent traffic regulation orders.

2.2.3 If objections are received these will be reported back to the Sub-committee at the appropriate time.

2.2.4 That no public enquiry be held into the proposal.

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 Following approval granted by the Sub-committee in March 2017 to a six week informal consultation exercise was carried out on a *Red Route* waiting restriction along the Reading Buses Route 17. The informal consultation took place between 12th June 2017 and 21st July 2017 and consisted of a number of events and presentations. The informal consultation commenced with a letter and leaflet delivered to every property directly affected by the *Red Route* proposal. Full details of the proposal was also available for view within the council's website complete with a feedback facility.

4.2 Consultation events were locally focused with four exhibitions held at: Tilehurst Library, Battle Library, Palmer Park Library and the main council Civic Office. Other local events and meetings were also supported including talks and presentations to local Neighbourhood Action Groups, Tilehurst GLOBE, West Reading Small Traders Association and the Oxford Road Fun Day.

4.3 The exhibitions consisted of sections of detailed drawings local to the area in which the exhibition was held. Other consultation material consisted of sections of the route divided into three parts; west, east and central. An example of this material is included within this report as Appendix 1. The exhibitions were supported by council officers with representatives of our term consultant (Peter Brett Associates) assisting with specific technical detail. Everyone who visited the exhibitions was encouraged to feedback their views/thoughts and comments

either by using forms available at the event or by using a dedicated on-line facility within the council website. The council's website contained detailed plans of the proposal enabling people to consider how they may be directly affected by the *Red Route*. Everyone who attended the exhibitions (and other events) were encouraged to use the website to view the more detailed drawings of the proposal. A summary of the feedback is included as Appendix 2 to this report.

- 4.4 The response to the *Red Routes* informal consultation has been relatively modest. Only 40 individual representations were made and of these the response is split. Whilst there was significant positivity received at all the events the written replies, totalling 40, shown as many against the scheme as for it. The idea of a Red Route has been promoted on the basis that it replaces the current restrictions whilst allowing areas of permitted parking to continue largely as it is today. The vast majority of the feedback is based on individual experience and 'what does this mean to me' as Appendix 2 shows. In response to the concerns fed back it is proposed to promote an 18-month experimental traffic regulation order (TRO). An experimental TRO allows us to implement the scheme allowing for statutory consultation during the first 6-months. There are plenty of questions within the informal consultation feedback and by promoting an experimental TRO there is flexibility to enable change to the restriction once in place. This is likely to help us shape the new restriction to best accommodate localised issues. An experimental order should go some way to satisfying the needs of the West Reading Small Traders Group as an example. This group is supportive of the principal of a *Red Route* but wary of the impact on their continued ability to take deliveries and satisfy customer parking. The right balance of delivery bays verses customer parking along the Oxford Road was a question initially raised by council officers. However, there has been no clear feedback from any group to any significant change but clearly the current situation is not working with many complaints of cars parked in loading bays. An experimental order will enable experience to help shape the scheme before any permanent order is promoted.
- 4.5 Appendix 3 is the proposal in a series of detailed drawings used for the informal consultation and to which the experimental TRO will be designed and promoted.
- 4.6 Appendix 4 is the implementation programme should the Sub-committee agree to the use and promotion of an experimental TRO. It should be noted that, with approval of the Sub-committee, the western and eastern parts of the *Red Route* is expected to become operation before Christmas 2017. The central (town centre) part of the *Red Route* will follow post-Christmas to avoid any disruption during the busy shopping period.
- 4.7 Enforcement activities will initially concentrate on specific issues that have led to very real public safety concern and operational issues that currently exist. As an example footpath parking on any part of the *Red Route* already results in public complaint and concern. Double parking in the eastern part of the route and cars parked within loading bays and on current loading restrictions along the whole route will be prioritised initially.

4.8 After the initial 6-months of the experimental order the Sub-committee will be required to consider any objections received and to decide whether or not to continue with the scheme. Whilst minor alterations can be made within the initial 6-months of operation any significant changes to the scheme will be reported to the Sub-committee. Should it be decided to keep the new restriction the experimental TRO can run for a maximum of 18-months before being made permanent.

5. CONCLUSION

5.1 The Sub-committee is asked to support the use of an experimental TRO to implement a *Red Route* along the Reading Buses Route 17 as informally consulted upon.

6. CONTRIBUTION TO STRATEGIC AIMS

6.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:

- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The process of informal consultation and feedback from events and the council's website is explained within this report.

7.2 Officers will recommend the next stage to the June meeting of the Sub-committee and any statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8. LEGAL IMPLICATIONS

8.1 Any proposals for waiting restrictions are advertised under the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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, victimization 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 has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the informal consultation process and assessed again prior to statutory consultation as appropriate.

10. FINANCIAL IMPLICATIONS

10.1 The works will be funded from within existing transport budgets.

11. BACKGROUND PAPERS

11.1 Policy Committee 20th July 2015, TM Sub-committee March 2017.

Why do we need a Red Route?

'Purple 17' is by far Reading's busiest and best used bus service. More than 4.5 million individual journeys were made on 'purple 17' bus route last year – that's more than 90,000 trips every week.

It is also Reading's longest bus route. It runs from Tilehurst in the west, along Norcot Road and the Oxford Road and through the town centre. It then runs east along the Kings Road, through Cemetery Junction and along the Wokingham Road.

Reading continues to grow. We need to encourage even more people to choose public transport as a way of getting around town. One way of doing that is to keep bus services quick, easy and reliable by giving buses priority and reducing delays for bus passengers. A Red Route along this important bus corridor will help us achieve that by preventing drivers from stopping or parking along this busy route and disrupting the flow of traffic for buses and for other road users.

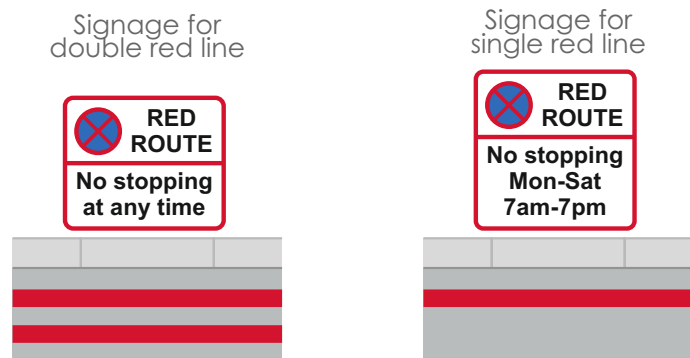
The Council also regularly lobbied on safety concerns from residents and road users relating to vehicles double-parking along the busy route, or cars illegally parking or part-parking on pavements. The introduction of a Red Route will help prevent this through more effective enforcement, which will create a safer environment for local residents, pedestrians and cyclists.

How will the Red Route Work?

'Where double red lines are marked, it means **no stopping at any time, even for short periods of loading or unloading**. The restriction would apply 24 hours a day, 7 days a week and 365 days a year. Restrictions would be enforced by CCTV cameras positioned along the route. Penalty Charge Notices (PCN) could be issued to vehicle drivers who ignore the restriction.

Only disabled blue badge holders and hackney carriages (black cabs) would be permitted to stop on the double red lines to allow for boarding and alighting only, as well as emergency services.

Where single red lines are marked, drivers can only stop or park in accordance with the signed restrictions on that stretch of road. Again, the restrictions would be enforced by CCTV and penalty charge notices would be issued to vehicles ignoring those restrictions. Below are examples of each type of signage:



Working with:



Where can people park or stop?

The Council knows that parking bays are an essential part of any red route scheme. Again, it is important to note that the Council intends to retain all existing parking, loading and disabled bays along the length of the route wherever possible as part of the red route proposal.

People will therefore be able to park and stop in existing parking bays along the length of the route in accordance with local restrictions. These restrictions are outlined on signposts located nearby.

Where there is a single red line, drivers can only stop or park in accordance with the signed restrictions on that stretch of road.

There is no parking or stopping on double red lines at any time (unless for boarding and alighting for disabled blue badge holders or Hackney Carriages)

As part of the informal consultation process, the Council will look to identify opportunities to introduce additional loading or parking bays, or more flexible parking restrictions, where possible and where they may benefit local businesses or residents.

Where can you Load/Deliver?

Loading bays are an essential part of any red route as they allow local businesses (and the public) to make deliveries and receive them. Existing loading bays will be maintained along the length of the route as part of the Red Route proposal. Existing loading bays along the Number 17 route have variable time restriction, and this will remain the case where possible.

Apart from existing loading bays, no loading or unloading would be permitted along the Red Route.

As part of the informal consultation process, the Council will look to identify opportunities to introduce additional loading bays, or more flexible loading bay restrictions, where possible and where they may benefit local businesses or residents.

Permits for Special Activities

Red Routes are used to prevent delays to all other road users and keep traffic moving. If you stop or park your vehicle on a Red Route outside permitted hours you are likely to receive a penalty charge notice (PCN).

The Council understands there will be particular activities where special dispensation may be needed however. Examples may include residents moving house, businesses receiving or making bulky deliveries or people undertaking building works.

As part of the Red Route proposals, the Council proposes to create a permit scheme (which will be free during the experimental phase). The permits will offer either residents or businesses the opportunity to carry out these special activities outside of the permitted restrictions.

Permits would be required to either load or unload for longer than a bay's time limit, or to park on red lines during restricted hours.

Permit applications will be made to Reading Borough Council.

RED ROUTE - READING

Red Route proposal for bus route 17

The Council is proposing to introduce a red route along the length of the number 17 bus route. This is to help keep key public transport moving, prevent delays for bus passengers and improve safety for pedestrians and cyclists and local residents.

Red Routes are 'no stopping' restrictions which have been successfully used in London for many years to help reduce delays along important bus corridors.

The proposal in Reading is for a red route made up of a combination of double red and single red lines, which would mirror the existing single yellow and double yellow lines along the route.

Double red marking would mean no stopping at all times – Monday to Sunday – including for short periods of loading or unloading. Single red lines would mean stopping during permitted hours only.

It is important to note that the Council wherever possible intends to retain all existing parking, loading and disabled bays along the length of the route as part of the proposal. There will also be the opportunity to introduce additional parking bays and more flexible parking along certain sections of the route, where it would benefit local businesses or residents.

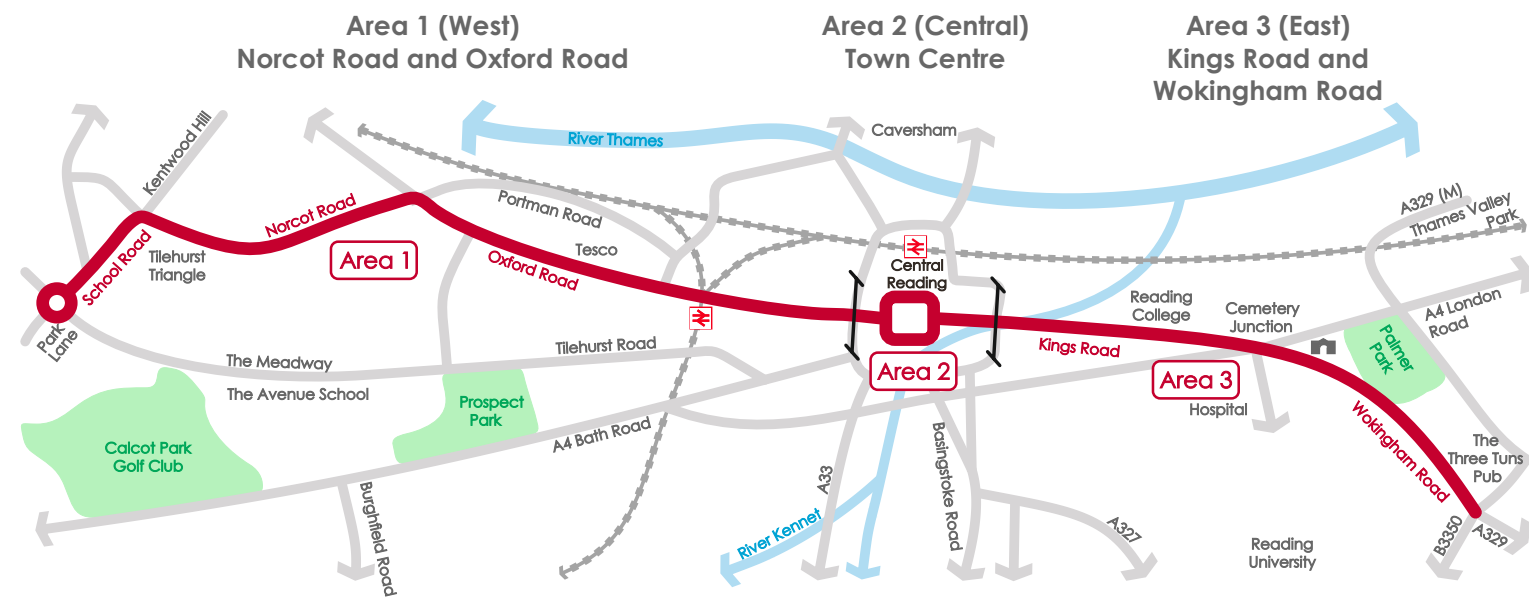


Informal Consultation

The Council is now carrying out an informal consultation process to get people's views at an early stage, and in advance of introducing an experimental red route from Autumn 2017.

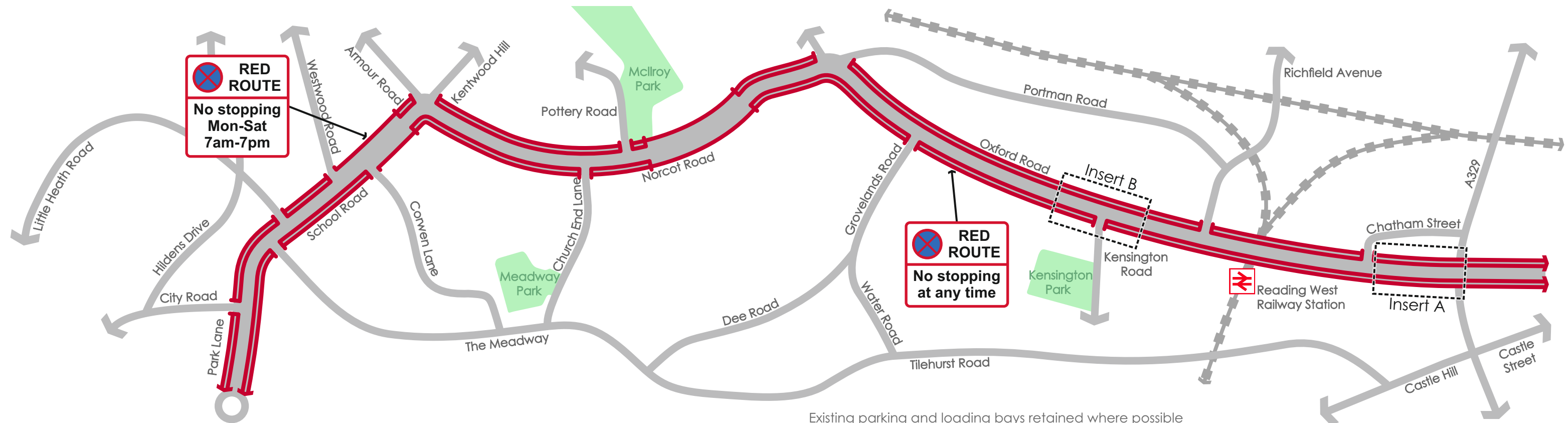
Due the length of the 'purple' 17 bus route – which is the longest bus route serving Reading - the Council is presenting the proposal in three separate sections. This is to make it easier for residents and businesses to identify and to consider local issues in their areas. The three sections are marked on the map below.

Informal consultation to run from 12th June to 21st July.



Please read this leaflet for more, or go to www.reading.gov.uk/redroutes for more information on the three sections of the proposed Red Route and to feedback your comments.

RED ROUTE - AREA 1 WEST READING



Existing parking and loading bays retained where possible

Area 1 – Western Corridor – Norcot Road and Oxford Road

The majority of current bays and restrictions along this corridor will be retained as per the current restrictions, however the difference is that they will now fall under the Red Route order.

The proposals in Area 1 do not propose to remove any of the current bays along this corridor. Bays which are not within 'layby style' parking areas however, will have their times of operation changed from 8am to 6:30pm to 7am to 7pm.

As vehicles cannot stop or park outside of the existing parking bays, the proposed scheme recognises the need for additional bays to be considered in key areas. This is to predominantly assist in loading and unloading.

To create these additional loading bays, the proposed scheme seeks to make use of a range of options. These include on-street, half-path/road, off-road and side road parking locations.

These additional parking bays will form part of the Red Route order and will not be accessible between the hours of 7am to 10am and 4pm to 7pm. Outside of these times the bays can be used for loading and unloading.

Maximum stay restrictions will mirror those of loading and unloading restrictions, which means a maximum stay of 20 minutes only. If they are shared usage bays to include parking, again this will be for 20 minutes only, with no return.

Have Your Say

At this stage, the Council is carrying out an informal consultation process. This is so that any feedback can be taken into account at an early stage and in advance of an experimental Red Route scheme being designed and implemented. The current timetable is for the experimental scheme to go live is Autumn 2017 for a period of 18 months.

In order to tailor the informal consultation to a local neighbourhood level, the Council is also hosting a manned public exhibition in each of the three areas. They will be held at:

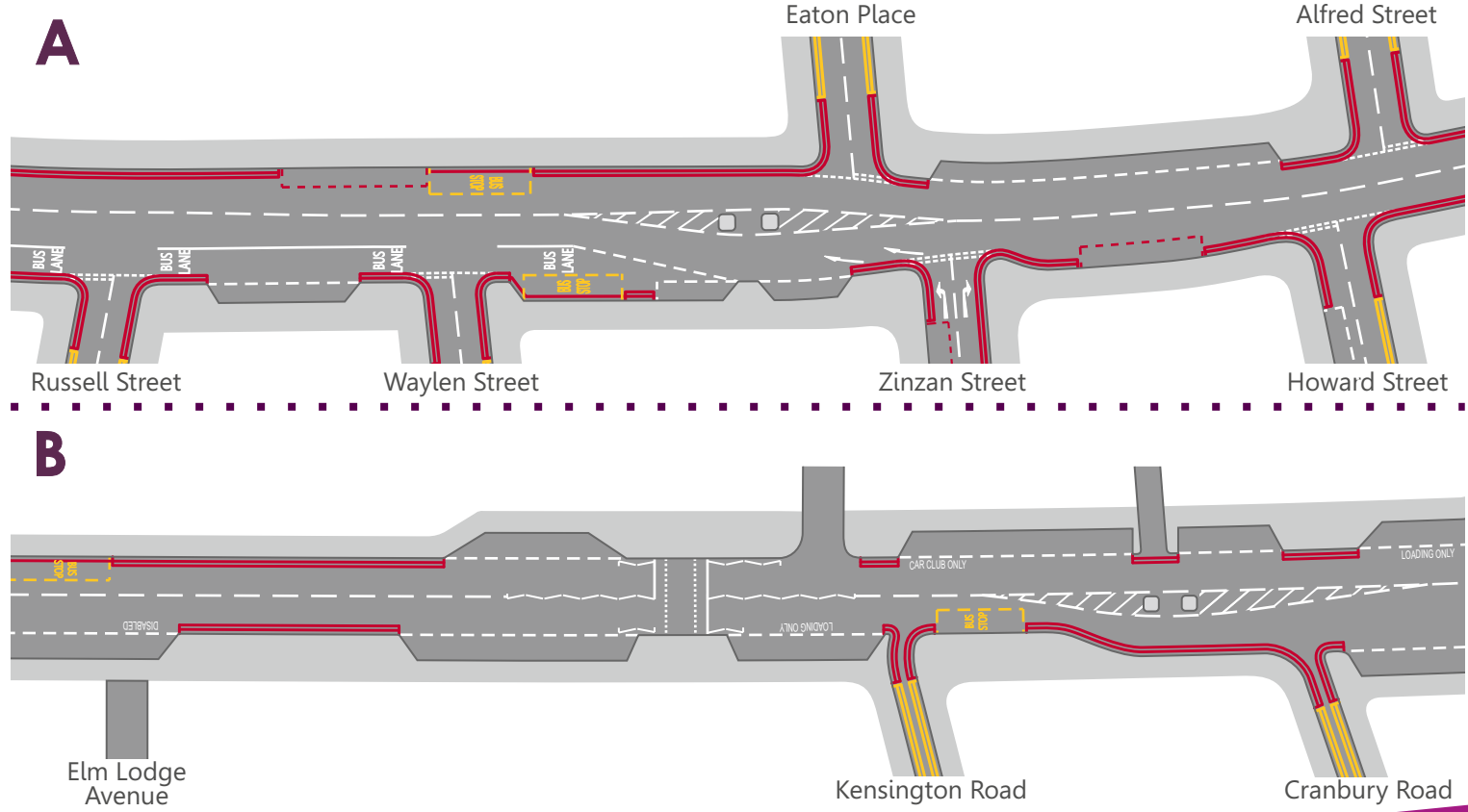
- Battle Library - Tuesday 20th June
- Tilehurst Library - Thursday 22nd June
- Palmer Park Library - Tuesday 27th June
- Civic Centre - Tuesday 4th July

The public exhibition is the opportunity for people to view the proposals in person and ask any questions they have. The three sets of proposals can also be viewed in detail at www.reading.gov.uk/redroutes

The Civic Centre unmanned Exhibition to run from 12th June - 21st July.

Using the feedback section on the same webpage is also the easiest and quickest way people can respond to the consultation. Alternatively, people can email network.management@reading.gov.uk or write to Network Management & Parking Services, Reading Borough Council, Civic Offices, Bridge Street, Reading, RG1 2LU.

Residents and businesses will get another opportunity to have their say after the experimental scheme goes live in the Autumn as part of a formal statutory public consultation process.



Working with:



Written comments on the proposals,	
1	I am opposed to the No Stopping Restrictions on School Road for the following reasons: 1. Parking is not currently an issue in the area, 2. It will make access to my property/movement of 2+ vehicles in & out of the driveway extremely difficult with the potential of prosecution highly likely, 3. Creates an issue for elderly neighbours when being collected/dropped off by relatives/taxis for shopping/doctor appointment, 4. Waste of government funding that could be used more effectively combatting anti-social behaviour e.g. quad bikers/moped racing through the area.
2	I am totally unconvinced that making this route a "red route" is cost effective or necessary, and I don't consider this an 'improvement'. The majority of the route is double yellow lined which, at least, on the outer boundaries is unpoliced, and the central section is buses only anyway. The loss of parking, I feel, would be the 'killing' of the small shops and businesses along the routes. I do not feel the cost of implementation, basically changing yellow lines to red is justified. Better policing of existing regulation would be better. I also have no faith that this 'consultation' will be taken into consideration, and the usual Council 'think of calling it a 'trial', knowing full well there is no intention of it being removed - successful or not! I cannot see that questions 8 & 9 are relevant for this survey.
3	Double yellows along the Norcot Road, School Road and Park Lane routes, work well in the prevention of parking in inappropriate places. Living on the proposed route, I feel the main cause for delay to buses is the volume of traffic at peak times and buses themselves stopping the flow (bus stops opposite each other). Travelling these routes on a regular basis I am bewildered as to how this decision was made. I requested the date/evidence at the Tilehurst library consultation but have not received no such information. With all most no traffic overnight why is this a 24/7 red route?
4	We live on Norcot Road and park on the drive. When I, our daughter and visitors park on the drive we reverse out on to the drive following the guidance in the highway code and so I can manoeuvre into the garage. When reversing I have to first stop on the road and wait for cars, buses and pedestrians to pass so that I can reverse and turn safely. This can take a minute or two. I'm worried that I'm going to be repeatedly fined for staying on what will be red lines. If 'caught' by a camera van, then they won't be around long enough to see me reverse and made an allowance. Why should we live with the fear of prosecution and inconvenience of appealing over and over again? Also how are we going to get deliveries of large items when we do not know the reg of the lorry to apply for a permit? Your proposal is going to inconvenience many for minimal benefit to bus times.
5	The proposals, for area 1 at least, are excessive and disproportionate to the perceived problem. Buses are very rarely delayed in Tilehurst due to parking on the road. To put in a 24x7 no stopping ban with cameras issuing PCNS is completely unnecessary and will cause for greater inconvenience to residents than benefits to bus users. We have many deliveries - it will be impractical for every courier to get a penalty. There are already double yellow lines in certain parts - these should be sufficient but rarely seem to be enforced. Similarly, to increase the parking restrictions to 7-7 is excessive. Even the current 8-6.30 is too long. The area is only really busy at peak times in the mornings, school run and evening rush hours and then for only about half an hour each time. Any delays are that to do with the phasing of the traffic lights at school road/Kentwood hill NOT parking/stopping on the road. To encourage more people to use the bus, reduce the fares. Don't waste our money on this scheme and annoy and inconvenience residents. I hope the Council will see sense and abandon this!
6	This ill-considered scheme will have no benefit in Tilehurst. I work from home in Tilehurst on school road. My office window looks out onto the 17 route and at no stage have I seen a delay to traffic flow that would be eased by a Red Route. Frankly, I am astounded that the Council are wasting time and money on this. It shows a complete lack of understanding of traffic issues in Tilehurst. I cannot remember the last time the 17 bus was not on time at the Tilehurst library stop heading into town - even in the peak rush hour. This proposal will just cause significant disruption to local residents, at significant cost and with zero benefit.
7	I object very strongly to these proposals especially in Tilehurst. There is virtually no congestion

	- to make this a red route is completely unnecessary.
8	<p>I live fronting the Oxford Road in West Reading, and my very real concern for all who live and work here is for the weight, frequency, speed, noise of traffic and the significant air pollution in a business of residential area. As it is, in the heat this Summer it has not been possible to open our windows onto the Oxford Road because of dirt and pollution. I am looking forward to the Cow Lane Bridge change to deal with some of this issue. Of the proposals, I do feel firstly that we'd be best waiting to see what difference Cow Lane changes make to the flow of traffic. It may be significant between Norcot Roundabout and (heading East) Beresford Road.</p> <p>Additionally, I do feel the change in the West to be unnecessary as the flow of traffic is not an issue which will be resolved by the proposal - stop/start traffic here is due to necessary pedestrian crossings and buses stopping, and not so much an issue of parking. Neither pedestrian crossings nor buses will change with this proposal. Neighbours tell me current #17 bus services are very full - is there a linked aim to provide additional buses, if we are encouraging their use by the Red Route? Though it may seem either unrealistic or visionary, I honestly believe the Oxford Road should be pedestrianised. My preference is for slow traffic and the ability for cars to stop and even linger. This is because business owners are trying hard to make the area pleasurable. Recent cafes opening within 100m of our front door include: XXX Cafe, We Love Cakes, Rolling Stones, Anatolian Restaurant and (a little further East) Elle's Baguettes. All of these have outdoor seating and encourage shoppers to stay around - which is a good thing for the economy of the area. However, it is unpleasant to sit outside any of these in busy and fast moving traffic. Browsing shops, which are wholly independent, here on the Oxford Road should be encouraged, and slowness encouraged - rather than fast tracking people to either Tesco or Ikea. The speed of traffic (which may likely increase with the proposal) is also of concern to the 100's of children who cross the Oxford Road twice daily between school, which include Battle Primary, Oxford Road Community School and secondary schools which serve the area (Wren, Blessed Hugh Faringdon and Prospect - all teenagers in this attend those 3). On the same note, users of the mosque and the neighbouring Islamic nursery are largely pedestrians who value the safety of a quieter, slower road. I do understand and respect the "main artery" argument surrounding the #17 route. However, I'd urge RBC to think creatively about long term human-centred solutions to make this an inviting environment in which to live and work. Assuming the Red Route does go ahead as planned, please focus on managing the congested parking area outside the Battle Hospital gates - preserved as an icon of the town but not respected/celebrated through freeing the area of parked cars. If the Red Route could put its lines in front of here (close to the pedestrian crossing) that would make a visual difference. As I said, and in summary, my view is for the (perhaps idealistic) prioritisation of pedestrians - to see this fascinating and diverse area being viewed on a human scale, pedestrianised for less smog, less traffic and greater safety for residents and visitors - who are encouraged! This would make the area far safer for bicycles too. I understand the lack of width to accommodate for these in the plans, but do feel they will be the future and are quicker than 4 wheels in Reading! Lastly, had this consultation been posted to all shop owners in the West are, which will be affected, and available in community languages, this may have provided a clearer view and another dimension to people's thoughts and concerns about the potential effects to their businesses. I am somewhat concerned that they may be unaware and unrepresented in the process. Thank you for the opportunity to comment. I do hope RBC are able to integrate hopeful and visionary future-planning in their difficult task of managing a growing population. We look forward to the increased council tax spending in the area - and love the new trees along the Oxford Road! More of these!</p>
9	<p>I cycle a lot, and to school every day and there is not much traffic congestion with the buses at all in Tilehurst, so I don't think a Red Route is necessary, or more limited parking. I do pass many parked cars on my way to school. I would use the bus more if it were cheaper not because it was on a Red Route. I hope the Council does not go ahead with this scheme or even the trial.</p>
10	<p>I object to the proposals. We do need a Red Route in Tilehurst as there is very little congestion anyway. The buses are hardly ever delayed due to cars parked. As a resident we do not want to be so restricted outside our houses even with the parking spaces. We have a lot of deliveries</p>

	from e.g. Amazon. Will they be fined if they can't get a permit? Also, 7-7 is too long to ban parking - it is not very busy at all during these times in Tilehurst so why is it so long? The trial for 18 months suggested is far too long and a waste of tax payers' money. I hope the council takes notice of the objections and does not go ahead with this - in Tilehurst anyway.
11	Wow this is printed on very expensive feeling card. Would like to have been able to find out how much this would cost. Would like this budget to be spent on people. There is plenty of parking in Tilehurst and Oxford Road (Tesco). Does the CCTV cover the whole route.
12	I feel that the consultation is a sham, you have already decided to go ahead with this. The display in the library showed proposals for some single red lines, some double red lines, but the plans had double red lines everywhere. People would not be able to stop even to pick up someone from their home, or drop them off outside a shop, church, business. businesses would never be able to have deliveries if they didn't have a back entrance. it seems to me that your aim is to get all cars off the roads, so the buses can run on time. this will make more traffic on other roads.
13	What happens if you stop to let emergency vehicles pass will you be ticketed? I just see it as another scheme to get from road users! Will this increase parking in side streets? As most of them are Victorian terraces they were not designed for the amount of vehicles parking!
14	I do find now I am tending to use the No 17 to go into town rather than take the car. I am also a resident at school road and have had a dropped curb put in along with a drive. Under the initial proposal it would be double red outside my house, and today I that I could be prosecuted for entering my drive or leaving. This is ridiculous!! Can someone tell me how I am to drive in or out without being prosecuted!! Also if turning right into my drive depending on traffic coming the other way I may have to stop, will I get prosecuted then.
15	Park Lane - Oxford Road should not be red. It is incredibly populated, and I can only see this causing issues with residents.
16	Frequently we have to move cars around on our drive to get owe out. This means moving one to this road while another is brought out. Having five cars already if someone visits they have nowhere to stop. How do I get my food shopping/ goods delivered? I live in a residential area. this should not be red; this is not London.
17	As there will be no parking in Norcot Road my concern is people will use the unrestricted parking outside my house which will cause difficulties in and off my drive.
18	If this is to go ahead I feel the proposed Red Route must cover the whole of the 17 route from Tilehurst water tower right through to Wokingham Road Three Tuns. Buses often get held up in the section from Tilehurst water tower through to the Norcot road Junction, I know this as Reading buses has a smartphone app where customers can see in real time where any bus is and often buses are held up in the above section for longer than should be from 2 - 7 mins or more. The section from Tilehurst water tower to Mayfair should be a Red zone but with restrictions so local people can still access their driveways without penalties. Say introduce permit to those that need driveway access.
19	I have run my flooring business in Norcot road for the last 12 years. During that time the council have given the car park behind the Coop to NCP who installed pay and display. That effected our business by more than 25% drop in turn over. If we lose the 1-hour parking outside our business, I will seriously consider ending my lease early and closing. Times are hard enough as it is. I feel that the Red Route is not to help the buses but for the greedy councils to make easy money from fines.
20	Waste of money on card
21	Good idea which should address many of the problems being experienced in the area
22	I own a hair salon, I have a large elderly clientele, whom have to be dropped off outside the salon i.e. by car, taxis, or Readi-buses, as some are very frail and are unable to walk from the car park. I have no back access to my shop. I would hope these people will be able to continue to be dropped off outside my shop. as it will severely affect my business if not, they would find an alternative salon, where they can park.
23	The proposed bus lane from west of Zinzan Street to Bedford Road will only cause an increased congestion for buses and other traffic leading up to traffic lights and on towards Reading west railway bridge. Buses will not easily get out of Russell street to go towards town centre. Car

	traffic will have to cross bus lane to go towards Bedford Road. Traffic exiting Bedford Road often blocks the junction when going towards Reading West Railway station. I do not disagree with any other part of the west area consultation proposals.
24	I am very much in favour of the proposed red route. I have to catch two buses to get to work each day, and traffic on both Oxford Road and Tilehurst Road can be heavy.
25	Anything which encourages individuals to switch from say the car to the bus must be a good thing. Today, often, there are deliveries occurring which can block bus lanes. Keeping bus lanes clear means individuals/family can go in and out of town quickly and cheaply (when compared to car). Thumbs up!
26	I believe this proposal is excessive overall. The issues stem from lack of traffic wardens tickets illegal parking and illegal U-turns. In addition, the Council own road side rubbish collection each evening at 5pm is a major cause of rush hour delays. Deal with the practical issues before ordering excessive red paint.
27	How do you reconcile this with the new parking on both sides of the IDR brigade on the Oxford Road which has drastically narrowed the road and now means 2 buses cannot pass each other on the bridge? Especially after you removed the traffic lights: Broad Street, St. Mary's, West Street, Oxford Road, to allow buses to move more freely?
28	no comments
29	I have lived on the Wokingham Road for over 30 years (opposite Palmer Park). I frequently use the 17 bus and it is a great service. I have seldom experience and delays either into or out of Reading on the east side of town except in the immediate vicinity of the shops opposite Alfred Sutton school. I therefore feel that the red route from Cemetery Junction to the 3 Tuns is overkill and unnecessary. The double yellow lines seem to control the stopping and parking perfectly well except adjacent to the shops. I feel that red lines would unnecessarily inconvenience residents living along the Wokingham Road e.g.: Stopping to drop someone off at a house, prevent deliveries, without risking fines, shuffling cars in the drive, inconvenience contractors working on properties, deliveries etc. Double parking outside the shops causes delays and together with parking on the footpaths is a safety hazard and should be better controlled. Could red lines be used just in this small troublesome area? Also delays started a school leaving times following the installation of the second pedestrian crossing. Could the lights of the two crossings be co-ordinated to reduce delays and sensors introduced to reduce the red time when there is no one actually crossing. Dealing with these issues immediately adjacent the shops would also be a more economical solution.
30	I would be concerned that people will block up side roads. People may just nip into a side road and block the entrance/exit of those side roads
31	This is a brilliant idea as long as parking restrictions are fully enforced - which sadly they are not at present. I would also like to see many of the side roads in area 3 made resident's parking zones (as they are in zone 1) as this scheme will force many cars to find alternative parking.
32	Unrestricted parking should continue to be available on Wokingham Road (both sides) from Green Road to the Three Tuns pub
33	I use No 17 bus frequently and approve of any measures that will improve the service. I also approve of the benefits that would result since, as a pedestrian, I am often surprised at the lack of respect of car drivers who park on pavements and verges in the knowledge that a prosecution is unlikely. However, I would not like small businesses along the route to suffer in any way.
34	no comments
35	As disabled people have not been included in the monitoring statistics I think it's important that you know that I am disabled and I have some objections to the scheme. Half off/half on footway bays could cause problems for people using wheelchairs, those with mobility scooters, those who are visually impaired and parents with wide/double buggies. Disabled people are going to take longer to board/alight than non-disabled people would so common sense would need to be applied in terms of enforcement. Parking on footways will damage the surfaces. Some disabled drivers need to access their vehicles from the rear. There is an assessment centre for benefits on Eaton Place which disabled people use frequently so disabled parking must not be restricted there. There should be some form of equality impact assessment to see

	what affect the proposals will have.
36	I have no problems as such with a red route however on area 3 East Reading there isn't enough space for deliveries. I run a shop along the Wokingham Road and would expect 6-8 deliveries a day most of these are in large vehicles. If no stopping is allowed on this route and the loading bay isn't big enough for these vehicles how am I supposed to get deliveries?
37	It is necessary for me and my family to pause our cars in front of our and our neighbours houses to enable us to back into our drive. This manoeuvre can often take several minutes depending on how heavy the traffic is. Therefore, as we live along the proposed red route plans we need complete reassurance that this would not cause us to receive fines if the route were to be put in place. The plans will also inconvenience us when being dropped off at our house and my children's friends being dropped off at our house, as the nearest parking bay is always full and the next is an inconvenient distance away. Also I do not see that the planned restrictions will make any improvement in Norcot road where I live and will only encourage the 17 bus to go faster when they often travel too fast for comfort anyway. ps. and safety!! How will the milkman leave the milk?
38	Residents need written confirmation that any such proposal will not affect their rights to manoeuvre vehicles on and off their property. If reversing into a driveway is not permitted reversing into a parking or loading bay would also be prohibited which would invalidate any bays on the route. <u>Please note</u> that posted loading restrictions on the Wokingham Road bus lane have been illegally changed twice in recent years. Traffic Regulations require that all affected parties should be specifically notified of any proposed change to loading restrictions and this consultation is the first the residents have received. The Wokingham Road bus lane is only really required for about an hour a day and making it part time should be considered. There is no valid reason for restricting loading at all times, so stopping should only be restricted at peak times (single red at most). I believe this will be a complete waste of tax paters money and an extreme inconvenience to residents, with there being no provision for deliveries in our area. I would like assurances that there will be funding to reverse this if the trial is a failure and the success criteria should be shared with the residents and businesses affected by it. Presumably you will ensure that all front-line services such as adult social care are fully funded before considering using money on a risky experiment like this. When it is currently not possible to prevent people double parking on the crossing zig-zags at Wokingham Road shops, I can't see how this will make any difference. This is not the solution for speeding up bus journeys. The correct solution is to move away from pay on entry buses to a preferential rate prepaid ticket scheme that only required on bus validation. But to make this really effective the drivers would need to be trained on driving two door buses, with passengers using either door. Such as scheme would have bus journey times and these reduce costs as well as allowing increased frequencies.
39	There are far more cost effective ways to speed up bus journeys than this! And if reduced costs are passed on to passengers that would have a bigger impact!
40	Residents need to be able to access their own off-street parking and receive deliveries.

Provisional Red Route Programme (Aug 2017)																																					
		2017																				2018															
		August					Sept				Oct				Nov					Dec				Jan				Feb					Mar				
		1	2	3	4	5	1	2	3	4	1	2	3	4	1	2	3	4	5	1	2	3	4	1	2	3	4	1	2	3	4	5	1	2	3	4	
Route 1	Consultation																																				
West	TRO's																																				
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Other Actions	Committee Report																																				
	Route 17 Review																																				

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	14
TITLE:	ALBERT ROAD - COSTINGS FOR TRAFFIC CALMING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	THAMES
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report provides the Sub-Committee with the estimated costs for implementing a scheme of traffic calming measures along Albert Road, following a request from the Sub-Committee at its meeting in June 2017.
- 1.2 Appendix 1 indicates the locations of the traffic calming features, on which the estimated costs were based.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

3. POLICY CONTEXT

- 3.1 The consideration and implementation of traffic calming is contained within the Traffic Management Policies and Standards.

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 Officers have been asked to provide the Sub-Committee with the costs for implementing a scheme of traffic calming along Albert Road, following resident concerns regarding the perception of vehicles speeding along the street.

- 4.2 Traffic calming can be achieved with a number of measures, from chicanes, to cushions and humps. Studies have concluded that humps provide the most effective traffic speed reduction methods, but also create the greatest nuisance for cyclists, emergency service and public transport vehicles, as well as having a high potential to cause increased traffic noise for nearby residents. Cushions are often the preferred traffic calming feature on scheduled bus service routes and those likely to carry a greater number of emergency service vehicles, but will be less effective at reducing traffic speeds as they could be straddled by vehicles.
- 4.3 Officers have produced an indicative drawing (Appendix 1) to show the recommended locations of the traffic calming features, spaced approximately 100m apart. Such features would require consultation with the emergency services and notification on street.
- 4.4 Officers have obtained quotations for the installation of both road humps and cushions at the locations indicated on the drawing. Assumptions have been made that these can be laid without carriageway resurfacing and utilising traffic management that the Council's Highways department have readily available. Mandatory warning signs would need to be placed in advance of all entrances to the traffic calmed street and these have also been costed, as has the costs to have the signs illuminated, as is required by the regulations.
- 4.5 The estimated costs to implement this scheme are as follow:
- Speed Cushions - £15,000
 - Speed Humps - £20,000
 - Signing - £3,000
 - Illumination of signs (i.e. electrical connections) - £35,000
 - Road markings - £2,000
- Estimated total (cushions) - £55,000
- Estimated total (humps) - £60,000
- 4.6 As requested at the June 2017 meeting of the Sub-Committee, the request for traffic calming along Albert Road has been added to the 'Requests for New Traffic Management Measures' report.
- 4.7 Officers have reviewed the Police-supplied casualty data for the latest 3 year period (up to June 2017) and there have been no incidents along the street where speeding has been considered a contributing factor.

4.8 Speed surveys were conducted on Albert Road between 18th and 29th July 2016, with a detector placed to the south of the junction with Highmoor Road. The results showed an average mean speed throughout this period of 23.1mph (northbound) and 23.7mph (southbound).

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 None arising from this report.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 None arising from this report.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

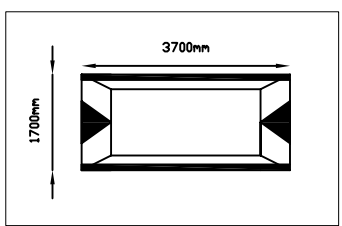
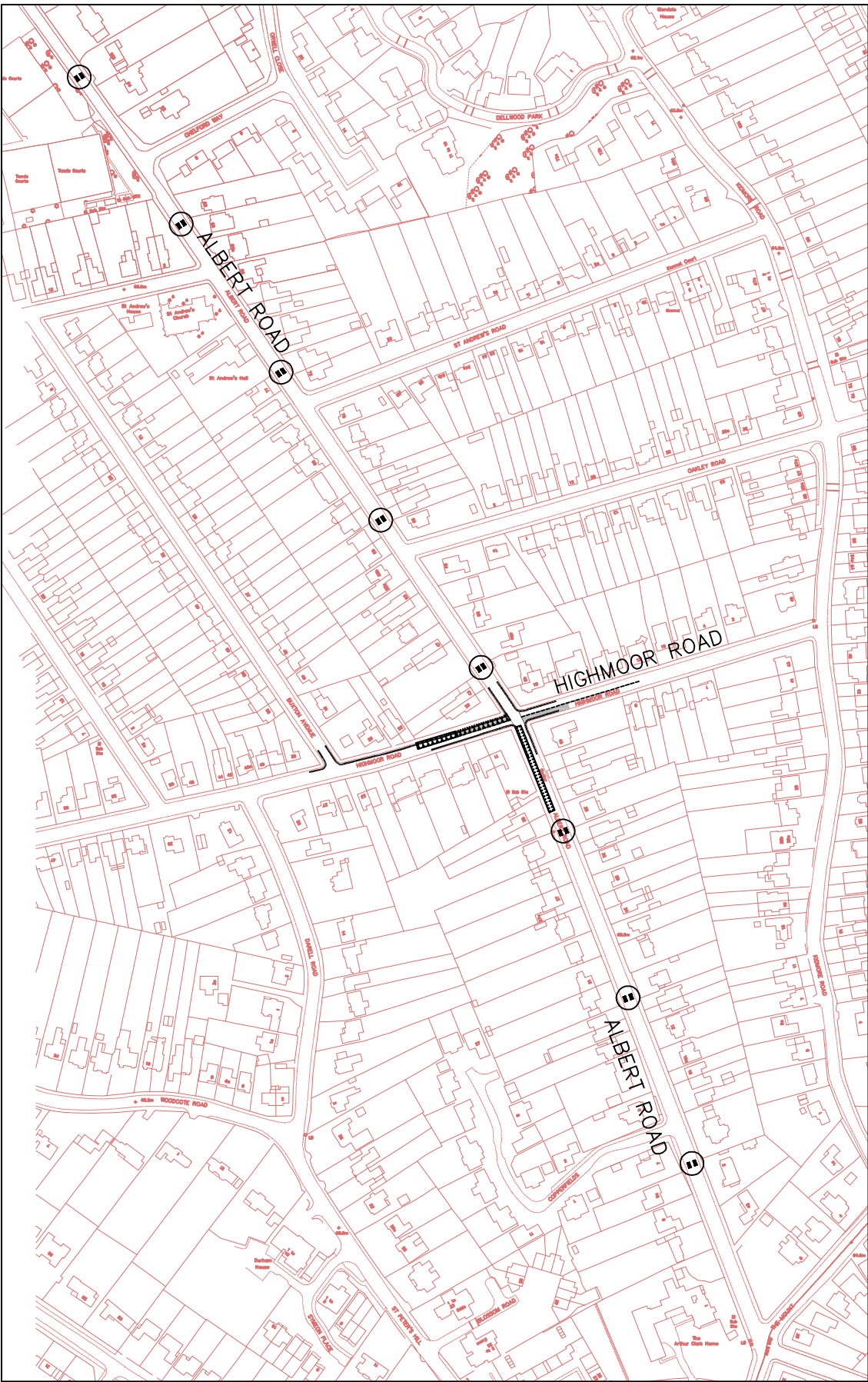
8.2 No alterations are being proposed as part of this report.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.



STANDARD SPEED CUSHION PLAN



Transport & Streetcare
Civic Offices
Reading
RG1 2LU

CAD DRAWING LOCATION:			
project		ROAD SAFETY SCHEME	
drawing		TRAFFIC CALMING LOCATION PLAN	
drawn JC	checked JC	approved JP	date AUG 2017
scale NTS		drawing no. NM/PRO/RS/001	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	15
TITLE:	JUNCTION REVIEW - ST PETERS HILL & THE WARREN		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM & THAMES
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report provides the Sub-Committee with the results of a junction review at St Peters Hill and The Warren, following a request from the Sub-Committee at its meeting in June 2017.
- 1.2 Appendix 1 provides the visibility splay on egress from The Warren, at its junction with St Peters Hill.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That no further action be taken at this time.

3. POLICY CONTEXT

- 3.1 The policy on the placement of traffic mirrors is contained within the Traffic Management Policies and Standards, as amended following the June 2017 meeting of the Traffic Management Sub-Committee.

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 A historic traffic mirror on St Peters Hill, at its junction with The Warren, was removed toward the end of 2016, as it was beyond its

usable life. Officers did not consider that this mirror was necessary or appropriate for this location and it has not been replaced.

- 4.2 At the June 2017 meeting of the Sub-Committee, Officers recommended an amendment to the Councils Traffic Management Policies and Standards relating to the placement of traffic mirrors on the Highway. This amendment was agreed by the Sub-Committee.
- 4.3 The amendment to the policy states '*Where there is severely restricted visibility and an identifiable injury accident record that has not been successfully resolved by all other traffic management measures, a mirror may be considered for a trial period of 12 months.*' In this context, Officers were asked to conduct a review of the junction and propose other traffic management methods to reduce risks to motorists exiting from The Warren, due to the perception of restricted visibility at the junction.
- 4.4 Officers have measured the visibility splay of the junction. The method for conducting this measurement is stated in the Department for Transport's Manual for Streets, and is used as guidance for new street design and informs the implementation of changes on existing streets.
- 4.5 From a point 2.4m back from the junction (give way line), the minimum visibility was measured along St Peters Hill. 2.4m is considered a '...reasonable maximum distance between the front of the car and the driver's eye'. The minimum recommended distance for visibility at a junction on a 30mph road is 43m in both directions, when adjusted for a vehicle bonnet.
- 4.6 Appendix 1 illustrates the visibility splay at the junction, which exceeds the minimum recommended distance in both directions.
- 4.7 Officers have reviewed the Police-supplied casualty data for this junction. Over the period of data that the Council holds (from June 2017 back to 1990), there have been a small number of collisions involving vehicles that have exited the junction of The Warren onto St Peters Hill. There have been no recorded incidents involving casualties since the removal of the traffic mirror.
- 4.8 Officers consider that the junction exceeds the recommended visibility levels and would not recommend proposing any amendments to the junction.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 None arising from this report.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 None arising from this report.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 No alterations are being proposed as part of this report.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 Traffic Mirrors (Traffic Management Sub-Committee - June 2017).

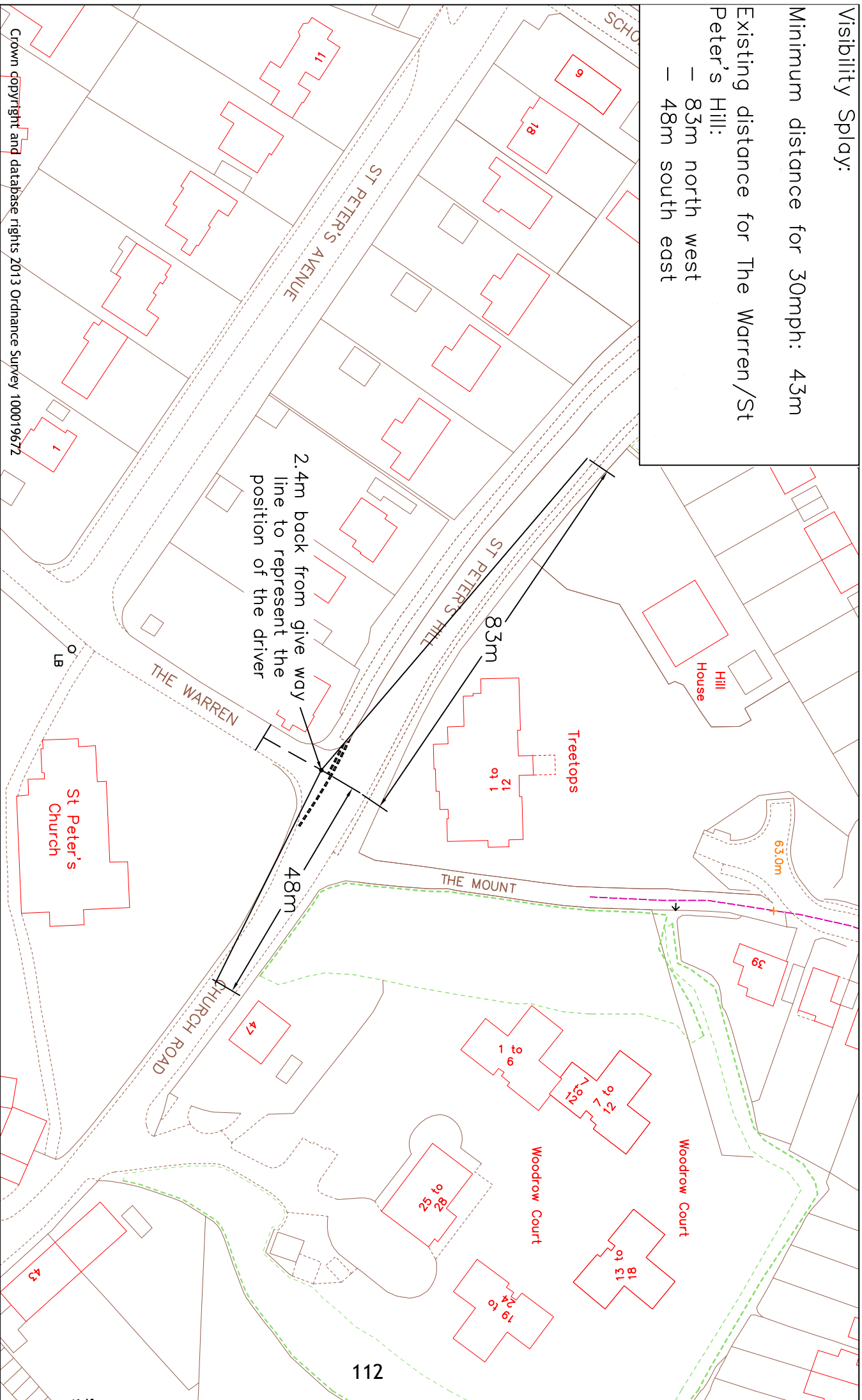
Visibility Splay:

Minimum distance for 30mph: 43m

Existing distance for The Warren/St

Peter's Hill:

- 83m north west
- 48m south east



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Reading
Borough Council

Working better with you

Transportation and Streetcare Services

Civic Offices

Bridge St

Reading

RG1 2LU

Project The Warren	Scale N.T.S	Drawn JT
	Date August 2018	Checked JC
Drawing Visibility splay		Approved SB
Drawing No. The Warren - visibility splay		

READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	16
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:	CHRIS MADDOCKS	TEL:	0118 937 2068
JOB TITLE:	ACTING STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	chris.maddocks@reading.gov.uk

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, TVP Park & Ride, National Cycle Network Route 422 and Third Thames Bridge.

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 completed a value engineering exercise alongside a 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).
- 4.3 The value engineering exercise 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 Network Rail confirmed in December 2016 that they are now required to carry out a full procurement process in order to identify a suitable contractor to construct the scheme. Tenders have been received and a suitable contractor has now been appointed. Network Rail have confirmed they are due to start on site in September 2017, after the Reading Festival with the scheme due for completion prior to Reading Festival in 2018. Officers have been in dialogue with Network Rail regarding traffic management requirements for the scheme, including for demolition of the old railway bridge, with the objective of minimising disruption to the travelling public for the duration of the works.
- 4.5 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

- 4.6 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 Royal Elm Park mixed use development.
- 4.7 The scheme was granted financial approval by the Berkshire Local Transport Body in November 2014. Design work for the station is being progressed in partnership with Network Rail and Great Western Railway (GWR) to ensure the station complies with the latest railway standards. Design work for the multi-modal interchange and surface level car park is being progressed in parallel with the station design work.
- 4.8 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.
- 4.9 The bid submitted to the New Stations Fund for £2.3m additional funding was successful which was announced by the DfT in July 2017. The additional funding will enable enhanced passenger facilities to be provided at the station.
- 4.10 The programme for station opening is currently being reviewed in partnership with Network Rail, GWR and the DfT. This is due to delays in the design work to date which is being undertaken by Network Rail, and the change in the scope of the project due to the recently announced additional funding.

Reading West Station Upgrade

- 4.11 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.

- 4.12 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.
- 4.13 Unfortunately, the bid to the Local Growth Fund to support Phase 2 of the scheme was unsuccessful. Therefore, at this time, the Council will continue to explore other potential funding sources alongside Network Rail and GWR.

South Reading Mass Rapid Transit

- 4.14 South Reading Mass Rapid Transit (MRT) is a series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre. The scheme will 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 as the scheme will create additional capacity for public transport.
- 4.15 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. Construction of Phase 1A was completed in December 2016. This initial phase of works involved 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.
- 4.16 Construction works for Phase 1B and 2 of the scheme commenced on-site in April 2017. This involves the creation of outbound bus lanes between the junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures will be required to facilitate construction works which are scheduled to be completed in November 2017. The scheme is progressing well on site with the first new section of southbound bus lane between Kennet Island and the Bennet Road gyratory recently opened.
- 4.17 Phases 3 and 4 of the scheme, between Rose Kiln Lane and Longwater Avenue and sections within the Town Centre (London Street and Bridge Street) were granted programme entry status by the Berkshire Local Transport Body (BLTB) in March 2017 and the full business case is due to be submitted to the BLTB in November 2017 to seek financial approval for the scheme. Subject to approval at the November BLTB meeting, works are due to commence on site early 2018.

TVP Park & Ride and East Reading Mass Rapid Transit

- 4.18 Thames Valley Park (TVP) Park & Ride is a proposed park & ride facility off the A3290 being led by Wokingham Borough Council. East Reading Mass Rapid Transit (MRT) is a proposed public transport, walking and cycle link between central Reading and the TVP park & ride site, running parallel to the Great Western mainline, being led by Reading Borough Council. Both schemes were granted programme entry status by the BLTB in July 2014.
- 4.19 A consultation was undertaken by Wokingham Borough Council during November 2015 regarding the TVP park & ride proposals, and planning permission was granted by Wokingham Borough Council in November 2016.
- 4.20 A consultation for the MRT scheme was undertaken during July 2016, including a public drop-in session which took place on Tuesday 19th July between 13.00 and 19.00 at the Waterside Centre in Thames Valley Park. The exhibition was also on display at the Civic Offices and feedback is being incorporated into the scheme design.
- 4.21 The planning application was submitted in July 2017 and further public exhibitions took place to raise awareness of the scheme. The planning application is currently being considered by both Reading Borough Council and Wokingham Borough Council planning authorities.
- 4.22 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 2017 to seek full financial approval for the MRT scheme. This is subject to the outcome of the independent assessment of the business case by the LEP and their assessors.

National Cycle Network Route 422

- 4.23 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. The scheme was granted full funding approval from the Berkshire Local Transport Body in November 2015.
- 4.24 Preferred option development has been undertaken and detailed design for Phase 1 of the scheme is complete, which is the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue. The first phase of works commenced in February 2017 and was completed in July 2017.
- 4.25 Concept design options for the remaining phases of the scheme, through the town centre and to east Reading, are currently being developed in consultation with local interest groups and works on site for Phase 2 are due to commence in November 2017.

Third Thames Bridge

- 4.26 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.
- 4.27 Production of the outline strategic business case for the scheme is being led by Wokingham Borough Council on behalf of the Cross Thames Travel Group. Unfortunately, the bid to DfT for funding to produce the full business case was not successful. Therefore, options to progress the development of the scheme are currently being investigated by the joint group.

4.28 Members are asked to note the contents of this report.

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 Environment, Planning and Transport Committee reports.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	17
TITLE:	CYCLE FORUM - MEETING NOTE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	emma.baker@reading.gov.uk

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 July 2017.
- 1.2 The Cycle Forum meeting note from 12th July 2017 is appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached minutes from the Cycle Forum held on 12 July 2017.

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 12th July 2017 was chaired by Councillor Deborah Absolom. The Forum was also attended by Councillors Page, Gittings and 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 12th July 2017, 6pm

Mayor's Parlour, Civic Offices, Reading

Attendees

Cllr Deborah Absolom (Chair)
John Lee (RCC)
Karen Stanbridge (University of Reading)
Karen Richardson (RCC)
Adam Lewthwaite (Sustrans)
Cllr Tony Page (RBC)
Cllr Paul Gittings (RBC)
Cllr Ed Hopper (RBC)
Simon Beasley (RBC)
Emma Baker (RBC)

Apologies

Richard Pearson (Reading CTC)
Tanya Rebel (GREN)
Adrian Lawson (RCC)
Cllr Ricky Duveen (RBC)

1. Introductions

Cllr Absolom 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

An update was given on progress of the NCN422 Phase 1 scheme and next steps for Phase 2 and 3, including the circulation of Phase 2 plans over the summer in advance of works commencing in October, subject to Committee approval.

Key points highlighted included:

- Traffic signal upgrades are expected to take place on Bath Road over the summer.
- Provisional agreement from the Oracle to improve signing highlighting the presence of other users that will be complemented by improvements along the alternative route via Mill Lane.
- The planned delivery of signing improvements, some of which are included in the requested schemes list, will be taken forward under NCN 422.

ACTION - RBC to circulate Phase 2 plans following briefing with Ward Councillors (July/August)

4. Thames Path - Update

Forum members were advised of the outcome of the consultation and next steps in preparation for submitting the Cycle Tracks Orders to the Secretary of State. A discussion also took place around the need for traffic calming measures to deter illegal activity by motorcyclists and encourage considerate cycle use. Sustrans highlighted their experience of developing such measures for Watford and other London boroughs and agreed to circulate details after the meeting.

Action - Sustrans to circulate details of off-carriageway traffic calming measures for consideration.

5. EMPOWER Project - Update

The Forum was given an update on progress of the EU project - EMPOWER aimed at breaking down the barriers to cycling, particularly amongst those undertaking journeys to work by private car. Over 1000 people signed up to initiatives delivered under the BikeSmart umbrella, helping to expand the GPS dataset that will be used to inform future planning of cycle improvements/routes.

The Project Officer highlighted positive media coverage and feedback from participants, who are reporting increases in the number of journeys being undertaken by bike. One of the project partners, Avanti Cycling, will be continuing to offer led-rides after the programme has ended to further encourage participants to undertake local journeys by bike.

A discussion also took place on feedback from participants using ReadyBike, who highlighted access to the bicycles as being a potential barrier to use. Reading Cycle Campaign highlighted that they may be willing to support the scheme's relaunch when the new Contractor is announced to encourage use and show potential users how to use the scheme.

ACTION - RBC to share ReadyBike contact details with Reading Cycle Campaign.

6. Cycle Forum - Requested Schemes List

A discussion took place on the latest requested schemes list, including the need to clarify routes through the town centre (Item 15/16). Officers highlighted that a number of requests would be integrated into the NCN programme, including some signing improvements through the Oracle, as well as decluttering and road marking refreshes along Kennet Side.

7. Items Raised by Forum Members

- a. Oxford Road study updates (JL) -
Reading Cycle Campaign requested to see any revised plans.

b. Town Centre signing and improvements (JL) -

Town centre signing and improvements was covered under item 6.

c. Vastern Road / Reading Bridge cycle collisions (JL) -

A discussion took place on the number, type and location of cycle collisions occurring at Vastern Road/George Street roundabout, including inconsistent road markings in the left-turn lane on approach to the roundabout from Vastern Road and potential solutions, such as spiral markings.

Officers highlighted initial discussions with nearby businesses regarding possible pedestrian improvements and agreed to update the Forum at the next meeting. JL advised that he would recirculate previous comments on roundabout for consideration when developing proposals.

ACTION - RBC to review accident data to identify likely cause of collisions and potential solutions.

ACTION - RBC to send JL safety audit for changes on or near Vastern Road roundabout delivered as part of redevelopment of Reading Station.

ACTION - RBC to amend lane markings on approach to the roundabout from Vastern Road.

d. Yellow lines on Henley Road (JL) -

JL highlighted issues with the current advisory cycle lanes and welcomed the proposed changes.

e. Lower Henley Road cycle lane changes -

JL also suggested the installation of double yellow lines on the bend on approach to the traffic signals to improve the facility.

A subsequent discussion took place on the installation of advisory cycle lanes on Lower Henley Road and the subsequent decision to remove them based on feedback from Reading Cycle Campaign. Officers asked for clarification on the position of the Campaign in relation to the current road layout to ensure appropriate action is taken.

Action - RCC to clarify their position on the current road layout on Lower Henley Road.

f. Completed & comprehensive cycle network by 2020, including dedicated budget (TR) -

The Forum was advised that the Cycling Strategy Implementation Plan was reported to Traffic Management Sub-Committee in June and is available in the [Committee Library](#).

Officers also informed the Forum that an expression of interest had been submitted to the Department for Transport for technical support in developing a Local Cycling and Walking Infrastructure Plan for the Reading urban area.

- g. A systematic change, where priority is given to pedestrians, cyclists, public transport, private cars (TR) -

This item was covered under item 7g when the Forum was advised of the Council's intention to develop a long-term cycling and walking strategy.

8. Any Other Business

The Forum asked whether the Council was aware of Thames Valley Police securing close pass mats from Cycling UK to expand the reach of the West Midlands Police initiative 'Too Close for Comfort'.

Action: RBC to investigate whether Thames Valley Police secured the equipment and invite them to attend the next Cycle Forum.

9. Date of Next Meeting

Wednesday 25th October 2017