

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	8
TITLE:	RESULTS OF STATUTORY CONSULTATIONS -BUS LANES AND ON-STREET PAY & DISPLAY		
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1. EXECUTIVE SUMMARY

- 1.1 To inform the Sub-Committee of comments and objections received in respect of the Traffic Regulation Orders, which were recently advertised following reports to the Sub-Committee in January 2018 regarding on-street Pay & Display and Bus Lane restrictions.
- 1.2 Appendix 1 provides a summary of the comments and objections that have been received during the consultation period for the proposals to place new/amend existing bus lane restrictions for the South Reading MRT scheme, at Garrard Street and Beresford Road.
- 1.3 Appendix 2 provides a summary of the comments and objections that have been received during the consultation period for the proposals to expand on-street Pay & Display restrictions.
- 1.4 Appendix 3 provides a summary of the comments and objections that have been received during the consultation period for the proposals to extend the hours of operation for existing on-street Pay & Display restrictions in the Town Centre.
- 1.5 Members are asked to note that these statutory consultations end on 1st March 2018. Appendix documents 1-3 will be reported as soon as practicable, following the end of the statutory consultation on 1st March 2018.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.**
- 2.2 That the comments and objections noted in Appendices 1-3 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, following publication of the meeting minutes.**

3. POLICY CONTEXT

- 3.1 The provision of waiting (parking) restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.**
- 3.2 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

Bus Lanes

- 4.1 At the January 2018 meeting, the Sub-Committee was asked to support the undertaking of statutory consultations for the South Reading MRT bus lanes, the Beresford Road and Garrard Street bus gates and the use of an experimental TRO to implement the Kings Road inbound bus lane restriction, as well as the undertaking of the statutory notice procedures necessary for the implementation of a new controlled pedestrian crossing on London Street.**
- 4.2 Statutory consultations have been conducted for the Beresford Road and Garrard Street proposals. Statutory consultations have also been conducted for the South Reading MRT bus lane proposals, although the Sub-Committee is asked to note that the consultation for the section on Bridge Street is yet to be conducted - any comments or objections to these proposals will be reported to a future meeting.**
- 4.3 Appendix 1 provides a summary of the consultation responses received. The consultation closes at 5pm on Thursday 1st March 2018.**

On-street Pay & Display

- 4.4 At the January 2018 meeting, the Sub-Committee was asked to support the undertaking of statutory consultations for the expansion of Pay & Display restrictions around and outside the town centre.
- 4.5 Appendix 2 provides a summary of the consultation responses received. The consultation closed at 5pm on Thursday 1st March 2018.
- 4.6 The Sub-Committee was also asked to support the undertaking of a statutory consultation for extending the period during which the town centre Pay & Display restrictions apply, so that they apply 24 hours a day.
- 4.7 Appendix 3 provides a summary of the consultation responses received. The consultation closed at 5pm on Thursday 1st March 2018.
- 4.8 The Sub-Committee was asked to support an increase in the Pay & Display tariff across all sites borough-wide. This can be conducted via a legal 'Notice of Intent'. At the time of writing, this Notice has not been implemented, however, the tariffs for the new restrictions advertised for the expansion of Pay & Display (Item 4.4) included this tariff increase.

Hospital and University area parking scheme

- 4.9 At the January 2018 meeting, the Sub-Committee was asked to support the undertaking of a statutory consultation for a number of minor amendments to the restrictions within the scheme area. These alterations were in addition to those agreed at the September 2017 meeting of the Sub-Committee and it was proposed that these be proposals be combined into a single statutory consultation.
- 4.10 This consultation is yet to be conducted and any comments or objections to these proposals will be reported to a future meeting.

5. RECOMMENDATIONS

- 5.1 The Sub-Committee is asked to consider the comments and objections in the appendix for each consultation.
- 5.2 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. Where an objection is overruled, the recommendation will be to introduce the proposal as advertised and where the proposal is modified, this shall be noted and the proposal introduced accordingly.

6. CONTRIBUTION TO STRATEGIC AIMS

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

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Changes to waiting restrictions will require advertisement of the sealed Traffic Regulation Order, prior to implementation.

7.2 Objectors will be informed of the decision of the Sub-Committee, once the meeting minutes have been agreed.

8. LEGAL IMPLICATIONS

8.1 The sealed Traffic Regulation Orders will require advertisement, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

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

10. FINANCIAL IMPLICATIONS

Bus Lanes

- 10.1 Budgets for the construction of further South Reading MRT lanes are funded by Thames Valley LEP in accordance with an agreed programme covering financial years 2017/18, 2018/19 and 2019/20.
- 10.2 Funding for the advertisement requirement of the Order process will be identified from existing Transport budgets and will be a relatively low cost.
- 10.3 Funding for the installation of bus lane enforcement cameras will need to be identified, with the exception of the South Reading MRT works, which will have funding allocated.

On-Street Pay & Display

- 10.4 Funding for the advertisement requirement of the Order process will be identified from existing Transport budgets and will be a relatively low cost.
- 10.5 Funding for implementation of any new/amended restrictions will need to be identified. Annual revenue generation is difficult to predict for new Pay and Display locations and for those sites where parking is not currently permitted during certain times. Estimates for the gross annual revenue generation for the proposals are provided for guidance in Items 10.6 - 10.7 below.
- 10.6 The estimated gross annual revenue from the proposed expansion of Pay and Display is £325,000.
- 10.7 The estimated additional gross annual revenue from extending the operational hours of town centre Pay and Display restrictions is £50,000.

11. BACKGROUND PAPERS

- 11.1 Bus Lanes - Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2018).
- 11.2 On-Street Pay & Display and Redlands Parking Scheme - Minor Amendments (Traffic Management Sub-Committee, January 2018).

PROPOSED BUS LANE/GATE - OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATED: 02/03/18

Scheme	Objections/supports/comments received.
Proposed Bus lane on London Street	<p>1). Objection</p> <p>The impact of turning the street into a three lane highway is likely to be:</p> <ol style="list-style-type: none"> 1. An increase in traffic as cars take this route out of Reading in preference to (possibly) Queens Road and King's Road. 2. An increase in dangerous traffic manoeuvres at pinch points such as London Street foot (where crashes into the traffic island are a regular occurrence now) and the foot of Silver Street (note the large residential development that Thomas Homes are currently building here). 3. A dangerous speed increase by vehicles on the whole route from London Street foot to the Whitley Street roundabout. 4. A more dangerous environment for cyclists especially at the London Street / Silver Street cross roads as car jockey to get in lane with buses and cyclists. 5. A more dangerous environment for pedestrians crossing London Street and the approach roads and side streets. 6. The on street parking on the east side of London Street will be difficult to access as it involves crossing a bus lane. 7. Access to South Street will be difficult as it involves crossing a bus lane. <p>Other objections</p> <p>This is within the London Street/ Market Place conservation area and a three lane highway will have a detrimental affect on the character and appearance of the area. Please consider this impact on Reading's heritage and those who wish to enjoy it.</p> <p>In addition to Great Expectations public house, Reading has several evening venues in the London Street area: RISC, After Dark Club, Olympia Ballroom, South Street Arts Centre and the Rising Sun Arts Centre.</p>

	<p>Part of the character and ambience of the area is its comparative tranquility once away from the IDR. A three lane highway will spoil it.</p>
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	<p>A more radical measure would be to make London Street "bus, taxi and cycles only" except for access to London Street. Cars wishing to leave Reading would be forced further down the IDR before exiting to go south and west or hopefully would decide to leave their cars at home and take a bus or train or use one of the Park & Rides that are available.</p>
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PROPOSED PAY & DISPLAY - OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATED: 02/03/18

Scheme	Objections/supports/comments received.
<p>Proposed Pay & Display on Oxford Road</p> <p>1) Objection (Oxford Rd business)</p> <p>2) Objection (Oxford Rd user)</p> <p>3) Objection (Oxford Rd resident)</p> <p>4) Objection (Oxford Rd business)</p> <p>5) Objection (Oxford Rd)</p> <p>6) Objection (Oxford Rd resident)</p>	<p>1) Business is very quiet and the introduction of P&D would make trade even more difficult. Customers have already express they will shop elsewhere if parking charges is introduced.</p> <p>2) Bays on Oxford Road are used for quick shop or for prayers.</p> <p>3) The introduction of P&D on Oxford Road will increase the number of vehicles parking in the nearby residential street.</p> <p>4) The proposed P&D on Oxford Road will severely affect our business directly as we have drivers who require parking regularly. It is not fair on local businesses.</p> <p>5) There is already a huge problem with parking for the Roads leading off Oxford Road, payment along Oxford road will add to this problem. It will also have an effect on the shops along there as the area will be boycotted.</p> <p>6) The charge of 70p for 20mins is way too high. P & D will be disruptive nearby residential streets.</p>

<p>7) Objection (Oxford Rd resident)</p>	<p>7) My concerns around the introduction of this new Pay and Display system are two-fold. Primarily I fear that it will only exacerbate what is already a problem faced by the majority of residents in the area. By introducing paid parking along Oxford Road it is almost a guarantee that people will choose to park for free in the residential side roads. At present we have a half day guest permit system with a two-hour free window which is extremely helpful. The guest permits are quite expensive should you need more than your two allocated free books. My fear is that as the paid parking on Oxford Road pushes people to park on residential side streets and this results in increased difficulty for residents of those roads, RBC will decide to remove the two hour free window to ensure that only permitted vehicles can park in the roads. However this will only cost residents more in guest permits and cause increased frustration in having to use a permit for someone visiting for a short period of time.</p> <p>Secondly, while I fully appreciate the need to control parking in the town centre, to do so this far out of the centre seems detrimental to the numerous independent local businesses in the area.</p>
<p>8) Objection (resident)</p>	<p>8) Objection to the below specifically proposals:</p> <p>Oxford Road, South side: From a point 91m west of its junction with Wilson Road to a point 21m west of that junction Oxford Road, North side: From a point 60m east of its junction with Little John's Lane to a point 85m east of that junction</p> <p>Both of these are within areas where residents are not under any residential parking permits, the roads off of Oxford Road are already over filled with vehicles and with the introduction of the red route along side these proposals we the residents of the area will suffer as even more vehicles park in our roads to avoid the charges.</p> <p>It is high time that the council introduced permit parking on ALL side roads off the Oxford Road as those of us without permit parking suffer an excess of both private and commercial vehicles that is being left completely unchecked.</p>
<p>9) Comments (resident)</p>	<p>9) I am very concerned that this will push parking from the Oxford rd onto the side streets. As a resident of Oxford Rd we are now being charged for 1st permits, but regularly cannot find parking</p>

	<p>in the street. We are often out in the evenings and have to park in other local streets.</p> <p>I think you need to look at the restrictions on residential streets as well as the level of enforcement and make co-ordinated changes. Otherwise changing one simply pushes cars to create a problem elsewhere.</p>
10)Comments (resident)	10)While I am not against the expansion of pay and display zones I would like to raise the impact these zones will have on adjoining roads, especially parking on junctions. I would be supportive of the pay and display expansion if greater effort/resource could be directed against dangerous parking outside of bays or using resident parking areas without a permit.
11)Objection (resident)	11)Drivers wishing to avoid paying for parking will take advantage of the 2 hour free parking on residential roads and thus create more traffic and parking problems for local residents - which is already very bad. Can I suggest that if the council want to make more money they should find another way - as this proposed scheme will not solve any problems but cause more issues for local residents.
12)Objection (resident)	12)P&D will move parking to roads such as Shaftesbury Road as there are no restrictions on parking. However it is already difficult for residents to park due to the amount of HMOs in the road. Charging locals to park for short space of time just because the council will not employ sufficient staff is surely discrimination. Why not have a display without the Pay. Issuing a timed ticket will prevent overstaying
13)Objection (visitor)	13) As a frequent visitor to see and care for family members in these areas it is already a limiting factor that you can only park for two hours. How are the community supposed to maintain family relationships when it will cost a substantial amount to park? To now put meters in these areas adds an additional financial bind and also decreases the frequency that people can visit each other.
14)Objection	<p>Parking is not an issue in these areas, there is always space to park and there is a high turnover of vehicles so I do not think the meters are necessary at all. The only possible reason for implementing this would be for lining the pockets of the council.</p> <p>14)Under the current proposals weekday pay and display restrictions would be enforced on section of</p>

<p>(business)</p> <p>15) Objection (business)</p> <p>16) Objection (resident)</p>	<p>Oxford Road, South side which would have impact on my and neighbouring businesses. Putting parking meters may kill the main street. Meters are a bad marketing strategy. A parking spot-- even an on-- street parking is a tool for economic development.</p> <p>15) The proposal will not help the small businesses. It will create problems for suppliers delivery and we will lose more business.</p> <p>16) My objection to the extension of pay & display is that it dissuades people from going into Reading to shop. Lots of places, eg Henley actively encourage visitors & shoppers with free parking. I often park round the Oxford Rd when I nip into Reading for urgent shopping items - its easy to walk from there , 2 hours is long enough & there is a very good turn over because of the time limit. It is an efficient way of getting lots of people in for a short time to shop & go. As all the big shops are now suffering free short-term parking should be something Reading should be promoting, otherwise you are creating more reasons to shop on line. This seems an anti- Reading shops plan.</p> <p>If this is a straight forward money grab plan then please have the grace to say so & not pretend its anything else. I do understand that the Council has been left in a very difficult place because of central Government cuts.</p> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>Total: 14 objections, 2 comments</p> </div>
<p>Proposed Pay & Display on Wokingham Road</p> <p>1) Objection (Wokingham Rd resident)</p> <p>2) Comments</p>	<p>1) Absolutely appalled to expect to pay 70p every time I want to go to the pharmacy or post office on Wokingham road.</p> <p>2) Would suggest a free 30 mins initial period (still requiring a ticket to make enforcement easier). Also suggest scheduling this with residents parking scheme - or will increase pressure on</p>

<p>3) Comments and Objection</p> <p>4) Objection</p> <p>5) Objection (resident)</p> <p>6) Objection</p> <p>7) Objection</p> <p>8) Objection</p>	<p>surrounding roads even more</p> <p>3) I do not object to periods longer than 30 minutes being charged for, nor do I object to limiting the maximum to two hours. However, I believe that applying a charge for the first 30 minutes will be very detrimental to our local shops.</p> <p>Some of the worst examples of parking are during the evenings after the proposed 8pm cut off time. The times of operation should be extended to when the takeaways close. This would help stop the inconsiderate and dangerous actions of delivery drivers and customers.</p> <p>4) This will have an adverse effect on local businesses, many of whom rely on passing trade. The installation of P & D, in my opinion, purely about revenue generation on the council's part. It proves an inconvenience to local businesses, shoppers and local residents.</p> <p>5) The imposition of a charge for 20 minutes will impact negatively on local businesses and services. It also places a burden on local residents who depend on these local shops. A 70p parking levy to post a letter or buy a pint of milk is wholly unacceptable! The first 20 minutes should be free</p> <p>6) I would commend the need for greater control of parking along Wokingham Road and elsewhere in Reading and improving the ability of officers to enforce the rules. However in respect to this proposed scheme it will cause significant issues to local businesses and residents similarly to when the scheme was introduced around the hospital and university. People using the shops on Wokingham generally are looking to park for a short while and then leave so there should be a 30 minute free parking option (whilst displaying a ticket).</p> <p>7) Parking for the first 20 minutes should be free, with charges imposed for longer periods.</p> <p>8) I am writing to object to the use of parking meters with excessively high charges (70p per 20 mins and on) for parking for any length of time outside these Wokingham Road shops. These small retail businesses provide a vital service for local people and many visits are of short duration 10 - 25 mins e.g, to the Post Office, the food shops, the dry cleaners. I understand that you wish to restrict the time available for parking outside these shops, but you can do this whilst allowing up to 25 minutes free parking, with charges thereafter.</p>
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9) Comments	9) The proposal will impact the local business drastically. A lot of regular footfall is in picking up groceries / takeaways. Charging 70p for 20 mins is greater than delivery costs by just eat, so will drive casual business from the shops as delivery would be cheaper than collection. In addition, lot of the local supermarkets there will lose business, primarily from continence purchases. If you Are, for example, picking up simple goods like bread and milk, you are adding over a third to the cost. This will drive business to over shops nearby with free parking.
10) Objection	10) Although I think pay and display by the Wokingham Road shops would be a good idea, it would be good to have a first 20 minutes free. I do not want to have to pay to park!
11) Comments	11) 20mins free would be reasonable Double parking on Wokingham road is a bigger issue, please address that
12) Objection	12) I believe that the proposed parking restrictions will have a disastrous impact on the shops and businesses on this stretch of Wokingham Road. The shops rely heavily on passing trade from car drivers who use the shops to, for example, "pop in" for a pint of milk, loaf of bread, etc. A charge of 70p for 20 minute's parking will be a strong deterrent for the drivers who wish to make small purchases of this sort and are likely to force several shops out of business, and could result in a severe downturn in what is currently a vibrant area and a useful local resource. I suggest to allow an initial period of e.g. 20-40 minutes of free parking, with charges only for longer stays.
13) Objection	13) I would like to object to the proposal to charge of the first 20 minutes of parking in the zone specified in this order, namely parking meters to be installed on Wokingham Road. The Wokingham Road shopping area is a thriving local resource, used by locals and people passing through. It has a wide variety of independent businesses, including the Post Office and pharmacy, which offer vital services to the local community. Charging for parking for the first 20 minutes of the parking period will deter many people from using these businesses.
14) Objection petition (269 signatures)	14) We the undersigned are petitioning against the proposed use of parking meters outside the shops on the Wokingham Road. We feel it is unfair to charge people to use the shops and the 30 minute free parking is adequate. This petition has been signed by nearly 300 customers that use the café, post office, laundrette and others including ourselves. We have been on this parade of shops since 1975 in this time we have had many issues with the

parking, we have asked for a car park for the shops many times over these years, unfortunately nothing has ever been done. The loading bay for delivery's is frankly inadequate for the lorries hence why they double park in the road, this won't stop as they can't do anything else. We have normally a minimum of 5 couriers a day to our shop, quite often we have more than this including lorries up to 44ton articulated lorry's delivering pallets.

Most of my customers drive large transit van type vehicles and need to drop off or pick up very large and heavy items, Due to the lack of decent loading bays these customers also have no option but to double park. At the moment we have 30mins free parking for our customers, this according to the red route plans wasn't going to change? The reason that this 30min parking gets abused is the lack of traffic wardens monitoring the parking.

Putting parking meters in won't solve the parking problems, all it will do is turn customers away from using the shops, especially as the waiting time is going to be up to 2 hours, This will allow people to stay for longer without having the high turnover of customers that all our shops require to stay open.

We also feel that charging people to use the shops is very unfair, we as small shops struggle at the best of times to compete with larger businesses, Charging people will only make this harder!

I would like to invite you to come and see the issues and problems for yourself that we have with our stretch of road before you go ahead with this scheme.

Total: 11 objections, 4 comments

<p>Proposed Pay & Display on Northfield Road/Great Knollys Street</p> <p>1) Objection (business)</p> <p>2) Objection (resident)</p> <p>3) Objection (resident)</p> <p>4) Objection</p>	<p>1) I believe the introduction of these parking restrictions will have a direct effect on my trade. We have a limited number of parking spaces in our own car park, so customers rely on the availability of these spaces in Northfield Road to be able to use us. Implements the change that the meters have a "first 20mins free" option, allowing the motorist to push the green button and display a ticket for up to 20mins free?</p> <p>2) We are given very few free of charge visitors parking permits, and these will be insufficient for the year if we need to use our permits for every time we get a visitor for a brief time (eg British Gas visiting or someone parking to pick me up or drop me off as I don't have a car), and I don't believe it is reasonable to expect residents to pay for pay and display for instances such as this.</p> <p>3) The proposed P & D will have a heavy social and financial impact on our daily lives. The extra parking cost will put on a huge strain on our lives and finances, and give us less disposable income. If P & D is introduced, the Council should review its current RP policy for residents around the town centre.</p> <p>4) The proposal to replace two-hour parking in Northfield Road with parking meters has nothing to do with enforcement and everything to do with the council looking for sources of revenue. There are other means of enforcement such as clock discs to be displayed in vehicles parked to gauge the length of time spent and whether to issue a penalty notice. The charges of 70p for 20 minutes up to £4.30 for three hours will just mean an increase in use of Drews' car park by people who aren't actually visiting Drews, hitting their business, and the use of other parking in the area such as in Addison Road south or even residents' permit only parking areas if people think they are less likely to be penalised there. They may well base this on the belief that Reading Borough Council will be focusing on revenue collection from the pay and display area rather than policing residents only parking.</p>
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<p>5) Objection (2 residents)</p>	<p>5) There are a lot of people (including myself) living in the surroundings who have a car and do not have the right of paying for a parking permit, there should be free parking for evening and the weekends for residents at least.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 20px;"> <p>Total: 5 objections</p> </div>
<p>Proposed Pay & Display: Non-specific comments</p> <p>1) Objection</p> <p>2) Objection (resident)</p> <p>3) Objection (resident)</p> <p>4) Objection</p>	<p>1) This area is full of local shops which rely on passing trade. It is also full of local residents who, like me, often move around Reading and require parking - we have already paid quite enough through our taxes without being prohibited from parking for short periods of time without charge. And, I would add, the charges proposed are extortionate.</p> <p>2) I write to object to the proposed pay and display parking expansion around the Oxford Road, including the Great Knollys Street area and Northfield Road. It seems clear to me from the ridiculously high proposed parking charges that this is hardly just a convenient way for the council to police areas with limited parking. This seems to me to be little more than a way to extract more money out of the hard-pressed driver - a blatant money-making scheme, no more or less.</p> <p>3) The proposal will take away from local residents ability to park with our parking permits. We live at Franklin street and if parking is changed in any way, people will park here and pop in to town, as we are in such close proximity to town. This will mean local residents will struggle to park. This new change should only impact parking in areas in which there is a 2 hour parking availability for all already but not impact local residential parking space.</p> <p>4) It will cause chaos for local residents as people will end up parking in their streets. It will be bad</p>

<p>5) Objection</p> <p>6) Objection</p> <p>7) Objection</p>	<p>for small businesses/small shops because people won't shop there if they have to pay for parking. I'm sure the people abusing this system are few and far between in contrast to the number of people wanting to park for a few minutes/half an hour.</p> <p>5) We pay ridiculous charges for the town centre car parks and rising costs of general living, it is unfair that an extra cost is again levied against us.</p> <p>6) There are numerous locations listed in this consultation where I have parked to either visit a library or shops such as on Oxford Rd or the Farmer's Market on Great Knolly Street. If these locations were to be converted to Pay and Display the cost would add to the cost of my custom and could deter me in the long term. Other users of this existing parking may also have the same idea. I also look for convenience when visiting these locations.</p> <p>I hope you consider my points and I understand cost savings have to be made, but targeting car drivers is not the way forward as we also contribute to the economy of these areas. I enjoy using and supporting small retailers.</p> <p>7) In regards to the proposed changes. The current proposal:</p> <p>8 am - 8pm Up to 20min - 70p Up to 40min - £1.20 Up to 1hr - £1.60 Up to 1hr 20min - £2.20 Up to 1hr 40min - £2.70 Up to 2hr - £3.20</p> <p>I would expect to at least have 20 minutes as free parking - I often park for a short period of time during the day (5-10 minutes) I would be time consuming and unnecessary to spend more time going through a payment system taking up more unnecessary parking time</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-top: 10px;"> <p>Total: 7 objections</p> </div>
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PROPOSED PAY & DISPLAY - OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 3 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 02/03/18

Scheme	Objections/supports/comments received.
<p>Proposed P & D overnight charges</p> <p>1) Comments (resident)</p> <p>2) Objection</p> <p>3) Comments and objection</p>	<p>1) Limiting the period of stay to 2hrs after 8pm seems unreasonable and might deter evening trade.</p> <p>2) Reading Borough Council already rips drivers off quite enough already and extending this scheme is nothing more than an extension of RBC's treatment of drivers (who, it shouldn't be forgotten, are often Reading residents who just want to visit another area of the town) as a cash cow which can be endlessly milked.</p> <p>3) I would ask that the council consider the impact on Reading's evening/night time economy: restaurants, small businesses and the local economy. 24 hours charging is a poor policy and is a money grabbing exercise by officers. Reading Borough Council can and must do better. Please go back to the drawing board. I'd also ask you to provide any analysis you've undertaken or commissioned regarding the use of 'pay and display bays' after 8pm until 8am.</p>