

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	6
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2017 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2018 (A)		
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1. EXECUTIVE SUMMARY

- 1.1 To inform the sub-committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2017B. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough, and it is for Members to conclude the outcome of the proposal.
- 1.2 To provide members of the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since September 2017.
- 1.3 To recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are informed of the results of these investigations and the Officer recommendations. A further report will be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the recommended schemes.
- 1.4 APPENDIX 1 - Summary of letters of support and objections received to the 2017B proposals. This appendix will be reported as soon as practicable, following the end of the statutory consultation on 1st March 2018.

APPENDIX 2 - Requests for waiting restrictions review programme 2018A.

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That objections noted in Appendix 1 are considered with an appropriate recommendation to either implement, amend or reject the proposals.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee accordingly.
- 2.5 That the requests made for waiting restrictions as shown in Appendix 2 be noted and that officers investigate each request and share their recommendations with Ward Members.
- 2.4 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the recommended schemes for the 2018A programme.

3. POLICY CONTEXT

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

4. THE PROPOSAL

Objections to Traffic Regulation Order - 2017B

- 4.1 Approval was given by the Sub-Committee in September 2017 to carry out investigations at various locations, in relation to waiting restriction requests, made by councillors and residents.
- 4.2 Investigations were carried out and a recommendation for each scheme was shared with ward councillors in December 2017 for their comments.
- 4.3 A further report went to the Sub-Committee in January 2018 seeking approval to carry out statutory consultation for these recommended schemes. The statutory consultation took place between 8th February 2018 and 1st March 2018. The objections, support and other comments received for the proposals are contained in Appendix 1.

- 4.4 The Sub-committee can agree, overrule or modify any proposal that has received objections, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order. Where there is agreement to an objection the recommendation shall be to remove the proposal from the programme. Where an objection is overruled, the proposal will be to introduce the proposal as advertised and where the proposal is modified, this shall be noted and the proposal introduced accordingly.

Bi-annual waiting restriction review - 2018A

- 4.5 It is recommended that the list of issues raised for the 2018A review, as shown in Appendix 2, is fully investigated and that Ward Members be provided with the results of these investigations and the Officer recommendations. This part of the waiting restriction review enables Ward Councillors to undertake informal consultations, which ensures any new restrictions have the support of residents and are reflective of what the community has requested, prior to the commencement of statutory consultation. This may mean that requests may be amended or removed if they are not considered appropriate or have no Councillor/resident support. They are then subsequently removed from the list and no further action taken.
- 4.6 For requests that are approved to be taken forward to statutory consultation, a further report will be submitted to the Traffic Management Sub Committee, seeking approval to carry out statutory consultation with accompanying drawings of the recommended schemes.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:
- Providing the infrastructure to support the economy.
 - Keeping the town clean, safe, green and active.
 - Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 That persons requesting waiting restrictions be informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 6.2 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 The Council has carried out a equality impact assessment scoping exercise for the recommended schemes and considers that the proposals do not have a direct impact on any groups with protected characteristics.

9. FINANCIAL IMPLICATIONS

9.1 The works are intended to be funded from within existing transport budgets. Officers will seek external funding for schemes - from developer contributions, for example - if this funding is available.

10. BACKGROUND PAPERS

10.1 Bi-Annual Waiting Restriction Review - 2017B Statutory Consultation (Traffic Management Sub-Committee, January 2018).

10.2 Waiting Restriction Review - Requests for Waiting Restriction Review 2017(B) (Traffic Management Sub-Committee, September 2017).

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2018A

Ward	Street	Requested By	Summary of Request
Abbey	Fobney Street	Officer	Convert the double yellow lines on the south side to a full time loading ban.
Abbey	Fobney Street	Resident	Parking on Fobney Street by the junction with Swan Place causes issues when vehicles are attempting to drive into Swan Place or vice versa. Request to review the parking at this junction.
Abbey	Oxford Road	Officer/ Councillor	Convert the temporary taxi rest-rank in place outside of Tesco (near it's junction with Cheapside) to a permanent taxi rest-rank.
Abbey	Kenavon Drive	Developer	Developer contributions for the implementation of waiting restrictions as part of the development.
Battle	Bridgewater Close	Business	Request to review the parking on the roundabout and near the entrances to the businesses in the area. Customers visiting the Red Kangaroo site often park on the roundabout and block access to the entrances to the businesses on this road.
Caversham	Chester Street	Business/ Officer	Review the single yellow line restriction on the south side near the junction with Prospect Street. Request to install a loading bay.
Caversham	Marsack Street	Business	Request to install double yellow lines on the junction with South View Park (up to the public highway boundary) as cars parking too close to the junction are causing a blind spot.
Caversham	Priory Avenue	Business Manager/ Residents	Request to review the single yellow line restriction outside the entrance to Priory Court. Concern that visibility of and for pedestrians is seriously reduced when vehicles are parked on the single yellow line; some residents have requested for this to be converted to a double yellow line.
Caversham	St Johns Road	Residents	Request from multiple residents to extend the double yellow lines at the junctions with Gosbrook Road, Montague Street and South View Avenue due to restricted visibility at these junctions.
Caversham	Westfield Road	Resident	Request to convert the single yellow line restriction on the west side of the road to double yellow lines, as vehicles parked here block access to residents' driveways.
Caversham/ Thames	Hemdean Road	Resident	Request to install double yellow yellows on the eastern side of Hemdean Road from its junction with Hemdean Hill up to its junction with Rotherfield Way. Vehicles park on both sides of the road, reducing the visibility of the road ahead and causing traffic flow issues.
Caversham/ Thames	The Mount	Resident	Resident raised concerns regarding the level of parking along this section, causing difficulty for traffic flow, particularly for buses.

Ward	Street	Requested By	Summary of Request
Church	Northcourt Avenue	Councillor	Request to install a doctor's parking bay outside the surgery.
Katesgrove	Elgar Road South	Business	Request to install double yellow lines either side of the entrance to VGL (no. 268), in order to increase visibility.
Katesgrove	Milman Road	Councillor	Request to install double yellow lines around the turning head area.
Katesgrove	Silver Street	Officer	Convert existing unrestricted parking bay outside of Brown Signs company to a residents permit only bay.
Katesgrove/ Whitley	Long Barn Lane	Resident	Request to install limited waiting bays on the north side of the road outside Long Barn Lane recreational ground, to prevent overnight and non-resident parking. Request to install double yellow lines to protect access to the bottle banks.
Kentwood	Armour Road	Councillor	Request to extend the double yellow lines at the junction with Wardle Avenue up to 70 Armour Road.
Kentwood	Bradshaw Road	Resident	Request to install double yellow lines at the junction with Lyndhurst Road due to cars parking too close to the junction.
Kentwood	Lyndhurst Road	Councillor	Request to implement a verge and footway parking ban on Lyndhurst Road.
Kentwood	Overdown Road	Resident via Councillor	Request to extend the single yellow line restriction from the junction with Elsley Road to the junction with Brooksby Road.
Kentwood	Rodway Road	Resident	Request for double yellow lines to be installed at both of the junctions with Vale Crescent.
Kentwood	Rydal Avenue	Resident	Request to review the parking outside 2 Rydal Avenue, in order to prevent commercial vehicles from parking at this location.
Minster	Carsdale Close / West Green Court	Councillor	Residents have reported parking problems along the road, in particular, parking on the roundabout, causing obstructions. It is suspected that some of these problems relate to health worker parking.
Minster	Lower Field Road	Resident	Request for the permit bay to be amended outside the entrance to Opal Court, in order to ensure vehicular access for residents in to and out of the Court.
Minster	Southcote Road	Resident	Request to extend the double yellow lines at the junction with Bath Road up to the existing double yellow lines on the east side and up to Carmelite Drive on the west side. Resident is concerned that parked vehicles cause issues for traffic flow.

Ward	Street	Requested By	Summary of Request
Norcot	Severn Way	Resident	[Officer recommendation: Remove from review programme - These restrictions were implemented due to safety concerns surrounding emergency service vehicle obstruction and Officers do not recommend a reduction of this restriction]. Request to review the double yellow lines around the roundabout. Resident is concerned of the distance she now has to walk from her car to her flat (due to health issues) since the restrictions were implemented.
Park	Cumberland Road	Emergency services	Concern that parking on both sides of the road is causing accessibility issues for emergency services.
Park	Cumberland Road	Resident	Request to install double yellow lines at the entrance to the gate of the garages.
Peppard	Cedar Wood Crescent	Resident	Request to install double yellow lines around the junction with Peppard Road.
Peppard	Galsworthy Drive	Resident	Request to install double yellow lines on the bend of the road (opposite no. 142) as vehicles parked here block visibility of oncoming traffic.
Peppard	Lowfield Road	Residents	Request for double yellow lines to be installed on the bends of Lowfield Road between Galsworthy Drive and Lowfield Green to deter dangerous parking.
Peppard	Peppard Road	Resident	Complaint of illegal parking on Peppard Road outside Budgens.
Peppard/Thames	Surley Row	Resident	Request for either a single yellow line or double yellow line restriction to be installed on the section of the road outside 114-118 Surley Row. Vehicles parked here have to park very close to residents' driveways because the road is very narrow, blocking visibility and damaging residents' fences.
Redlands	Various	Councillor	To consider proposals put to Councillors for alterations to the P&D restrictions. Initially, to consider areas where the P&D element of the shared-use RPP restriction could be extended beyond 8pm and the maximum stay period extended to 3+ hours. The proposals were primarily for Erleigh Road, although consideration could be made for other areas that may benefit from these changes.
Redlands	Hexham Road	Councillors/ Officer	Request to install double yellow lines at the entrance to around the garaging area to allow access to the garages for residents.
Southcote	Inglewood Court	Councillor	Request for double yellow lines opposite the block of flats no.86-97.

Ward	Street	Requested By	Summary of Request
Southcote	Liebenrood Road	Resident	Request for double yellow lines to be installed opposite it's junction with Penroath Avenue. When vehicles are parked here it creates accessibility issues for those wishing to enter or leave Penroath Avenue.
Southcote	Southcote Farm Lane	Councillor/ Residents	Requests to review the parking at the junction with Southcote Lane. Concerns from residents of dangerous parking during school drop off and pick up times, including blocking residents' driveways.
Thames	Chiltern Road	Business	Request for a loading bay to be installed, or to remove the full time loading ban from the existing double yellow line restriction at the junction with Henley Road, in order to provide loading places for business deliveries.
Thames	Albert Road	Resident via Councillor	Request to extend the existing double yellow lines to protect the sharp corner at its junction with The Mount.
Thames	Brill Close	Resident	Request for double yellow lines to be installed at the junction with Hemdean Road, as vehicles parked at this location act as a blind spot for motorists.
Thames	Dovedale Close	Resident via Councillor	Request for double yellow lines to be installed at the junction with The Mount, and at the end of the road by the turning head to prevent driveway blocking.
Thames	Harrogate Road	Resident	Request for double yellow lines to be installed at the junction with Woodcote Road to improve visibility.
Thames	St Peter's Avenue	Resident via Councillor	Request to review the parking on St Peter's Avenue as it is parked up during the day with commuters.
Tilehurst	Routh Lane	Councillor	Request to carry over from 2017B - removed due to lack of feedback from ward Councillors. Request to consider waiting restrictions by the lockable bollards, to allow access for emergency vehicles and allow sufficient room for refuse vehicles to turn around.
Tilehurst	Elvaston Way	Councillor	Request to carry over from 2017B - removed due to lack of feedback from ward Councillors. Request to consider waiting restrictions at the junction with Savernake Close.
Tilehurst	Corwen Road	Councillor	Request to carry over from 2017B - removed due to lack of feedback from ward Councillors. Request to increase the limited waiting time in the limited waiting bay from 30 minutes to 60 minutes.
Tilehurst	Thicket Road	Councillor	Request to carry over from 2017B - removed due to lack of feedback from ward Councillors. Request to review the parking around and opposite the junction with Bramble Crescent.
Tilehurst	Berkshire Drive	Resident	Request for double yellow lines to be installed at the junction with Park Lane, as vehicles are parking too close to the junction.

Ward	Street	Requested By	Summary of Request
Tilehurst	Atherton Close	Resident	Request for double yellow lines to be installed opposite 1 Atherton Close, as cars parked at this location cause an obstruction when resident attempts to manoeuvre out of their driveway.
Tilehurst	Combe Road	Resident	Request for double yellow lines to be installed at every junction of Combe Road.
Tilehurst	Bromley Walk	Resident	Request for double yellow lines to be installed in the garaging area of 17 & 21 Bromley Walk and 50-54 Elvaston Way.
Tilehurst	Dunsfold Road	Officer	Request to remove the existing double yellow lines, as the access to The Meadway Sports Centre has been relocated and the double yellow lines are no longer required. This would also provide extra parking for staff and visitors to The Avenue Centre.
Tilehurst	Royston Close	Resident	Request to review the parking in Royston Close, especially around the junction with Warnford Road as vehicles are parked inconsiderately.
Tilehurst/Norcot	Dee Road/Taff Way	Resident	Request to review the parking at the junction of Taff Way and Dee Road. Resident is concerned about the dangerous parking that takes place during school drop off and pick up times.
Whitley	Swallowfield Drive	Resident via Councillor	Request to install double yellow lines at its junction with Whitley Wood Road, and investigate the other junctions of Swallowfield Drive.
Whitley	Copenhagen Close	Resident	Request to install double yellow lines at the end of the road to protect the access to the entrances to the off-street parking spaces.
Whitley	Falmouth Road	Resident	Request to install double yellow lines at the junction with Whitley Wood Lane, as vehicles parked on the junction cause a blind spot for motorists.
Whitley	Spencer Road	Resident	Request to install double yellow lines between 17 - 25 Spencer Road, in order to prevent dangerous parking on the bend of the road.
Whitley	Blandford Road/ Exbourne Road	Officer	Request to install double yellow lines at the junction, in order to deter inconsiderate parking during school drop off and pick up times.

WAITING RESTRICTION REVIEW 2017B - OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 02/03/2018

Scheme	Objections/supports/comments received.
<p>AB1_Denbeigh Place</p> <p>1) Objection</p>	<p>1) I would like to object to the proposed parking restrictions in Denbeigh Place. I have lived here since the houses were built [REDACTED] and have never had any issue with cars parked at the junction, and I drive in and out a lot. We have a lot of large lorries delivering, and have had 2 occasions for Fire Engines to get into the road, and there have never been any problems. Living close to town and having unrestricted parking is a dream, and something I really value. I feel very anxious at the possibility that this would be taken away from us.</p> <p>You may not know my road, but there are not really many places to park in the proposed scheme. Mostly the proposal would suggest parking right across people's driveways. There are also a couple of slots, but they are right in front of people's houses, and I'm sure they would then complain and those would be taken away leaving nowhere at all. It is really convenient if we have workmen, or guests. I'm not sure where we would be able to park in future if someone was here for the day and there are either no spaces or we have gone out so would not be able to move from one place in the street to another. All the surrounding roads are permit holders only.</p> <p>I am attaching some photos so that you can see that a) there is not really anyone parked in the street and b) that any proposed parking does not work due to driveways.</p> <p>I am objecting to the proposal for the following reasons:</p> <ul style="list-style-type: none"> - I love living in an unrestricted parking road - The proposals really do not leave enough spaces for parking - There is not an issue with current parking - If we have guests for the day and wish to go out over the 11 - 1 period, there will be nowhere for them to park - All the surrounding roads are permit holders only, so we have no other option for parking

<p>2) Objection and support</p> <p>3) Objection</p>	<ul style="list-style-type: none"> - Any workmen that we have to do work on the properties will not be able to park in the road - Quality of life <p>Obviously someone does have an issue with this, and it may make them feel as anxious about having the parking as I do about having the freedom removed, so I would request that either of the following could be considered as a compromise to both sides:</p> <ul style="list-style-type: none"> - Keep the parking at the junction on one side only (the left hand side by the hedge) and take away the parking on the far side and the right hand side for the proposed 12m - that would keep at least 3 spaces for parking there but take away concerns that there is too much, and do not go ahead with the other parking restrictions. - Tarmac the pavements (they are currently grass) to enable people to park but keep off the road more (it may also require the giant hedge to be cut back) and do not go ahead with the other parking restrictions. No one can walk on these pavements anyway. <p>2) With reference to the above proposal to introduce new parking restrictions in Denbeigh Place; I would like to say that I only support introducing any restriction, at what appears to be described as the "Central junction". This has so far to my understanding been the only real area where none local parking has caused obstructions, and been a nuisance. This has been reduced to a great extent on the SW and NW sides by the introduction of large stones and posts on the kerb sides. The NE/SE side still experiences a no. of vehicles parking, and causing obstructions. I do not support any of the other parking restrictions proposed in front of a no. of the existing properties, as this is seldom an issue, and those parking in these places tend to be people visiting residents in those properties. In order to maintain the ease of visiting for the residents, any restriction here I find is counter productive, and will only impact the wellbeing of residents.</p> <p>3) I would like to object to the proposed waiting restrictions at Denbeigh Place (Waiting Restrictions Review 2017 B) Order 2018 Abbey Ward. The basis for my objection is that the residence have not been sufficient engaged, or had the opportunity to discuss the plans.</p> <ul style="list-style-type: none"> - We were asked for our opinion about the scheme, but have had no feedback nor had the opportunity to discuss the plans or any of our comments.
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<p>3) Objection</p>	<p>our safety in using the road, exiting and entering our drives, and carrying out maintenance to our front gardens and their perimeters.</p> <p>3) The unrestricted parking outside St Patrick's Hall is not a problem, it allows traffic flow and partially compensates for the lack of on-site parking at the university halls adjacent to Northcourt Avenue and should not be changed. Extra parking for those visiting the Health Centre in Northcourt Avenue would be provided by parking restrictions between the entrance to Sherfield Hall and Wellington Avenue. If anything the parking for the Health centre and traffic flow would be served better by having no parking on weekdays on the western side of Northcourt Avenue between Sherfield Hall entrance and Wellington Avenue and a 2-hour restriction on the Eastern side.</p> <p>From Wellington Avenue southwards the proposed restrictions are unnecessary as parking acts as a very effective traffic calming measure and prevents the Avenue from becoming a Shinfield Road bypass. The only problem at present is inconsiderate parking that occasionally interferes with access to and from residences, and which the present proposals do nothing to address.</p>
<p>4) Objection</p>	<p>4) I am writing to object to the proposals outlined in CMS/008671, specifically Drawing No. WRR2017B/CH2, on the grounds that:</p> <ul style="list-style-type: none"> - The introduction of a "2hr limited waiting bay area (Monday - Saturday 8am-6.30pm)" from a point 5m southeast of the entrance to St Patrick's Hall to a point 15m northwest of the entrance to Sherfield Hall, only serves the purpose of displacing parked vehicles from the immediate vicinity of the University halls of residence to the remainder of Northcourt Avenue between Sherfield Hall and Cressingham Road; that is to say, it does nothing to solve the problems being experienced by residents on a daily basis during university term time. - Furthermore, the highly limited restrictions of 11am-12pm (Southwest and West side) and 12-1pm (Northeast and East side) for the other areas along Northcourt Avenue are wholly inadequate to prevent students from still parking in the area - particularly as the period coincides with the lunch hour. In theory a vehicle could be parked for 23 hours - for example 1pm Monday to 12pm Tuesday - with the owner/student simply returning to their vehicle, driving somewhere for the lunch hour, and then returning for another 23 hours. - The recent introduction of metered parking in the vicinity of the university, such as along Elmhurst Road,

<p>5) Objection</p>	<p>has resulted in significant improvements to the traffic flow and safety along the road as a result of reduced student parking - to the detriment of Northcourt Avenue which has seen an increase in vehicles as students look to park elsewhere within walking distance of the university campus. It would therefore be interesting to understand on what basis the "12-1pm Mon-Sat" restriction is being recommended; is there any evidence from other towns suffering similar problems where such a restriction has had any impact? If not, then it would appear to be a potential waste of tax payers' funds, given the minimal benefits it would achieve which would do almost nothing to alleviate the underlying issues.</p> <p>To achieve a successful outcome for the residents it would seem far better to change the ENTIRE length of Northcourt Avenue to "Mon-Fri, 8am-6.30pm, no return within 2 hours" PLUS Residents Parking Permits - this would provide ample time for anyone wishing to visit the doctor/dentist, drop/collect children to the nursery, pop in to the convenience store etc. Whilst also allowing residents and their visitors to park freely during Mon-Fri and at weekends. Meanwhile, the 2 hour waiting limit would prevent those who park for extended periods from doing so.</p> <p>In view of the University's assertion that students are not permitted to bring their own vehicles, it can be assumed that the university would be fully supportive of such a parking restriction in order to improve the already strained relationship with its neighbours - who have a right to be able to access their properties freely without obstruction from parked vehicles (as is often the case), not to mention the increase in cycle and pedestrian safety that would be achieved from a less obstructed roadway.</p> <p>5) I received a letter today outlining proposed changes to parking on: Northcourt Avenue, Ennerdale Road & Wellington Avenue, Reading, RG2. May I humbly put, before you, my thoughts on that subject:</p> <p>As a resident of Stanhope Road I dread any changes you are planning to make to the nearby roads (for example, not so long ago somebody tried proposing closing Ennerdale Road - to "improve traffic flow", I think was the reasoning. Luckily someone realised that traffic cannot flow down a road that isn't there, and so no changes were made).</p> <p>I've lived here for [REDACTED] and I have never seen any parking / congestion problems due to residents / commuters / students / sandwich-purchasers / the over-hirsute / people-visiting-the-chemist anywhere in this area.</p>
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<p>6) Support</p>	<p>Making up bizarre parking restrictions will simply create parking issues elsewhere further away from the town centre - So even something as simple as going to the local dentist or doctor could become a real problem, even for someone living 600 yards away.</p> <p>The silliest idea in the proposal is to close one half of Ennerdale Road for a random time and then switch to disallowing parking on another part of Ennerdale Road for a slightly different random time - this is obviously due to the fevered ravings of some kind of fixated or mad obsessive - probably the same swivel-eyed loon as the nutter who tried to close that road completely a few years ago - for Heaven's sake DON'T DO IT. The people petitioning you to muck about with Ennerdale Road are clearly of below average intelligence, pumped up with a twisted sense of self importance but with a vast vacuum in their lives, desperate to be filled with car-based contrariness and interference.</p> <p>Let me explain, calmly: Your proposed changes will force bona fide visitors, residents and students to start parking in any and all inappropriate places nearby. The locality will turn into a giant, hotchpotch of a carpark with vehicles parked on our grass verges and clagging up side roads - the grass verges will become muddy quagmires of puddle-filled tyre tracks. This will lead residents to rip up their front fences and tarmac over their front gardens. The roadside trees on my road will have to be ripped up. The proposed "No parking for <insert arbitrary time-span here>" signs you propose on Northcourt Avenue will soon evolve into parking meters - like you have ruined all the roads within a mile of the Royal Berkshire Hospital - shame on you - I thank God I don't live or work there. Northcourt Avenue will become a sad, bare and desolate place (no cars will be permitted without some kind of penalty charge: just like the poor visitors to South Street and East Street: a no-man's land local residents and visitors to the town centre, alike). I've seen the traffic warden forlornly, looking for something to do - but no-one parks there. It's tragic. And the side-effect of this failed system, that I presume started there, is that the failing idea spreads (I suppose the reasoning is that: if it isn't working then it must be because it isn't big enough (it can't just be a duff idea, oh no) - Yes, someone reasoned, a bad idea can be made less bad by making it bigger, which will spread the misery. Brilliant thinking!). Every year the hateful parking meters spread up the hill, closer and closer to my house. And today I receive a letter stating that some deluded fool wants to restrict parking 100 yards from my house. I fear that the little nightmare has begun.</p> <p>6) I agree with the proposals. They should stop people parking all day long, or even for days on end, along Northcourt Avenue. Parking for days on end without moving the vehicle is most annoying. Whilst parking</p>
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	<p>along the length of the avenue is under review, I would like to suggest that the current parking arrangements at the north end of the avenue also be reviewed. It is becoming increasingly difficult to park at the north end of Northcourt Avenue to go to the shops at Christchurch Green. I walk or drive along the avenue every morning and usually there are no parking spaces at 10am, 9.30am or even 9am. As a result cars and vans park on double yellow lines.</p> <p>The large number of vehicles regularly parked at the end of Northcourt Avenue leads me to assume that people are parking there and going somewhere else - maybe students going to a 1 hour lecture on the University campus.</p> <p>May I suggest that the current 2 hours parking is too long. People are using the parking inappropriately. If they are just going to the parade of shops or to the Health Centre I think that 1 hour would be plenty, even 30 minutes might be sufficient. With a shorter period of time, there would be a greater turnover of cars.</p> <p>OFFICER COMMENTS: Some personal information and other unrelated comments have been removed.</p>
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Scheme	Objections/supports/comments received.
<p>CH4_Wellington Avenue</p> <p>1) Comment</p>	<p>1) Whilst I am in favour of some form of parking restriction to deal with the mass of non residential parking (in the main during the University term times) I am not convinced that the proposal above will be effective:</p> <ul style="list-style-type: none"> - From the observations I have made of the parking pattern some will fall outside of the proposed times. That is, some park after 13:00 and remain until the next day. Also, some of the vehicle owners work nearby at the University and can conceivably return to move their cars to comply with the restrictions. - For these restrictions to work they need to be adequately and regularly policed. I remain to be convinced that this will be the case. - I would prefer to have resident only parking in Ennerdale Road

	<p>when I walk to the school and I can tell you that this road already needs some form of pedestrian safety for crossing the road. This road is dangerous and people parking on this road will increase the danger. I can't comment on the other roads mentioned in the proposal as I don't regularly use them. But if the proposal goes ahead can I ask that you put in a zebra crossing or traffic light on New Lane Hill as I feel if this is not in place there will be many accidents! It has to be safe to walk if there will be restrictions on parking on the roads close too the school.</p>
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Scheme	Objections/supports/comments received.
<p>NO7_Usk Rd/Severn Way</p> <p>1) Support</p>	<p>1) I have read the proposal for the no waiting time's on a number of roads including Usk Road. As I have been a resident of Severn way I do completely agree that the junction between Severn way and Usk Road have become dangerous for the children and difficult for drivers and I think the proposal is a good idea for that junction even considering that if I was still living in Severn way that the school traffic would be pushed further down the road to where I lived.</p> <p>However I feel the new road markings for Cockney Hill junction is excessive and I wonder if you would consider reducing it to 5m past the junction instead of 10m. I walk and drive to school on Usk road depending on my day and most people have very tight schedules to keep too, hence there need to park as close as they can to the schools and I feel that putting so many restrictions will inevitably make people (including myself) park on the road next to cockney Hill, one of which is New Lane Hill. I do use this road when I walk to the school and I can tell you that this road already needs some form of pedestrian safety for crossing the road. This road is dangerous and people parking on this road will increase the danger. I can't comment on the other roads mentioned in the proposal as I don't regularly use them. But if the proposal goes ahead can I ask that you put in a zebra crossing or traffic light on New Lane Hill as I feel if this is not in place there will be many accidents! It has to be safe to walk if there will be restrictions on parking on the roads close too the school.</p>

Scheme	Objections/supports/comments received.
PE5_Osterley Drive 1) Objection	<p>1) I am writing in to object to the double yellow lines (no waiting) that are planned to be on the junctions of Osterley Drive & Kingsway in Caversham Park as seen on your small notice on a lamppost.</p> <p>Firstly, I want to state that the notice is small and placed in an area that wasn't highly visible to all residents living on Kingsway & Osterley Drive. Why didn't you inform residents properly by posting a letter through all letterboxes? Surely that would have been more effective in communicating this message.</p> <p>Secondly, I park along Kingsway as does another family member who lives on Kingsway plus several other residents. Where are we going to be able to park if there is the possibility of double yellow lines? There isn't any room anywhere else to park.</p> <p>Thirdly, I understand that at times it has been busy around there with cars parked there but these are mostly visitors not residents as the majority of the time there are normally 3 or 4 cars parked there. I've never heard of any accidents that have happened around that junction and I have lived on this street for over 20 years! In fact having the cars there stops people driving too fast down the road. The culprits of bad parking & causing congestion is those parents who drop off their kids to the school along pendennis avenue, not residents.</p> <p>I would also like to know who & how many people have suggested there is an issue please?</p> <p>For us residents who do park along Kingsway we have never had any issues and I feel that reducing the space to park will in fact cause more issues rather than do any good. Most people have 2 cars per household but only space on the driveway for one car. So the introduction of double yellow lines will cause more people congestion in other areas.</p>

Scheme	Objections/supports/comments received.
<p>RE3_Alexandra Road</p> <p>1) Objection</p>	<p>1) I write to object to the proposal to replace an 8m section of shared use parking with double yellow lines in Alexandra Road at its junction with Lydford Road. I believe, if adopted, that this proposal will result in an unnecessary additional restriction in an already heavily restricted part of Alexandra Road.</p> <p>I have lived at my current address in Alexandra Road, [REDACTED] and thus I have a longstanding and intimate knowledge of the area.</p> <p>Lydford Road is a single track 'access only' road, used mainly for pedestrian access to Redlands School, to St. Joseph's College, and to the houses in roads such as Donnington Gardens, Hatherley Road, and beyond. Lydford Road carries very little traffic at any time of the day and has bollards at various points along its length to prevent traffic travelling further than to/from Donnington Gardens. There is no 'through traffic' because of the access only restriction.</p> <p>It is possible that this proposal has been made in the belief that the safety of people using Lydford Road will be enhanced. Although it could be argued that there may be a marginal improvement in lines of vision at this junction by removing all chances of a parked vehicle being present, I would argue that the large lime trees in Alexandra Road, on either side of the junction, provide a far more significant hazard.</p> <p>The current level of parking in the shared use bay to the North of this junction (the area under consideration) is so minimal during long periods of the day as not to cause a safety issue for the small number of vehicles that use Lydford Road. When there is parking, it is often for only short periods of time ... for example when parents are dropping off or collecting pupils for Redlands School, or occasionally by people with appointments at the RBH. Removing the ability to park at this location will only increase the hazard for the parents, their children, and for other road users as they seek alternative arrangements. Shifting parking elsewhere, for example to other parts of Alexandra Road which are already used to a far greater extent throughout the day, will merely increase congestion in those areas.</p> <p>Rule 243 of the Highway Code advises drivers not to stop or park within 10m of, or opposite to, a junction except in an authorised parking bay but there is no law to specifically prohibit parking close to a junction, unless considered to be causing an obstruction. Frankly, I cannot see the harm in leaving the</p>

parking bay as it currently is but to restrict things further appears to be interfering too much in the day-to-day lives of ordinary people. I have not witnessed any obstruction being caused by parked vehicles at this junction, nor any safety-related incident, that could conceivably have any connection at all to the use on this 8m section of shared use parking.

Finally, parking for the visitors of local residents in this part of Alexandra Road is already severely limited and further restrictions, caused by the introduction of double yellow lines, would only serve to make such visits more difficult, seemingly for no good reason. I ask that my comments are taken in to account when this matter is being considered and decided upon. Thank you.

OFFICER COMMENTS: Some personal information has been removed.