

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	13
TITLE:	RED ROUTE - ROUTE 17		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	TILEHURST, KENTWOOD, BATTLE, ABBAY, REDLANDS, PARK
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1. EXECUTIVE SUMMARY

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

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note this report.

2.2 That the Sub-committee agree to:

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

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

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

2.2.4 That no public enquiry be held into the proposal.

3. POLICY CONTEXT

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

4. THE PROPOSAL

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

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

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

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

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

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

5. CONCLUSION

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

6. CONTRIBUTION TO STRATEGIC AIMS

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

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

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

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

8. LEGAL IMPLICATIONS

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

9. EQUALITY IMPACT ASSESSMENT

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

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

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

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

10. FINANCIAL IMPLICATIONS

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

11. BACKGROUND PAPERS

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

Why do we need a Red Route?

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

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

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

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

How will the Red Route Work?

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

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

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



Working with:



Where can people park or stop?

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

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

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

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

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

Where can you Load/Deliver?

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

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

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

Permits for Special Activities

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

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

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

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

Permit applications will be made to Reading Borough Council.

RED ROUTE - READING

Red Route proposal for bus route 17

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

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

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

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

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

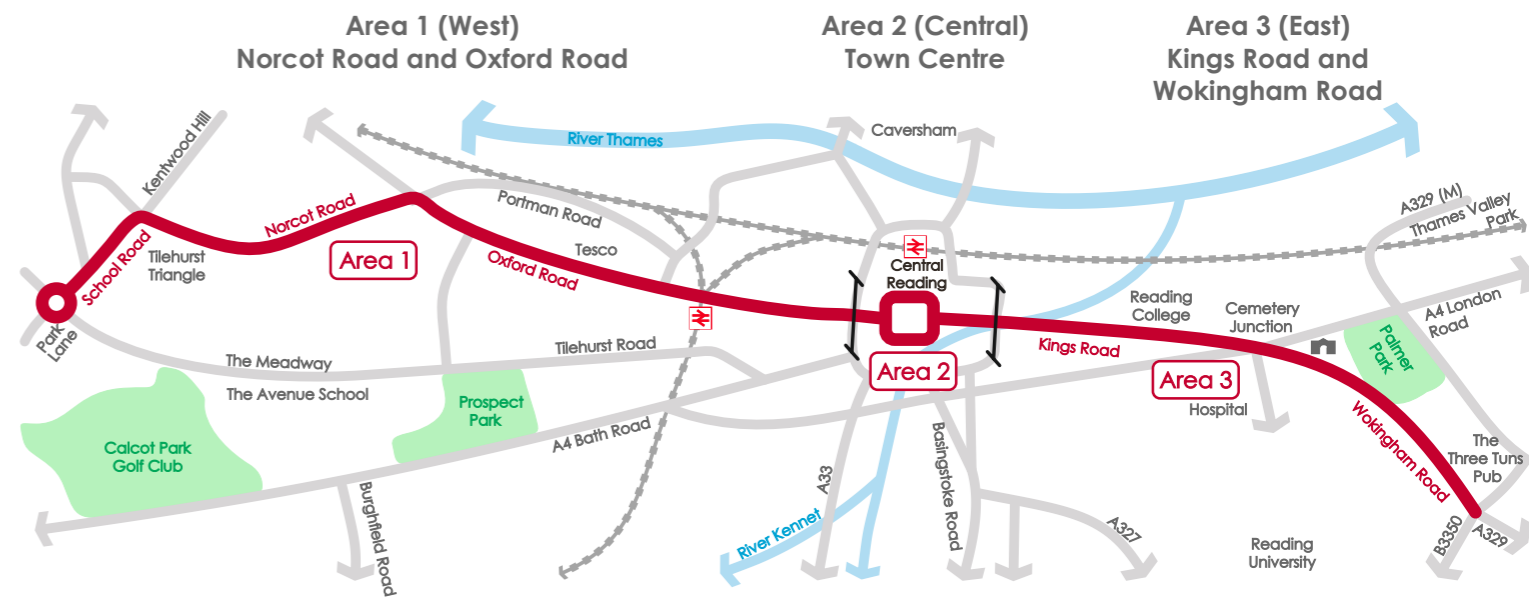


Informal Consultation

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

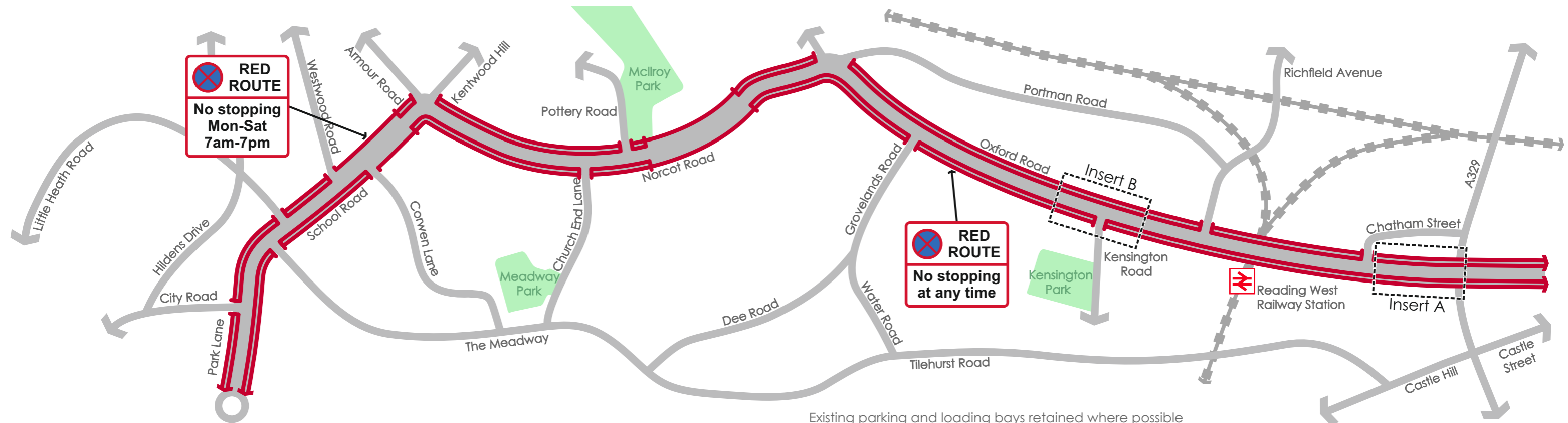
Due the length of the 'purple' 17 bus route – which is the longest bus route serving Reading - the Council is presenting the proposal in three separate sections. This is to make it easier for residents and businesses to identify and to consider local issues in their areas. The three sections are marked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

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



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

RED ROUTE - AREA 1 WEST READING



Existing parking and loading bays retained where possible

Area 1 – Western Corridor – Norcot Road and Oxford Road

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

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

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

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

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

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

Have Your Say

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

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

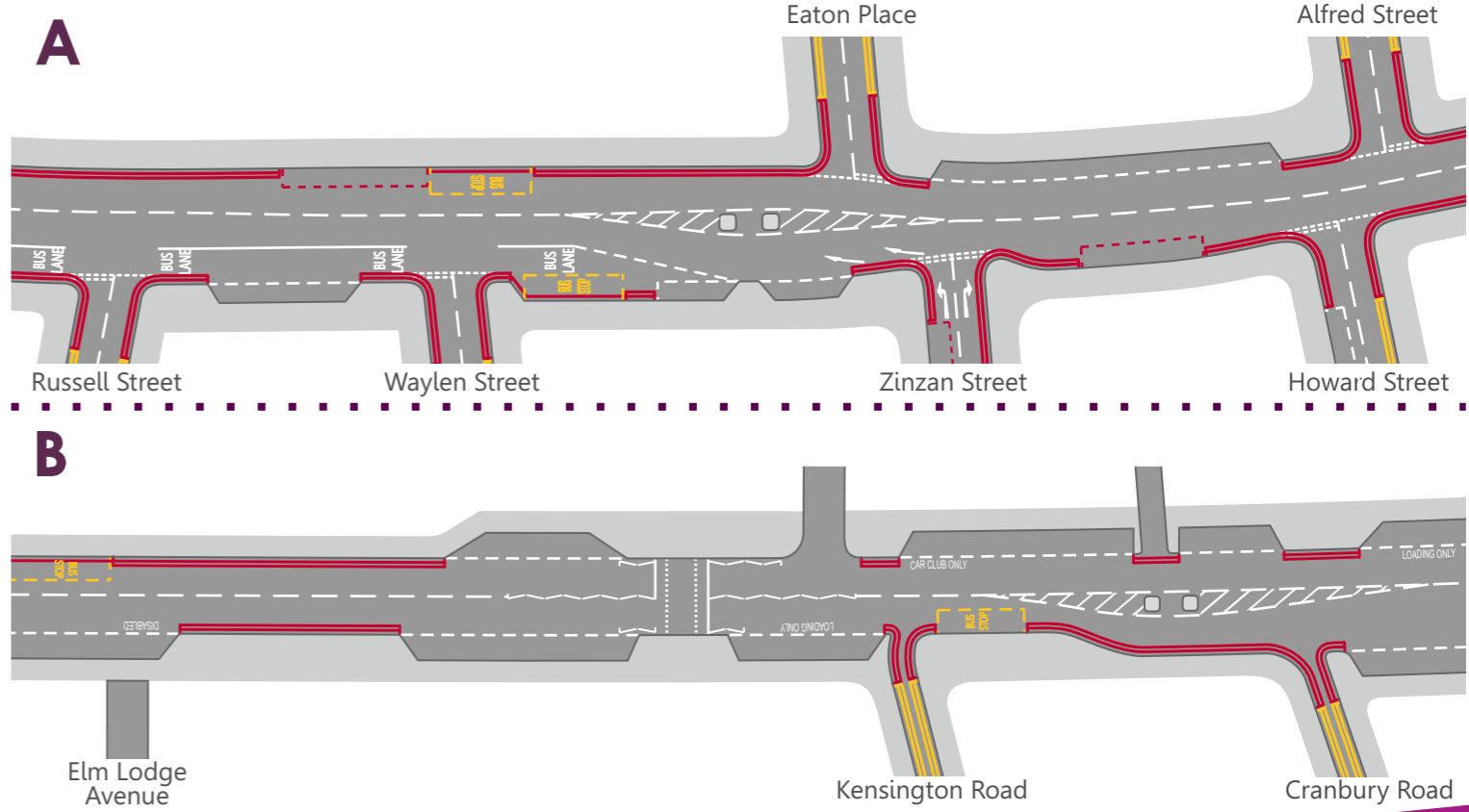
- Battle Library - Tuesday 20th June
- Tilehurst Library - Thursday 22nd June
- Palmer Park Library - Tuesday 27th June
- Civic Centre - Tuesday 4th July

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

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

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

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



Working with:



	Written comments on the proposals,
1	<p>I am opposed to the No Stopping Restrictions on School Road for the following reasons:</p> <ol style="list-style-type: none"> 1. Parking is not currently an issue in the area, 2. It will make access to my property/movement of 2+ vehicles in & out of the driveway extremely difficult with the potential of prosecution highly likely, 3. Creates an issue for elderly neighbours when being collected/dropped off by relatives/taxis for shopping/doctor appointment, 4. Waste of government funding that could be used more effectively combatting anti-social behaviour e.g. quad bikers/moped racing through the area.
2	<p>I am totally unconvinced that making this route a "red route" is cost effective or necessary, and I don't consider this an 'improvement'. The majority of the route is double yellow lined which, at least, on the outer boundaries is unpoliced, and the central section is buses only anyway. The loss of parking, I feel, would be the 'killing' of the small shops and businesses along the routes. I do not feel the cost of implementation, basically changing yellow lines to red is justified. Better policing of existing regulation would be better. I also have no faith that this 'consultation' will be taken into consideration, and the usual Council 'think of calling it a 'trial', knowing full well there is no intention of it being removed - successful or not! I cannot see that questions 8 & 9 are relevant for this survey.</p>
3	<p>Double yellows along the Norcot Road, School Road and Park Lane routes, work well in the prevention of parking in inappropriate places. Living on the proposed route, I feel the main cause for delay to buses is the volume of traffic at peak times and buses themselves stopping the flow (bus stops opposite each other). Travelling these routes on a regular basis I am bewildered as to how this decision was made. I requested the date/evidence at the Tilehurst library consultation but have not received no such information. With all most no traffic overnight why is this a 24/7 red route?</p>
4	<p>We live on Norcot Road and park on the drive. When I, our daughter and visitors park on the drive we reverse out on to the drive following the guidance in the highway code and so I can manoeuvre into the garage. When reversing I have to first stop on the road and wait for cars, buses and pedestrians to pass so that I can reverse and turn safely. This can take a minute or two. I'm worried that I'm going to be repeatedly fined for staying on what will be red lines. If 'caught' by a camera van, then they won't be around long enough to see me reverse and made an allowance. Why should we live with the fear of prosecution and inconvenience of appealing over and over again? Also how are we going to get deliveries of large items when we do not know the reg of the lorry to apply for a permit? Your proposal is going to inconvenience many for minimal benefit to bus times.</p>
5	<p>The proposals, for area 1 at least, are excessive and disproportionate to the perceived problem. Buses are very rarely delayed in Tilehurst due to parking on the road. To put in a 24x7 no stopping ban with cameras issuing PCNS is completely unnecessary and will cause for greater inconvenience to residents than benefits to bus users. We have many deliveries - it will be impractical for every courier to get a penalty. There are already double yellow lines in certain parts - these should be sufficient but rarely seem to be enforced. Similarly, to increase the parking restrictions to 7-7 is excessive. Even the current 8-6.30 is too long. The area is only really busy at peak times in the mornings, school run and evening rush hours and then for only about half an hour each time. Any delays are that to do with the phasing of the traffic lights at school road/Kentwood hill NOT parking/stopping on the road. To encourage more people to use the bus, reduce the fares. Don't waste our money on this scheme and annoy and inconvenience residents. I hope the Council will see sense and abandon this!</p>
6	<p>This ill-considered scheme will have no benefit in Tilehurst. I work from home in Tilehurst on school road. My office window looks out onto the 17 route and at no stage have I seen a delay to traffic flow that would be eased by a Red Route. Frankly, I am astounded that the Council are wasting time and money on this. It shows a complete lack of understanding of traffic issues in Tilehurst. I cannot remember the last time the 17 bus was not on time at the Tilehurst library stop heading into town - even in the peak rush hour. This proposal will just cause significant disruption to local residents, at significant cost and with zero benefit.</p>
7	<p>I object very strongly to these proposals especially in Tilehurst. There is virtually no congestion</p>

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

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

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

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

Provisional Red Route Programme (Aug 2017)																																					
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Route 1	Consultation																																				
West	TRO's																																				
	Detail Design																																				
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