

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

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

**1. EXECUTIVE SUMMARY**

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

**2. RECOMMENDED ACTION**

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

- 2.4 That the objector be informed of the decision of the Sub-Committee accordingly.
- 2.5 That in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 3 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### **3. POLICY CONTEXT**

- 3.1 To improve road safety and make travel more secure, safe and comfortable for all road users.
- 3.2 The proposals are in line with Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 and current traffic management policies and standards.
- 3.3 Under the 1988 Road Traffic Act, the Highway Authority has a duty to take steps to both reduce and prevent collisions on the road network. In addition under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic.

### **4. BACKGROUND AND RECOMMENDATION**

- 4.1 The West Reading Transport Study was established in June 2015, with the purpose of identifying, defining and prioritising transport schemes within Southcote and the western section of Coley Park. The overriding objective of the study is to take a balanced approach to enhancing the local area and connecting links, through measures that improve accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.
- 4.2 In November 2016 and January 2017, approval was given at the Traffic Management Sub-Committee to carry out a statutory consultation; proposals include the introduction of 20mph zone, waiting restrictions and pedestrian crossing facilities in Southcote and Coley area, a one-way system on Wensley Road and a bus lane on Bath Road.

- 4.3 A further report was submitted to the Sub-Committee in June 2017 to seek approval to carry out a statutory consultation to introduce traffic calming measures within the proposed 20mph zone.
- 4.4 The statutory consultation process took place between 23<sup>rd</sup> August and 12<sup>th</sup> September 2017. Plans of the proposals are shown in Appendix 1.
- 4.5 At the time of writing, the Council has received no comments to the statutory consultation. Details of the responses are attached in Appendix 2.
- 4.6 At the time of writing, it is recommended that that proposal for both Coley and Southcote areas be implemented as advertised.
- 4.7 The Sub-Committee can agree, overrule or modify any objection to a lesser restriction that originally proposed.
- 4.8 It should be noted that implementation of any measures in Coley Park will be subject to funding being made available from the Community Infrastructure Levy (CIL) contribution from the developer of the former DEFRA offices site.

## **5. THE PROPOSAL**

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

## **6. CONTRIBUTION TO STRATEGIC AIMS**

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

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

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

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

## **8. LEGAL IMPLICATIONS**

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

## **9. EQUALITY IMPACT ASSESSMENT**

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

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

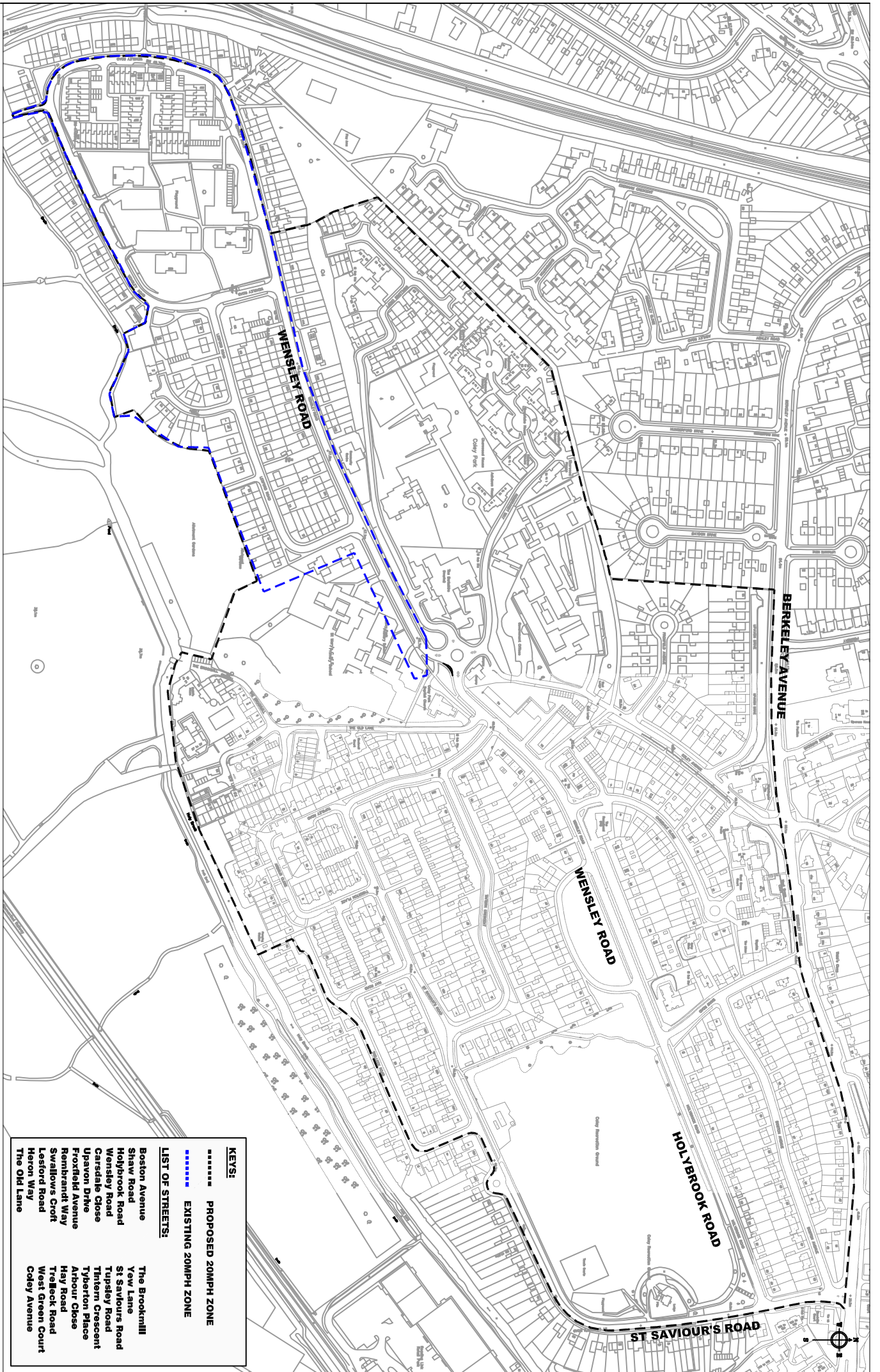
9.2 The Council will carry out an equality impact assessment for transport project proposals in the study area.

## **10. FINANCIAL IMPLICATIONS**

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

## **11. BACKGROUND PAPERS**

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



**KEYS:**

- ..... PROPOSED 20MPH ZONE
- EXISTING 20MPH ZONE

**LIST OF STREETS:**

Boston Avenue	The Brookmill
Shaw Road	Yew Lane
Holybrook Road	St Saviours Road
Wensley Road	Tupsey Road
Carsdale Close	Thorn Crescent
Upavon Drive	Tyebton Place
Frostfield Avenue	Arbour Close
Remberdt Way	Hay Road
Swallows Croft	Trelack Road
Lesford Road	West Green Court
Heron Way	Coley Avenue
The Old Lane	

Project	WEST READING STUDY	
	Drawing	PROPOSED 20mph ZONE
CAD Drawing Location	Scale	N:1'S
	Date	JUL 2017
Drawing no.	Approved	98
	Checked	CM
	Author	NM/WRS/LEGA/001



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

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**Project**  
WEST READING STUDY

**Drawing**  
PROPOSED 20mph ZONE  
SOUTHCOTE

**Scale**  
N.T.S.

**Drawing no.**  
NM/WRS/LEGAL/002

<b>Drawn</b>	JC	<b>Checked</b>	CM
<b>Approved</b>	SB	<b>Date</b>	JUL 2017

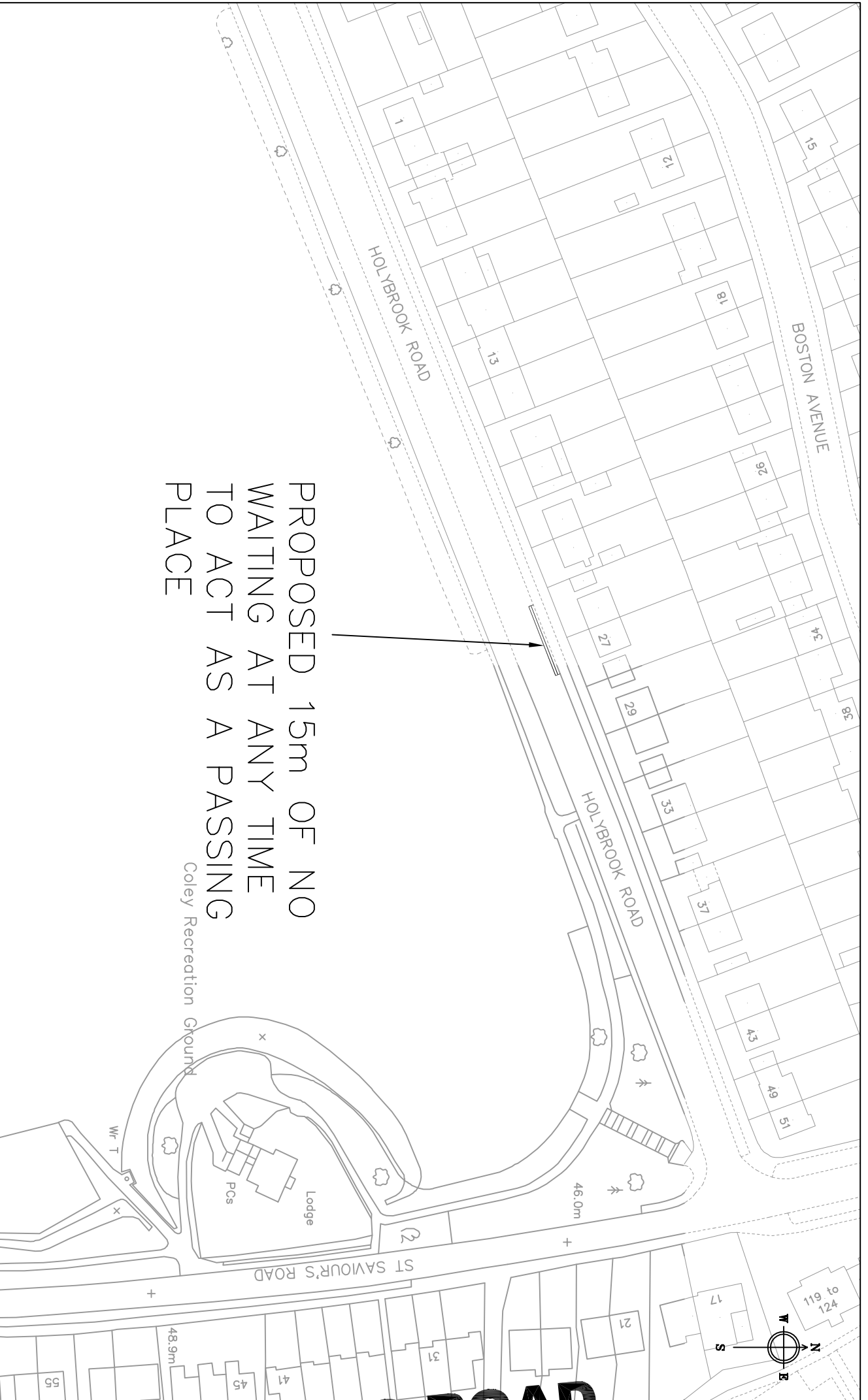


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PROPOSED 15m OF NO  
WAITING AT ANY TIME  
TO ACT AS A PASSING  
PLACE

Coley Recreation Ground



Project

WEST READING STUDY

Scale  
N.T.S

Drawn  
JC

Date

JUL, 17

Checked  
CM

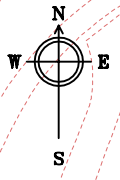
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Drawing

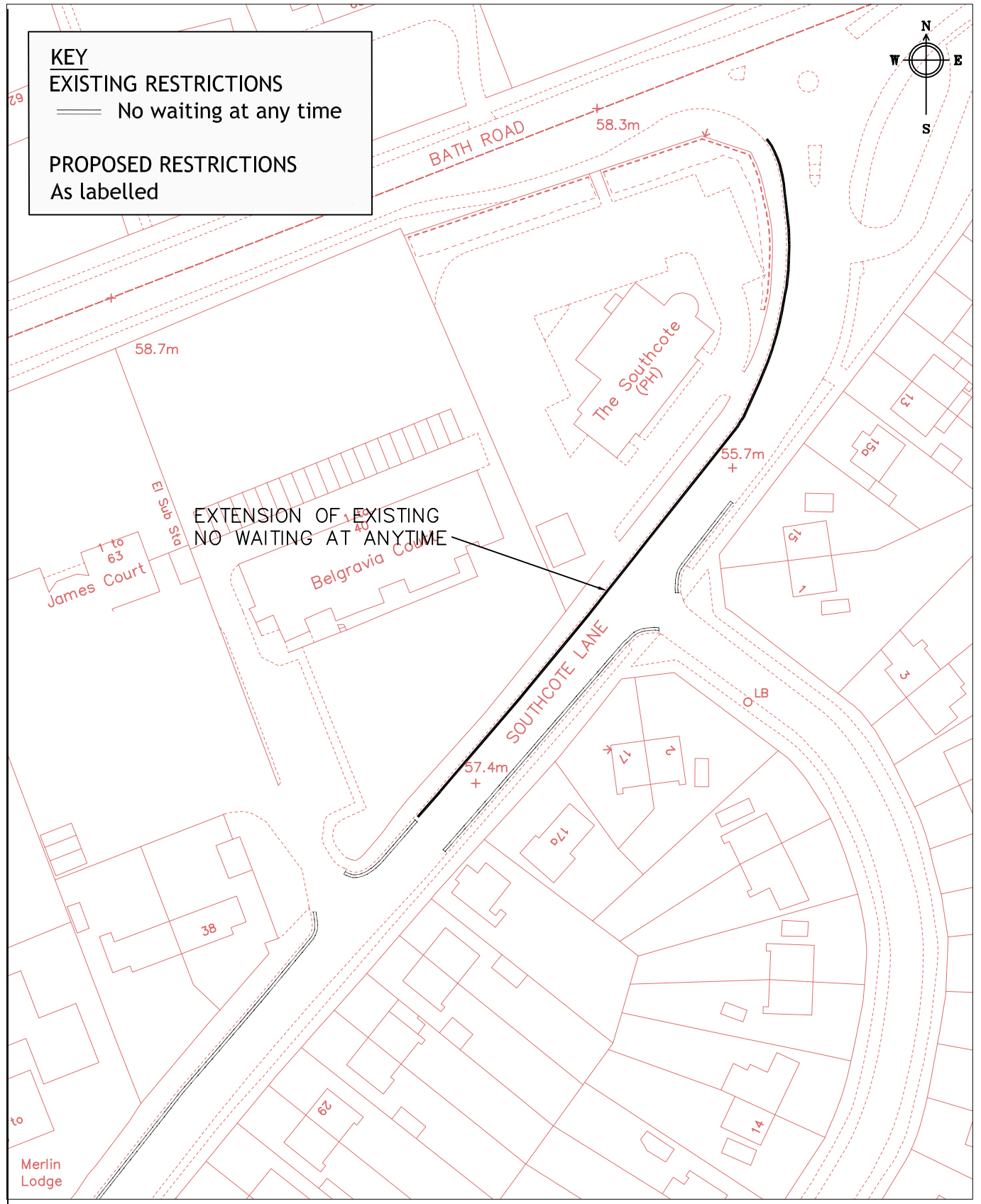
PROPOSED WAITING RESTRICTION  
HOLYBROOK ROAD

Drawing No.


NM/WRS/LEGAL/003



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



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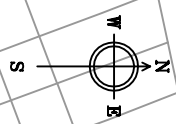

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 Civic Centre, Bridge Street  
 Reading  
 RG1 2LU

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





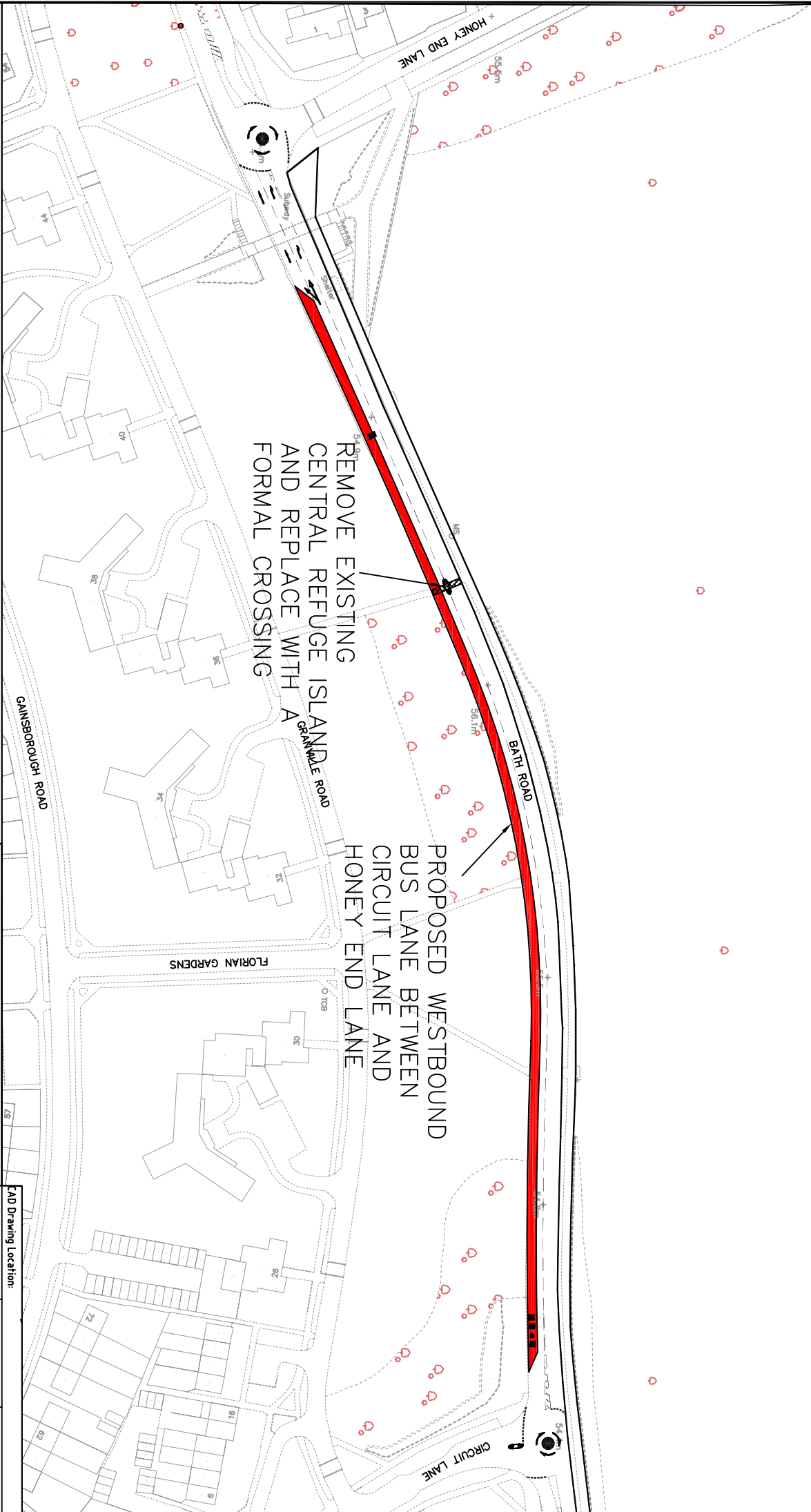
PROPOSED NO  
WAITING AT ANY TIME

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Civic Centre, Bridge Street  
Reading  
RG1 2LU

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



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project

WEST READING STUDY

drawing

PROPOSED BUS LANE, BATH ROAD

CAD Drawing Location:

scale

N.T.S

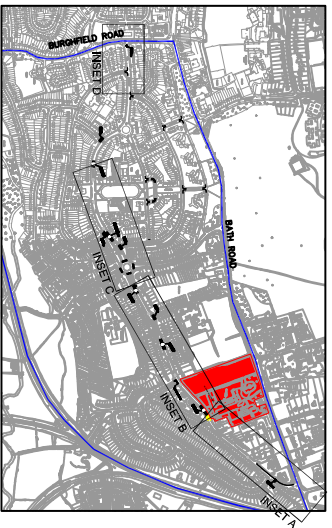
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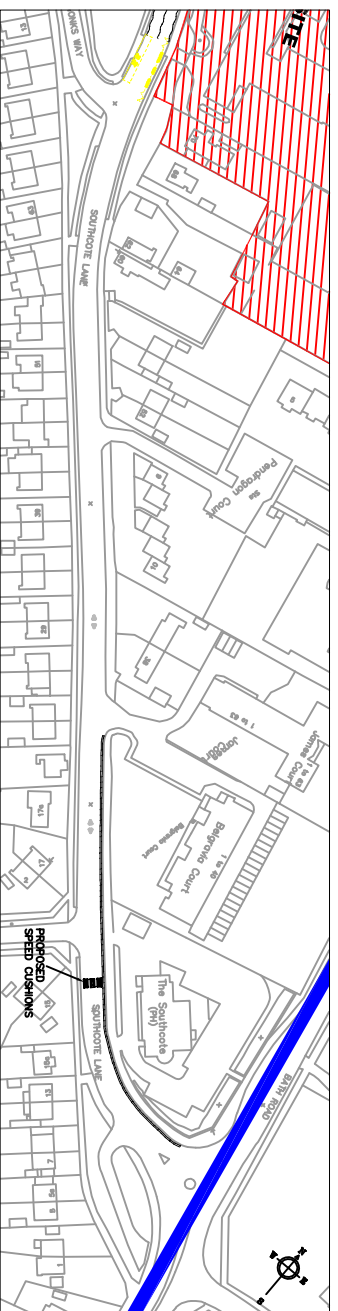
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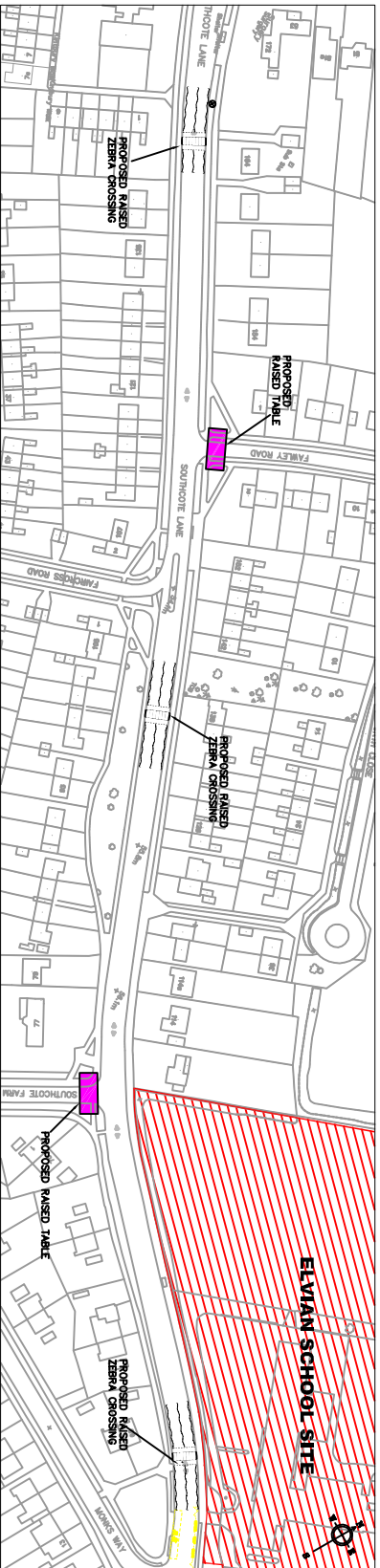
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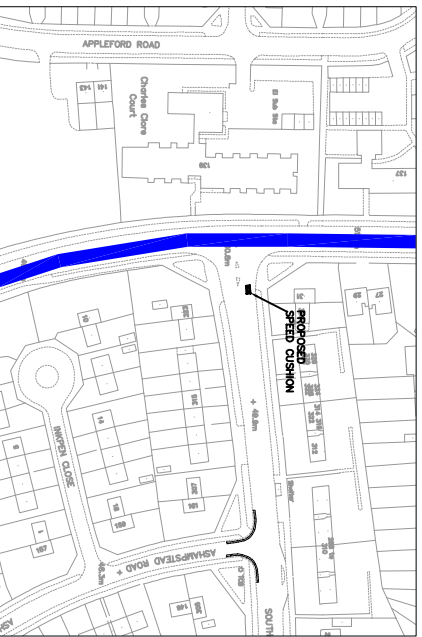
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PROPOSED 20mph ZONE - OUTLINE IN BLUE



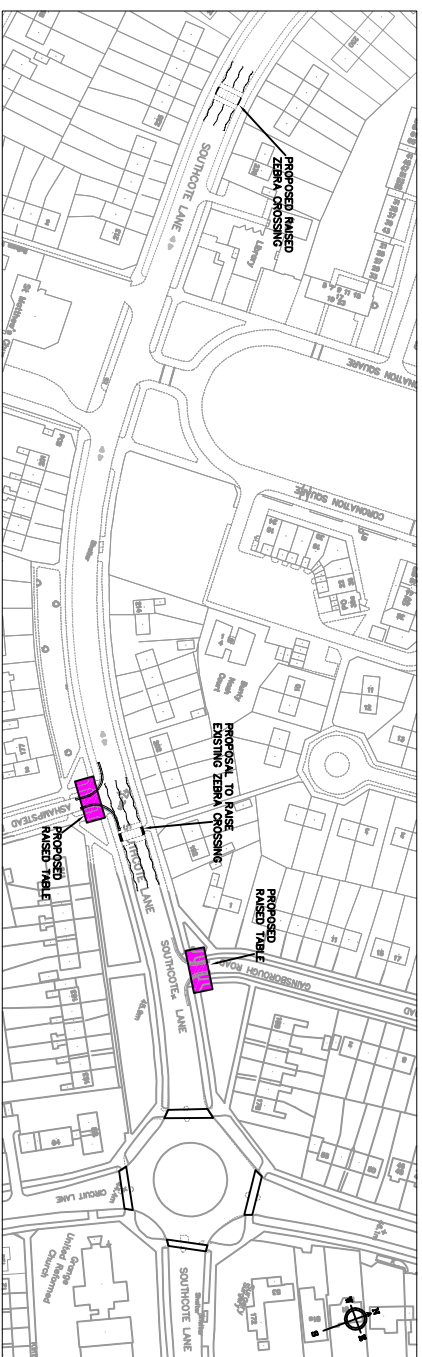
INSET A  
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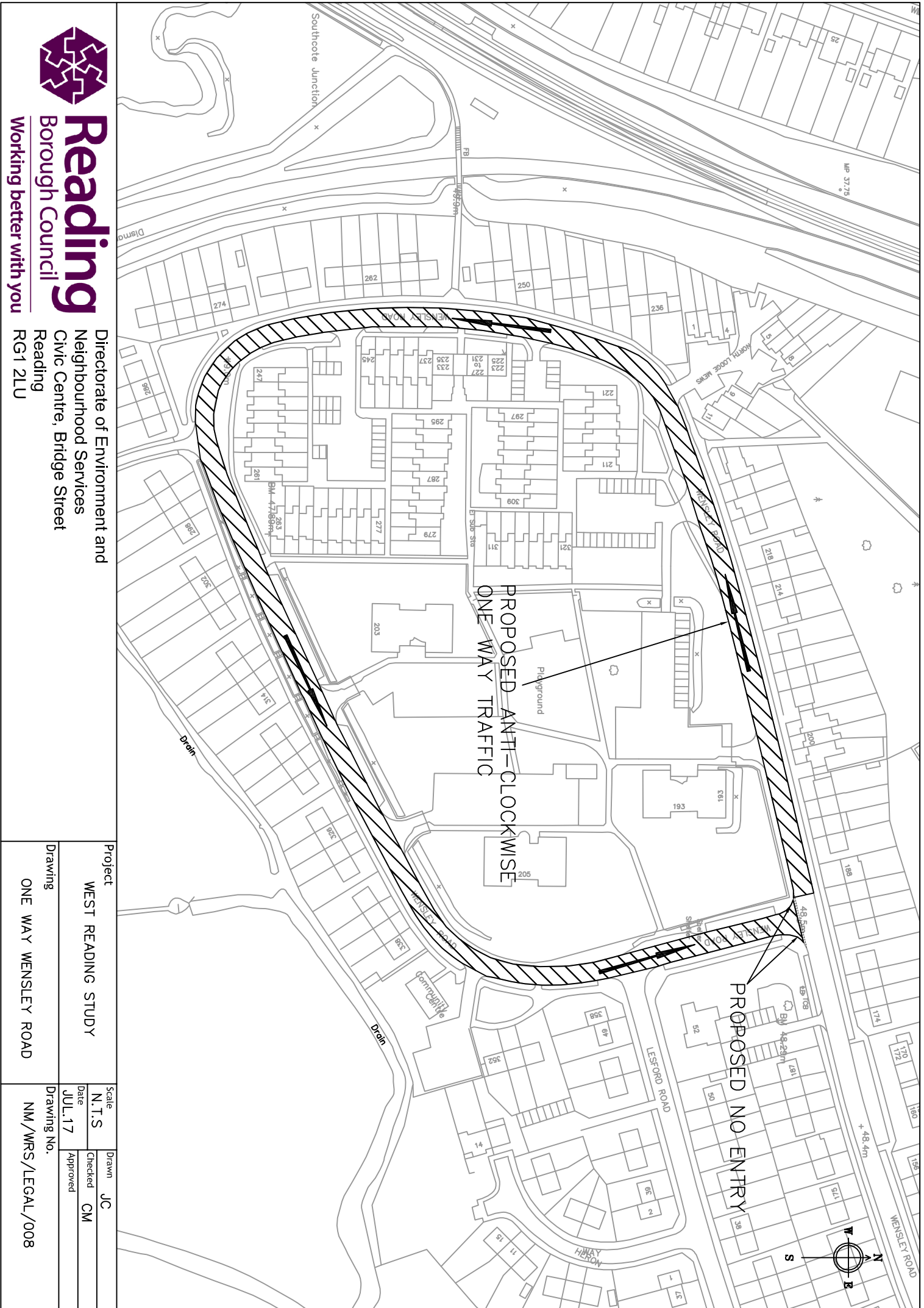
INSET B  
1:10000



INSET D  
1:10000



INSET C  
1:10000



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Project

WEST READING STUDY

Drawing

ONE WAY WENSLEY ROAD

Scale

N.T.S

Drawn JC

Date

JUL. 17

Checked CM

Approved

Drawing No.

NM/WRS/LEGAL/008

## WEST READING STUDY CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATED: 5pm, 12/09/2017

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

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

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

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



Line No.	Originator	Objections/supports/comments received
11	Resident	<p>piecemeal rather than (as you are now doing) the whole of Southcote Lane designed in a co-ordinated way.</p> <p>1. We AGREE WITH THE 20mph proposal WITH THE EXCEPTION* of the through route along Southcote Lane, it is currently 30mph and is safe however there are a number of drivers that ignore the limit and it is those who will continue to speed anyway. I would find it difficult to drive along Southcote Lane at 20mph as i would be concentrating non the speedometer distracting myself from paying proper attention to the road ahead. I find that i drive down there between 20 and 30 mph as the traffic and parked cars don't allow a sensible driver to exceed 30mph. * UNLESS RESTRICTED TO SCHOOL ARRIVAL DEPARTURE TIMES MORNING AND EVENING but note it is impossible to speed at this time of day anyway.</p> <p>2. PROPOSED BUS LANE. This is NOT A GOOD IDEA as not many buses use this road cause longer traffic delays for east bound traffic in the morning rush hour and be a waste of money that could be better spent. A better idea is to widen the road if its possible where the WREN SCHOOL is located to allow parents to drop there children off safely. The FORMAL CROSSING is ok but leave the REFUGE as this would make crossing easier.</p> <p>3. BOSTON AVENUE. This is upto the residents of BOSTON AVE only suggestion is make it one way west to east to stop it being used as a rat run which i have observed.</p> <p>4. ONE WAY WENSLEY ROAD although this does not directly affect us it looks a good proposal and do not understand the objection.</p> <p>5. TRAFFIC CALMING. SPEED CUSHION if it is really necessary is could be incorporated into the existing width restrictor which slows the traffic anyway.</p> <p>THE PROPOSED RAISED CROSSINGS these are a good idea perhaps a refuge island in each would add to the safety.</p> <p>THE PROPOSED RAISED TABLES . These should encompass the COMPLETE JUNCTION and extend across SOUTHCOTE LANE in each position to help calm the traffic.</p> <p>ADD DOUBLE YELLOW LINE AT SOUTHCOTE FARM LANE JUNCTION and extend up the LHS past the shops and around the two sharp bends to Kenilworth avenue.</p> <p>ADD DOUBLE YELLOW LINES to all Junctions along SOUTHCOTE LANE and into the roads as required.</p> <p>OPEN FAWLEY ROAD ONTO A4 BATH ROAD one way only SOUTH to NORTH this would ease traffic in Southcote Lane.</p> <p>SERVICE ROADS There are a few areas where the houses are set back from the road where service roads could be introduced to take residents cars off SOUTHCOTE LANE altogether. Perhaps put unloading bays along Southcote Lane for parents to stop and set their children down safely.</p>

Line No.	Originator	Objections/supports/comments received
		<p>GRASS VERGES in some places turning the grass verges into parking would assist the flow of traffic. This could possibly make it possible to restrict parking to one side of Southcote Lane only.</p> <p>The proposed waiting restrictions outside Beefeater would improve traffic flow and assist buses which sometimes have to go the wrong side the island. this restriction should extend down past Southcote Farm Lane Junction. If the road is wide enough or widened slightly where possible it MIGHT be possible to introduce drop off zone outside the WRENN SCHOOL.</p> <p>PROPOSED SPEED CUSHION JUNCTION BURGHFIELD ROAD this is too near junction to be affective.</p> <p>6. ADDITIONAL</p> <p>MORNING TIME RESTRICTION INTO SOUTH LANE this should be extended to past 9 15am to stop rat running traffic off Bath Road until past RUSH HOUR (local residents should be EXCLUDED from this restriction and extended from the BURGHFIELD ROAD JUNCTION if some form of permit could be introduced for local residents and School traffic. The use of SILCHESTER DRIVE as a morning rat run MUST BE PREVENTED</p> <p>CIRCUIT LANE upto Bath Road Parking along here is a problem the road could be widened to allow parking to one side easily.</p> <p>SOUTHCOTE FARM LANE (DIRT TRACK) this short length should be surfaced as it is public right of way and is used by lots of school children/parents .</p> <p>SOUTHCOTE FARM LANE JUNCTION COWPER WAY JUNCTION</p> <p>The junction with COWPER WAY SHOULD ALSO BE DOUBLE YELLOW LINED as vehicles often park in the junction entrance (an adjacent house runs a business from his property and includes</p>
12	Resident	<p><b>Implementation of 20mph zone (Southcote area)</b></p> <p>How is this going to be enforced? Currently there are speed cameras at each end of Southcote Lane but this does not stop vehicles speeding in between the cameras, or in the other minor roads. Therefore, the implementation of a 20mph zone will not reduce this behaviour without it being enforced.</p> <p>Southcote is a large area and would require more speed cameras and increased police patrols (especially at busy schools times) which I am sure is not feasible by Thames Valley Police.</p> <p><b>Prohibition of vehicles except Buses A4 Bath Road West Bound</b></p> <p>I cannot understand how this is going to help with traffic calming. There are not many buses that travel along the bath Rd, I have lived in Southcote for over 40 years and have never seen a bus in the traffic queue from Circuit Lane to Honey End Lane. The slow moving traffic that currently occurs between these two roads is caused by congestion of traffic further along the Bath Road at Burghfield Rd, Hogarth</p>

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

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

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

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		<p> <input type="checkbox"/> There is likely to be more accidents, involving not only other drivers, but those leaving driveways, pedestrians and domestic pets  <input type="checkbox"/> There will be a negative effect on the 'Cars v Buses' culture, which has steadily been increasing in Reading over the years, due to the Council's bad and poor road management policies.  <input type="checkbox"/> The road will become more dangerous. We currently and always have had a problem with youths riding untaxed and off road motorbikes up and down the road, and in and out of the footpaths, and doing wheelies at high speed along the road. Despite numerous phone calls to Thames Valley Police, who have been unable and unwilling to respond to these complaints and so they have failed to alleviate this problem. As these youths already break the law and get away with it, they will not hesitate to continue this practice the wrong way round the road, hence putting others lives in danger </p> <p>It is also worth pointing out that document CNS/007547 has no mention on the likely impact of parking on Wensley Road if this proposal is carried out, and doesn't address the cause of the problems currently experienced by the lack and need of extra parking.</p> <p>There is no evidence that turning the Wensley Road loop into a one way road would have any positive impact or change on either the running of the buses, road safety or any benefit to local residents. There is also no evidence that the Coley Park bus has increased its customers since the route change in September 2013, as a recent Freedom of Information request by myself asking for the number of fares on this route, the cost of this service to tax payers and other facts about Reading Buses was refused by Reading Borough Council.</p> <p>In these current times of local cuts, austerity, and the Council blaming the Government for lack of and reduced funding, it is rather ironic RBC can find money to waste on projects which appear to have no, or very little positive effect on local residents and Council Tax Payers.</p> <p>If RBC has money available to spend to improve road safety, and make travel more secure and comfortable for all road users, the answer is not to cause more inconvenience by imposing unnecessary one way roads. Can I suggest this money is spent on addressing the actual cause of the current road/bus problems by improving the parking on these narrow roads, which were built 60 years ago, and are no longer fit for purpose for the number of vehicles using them? Reading Borough Council's failure to maintain and upgrade these roads for 21<sup>st</sup> Century use was highlighted in the 'No.11 Bus Route and Parking Survey - December 2013' which was carried out by the office of Alok Sharma MP on behalf of the Wensley Road residents. The proposals put forward in this informative and thorough survey to turn some of the many grass, or should we say 'Mud Verges' into extra parking to alleviate road congestion and to allow the bus access, were completely ignored and rubbished by RBC and turned into a political football and kicked into the long grass at The Traffic Management Sub-Committee Meeting.</p> <p>I would like to suggest that this issue is re-addressed with a more sensible and realistic set of proposals, by a committee which also involves some local residents, who actually have firsthand experience of the current problems, and are able to put forward constructive proposals which take into consideration the needs of residents involved. At the moment, this proposal has the whiff of political gain rather than one to benefit the local residents. For the record, I am more than happy to put myself forward as a member of any Committee so I can bring my ideas to the table.</p>
17	Resident	<p>With regards to the proposed bus lane between Circuit Lane and Honey End lane (Bath Road) I feel that this is not a suitable solution to traffic problems within this area. I fail to see exactly what will be gained by any member of the public whether they be using a bus or car or any other form of transport. If there is a diversion on the M4 and the traffic diverted along the Bath road having a third (bus lane) will do nothing to ease traffic, in fact it could quite easily make travelling along this route more dangerous by token of fact that there could</p>

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

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



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

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

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

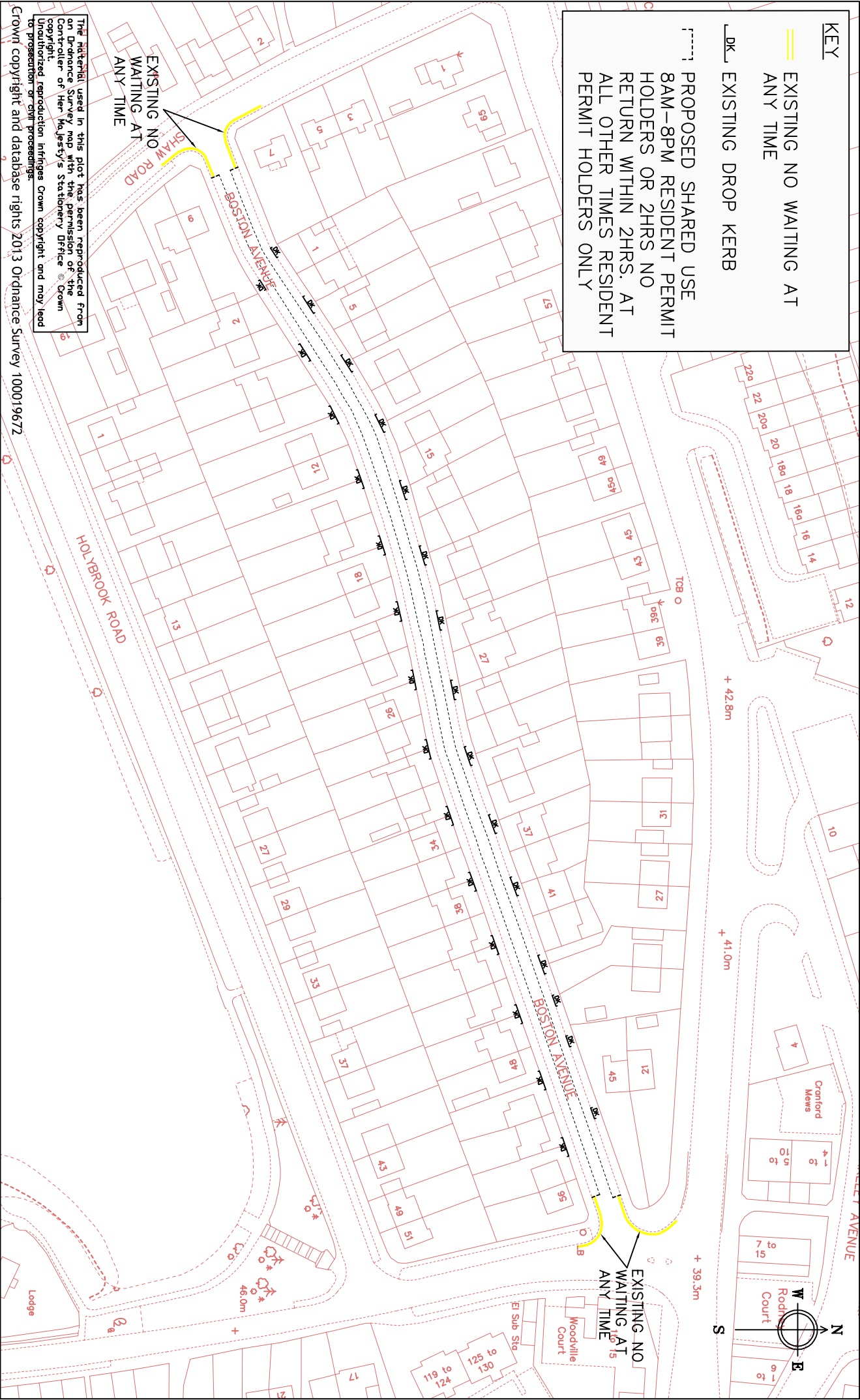
Line No.	Originator	Objections/supports/comments received
		<p>will cause narrow lanes all the time and for very little benefit to bus passengers. Therefore, I object to schedule 1 on the grounds of reasonable balance between car and bus users and expense.</p> <p>Schedules 2 and 3</p> <p>I do not think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

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

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

**KEY**

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



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**Reading**  
 Borough Council  
 Working better with you

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

Project	BOSTON AVENUE	
	Scale	N.T.S.
Drawing	Date	JUN 17
	Drawing No.	APPENDIX 3
Drawn	Checked	Approved
JC	SB	SB