

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

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

## 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 23<sup>rd</sup> August 2017 and 12<sup>th</sup> 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.

#### Bi-annual waiting restriction review - 2017B

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"> <li>York Road: Support = 0 / Objections = 1 / Recommendation: Implement as advertised.</li> </ul>		
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"> <li>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.</li> </ul>		
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"> <li>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.</li> <li>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!</li> <li>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?</li> <li>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</li> <li>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.</li> <li>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.</li> <li>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</li> </ul> <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, costlly, dangerous idea</p>

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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"> <li>• some loading restrictions at busy times,</li> <li>• 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),</li> <li>• making parking on pavements and cycle tracks throughout the borough an offence (as you can, and many other councils have), and</li> <li>• 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).</li> </ul>
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"> <li>• I am not aware of any accidents so don't believe that should count as a concern</li> <li>• 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</li> <li>• Cars are not significantly restricted where there is parking on both sides of the road although larger vehicles do have to wait to proceed</li> <li>• 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</li> <li>• 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.</li> <li>• 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.</li> <li>• 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</li> <li>• 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?</li> <li>• 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</li> </ul>

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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"> <li>• 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</li> <li>• 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:</li> </ul> <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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <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 <b>propose that the restrictions are modified</b> 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 <b>Residents parking only zone</b> 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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<p><b>Church Ward Officer Summary:</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>		
<p><b>Rowdell Drive</b></p>		
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"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- My opinion is that implementing the road restrictions will not improve parking for anyone living in Rowdell Drive.</li> </ul>
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"> <li>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 .</li> <li>2) Vehicles parked in installation zones in accordance with drawings are legally parked and cause no disruption to emergency or service vehicles .</li> <li>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 .</li> <li>4) Parking for residents visitors is currently already limited and the installation will cause disharmony within the local community as people challenge for spaces.</li> </ol>



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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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<b>Norcot Ward Officer Summary:</b>		
<ul style="list-style-type: none"> <li>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.</li> </ul>		
<b>Windrush Way</b>		
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>

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<p><b>Park Ward Officer Summary:</b></p> <ul style="list-style-type: none"> <li>• Crescent Road: Support = 5 / Objections = 1 / Recommendation: Implement as advertised.</li> <li>• 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.</li> </ul>		
<p><b>Crescent Road</b></p>		
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"> <li>- The road is now less safe for pedestrians and school children.</li> <li>- The road is noisier to live on due to the increased speed of traffic on the road.</li> <li>- Increased difficulty for residents to be able to exit their own driveways due to the speed of traffic on the road.</li> <li>- The council has exacerbated the use of Crescent Road as a rat run by removing all speed restrictions.</li> <li>- With 3 schools on the road there is no 20mph zone or School signs.</li> </ul> <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	<p>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.</p>
3	Resident, comment	<p>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.</p>
4	Resident, support / comment	<p>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</p>

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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"> <li>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.</li> </ol> <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.
<b>Hamilton Road</b>		
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 parrallell 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 <b>only be introduced in conjunction with parking controls covering both sides of the road</b> . 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 <b>alternate the double yellow lines between sides</b> , the chicane slowing traffic.
5	Resident, objection / comment	As the home owners at [REMOVED] Hamilton Road we would like to <b>OBJECT</b> 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 <b>ABOVE</b> 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 I our road and then leaving their car there for the day while the 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"> <li>• it will not stop drivers parking on the pavement and so forcing people to walk in the road</li> <li>• it will create a rat run for cars the cut through to the Wokingham Rd</li> <li>• it will increase irresponsible parking where we already have drivers parking across gates and protected driveways</li> </ul>

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		<ul style="list-style-type: none"> <li>• 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</li> <li>• it will create further parking pressure in roads East of Hamilton Rd</li> <li>• it completely flies in the face of what residents want!</li> </ul> <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 <u>swiftly</u> 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"> <li>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).</li> </ol>



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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> <ol style="list-style-type: none"> <li>i. Residents own cars (where they lack off-road parking, or have more than one car).</li> <li>ii. Friends and visitors to residents (may be an hour or two, occasionally overnight).</li> <li>iii. Tradesmen, delivery drivers, etc, having business in the street.</li> <li>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.</li> <li>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.</li> </ol> <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"> <li>1) disputes between residents unable to park in their own street and incomers not wanting to pay to park elsewhere</li> <li>2) issues in Bulmershe Rd when Hamilton Rd residents have to resort to parking there because their own street is full of hospital &amp; town workers/residents of Eastern Ave etc that don't qualify for permits</li> <li>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.</li> </ol> <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"> <li>1. commuters leaving their cars parked in the road all day, often before 7.00am;</li> <li>2. commercial vehicles being left overnight and often for several days at a time; and</li> <li>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</li> </ol> <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"> <li>a) Schedule 1 no waiting during the working day; or</li> <li>b) introduce restrictions to parking on either or both sides, for example 2 hours allowed, no return within 2 hours.</li> </ol> <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"> <li>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.</li> </ol>

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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 &amp; a massive amount of pay &amp; 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 &amp; 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: <b>The proposal will greatly exacerbate the already-severe parking problems on Hamilton Road.</b></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><b>2. The proposal will be detrimental to road safety on Hamilton Road.</b></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><b>3. The proposal is a blanket response to a localised problem.</b></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><b>4. The proposal will make driveways on the west side of the road difficult or impossible to use.</b></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 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><b>5. The proposal is not part of a joined-up parking plan for East Reading.</b></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"> <li>1) visitors;</li> <li>2) workmen or delivery drivers;</li> <li>3) people who work locally, ie, at Reading University, UTC, Maiden Erlegh School and the Royal Berkshire Hospital;</li> <li>4) 'park and riders' who park cars for the day and catch the bus into town;</li> <li>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.</li> </ol> <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 their 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"> <li>- With a growing population, now approaching 150,000, there is no efficient way of moving around Reading without taking a car.</li> <li>- There is no incentive for public service's staff working in Reading to use a bus .</li> <li>- Why don't hospital staff have no cheaper bus passes for example ? Should a nurse pay to park her car in her working place ?</li> <li>- Should a teacher not be granted a place or get a cheaper bus fare for getting to work ?</li> </ul> <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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• As space is often at premium those residents with more than one car or who have visitors, park over their driveways to allow more</li> </ul>

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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"> <li>• Our neighbours in Bulmershe Road will suffer as a result, as those who live here will be forced to park elsewhere.</li> <li>• 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.</li> </ul> <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"> <li>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.</li> <li>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.</li> <li>3) I am also quite concerned about the reduction in parking spaces, as this will put pressure on the spaces that remain available.</li> <li>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'.</li> </ol>
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><b>Background Thinking -</b></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"> <li>1) a 50% loss of parking space in northern/downhill Hamilton Rd</li> <li>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;</li> </ol> <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><b>Measures to Support and Develop -</b></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 <b>double yellow lines</b> on the 'evens' side are <b>broadly acceptable</b> 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><b>For North Hamilton Rd/Down the Hill - numbers from 2 to 104 - Crescent Rd to Wokingham Rd -</b></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] <b>Pavement incursions</b> 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 <b>spaces for passing</b> 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 <u>prior</u> to imposing a well-intentioned but much resented restriction.</p>

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		<p>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.</p>
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>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.</li> </ol> <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>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> <li>3. The resulting overflow from Hamilton Rd will also result in more pressure on parking in Bulmershe Road.</li> <li>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.</li> </ol>
50	Resident, comment	<p>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.</p>
51	Resident, objection	<p>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.</p>
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 Erleigh 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!</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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"> <li>• Safety will not be improved - indeed the roadway and immediate environment will be made more dangerous. Please listen to residents. We know our street!</li> <li>• 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.</li> </ul> <p>I make further objections on the grounds of the negative impacts on</p> <ul style="list-style-type: none"> <li>• The environment</li> <li>• Buildings and Heritage</li> <li>• Community Relations/police costs</li> </ul> <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"> <li>• Increased traffic flow. Hamilton Road will increasingly be used as a rat-run</li> <li>• 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.</li> <li>• Increased danger at the junction of Hamilton Road and Crescent Road. A cyclist was knocked from their bike today Sept 12<sup>th</sup>. Injuries were minor as speed was low. The consequences after this proposal could be far worse.</li> <li>• 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.</li> </ul> <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"> <li>• Residents in Redlands scheme area - those with no permits or unwilling to purchase one</li> <li>• 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.</li> <li>• Hospital workers who will not pay to park in Redlands scheme area</li> <li>• Town workers who take advantage of free unrestricted parking</li> </ul> <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"> <li>• Upper Hamilton Road - Crescent Road to Whiteknights Road may benefit from no waiting along the West Side.</li> <li>• Lower Hamilton Road - Wokingham Road to Crescent Road. The measure is not wanted or appropriate</li> </ul> <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>



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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>

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Peppard Ward Officer Summary:		
<ul style="list-style-type: none"> <li>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.</li> </ul>		
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.

**APPENDIX - REQUESTS FOR WAITING RESTRICTIONS 2017B**

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.

APPENDIX - REQUESTS FOR WAITING RESTRICTIONS 2017B

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.

**APPENDIX - REQUESTS FOR WAITING RESTRICTIONS 2017B**

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.