

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

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| TO: | TRAFFIC MANAGEMENT SUB-COMMITTEE | | |
| DATE: | 13 JUNE 2018 | AGENDA ITEM: | 11 |
| TITLE: | RESULTS OF STATUTORY CONSULTATIONS - PAY & DISPLAY MINOR CHANGES(HOSPITAL & UNIVERSITY AREA) AND BRIDGE STREET BUS LANE | | |
| LEAD COUNCILLOR: | TONY PAGE | PORTFOLIO: | STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT |
| SERVICE: | TRANSPORTATION & STREETCARE | WARDS: | ABBAY & REDLANDS |
| LEAD OFFICER: | JEMMA THOMAS & JIM CHEN | TEL: | 01189 372101 & 01189 372198 |
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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 amendment to parking restrictions in Redlands and Bus Lane restrictions on Bridge Street.
- 1.2 No objections were received for the proposed bus lane on Bridge Street.
- 1.3 Appendix 1 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 the existing shared use restriction in the University/Hospital area.
- 1.4 Members are asked to note that statutory consultations for the parking changes in the University and Hospital area ends on 8th June 2018. Appendix document will be reported as soon as practicable, following the end of the statutory consultation
- 1.5 The Sub-Committee to decide on whether to implement, amend or remove the proposed scheme as advertised.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the comments and objections noted in Appendices 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, 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 extension of the inbound bus lane on Bridge Street as part of the South Reading MRT scheme.
- 4.2 A statutory consultation for the Bridge Street proposals was carried out between 3rd and 25th May 2018 for a period of 3 weeks.
- 4.3 The council received no objection for the above consultation.
- 4.4 Officers recommend implementing the proposal as advertised.

Hospital and University area parking scheme

- 4.5 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 proposals be combined into a single statutory consultation.

- 4.6 Appendix 1 provides a summary of the consultation responses received. The consultation ends at 5pm on Friday 8th June.

5. RECOMMENDATIONS

- 5.1 The Sub-Committee is asked to consider the comments and objections in the appendix.

- 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 implementation of any new/amended restrictions has been identified from the Council's capital allocation for Transport and Streetcare. Officers will explore any further external funding

opportunities that could contribute toward the delivery of the scheme.

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).

UNIVERSITY & HOSPITAL REVIEW - OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 11/06/2018 at 7am, following closure of consultation

| | Objections/supports/comments received. |
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| | Summary of responses: Objections - 58, Support - 2, Comment - 5, Mixed Response - 2. |
| 1) Resident, Objection | 1) I strongly object to any further amendments, expansions etc until RBC has issued its success criteria and results for the initial phase of the implementation. The impact on roads outside of the scheme has been catastrophic. |
| 2) Resident, Comment | <p>2) The follow changes need to be make, extend the hours of the pay and display to be all the time at a number of locations, to allow overnight parking and also for people to attend local events held at local schools (Reading Kendrick abbey etc) and churchs which take palce in the evenings. There is far car parking spaces than residents parking so increasing the pay and display hours would have little effect on local residents parking and at the same time generating more money for the council from parking fees.</p> <p>The parking fee charges needed to be reviewed in order to maximise revenue for the council , people use pay and display places near to the hospital , yet in roads like Elmhurst road the road is empty becuae Reading university parking fees are 2 hours free and all day £3 .</p> <p>The council needs to reduce fees in roads away from the Hospital to increase parking a generate more revenue for the council. The Laffer curve shows that too big a tax in this example decreases the amount of money generated, in roads with low use of pay and display , fees should be reduced to increase the amount of money generated. free parking clearly = no money for the council. Too high parking charges also = no money for the council too! 2 Hour visitor free visitor parking should be introduced in one of the residenst only bays in Allcroft road to allow visitor parking.</p> |
| 3) Resident, Mixed Response | 3) I welcome the extension of the pay and display hours to include weekends in Alexandra Road. I consider, however, that even with this amendment, the current arrangements remain overly restrictive. I would prefer to see no restrictions or requirement for pay and display in the evenings |

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| <p>4) Resident, Objection</p> | <p>and at weekends. The system in place on The Mount conservation area and in most areas of London would be a more proportionate response to the parking issues here that are specifically an issue during during business hours Monday to Friday, and this would be more realistically enforceable.</p> <p>4) I would like to object to Schedule 4 Pay and Display 8am to 5.30pm Monday to Sunday. At present Pay and display works fine in this area of Reading - allowing people to park for short periods. At weekends too there is spaces available should you wish to park in these areas. Therefore, I see NO reason what so ever for the council to charge to park at these bays at the weekends. Parking charges should be used to reduce congestion and make roads more safe NOT for the council to make money as and when they please.</p> <p>At the weekend people use these bays to park and pop into the town or visit hospital and I see no reason why council should make more money by imposing pay and display schedule 4. I think this is a mis-use of council powers when the pay and display parking scheme is already working fine in this area. I Strongly object to Schedule 4</p> |
| <p>5) Resident, Objection</p> | <p>5) At 5.30 pm on all weekdays this road is busy with rush hour traffic. The change of parking restriction from existing limit 8.30-6.30 would be likely to increase traffic congestion as this would enable parking on both sides of the road at the same time, thus allowing only one vehicle to pass. It must also be remembered that this a main route for ambulances to the hospital. I recommend NO CHANGE from 6.30 to 5.30 pm.</p> |
| <p>6) Member of Reading Bowling Club, Objection</p> | <p>6) The proposal to extend the 'No Waiting' and 'Pay and Display' to become 'at any time' or to include weekends along Morgan Road and Kendrick Road will have a severe detrimental effect on Reading Bowling Club. If we lose the current unrestricted parking at weekends then we will not be able to offer weekend games, which is of course when many people have more time to play. Our own car park only has 10 spaces and we need to park up to another 20 for our own players and the visiting team.</p> <p>We have already put strategies in place so that we can operate under the current parking regime: for example, weekday evening matches start at 6pm so that players can park after 5.30pm, weekday afternoon matches have a restriction on the numbers of people playing so that they can park in our 10 spaces and, of course, players share cars. We have also made it clear to our own and visiting players what our parking arrangements are.</p> |

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| | <p>Reading Bowling Club has a long history of 215 years and has been operating from our Kendrick Road site since 1892, before cars were around. It is part of the heritage of Reading and we are very proud that it has been an important amenity and recreational resource for the local community. We also have one of the best bowling greens in the County so we host a lot of competitive as well as social bowling with some of our bowlers reaching National and even International status. In order to maintain our high reputation and ensure the accessibility of this community amenity we need to operate seven days a week in the short, outdoor, summer season.</p> <p>We feel we have cooperated very positively with your previous planning scheme as you seemed to listen last time to our requests when some of our members attended your planning consultation meetings and when we made comments to your department, so we are extremely disappointed that this now seems to have been forgotten. We strongly object to the new proposals and hope that you will reconsider them.</p> |
| 7) Resident, Objection | <p>7) I am writing to you to object to your proposal of minor parking changes in the Hospital & university area.</p> <p>I live in [REDACTED] and my [REDACTED] and I both have a car. I park on the street whilst [REDACTED] parks in our parking space. The only reason we moved in our current flat is because we thought we could both park our cars. At £10 per day, I would be paying up between £60 to £80/month to park on Kendrick road at weekends. It is an expense I simply cannot afford. This represents the amount I already pay in council tax.</p> <p>The supposedly main goal of the proposal is to "predominantly include changing the no-waiting times for single-yellow-line restrictions at locations where parking would not be considered appropriate" but it seems that it is predominantly about getting more money from parking at weekends as most parking areas will now be pay and display at the weekend. I see no benefits to your proposal, please feel free to enlighten me on this point. I sincerely hope that this proposal will not go forward. I am new to Reading and enjoy living here but this would seriously question if this is the right place for me to live.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| 8) Resident, Objection | <p>8) I wish to object to the proposed change of Pay & Display times in Pepper Lane, on the grounds the it is a waste of money. Further north in the area there may be visitors to the hospital or the student halls</p> |

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| | <p>but there is practically no demand for parking at this location at weekends. Two photos of unused, and currently free, parking spaces in Pepper Lane are attached both were taken at about 3:30 pm on Saturday 26th May.</p> <p>Pepper Lane was a popular parking location for the University during working hours when it was free but that stopped when the pay & display scheme came into operation. There never was a demand for parking at weekends, probably because people can park in the university for free.</p> <p>The signing for the change may only cost a few hundred pounds but it will raise almost nothing in additional fees. You should be looking to reduce parking charges to a level competitive with the university charges in the photo. That way, there is a chance of recovering some of the cost of the ticket machines and the marking out of the parking bays.</p> |
| 9) Resident, Objection | <p>9) Kendrick Court is an older property that was not developed with enough parking for all 20 apartments. There is parking for about 12 small vehicles within the court grounds. Recent restrictions have made parking difficult for residents. Further restrictions as proposed would make like even more difficult with a cessation of the opportunity of weekend parking. Please do not consider this restrictive option but look to provide amenity for genuine residents.</p> |
| 10) Resident, Objection | <p>10)I would to express my objection to the new parking hours restriction that is been role out in Erleigh Road, Reading, as of 8th June 2018.</p> <p>The new parking restrictions is going to have a significant negative impact to local resident like myself. Especial as the council does not issues second car parking permit in this area.</p> <p>I would much appreciate if their is an alternative solution for local resident like myself with regards to the new parking hours restriction.</p> |
| 11) Resident, Support | <p>11)I am resident at Malvern court for [REDACTED] with my [REDACTED] and we always had a problem with parking as anyone can park mainly people visiting the hospital. We have 18 spaces, 36 flats and we was able to park on the main road. Since the parking scheme happened around the hospital, parking at Malvern court is harder as we wasn't included in the scheme. I had to apply for a discretionary parking permit because I [REDACTED] and had wait hours for parking with [REDACTED].</p> |

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| | <p>We couldn't afford parking tickets everyday. It was hard to be even accepted for the discretionary parking permit as it when to the panel and I had to get in contact with [REDACTED] to help with my issue. I was accepted for the permit in the end with support from [REDACTED] and it will run out in couple months and I don't want go through the same problem and get turn down again. I am always on the main road in the evenings as I work late and we have wait for hospital staff or visitors using spaces to leave. I have had arguments with people who are not residences at Malvern Court as they blocking my car or taking a space in the past. I pay to be resident at Malvern court we should have the rights to park at Malvern Court or have alternative parking on Addington road and should be included in the scheme. We only road around the hospital wasn't included. I've helped some of my neighbours with the discretionary parking as they was struggling with the parking and they had same problem had wait for the panel. I gave them information about the [REDACTED] to help them at the panel. We also having cars parked in between are garages and we unable have are bins collected as cars blocking the bin storage and [REDACTED] play on the grass of Malvern court, we have seen rats running around as are bins not being emptied. The residences struggling not just own cars but having visitors come. I would like Malvern Court be included in the scheme to help tackle are parking for residents.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| 12) Resident, Objection | <p>12) The current proposals would bring hardship to residents of Kendrick Court. There are 20 two and 3 bedroom flats in the Court but parking is only available for 11 or so cars. Though there is plenty of garden space this cannot be used for parking as we are in a conservation area.</p> <p>Residents, who already pay council tax , will have to also pay £10 or more a day to park, the same as non Reading visitors.</p> <p>I would ask that there is a residents parking scheme introduced for Kendrick Road. It seem illogical that there is a scheme for Morgan Road , a road with a good deal of off road parking, but not for Kendrick Road.</p> <p>I would suggest that a scheme like the one in Upper Redlands Road could be introduced (Whiteknights Road end) . This would not have a material effect on the spaces available for non residents.</p> |
| 13) Resident, Comment | <p>13) I am writing to request that as part of the review on the South side of Elmhurst Road you consider ending the permit only restriction overnight.</p> |

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| <p>14) Member of Reading Bowling Club, Objection</p> | <p>The problem on Elmhurst was primarily to improve traffic flow at peak times. The problem now is that there is no parking on Elmhurst for most of the day and night and traffic now speeds along the road. Non-restrictive parking along the South side would serve a number of purposes:-</p> <ol style="list-style-type: none"> 1- Slow traffic, especially late at night; 2- Remove the need to employ a traffic warden to control an area at night where hardly anyone ever parks; 3 - Allow friends to pop in during the evening without always needing a permit. <p>14) I am a member of Reading Bowls Club and have been since the [REDACTED], my [REDACTED] were also members as was my [REDACTED]. In recent years our club has suffered because of the restrictions on parking imposed by the council on Kendrick and Morgan Roads. We are a very historic club; in existence since 1803 and on our present site in Kendrick Road since 1906. W G Grace himself attended our club to open the "new" green and we were recently the recipient of a Sports England grant to repair the roof to our clubhouse and continue on that site. In addition we have provided several players to the England Bowls Squad including Junior internationals and indeed the Captain of England a few years ago in Robert Newman, a gold and bronze medal winner at the Commonwealth Game. Due to the age of our club we do not have a huge car park (10/12 spaces I think) but we do support many county games (we have provided more County Presidents both men and women than any other club in Berkshire) and play friendly and competitive games with other clubs and counties. We have looked into expanding our car park but have been advised, unofficially that planning is unlikely to be granted due to the site being opposite the end of Morgan Road. Parking in the immediate or very close area is a lifeblood for our club.</p> <p>In addition it has been proven that continuing sport into mid and old age is tremendously beneficial for the health, both body and mind and well being of everyone. We have members from approx. 13 to 89 years of age playing at our club, and we have had several open days in recent years keeping our membership also healthy. Reading Bowls Club is a very important community resource, we have close links with local schools and recently an event with The Abbey School helping to bring bowls to a new generation which we hope to extend to other schools in the area.</p> <p>All this would be severely endangered if further restrictive parking, especially at weekends, where we have already moved some games since the parking meters went in. Please do not restrict further our</p> |
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| <p>15) Member of Reading Bowling Club, Objection</p> | <p>access to such a wonderful, historic club. We would be in grave danger of having to close if this policy is implemented.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>15) I was dismayed to hear of the change in Parking arrangements in Kendrick Road. My [REDACTED] and I are members of the Reading Bowling club and this change will severely effect us. Some of the members are elderly and some also suffer from a disability. Also for some it enables them to meet socially. It seems to me that little has done overall to take the impact of these changes in respect of the elderly and infirm. Surely money can be saved from another source. If you look carefully I feel sure money is being wasted on projects that are not necessary. It would appear that elderly people don't seem to count these days albeit that they contribute a significant amount to the council tax.</p> |
| <p>16) Member of Reading Bowling Club, Objection</p> | <p>16) I am writing to raise my concerns regarding further proposed plans to change parking arrangements in the Kendrick/Morgan Road area of Reading. I am a member of the Reading Bowling Club situated along Kendrick Road. I have been playing bowls for around [REDACTED] and play between 3 and 4 times a week. At the moment, I am able to park from 5.30pm onwards in order to play in our 6pm matches or competitions. However, under these proposals, parking restrictions will be in place at the weekends as well. We play matches at 10am, 2pm and/or 6pm. This would hinder my ability to attend these matches which will impact our club. Fewer people playing matches will result in matches being cancelled and therefore revenue being lost by the club. This revenue is vital in ensuring the club can operate financially. This club is a social lifeline for many of our older members who use it as a way to get out of the house, exercise and meet with like-minded friends. Your proposals could seriously reduce these opportunities.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| <p>17) Member of Reading Bowling Club, Objection</p> | <p>17) I write to comment on the Council proposals to extend limited parking in Kendrick Road to cover weekends as currently weekdays.</p> <p>I have been a member of Reading Bowls Club for [REDACTED] and over that time the Club has provided a vital position within the Sporting and leisure activities of Reading.</p> <p>The current restrictions have already had an effect on the Club activities and the current proposals would probably lead to the Club not being able to survive.</p> <p>At the present time there are many efforts being made in all sports to encourage the young to take up</p> |

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| <p>18) Member of Reading Bowling Club, Objection</p> <p>19) Resident, Objection</p> <p>20) Resident, Objection</p> | <p>sport and for an opportunity for people in later years to take up a sport that is not only good for continued health but to provide a strong social base.</p> <p>The Reading Bowling Club has been carrying out this work for over 200 years and as the council is currently saving other aspects of Reading History (e.g. Abbey ruins) it would be a shame to see the demise of another piece of history.</p> <p>The present restrictions are difficult enough and should not be extended.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>18) I email in support of Reading Bowling Club and would ask that common sense and flexibility is applied, by varying the unnecessary and blanket parking proposals currently proposed, and reaching a sensible compromise that works for the bowling club.</p> <p>19) I am writing in support of Reading Bowling Club regarding their worries and concerns and objection to the new proposed parking arrangements in Kendrick and Morgan Roads. These will threaten the very viability of this long standing and much loved local resource. Many of the members of the club and visiting teams will find that any method of transport other than private cars is just not very practical for them.</p> <p>I happen to be the [REDACTED] for this area and while I am not in any way representing anything other than my personal view here I do know that there is a great deal of support for the club amongst my neighbours in this matter.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>20) I notice that you wish to extend the amount of time it will cost me to park outside my home - [REDACTED]</p> <p>My home appears to have been excluded from any consideration for a parking permit. This not only means I can't park outside the front of my house but also means I can't benefit from use of any permit allowance whilst using the local amenities such as shops and doctors.</p> <p>I would like to understand</p> |
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| <p>21) Member of Reading Bowling Club, Objection</p> <p>22) Resident, Objection</p> | <p>1. Why there is not parking permit for this property?</p> <p>2. If there is not permit allowance then I strongly object to an extension of cost to park on Redlands Road in the evenings and at weekends.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>21) Regarding the new changes to parking restrictions impacting the future of Reading Bowling Club in Kendrick road. As a member of the club for many years I am very concerned for it's future. These increased restrictions will severely affect where our visiting clubs can park because our car park only has 10 places. The majority of our members are retired and bowling is very important to them as it is a very good way to maintain their fitness, and give them a social life.</p> <p>22) I'm writing as a resident of Kendrick Court, Reading (RG1 5DS) to request a residents parking scheme to be introduced for Kendrick Road in lieu of the current proposals to change the parking charge periods on the Kendrick Road (CMD/9250).</p> <p>The current proposals would severely impact and bring great difficulties to residents of Kendrick Court. The court is made up of 20 flats all of which are at least 2-bedroom apartments, however the 1930's nature of the building space means there are only a dozen or so parking spaces for cars on site and off-road. As a result, residents need a place to park and the grounds can't be updated or changed from the current layout as it's a conservation area.</p> <p>The current situation is already less than ideal as residents have severely restricted parking periods and penalties to park on the street outside their home during the working day. The proposed changes will mean these residents, who already pay council tax, will have to also pay £10 or more per day to park outside their own home!</p> <p>A residents parking scheme like the one in Upper Redlands Road or Morgan Road, would be a far more suitable alternative for Kendrick Road. This would not have an effect on the spaces available for non residents and Abbey school visitors, whilst allowing residents to park in their local area and near their</p> |
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| <p>23) Resident, Objection</p> | <p>own homes.</p> <p>23) I write to ask you to reconsider the current proposal to introduce full Pay-and-Display in the vicinity of Kendrick Court, RG1 5DS.</p> <p>Kendrick Court has 20 two and three-bedroom flats. There are garages on the property but they are owned independent from the court, built too small for all but the smallest modern cars and currently not suitable for cars anyway. There is limited space in front of the garages; it is congested, and there is no other off-road parking possibility. Because of its age, Kendrick Court is already the least well-served block of flats in the street.</p> <p>Some residents currently park over-night and at weekends at the kerbside near the address, i.e. when they are at home. The change will impose even greater hardship on residents than we endure already. It's simply unfair to impose the same road-side parking levy on local council tax payers in Kendrick Court as for people from out of the area who also want to park in the adjacent area.</p> <p>If the council is going to insist on monetising the kerb-side to our property, please also allow resident permit holders to also park there without charge. If the will was there, both schemes could coexist.</p> |
| <p>24) Resident/Local business, Objection</p> | <p>24) I object with the council. Look at business you are ruining the local business. Stop trying to make money let people park. We can't live paying for everything we do.</p> |
| <p>25) Resident, Objection</p> | <p>25) I write to object to the change to parking charges on Saturdays and Sundays introducing day long charges, clearly highways has no understanding of the usage and uptake, [REDACTED] at the Top of Kendrick Road we have the church and the Bowls club both of which as community services enrich our community. As a result it will now cost these services clientel significant sums of money to attend and stay active and enrich their lives often as Retired people whom need this community interaction.</p> <p>As a resident it is clear that parking uptake at the weekends is often empty, being too far to walk too and from the Hospital or to the town centre for most people. During the weekday uptake is slim to say the least.</p> <p>Additionally with fewer cars parked the incidence of speeding has increased dramatically.</p> <p>When first introduced I registered my surprise and in fact supported the option such that at weekends the Kendrick Road top half facilities remained free in particular for these local community services.</p> |

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| <p>26) Member of Reading Bowling Club, Objection</p> <p>27) Resident/Member of Reading Bowling Club, Objection</p> <p>28) Member of Reading Bowling Club, Objection</p> | <p>There is simply no rationale for changing this requirement going forward.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>26) I write with reference to the letter from Reading Bowling Club and would like to add support for the club. Parking at weekends is very important to our club as without this facility the club would no longer be viable. We are [REDACTED] now and look forward to continuing bowling for many more years to come using Reading Bowling club where we have members for many years due to the excellent green and facilities. The green is also used by Berkshire County Bowling Association on many occasions throughout the bowling season.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>27) I have received the following email and attached from Reading Bowling club and fully support their views about parking for the club. Reading bowling club is an asset to the area and has a social membership as well. There was a similar situation at the Progress theatre when the Mount was made into a Residents only parking area, and the parking arrangement was modified to help the progress theatre continue and I believe it was two hour free visitors parking. Please can you listen to the points raised by the bowling club and modify the council plans.</p> <p>28) Having been a member of Reading Bowling Club for over [REDACTED] it is rather upsetting to elderly people like myself to possibly have more restrictions on parking for our bowling games. Since the last parking changes, we have been able to park at weekends, when many of our matches take place, in Morgan Road & parts of Kendrick Road but your new proposals will prevent this. Matches are usually 36-48 players & we only have spaces for 10 cars. Without these games we feel the club will gradually close & a part of Reading's history will disappear. Reading has one of the best greens in Berkshire & an excellent reputation for hospitality & bowling over the last 200+ years. We have provided many County & also International Bowlers as well as County Presidents both Male & Female. I urge you to reconsider these proposals so young & old can continue to bowl in Reading.</p> |
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| <p>29) Resident, Objection</p> | <p>29) While I understand the need for periodic re-evaluation of parking restrictions they should surely be done to minimise the increasing congestion while at the same time keeping faith with tax payers with whom the proposals effect.</p> <p>The current proposals would bring great hardship to the residents of Kendrick Court where there is already a severe parking problem. There are 20 flats comprising two and 3 bedrooms, housing some sixty residents many of whom are children using local schools and are driven by their parents. On an annual average there are there are some twenty to twenty five vehicles owned by tenants and owners of the Court however on-site parking is limited to just 11 spaces.</p> <p>There are eleven garages in the Court built in the 1930's when cars were significantly smaller than they are now and hence these garages cannot accommodate modern vehicles and the very limited access makes it impossible to use for anything other than domestic storage by the occupiers of the court. None of these garages are used for day to day parking nor will be.</p> <p>Under the proposed new scheme the Council Tax paying Residents would be forced to pay £10 or more a day to park which would be the same as non-Resident visitors or find alternative parking which would be some distance from the Court. This is not logical or fair to tax payers and needs to be revised. I Believe the way forward on this is to provide areas for resident parking on Kendrick road where a bi annual fee would be charged. This works well in London boroughs and there cannot be any reason why it cannot be introduced in Kendrick Road especially when this is available in Morgan Road where there is sufficient off road parking.</p> |
| <p>30) Resident, Objection</p> | <p>30) I'm writing as a resident of Kendrick Court, Reading (RG1 5DS) to request a residents parking scheme to be introduced on Kendrick Road in lieu of the current proposals to change the parking charge periods on the Kendrick Road (CMD/9250).</p> <p>Parking restrictions were introduced last year, which have made life difficult for the local residents that rely on on-road parking. The proposed new parking charge period make the lives even more difficult for residents of Kendrick Court. The court is made up of 20 flats all of which are at least 2-bedroom apartments, however, the 1930's nature of the building space means there are only a dozen or so parking spaces for cars on site and off-road. As a result, residents need a place to park and the grounds can't be updated or changed from the current layout as it's a conservation area.</p> |

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| <p>31) Resident, Objection</p> | <p>The proposed changes will mean these residents, who already pay council tax, will have to also pay £10 or more per day, which is £3,650 per year, to park outside their own home!</p> <p>A residents parking scheme like the one in Upper Redlands Road or Morgan Road would be a far more suitable alternative for Kendrick Road. This would not have an effect on the spaces available for non-residents and Abbey school visitors, whilst allowing residents to park in their local area and near their own homes.</p> <p>31) I live at [REDACTED] Kendrick Road. I object to the proposed extension of the Pay and Display parking to include weekends for 2 key reasons:</p> <p>It is my observation that very few cars use pay and display tickets, and consequently there are very few cars most of the time parked on Kendrick Road. This has been part of the reason for there being an increasing speeding issue up and down Kendrick Road. One can only assume that this would be an increasing feature of weekend days if the pay and display requirements extend to weekends.</p> <p>The bowling club will be significantly impacted by these increased restrictions. They have to date worked very creatively to accommodate the new weekday parking restrictions, but the proposed weekend restrictions will hamper their ability to have weekend fixtures. The bowling club is a very old institution, having been founded in 1803 with the present site being occupied since 1892. I think the viability of this club will be called into question with the introduction of these additional parking restrictions.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| <p>32) Resident, Comment</p> | <p>32) Whilst I have been reliably informed that there are no proposed changes to the parking & waiting restrictions on Erleigh Road EAST of Alexandra Road, please may I refer you to [REDACTED] a change to the parking & waiting restrictions on Erleigh Road EAST of Alexandra Road - for the 3 bays outside Pembroke Surgery:</p> <p>FROM: Non-residents - max 2 hours (no return within 2 hours) between 8:00-20:00. Residents - any time.</p> <p>TO: Non-residents - max 2 hours (no return within 2 hours) between 8:00-17.30. Residents - any time; OR</p> |

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| <p>33) Member of Reading Bowling Club, Objection</p> <p>34) Member of Reading Bowling Club, Objection</p> <p>35) Member of Reading Bowling Club, Objection</p> | <p style="text-align: center;">"RESIDENTS ONLY" - as per the 5 bays outside of No 20, 22, and 24 Erleigh Road</p> <p>This change would be in line with the fact that both Pembroke Surgery and the Orthodontics have private parking and close at 17.30, as well as bringing the times of the day of the shared parking (8AM - 5.30PM) in line with SCHEDULE 3 & 4.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>33) As a long standing member of Reading Bowling Club and [REDACTED], these restrictions will affect me badly and I would like to register my objection.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>34) We bowl in Kendrick road, Reading and have been bowling for [REDACTED] we are known in our [REDACTED] and like to stay active but this plan for parking is going to cause a problem. We are able to walk and get around but with our bowls which are very heavy we would not be able to carry them to far.</p> <p>I do hope you can think of people who like to stay active, we also help the community at the Reading Bowls Club by getting people to come and join us young and old.</p> <p>So changing the parking times at the weekends would cause our club a lot of problems as our games are mainly at this period with 50 or more people trying to park</p> <p>So please please try and re think this parking problem.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>35) I should like you to know I support all who are objecting the changes to the parking restrictions around the Reading Bowling Club. This club caters for many elderly Ladies and Men who can enjoy the facilities offered at the club and have done so for many years. The cost of parking will have a major affect on their future at the club, to ask them to find other parking areas away from the club is not a very good idea for such elderly members. We all have small to even large medical limitations at [REDACTED] will soon join those members.</p> |
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| <p>36) Resident, Objection</p> | <p>Finally I ask that you look at your proposals and show sympathy to us members who need this type of exercise and enjoyment.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>36) I would like to object to the extension of the Pay and Display parking in Erleigh Road west of Alexandria Road to include the weekends as well as week days. This cannot be justified from a traffic management perspective since there is usually no problems with parking there at the weekend.</p> <p>At the moment it provides a useful alternative parking space for friends and family visiting residents who live in the streets with residents permit areas, adjacent to this section of Erleigh Road. Whilst residents have temporary permits that they can let their guests and visitors use, a weekend visit could require as many as 5 temporary permits. This a considerable percentage of the number that are made available.</p> <p>Since there is no justification for this change on the grounds of traffic management it appears that this change is being made to raise funds from on street parking. This is not a permissible use of the legislation.</p> <p>It would also be desirable to loosen the Pay and display parking restrictions in Erleigh Road so that payment was not required on bank holidays. Again there are few cars parked there on these days. A large percentage of those who are there, make the mistake of assuming that there is no charge on Bank Holidays, Whilst parking wardens patrol the roads intermittently on other days, the Bank Holidays are the only days of the year when you can be certain that they will patrol the pay and display areas. On these days they will be able to apply tickets to the numerous vehicles whose drivers have made this mistake.</p> <p>Again because there are few cars parked there on these days the intention appears to be to raise funding rather than manage traffic.</p> <p>In order to avoid the impression that the legislation allowing the imposition of charging for on street parking is being mis-used to generate funding, rather than to manage traffic it would be better if this restriction was relaxed,</p> |
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| <p>37) Resident, Objection</p> | <p>37) This mail aims at asking you to reconsider the proposal to introduce full Pay and Display scheme in the vicinity of Kendrick Court, RG15DS. I live since a few years now, [REDACTED] in Kendrick Court, in possession of [REDACTED] car, but i could not obtain a parking slot in Kendrick Court, and i need, from times to times, to park, few nights a month, in Kendrick Road. When the last parking scheme was introduced, i asked the council for a parking permit, but it came as a surprise, for a regular Local Tax Payer, that this address was not eligible. Last scheme was already a shame for me when receiving visiting friends with their children. This new direction may lead me to stop using a car which would not anymore be that convenient, with my clear preference for walking, cycling and taking local bus, thanks to environmental concerns. With such induced action, this new scheme would not be that profitable for local economy (car maintenance), nor to improve council income, and it may alter the views for Reading as a convenient place to live. May your decision be led for the benefit of the many</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| <p>38) Resident, Comment</p> | <p>38) I do not understand why residents living in the section of Erleigh Road between Alexandra Road and Craven Road do not having the option of parking spaces on the road. Houses in Alexandra road do have this option and most of these houses have driveways like the Erleigh ROAD RESIDENTS</p> |
| <p>39) Resident, Objection</p> | <p>39) This is to ask you to reconsider the proposed changes to parking restrictions in Kendrick Road, RG1 5DS. Currently, as you know, there is a pay-and-display with free parking outside main working hours.</p> <p>As [REDACTED] in Kendrick Court, this arrangement has been workable but the proposed changes, in which there will be continuous pay-and-display, raise concerns for the residents of Kendrick Court. When they are not at work they need somewhere to park.</p> <p>Firstly these 1920s flats were built at a time when cars weren't the norm. There isn't sufficient parking space to allow parking for one car per flat (there are 20 flats and they are all quite sizeable). There are some ramshackle garages around the back but these are too small to be used by anything but the smallest car and, due to the nature of their leases, cannot be demolished and rebuilt.</p> <p>As one of the few domestic buildings in Kendrick Road that does not have sufficient parking, I am pleading with you to reconsider and instead introduce a residents' permit-holder system consistent with that in adjacent roads. This way the Council still receives revenue while the parking problem is</p> |

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| <p>40) Resident, Comment</p> <p>41) Member of Reading Bowling Club, Objection</p> <p>42) Resident/Mem ber of Reading Bowling Club, Objection</p> | <p>alleviated.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>40) when driving along Allcroft Road toward towards Redlands Road there are some parking bays on the left near the end of the road, which is very near the junction. This junction is horribly dangerous at the best of times, and I'm sure people get crushed there frequently as you can't see up the hill enough to turn out. To make it worse the end parking bays often put you in a head on collision situation with other drivers at a very busy awkward junction. I feel some of these spaces should go as they are dangerous to cyclists, pedestrians and cars - the road is frequently empty apart from a single car parked right in the most dangerous spot forcing cars onto the wrong side of the road.</p> <p>41) I have been a loyal member of Reading Bowling Club since 1993 and enjoy the facilities they offer and the premier position which the club holds in the world of outdoor bowling. As one of a number of elderly members at the club it allows those, like myself, to enjoy a healthy outdoor activity at a time of our lives when this is more important than ever. I believe the changes you are considering making to the parking arrangements in the surrounding area will probably force the club to close due to lack of free parking for members and visitors, as the club has very limited parking spaces available to it. Our club is one of the oldest in the county and holds an important place in the history of Reading, having been originally opened by W G Grace in the 19th century. It also has one of the best bowling greens in the county. All this will be lost if suitable parking is not available. I would please ask you to reconsider the proposals and help to keep our club open.</p> <p>42) My objections are on a number of different levels:</p> <ol style="list-style-type: none"> 1. The parking bays are mostly empty during the week - I'm sure, an unintended by-product of the parking changes implemented in the last 12-15 months. Extending the pay and display scheme is unlikely to change this or increase revenues for Reading Council. 2. The empty parking bays in the existing Pay and Display scheme, have opened up Kendrick Road to such an extent that it is now a drag-way for speeding cars and buses. Morgan Road will likely experience the same speeding issues if the pay and display scheme is extended and with a school field that is regularly used during the week and weekends by school children, anything we can do to encourage driving at a safe 20 mph per the current government's guidance, should be encouraged. |
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| | <p>3. Kendrick Road home to an active bowling club with a long history which is actually an important part of our community.</p> <ol style="list-style-type: none"> 1. The club holds social events and occasions for all ages, bringing in people from around Reading, Woodley, Wokingham and Whitley - many of whom are retirees or on a low income. 2. Keeping active and socially connected as one gets older, are two issues high on the current government's agenda. We need to encourage and support opportunities for those in the 60s, 70s, 80s and 90s (as we have at the bowling club) to keep active and involved. , fit and social. <p>Any extension of the pay and display times to coincide with match times and club social events will prevent members and (playing) visitors alike from being able to afford to use the bowling club on as regular a basis, and this would be hugely unfortunate.</p> <p>I respectfully request therefore that you reconsider the scheme's extension when it is highly likely that it will be to the detriment of, not only the Bowling club members and its visitors, but actually to the broader community as a whole.</p> |
| 43) Resident, Objection | <p>43) I would like to raise objection to the changes to the parking restrictions proposed around the hospital area. In particular to the proposal to make 'Malvern Court resident permit holders only past this point for its entire length on both sides'.</p> <p>If this goes ahead and vehicles park on both sides of the road it will be almost impossible for large service vehicles such as bin wagons and delivery vans to get in and out. I live at [REDACTED] and if the changes extend right into the cul de sac we will have a return to the situation before the double yellow lines were added when vehicles parked partially blocking our driveways also making access into the cul de sac very difficult. I ask that you maintain the current double yellow lines and only allow permit parking in the spaces currently available or at least only allow parking on one side of the road. At the moment people frequently park on the double yellow lines at all times of day as your wardens do not seem to enforce the current restrictions.</p> <p>OFFICER COMMENTS: Some personal information has been removed. It is our intention to retain the existing double yellow line restrictions in Malvern Court as part of our proposal.</p> |
| 44) Resident, Objection | <p>44) Further to [REDACTED] email of Tuesday, I would add my voice to his in an appeal for residents' permit parking to also be available in the vicinity of Kendrick court. It is important that residents are not disadvantaged by the new scheme, but rather have the opportunity to park near to their own homes - important both in reducing the risk of car crime and in acknowledging the challenges facing</p> |

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| <p>45) Member of Reading Bowling Club, Objection</p> | <p>residents with any mobility issues. This would only of course be consistent with other areas in Reading, where permit parking is also available.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>45) I have been a member of Reading Bowling Club for [REDACTED] and fully support the comments made in [REDACTED] letter on behalf of Reading Bowling Club.</p> <p>As I live in [REDACTED], public transport is not an option for me. If unrestricted parking is not available at weekends, it will mean that I will not be able to support the club as the parking charges will make it prohibitive. As I am [REDACTED], bowling helps me stay active, together with enjoying the social side of bowling. We are fortunate that at Reading we have one of the best greens in the County and this year our club has the honour of having the Berkshire Mens County President as a member. This position means that we host many important matches throughout this season.</p> <p>As the club has been in Kendrick Road since 1892, it would be dreadful to see the demise of the club due to the proposed parking restrictions.</p> <p>I sincerely hope that you will reconsider the proposed changes as it will affect so many people who enjoy their sport.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| <p>46) Member of Reading Bowling Club, Objection</p> | <p>46) I fully support my [REDACTED] comments - I am one of the [REDACTED] members of Reading Bowling Club who for the past twenty years has represented England at World Bowls and Commonwealth Games - this would not have been possible without the facilities of Reading Bowling Club.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| <p>47) Member of Reading Bowling Club, Objection</p> | <p>47) Regarding the proposed changes to parking in Morgan and Kendrick Roads I believe this will have a detrimental effect on Reading Bowling Club at the weekends. I have been a member for [REDACTED] and joined when I retired. It has enabled me to maintain an active life and helps to keep you mentally alert which is very important for an elderly population that is increasing. It is very sociable and brings people in the community together. We have been established for over 200 hundred years and are part</p> |

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| <p>48) Member of Reading Bowling Club, Objection</p> | <p>of Readings history. We are a successful club both locally and nationally and it would be a shame to put this into jeopardy due to parking changes.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>48) I am writing as a member of Reading Bowling Club (RBC) to object to the proposed changes to the existing parking arrangements, as outlined above, and to request that the council continues to support the social and sporting activity that Reading Bowling Club provides to the local community, by enabling the club to exist through the use of the current parking on single yellow lines after 5:30 pm on weekdays and at weekends.</p> <p>RBC provides a top class green, which is why it attracts a very high quality of bowler, including to county, national and international standard. The club also has a strong contingent of club bowlers of all ages [current membership ranges from 15 year olds to many in their seventies and eighties] and is an excellent local amenity that encourages social interaction and physical activity for the elderly members and first rate coaching for the younger players. All of this will be placed in real jeopardy by the proposed parking changes and I would like to emphasise that, by implementing the changes as they now stand, the continued existence of the club, and all of the associated benefits mentioned, will effectively cease to be viable, so removing a long-established and well used amenity from the local area.</p> <p>To be clear, this serious threat to the continuation of the club stems from the contrast between the parking provided by the club's founders in pre-car times and the modern day requirement for adequate parking both for visiting teams from other clubs and for the members of RBC. Carting heavy bowls around on public transport is simply not possible for the many elderly members of bowling clubs. Parking locally to the club at weekends and after 5:30pm is therefore fundamental to the club's activities, and survival, and there is no alternative to street parking possible as a quick visit to the club would make clear.</p> <p>I thank you for considering my objections to the proposed changes to parking arrangements on Morgan Rd. and Kendrick Rd. and hope that the council will accept the arguments this year, as it did just a year ago, so that this excellent social and sporting facility may continue to bring benefit to the Reading area.</p> |
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| <p>49) Member of Reading Bowling Club, Objection</p> | <p>49) I am writing in support of the letter (attached) written by the [REDACTED] of Reading Bowls Club objecting to the extension of parking restrictions in Kendrick Road and Morgan Road.</p> <p>The proposed new weekend parking restrictions will mean that weekend matches become considerably more expensive and potentially unviable for home and visiting players alike.</p> <p>Reading Bowling Club functions in support of the council's strategic objectives. In particular,</p> <ul style="list-style-type: none"> • Corporate Plan 2016-19 Building a Better Reading <ul style="list-style-type: none"> o Priority 2 Education, early learning and healthy living - focus on reducing obesity and excess weight by increasing participation in physical activity • Reading Health and Wellbeing Strategy 2017-20 <ul style="list-style-type: none"> o Priority 1: Supporting people to make healthy lifestyle choices - increasing physical exercise o Priority 2: Reducing Loneliness and Social Isolation <p>If the council increases parking restrictions around the bowling club, it will be going against its strategic objectives.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| <p>50) Resident, Objection</p> | <p>50) I write to ask you to reconsider the current proposal to introduce full Pay-and-Display in the vicinity of Kendrick Court, RG1 5DS.</p> <p>Kendrick Court's garages unfortunately are not suitable to park cars. There is limited space in front of the garages; it is congested, and there is no other off-road parking possibility. Because of its age, Kendrick Court is already the least well-served block of flats in the street. Some residents currently park over-night and at weekends at the kerbside near the address, i.e. when they are at home. The change will impose even greater hardship on residents than we endure already.</p> <p>It's simply unfair to impose the same road-side parking levy on local council tax payers in Kendrick Court as for people from out of the area who also want to park in the adjacent area. A car per family is not a luxury, it is practically necessary. Residents need to be facilitated to park near their homes when not at work without suffering expenses. This is the case in so many other streets with residents only and resident permit holders provision.</p> <p>If the council is going to insist on monetising the kerb-side to our property, please also allow resident permit holders to also park there without charge. If the will was there, both schemes could coexist.</p> |
| <p>51) Member of</p> | <p>51) If the parking restrictions around the bowling club area is extended to week ends this would affect the</p> |

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| <p>Reading Bowling Club, Objection</p> | <p>club as parking on site is limited. The club has many older members and so is a good social and physical aid to there well being.</p> |
| <p>52) Resident, Objection</p> | <p>52) I learned that Reading Council is required to make "corporate savings" and therefore, is planning to extend the current pay and display parking to Saturdays and Sundays.</p> <p>I would like to explain why I believe that the proposed changes will achieve the opposite in respect of Morgan Road, Allcroft Road and the south half of Kendrick Road and will compare the proposed plans to the situation before parking restrictions were introduced in the first place.</p> <p>I was very happy with the traffic situation on Kendrick Road and the surrounding streets like Allcroft Road until pay and display parking and the 20 miles speed limit were introduced. Cars went often slightly above the 30 miles per hour speed limit but were in most cases slowed down by parked cars and oncoming buses. So nothing worrying, to my knowledge, no serious accident ever happened here.</p> <p>Then the new pay and display parking from Monday to Friday was put in place. Suddenly, parking slots were with very few exceptions empty. Apparently, nobody was willing to pay so that drivers now search for free parking outside the restricted area.</p> <p>Additionally, a 20 miles speed limit was introduced. When I stick to the 20 miles per hour limit, faster cars often pass me. Drivers had several months' time to adapt their driving habits and speed checks have been performed but nothing changed. Even some of the bus drivers do not accept the new speed limit.</p> <p>As a result of the pay and display parking, no parked cars cause the traffic to slow down anymore and faster cars pass me even more often.</p> <p>After the first serious accident will have happened, public money will be spent to control the speed limit and eventually, to the delight of passengers of ambulances on the way to the hospital, the council will have to invest in speed bumps.</p> <p>In summary, the council</p> <ul style="list-style-type: none"> - paid for the 20 miles per hour traffic signs and markings on the road while, apparently, the new speed limit cannot be enforced, |

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| <p>53) Member of Reading Bowling Club, Objection</p> <p>54) Resident, Objection</p> | <ul style="list-style-type: none"> - invested in even more traffic signs and road markings for parking slots and parking meters which are barely used and generate no profit, - will have to invest in speed bumps to make the speed limit work, and - compromises road safety and has consequently to fund regular speed checks <p>Further to these financial consequences,</p> <ul style="list-style-type: none"> - some of the most beautiful roads in Reading have been ruined by ugly public furniture, and - social life is put at risk, particularly on Saturdays and Sundays, as visitors to the bowling club and the church may not come anymore <p>I can understand that high demand around the Royal Berkshire Hospital justifies a pay and display parking scheme. This certainly not true in respect of Morgan Road, Allcroft Road and the south half of Kendrick Road.</p> <p>May I suggest that we just go back to the design prior to all these changes?</p> <p>53) I have been made aware of the proposed changes at weekends to parking in Kendrick Road near the bowls club. If these go through it will have a very detrimental effect on easy access to the bowls club. This is an old established club which serves this area valuably, and being able to park relatively easily makes a huge difference to members of all ages. One aspect of appealing to prospective new members - which is vital for the life of the club - is parking accessibility without stress. In fact, this applies to all concerned with the bowls club.</p> <p>I urge you to consider this aspect of any changes you are considering.</p> <p>54) I object on behalf of [REDACTED] resident of [REDACTED] Reading to the pay and display parking outside the house and the extension of the pay and display/permit parking. She has not been given permit parking so would not want other people with permits to park outside the house if she is not entitled to a permit herself. I object most strongly to permit parking outside the house as you have not given her a permit.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
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| 55) Resident, Objection | <p>55) I would like to strongly object to the proposed changes to the parking scheme on Kendrick Road. I live in the [REDACTED] flats on the road and my [REDACTED] and I park on this road on weekends. If this is imposed would residents permits be issued to those living on the road?</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
| 56) Resident , Support | <p>56) I write to support the current proposals to alter the parking restrictions on the south side of Elmhurst Road, thereby allowing pay-and-display parking between 8am and 5.30 pm at weekends.</p> <p>Indeed, I would go further, and would ask that consideration be given to allowing pay-and-display parking on this side of Elmhurst Road overnight.</p> <p>I would not favour any change to the current restrictions on the north side of Elmhurst Road (permit holders only).</p> <p>The current restrictions have worked well, and the change that is being proposed should improve them still further.</p> |
| 57) Resident, Objection | <p>57) I write to express my dismay at the proposed changes to parking restrictions in Erleigh Road between Alexandra Road and Craven Road.</p> <p>As a local resident, and [REDACTED] of St Luke's Church, I am committed to encouraging community events and activities in this neighbourhood. We are very blessed in having a wide variety of local groups using the church and hall in Erleigh Road, where sadly we have off-street parking for only 8 cars.</p> <p>As the majority of activities in the hall take place in the evenings and at weekends, it is really helpful for visitors to the hall and church to know that if there isn't room to park on the Church site they can park in Erleigh Road to the West of Alexandra Road. From 8am-5.30pm Mondays to Fridays they have to pay, but at other times parking is free.</p> <p>Unfortunately, your proposals will make it impossible for visitors to park after 5.30pm any day of the week in the section of Erleigh Road between Alexandra Road and Denmark Road; and it will cost them to park further away from the Church, if there is space on Erleigh Road between Denmark Road and</p> |

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| <p>58) Member of St Luke's Church, Objection</p> | <p>Craven Road.</p> <p>Given that community activities are what bind society together, something that I know the Council is keen to encourage, I find it both puzzling and distressing to see these proposed changes to parking restrictions in Erleigh Road, and would implore you to leave the restrictions as they are at present.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>58) I am writing to object to certain changes proposed in the document regarding parking in the Hospital/University area. Schedule 3 in the document proposes to make changes to parking in the section of Erleigh Road to the west of Alexandra Road which will have a seriously deleterious effect on the Parish Hall in Erleigh Road (adjacent to St Luke's church). I wrote [REDACTED] outlining the importance of this Hall to the local and wider community, and indicating the need for parking arrangements in its vicinity not to impede access to the Hall for groups such as our parent-and-toddler playgroups, and daytime and evening dance, sport, keep-fit, and social activities. I noted that the Hall's importance in this respect is all the greater at a time when the RBC is having to make cutbacks in such things as pre-school playgroups, and is actually recommending that those affected by these cuts could look to services provided at our Hall as alternatives.</p> <p>The current parking arrangements in the section of Erleigh Road to the west of the junction with Alexandra Road allow for Pay-and-Display parking on weekdays up to 5.30 pm, with no restrictions thereafter and at weekends. This is helpful, especially in respect of evening and weekend events. I note that this section of Erleigh Road does not appear to have any residences requiring on-street parking. I would, ideally, like this arrangement to continue, and I know from discussions with [REDACTED] that most Hall users share this view. If that is not possible, then a second-best proposal would be to allow Pay-and-Display parking all week in this zone for at least 3 hours up to 10.30 pm (as suggested for the eastern section of Erleigh Road in my letter of 8th June 2017). The current proposal, which disallows non-resident parking after 8 pm all week would make evening events in our Hall very difficult for many Hall-users, and lead to a sharp decline in participation in valuable activities.</p> <p>There is currently provision for daytime Pay-and-Display parking in Addington Road between Alexandra and Hatherley Roads, and, with Hall users in mind, we would like that situation to continue, with at least 3 hours of parking allowed.</p> |
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| <p>59) Member of Reading Bowling Club, Objection</p> | <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>59) As a member of Reading Bowling Club (RBC) I am writing to object to the proposed changes to the existing parking arrangements and to request that the council continues to support the social and sporting activity that Reading Bowling Club provides, by enabling the club to exist through the use of the current parking on single yellow lines after 5:30 pm on weekdays and at weekends.</p> <p>Reading Bowling Club was founded in 1803 and is one of the oldest bowling clubs in Berkshire. Our club is also a founder member of the The Royal County of Berkshire Bowling Association. We have been at our current location since 1892 and it has been an excellent local amenity for people from all ages. It not only enables members to participate in a physical activity, but also to enjoy the social interaction, which is a very important part in the lives of our senior members. The club also plays a key role in the local and wider community by regularly hosting county matches.</p> <p>The proposed parking arrangements will prove a serious threat to this well established club. Having to pay parking fees would mean that potential members will be choosing other clubs, which can offer free parking. For current members, who will play multiple games during the week, the parking costs will add substantially to the costs of playing bowls. It also means that visiting teams will be considering other venues and as a result we anticipate a loss of revenue and the club will therefore no longer be financially sustainable.</p> <p>I thank you for considering my objections to the proposed changes to parking arrangements on Morgan Rd. and Kendrick Rd. and hope that the council will accept the arguments this year, as it did just a year ago, so that this excellent social and sporting facility may continue to bring benefit to the Reading area.</p> |
| <p>60) Resident, Objection</p> | <p>60) The only other concern I have as a driver are that there are 2 current parking locations that I find particularly dangerous.</p> <p>The first is the one on the north of Allcroft Rd near Redlands road. When approaching Redlands from Allcroft one is forced into the wrong side of the road as you approach the junction and a no. of times I've had cars turning into Allcroft from Redlands nearly collide head on with me.</p> <p>The second problem parking area is on Kendrick Rd just south of where Allcroft Rd joins Kendrick. As one pulls out of Allcroft to go South up Kendrick you are often confronted by cars on the wrong side of the road coming down Kendrick. Often a bus!</p> <p>I think both these parking areas are too close to junctions to be safe.</p> <p>Personally I think to reduce congestion in the mornings and allow buses easier access it would be</p> |

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| <p>61) Resident, Objection</p> | <p>better to double yellow line Addington Rd between Craven Rd and Alexandra Rd on the North side. No houses on that side of the road actually need to park there. Most of it is Reading boys School.</p> <p>61) The Bowling Club at the top of the hill serves a clientele who are more dependant on cars to get about because of their age.</p> <p>Most of them are pensioners. The imposition of parking charges would hurt them far more than it would help the council.</p> <p>While the matter of Kendrick Road is being reviewed by Highways, I ask again that traffic calming is considered.</p> <p>Clusters of 3 painted concrete pots, each with a tree or large shrub could be installed to create chicanes that could be moved for events like reading half marathon.</p> <p>12 such pots could be used to divide the road into thirds. They would not hinder buses or ambulances but they would make the road safer and at a cost that is lower than a speed bump.</p> <p>It has been done successfully elsewhere.</p> |
| <p>62) Resident, Objection</p> | <p>62) I would like to object to the extension of the Pay and Display parking in Erleigh Road west of Alexandria Road to include the weekends as well as week days. This cannot be justified from a traffic management perspective since there is usually no problems with parking there at the weekend.</p> <p>At the moment it provides a useful alternative parking space for friends and family visiting residents who live in the streets with residents permit areas, adjacent to this section of Erleigh Road. Whilst residents have temporary permits that they can let their guests and visitors use, a weekend visit could require as many as 5 temporary permits. This a considerable percentage of the number that are made available.</p> <p>Erleigh Road west of Alexandra Road is not an issue at weekends and provides overflow parking for the hospital visiting ,and staff without causing any issues for residents</p> |

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| <p>63) Resident, Mixed Response</p> | <p>It would also be desirable to loosen the Pay and display parking restrictions in Erleigh Road so that payment was not required on bank holidays. Again there are few cars parked there on these days. A large percentage of those who are there, make the mistake of assuming that there is no charge on Bank Holidays, Whilst parking wardens patrol the roads intermittently on other days, the Bank Holidays are the only days of the year when you can be certain that they will patrol the pay and display areas. On these days they will be able to apply tickets to the numerous vehicles whose drivers have made this mistake.</p> <p>Again because there are few cars parked there on these days the intention appears to be to raise funding rather than manage traffic.</p> <p>In order to avoid the impression that the legislation allowing the imposition of charging for on street parking is being mis-used to generate funding, rather than to manage traffic it would be better if this restriction was relaxed,</p> <p>63) I am writing wearing two hats: one as one of the current [REDACTED] of St Lukes and the other as a resident of Malvern Court, on Addington Road.</p> <p>Speaking as a [REDACTED], I am concerned that the changes proposed on Erleigh Road, west of the junction with Alexandra Road (where outside of pay-to-park hours it will become residents permit only) will affect the operation and support for St Luke's Church Hall. It is, I believe, an important local facility for Community groups, and was constructed 100 years ago before parking was much of a concern. So there is limited parking space for users and visitors, and the availability of local street parking into the evening is important for its continued use and viability.</p> <p>Speaking as a resident of Malvern Court, the decision to make Malvern Court permit-only is very sensible: I am assuming it will be included as part of the wider area permit scheme. At the moment Malvern Court is an island in the centre of the area permit scheme, surrounded by permit-parking streets for half a mile in every direction: this has led to undesirable parking behaviour. I greatly appreciate the efforts of the Redlands councillors to improve this aspect of the scheme.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> |
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| 64) Resident, Objection | <p>64) I am writing to object to the the amendment to the hospital and university parking restrictions.</p> <p>On the publicly displayed notice it states that the proposals are "in the interests of safety or in response to demand". Taking each of these in turn:</p> <p>a) Demand (which I assume is meant as demand by users/residents rather than demand from the council): I do not know of any demand for pay and display restrictions to be extended to weekends. Local residents would be the people who may demand pay and display restrictions but I am aware of only objections to the proposals, not demand for them. Parking at weekends has never been a problem so I see no need to introduce parking charges.</p> <p>b) Safety: reducing the number of parked cars creates a clearer road which in turn encourages drivers to drive faster. Since the last amendments to parking restrictions there are now fewer cars on Kendrick Road and the average car speed has increased. Thus the safety of the road is lessened by the introduction of parking restrictions.</p> <p>Thus I do not see that the proposal to amend parking restrictions is either in interests of safety or in response to demand.</p> <p>The notice of amendment states that "copies of the order, statement of reasons, relevant drawing and orders to be varied can be inspected during the hours of 9.00am and 5.00pm, Monday to Friday and the Reception Desk, Civic Offices". I have just spent 40 minutes at the reception desk of the civic offices where the statements were not available. Eventually someone managed to bring them down but these documents were not available for the public to view, as I believe they should have been. As these have clearly not be available to view publicly I think that the consultation period should be extended - otherwise the notice, and any consequential amendment to the parking restrictions, are arguably invalid.</p> <p>When I finally obtained a statement of the reasons the reasons stated were "the weekend charging is an agreed corporate savings proposal. The additional minor amendments have be designed following meetings with ward members and ensure that the scheme meets the needs of the area". However, the reasons stated on the notice were "in the interests of safety or in response to demand" - if the true reasons were corporate savings then I think the reasons stated on the notice are disingenuous.</p> <p>If the legal basis for amending parking restrictions can only be "in the interests of safety or in</p> |
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response to demand" then, as above there is no legal basis as it is neither in response to demand, nor in response to safety as the roads would be less safe.

Turning next to the reason of "an agreed corporate savings proposal". I do not see that imposing parking charges on a particular area of Reading is in any way equitable. I fully understand that the council is under financial pressure but I do not see that imposing parking charges on a particular area of Reading (where I note none of the councillors actually live) is equitable. If the council needs to raise more money then they should be doing so from all residents, not just the friends and family of residents in a particular local area simply because pay and display machines happen to be installed there already.

Reading as a whole, and the council, is for the benefit of the local residents - while the parking charges during the week (to which we did not object) arguably address more business/working users weekend parking charges would affect primarily friends and family. Addressing corporate financial problems by imposing pay-for-parking on a particular area of Reading, unless it is to be introduced across the whole of Reading (to which I suspect there would be strenuous objections, and thus not introduced), is manifestly unjust. If the council wishes to raise more money from parking they should be doing so across all of Reading not a subset.

The proposals may be a "corporate savings measure" but they are not a fair, equitable or justifiable corporate savings measure because they adversely affect only residents in a particular locality.

Turning now to the more specific reasons for out objection:

Safety: With fewer parked cars, travelling cars tend to drive faster. This is shown by the increase in average speed on Kendrick Road since the more recent pay and display restrictions. While some people are prepared to pay Monday-Friday even fewer people would be prepared to pay at weekends and so there would be fewer parked cars and thus the roads would become less safe.

Amenities: one purpose of the council is to facilitate local amenities and facilities. The local bowling club uses the parking at the weekends, and the restriction would adversely affect them. It would become much harder for members and guests to play, rendering the facility fairly useless. The bowling club keeps (generally older) members active and is a valued local resource. The council should be encouraging facilities to keep older members active (particularly with the closure of Arthur

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| 65) Resident, Objection | <p>Hill pool, plus 4 pools at central pool, balanced only by the opening of 1 pool) - the bowling club costs the council nothing but I do not think that the members should have their access to their facilities restricted by what would amount to a tax on parking to use their facility.</p> <p>I can understand the parking charges during the week - it stops . However, the weekend is generally a recreational time - introducing parking charges for this time will restrict access to amenities at a time when they would be used.</p> <p>Weekends are a time when friends and family may want to visit residents. Introducing parking charges for this time amounts to an additional charge for a subset of local residents, for which they have already paid council tax!!! If these proposals were to be introduced across the whole of Reading borough council that would be a little more equitable but they aren't.</p> <p>In short, I think that the proposal to amend parking restrictions will generate only a small income for the council, but generate a disproportionate amount of difficulty and discontent amount local residents. We strongly object to the proposals.</p> <p>In conclusion, there is no demand for these amendments to parking restrictions, they compromise the safety and will restrict access to, and use of, local amenities.</p> <p>65) I write to express my objection to the proposed changes to parking restrictions in the Hospital & university area pay and display charging scheme.</p> <p>As a local resident I believe this will further discourage community events and activities in the neighbourhood, particularly those which take place in the evenings and at weekends and involve visitors from outside the immediate area. Not all such visitors, who are very welcome, can either travel without a car or access the necessary parking permits outside of those hours where they can pay and display.</p> <p>Due to the proximity of this area to the town centre, as well as the hospital and university, there is no doubt that some form of parking scheme is required in this area. But in my opinion, shared by many other residents in Alexandra Road and elsewhere locally, the scheme's restrictions were already too onerous prior to these proposed changes. This is because we only used to have parking problems in the area during weekday working hours, say from 8.00am-5.30pm Mondays to Fridays. Weekends and evenings were never a problem so I don't see why the scheme should prevent parking use by visitors</p> |
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| <p>66) Community Venue, Objection</p> | <p>at such times.</p> <p>As a minimum visitors should be able to park at any time through pay and display, and arguably outside of those times when parking is potentially difficult parking should be free to all.</p> <p>I would also suggest that pay and display in the vicinity of the hospital should be up to 3 hours, not 2 hours, given the genuine need of some out-patients and visitors to park for longer than 2 hours. Not all hospital appointments keep to schedule and many last at least 2 hours.</p> <p>66) I am the [REDACTED] of St Luke's Church on Erleigh Road; our church and parish hall (next door to the church) are affected by the proposed changes to parking restrictions.</p> <p>Specifically, I strongly oppose the proposed changes on Erleigh Road, west of Alexandra Road, under schedule 3, which would see permit holders only being allowed to park after 8pm, rather than the current situation of pay and display up to 5:30pm on weekdays and free otherwise.</p> <p>This change would remove essential parking spaces from users of our hall. The hall is not only for the church but is widely used by the local community as one of the very few large spaces in the area which can be hired for evening events. Changes to parking restrictions could effectively make it impossible for community groups to use this facility. I hope, therefore, that this proposal will be reconsidered.</p> <p>OFFICER COMMENTS: Some identifying information has been removed. The 'at all other times permit holders only' element could be removed, to retain the existing restrictions after 5.30pm.</p> |
| <p>67) Resident, Support</p> | <p>67) We are content with the proposed plans to increase the pay and display times on Elmhurst road.</p> <p>However, we are strongly opposed to any further relaxation to parking on Elmhurst Road, particularly the introduction of any unrestricted parking. Elmhurst Road is predominantly a residential road and any further changes will result in a significant number of cars parking on the road from the university/hospital. This would make it more noisy, dangerous to cross, difficult to get off the drives and difficult for drivers to see down the road.</p> |

Key:
 EXISTING RESTRICTIONS
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 PROPOSED RESTRICTIONS
 as labeled

Existing
 Permit holders 13R only.

Proposed
 Mon-Sun 8am-5.30pm permit
 holders 13R only or Pay & Display.
 At all other times permit holders
 only.

Existing
 Mon-Fri 8am-5.30pm permit
 holders 13R only or Pay & Display.
 At all other times permit holders
 only.

Proposed
 Mon-Sun 8am-5.30pm permit
 holders 13R only or Pay & Display.
 At all other times permit holders
 only.

Existing
 Mon-Fri 8am-5.30pm permit
 holders 13R only or Pay & Display.
 At all other times permit holders
 only.

Proposed
 Mon-Sun 8am-5.30pm permit
 holders 13R only or Pay & Display.
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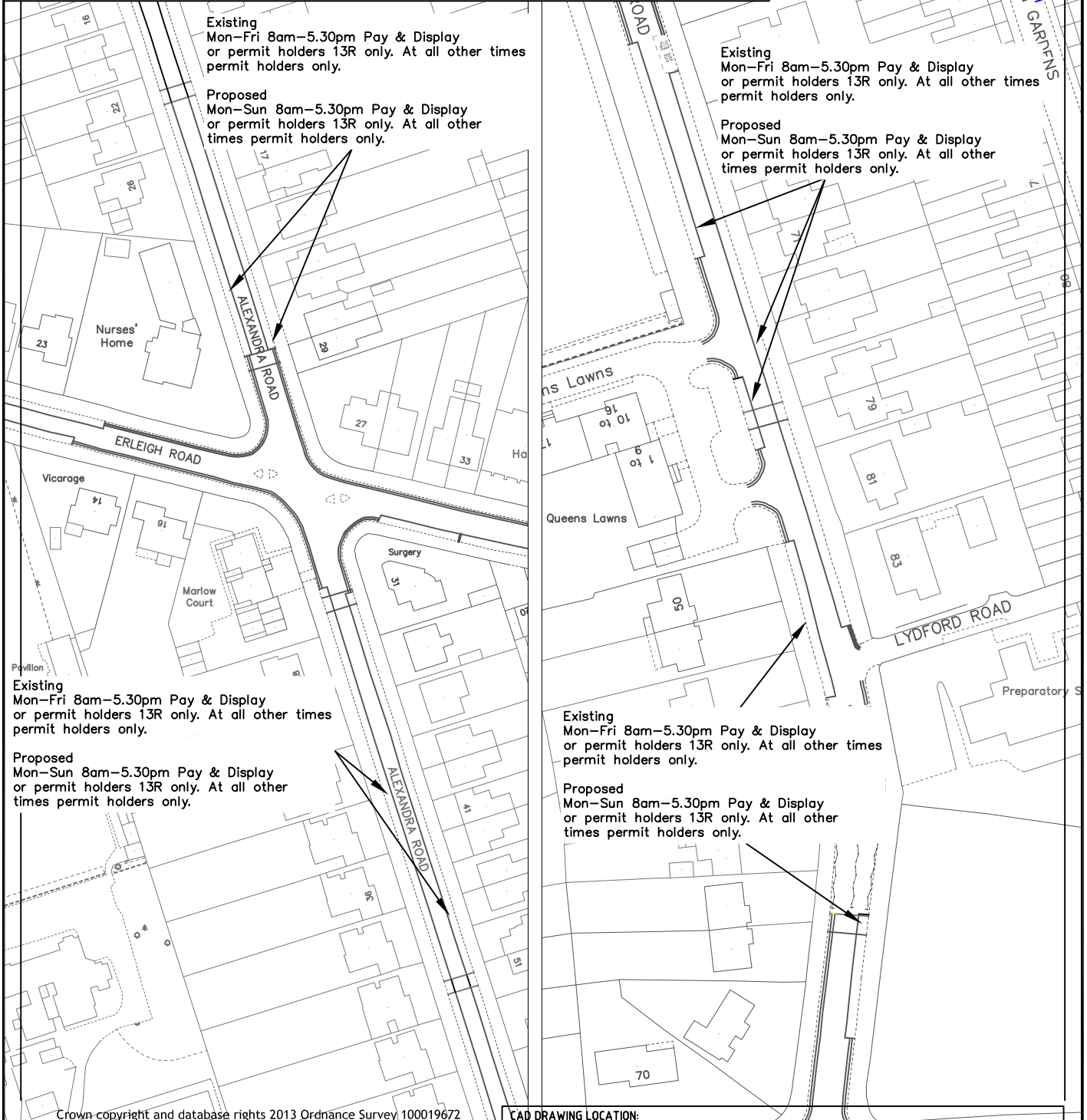
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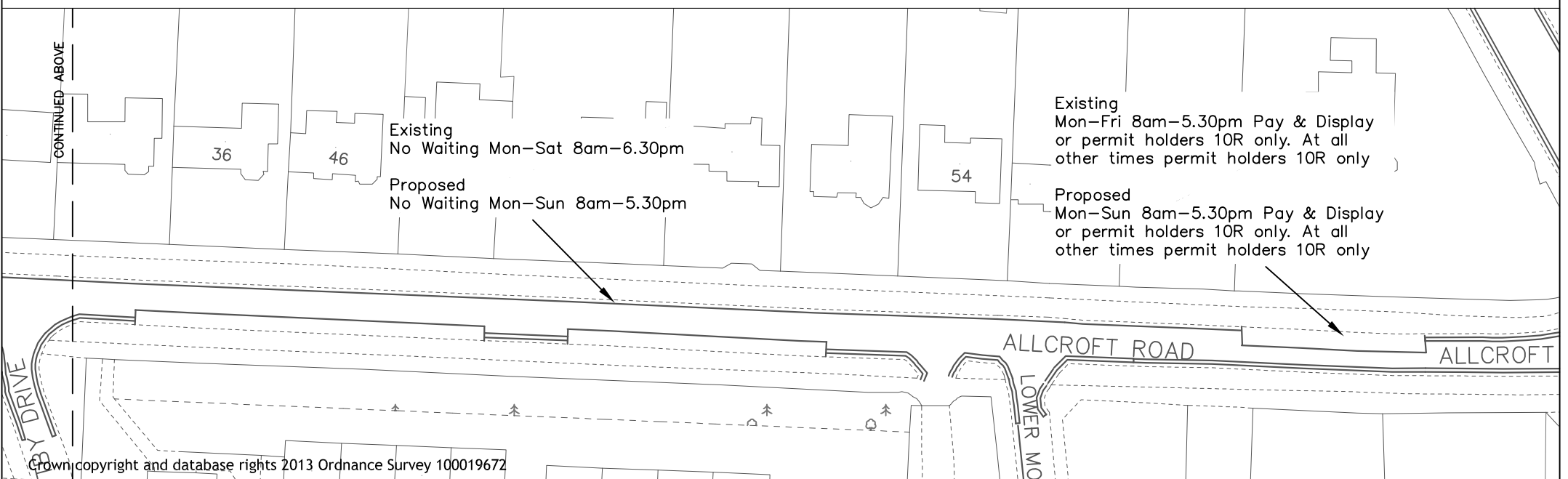
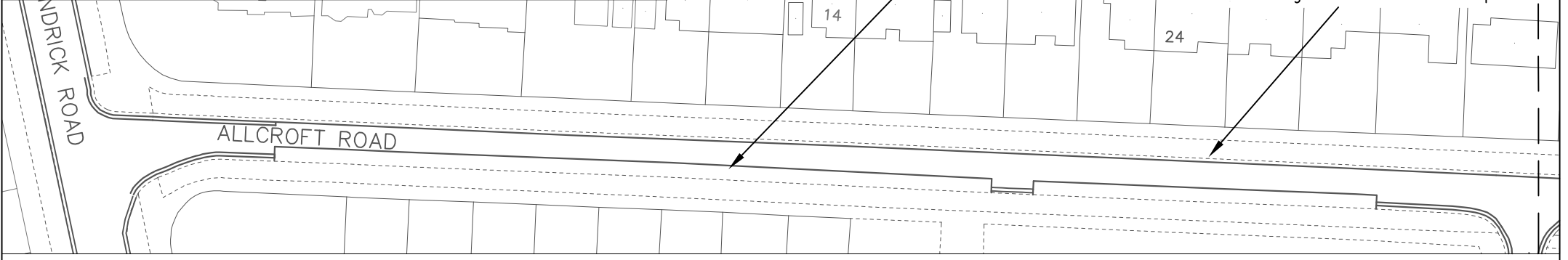
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Proposed
 Mon–Sun 8am–5.30pm Pay & Display or permit holders 10R only. At all other times permit holders 10R only

Existing
 No Waiting Mon–Sat 8am–6.30pm

Proposed
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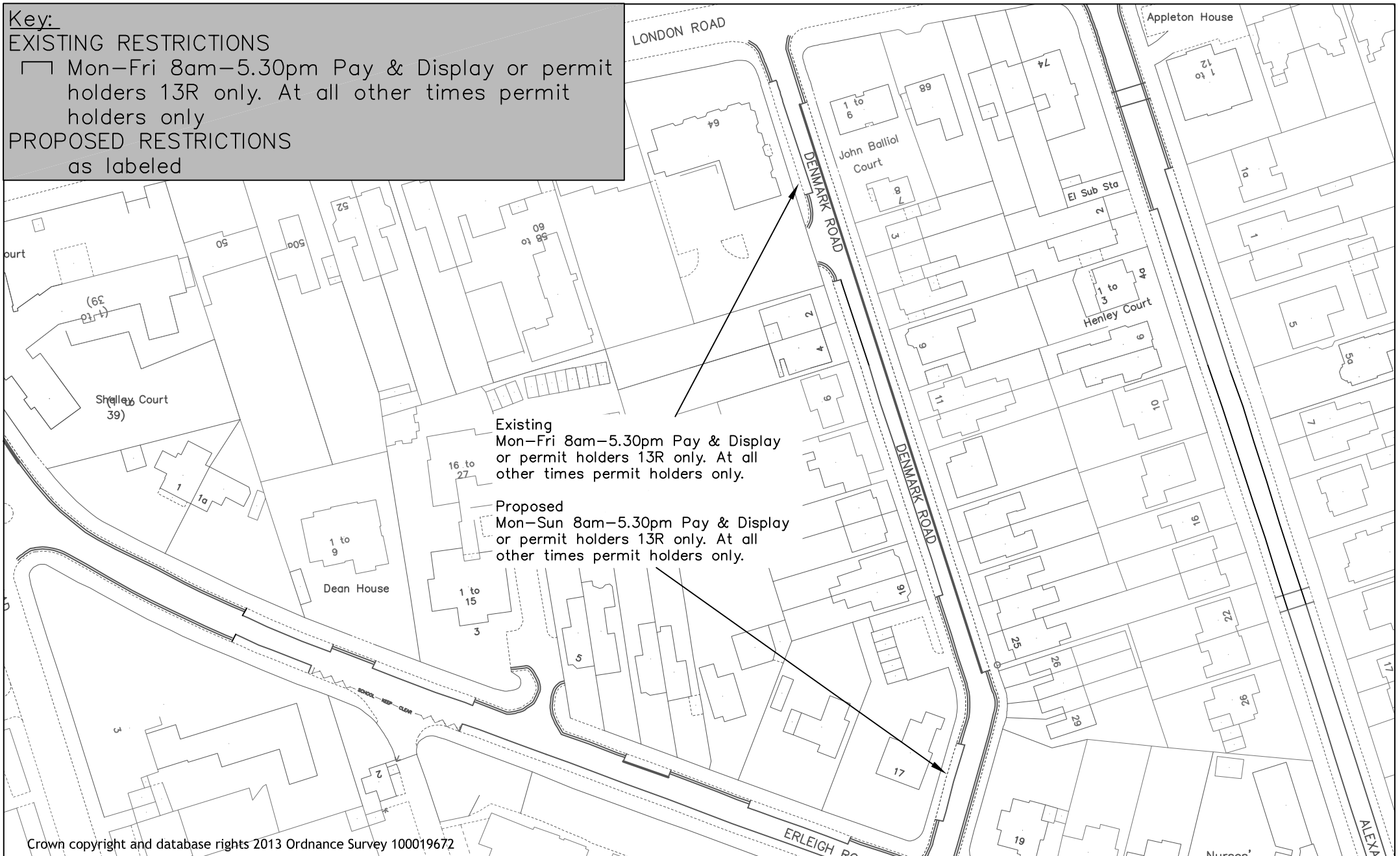
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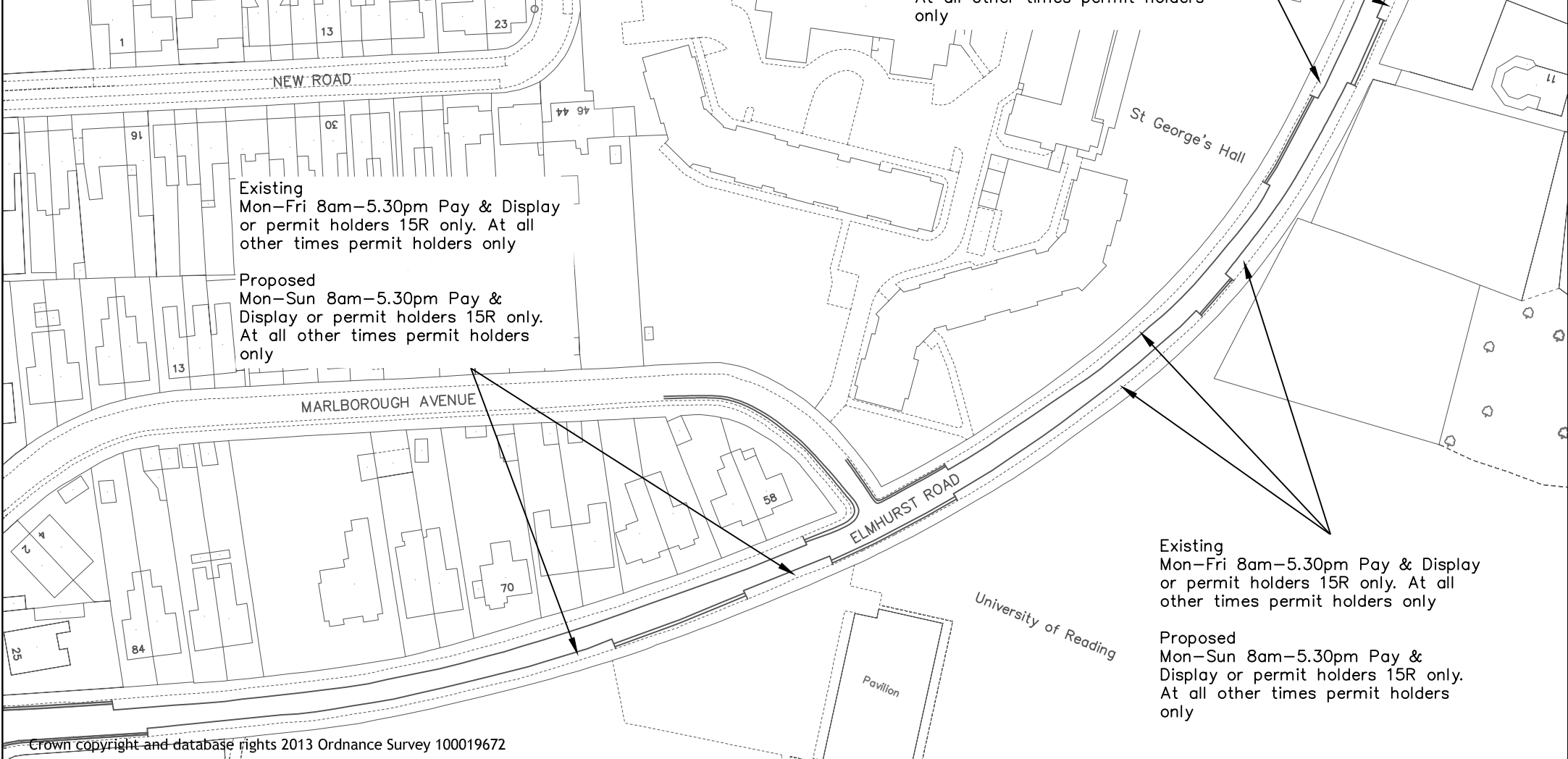


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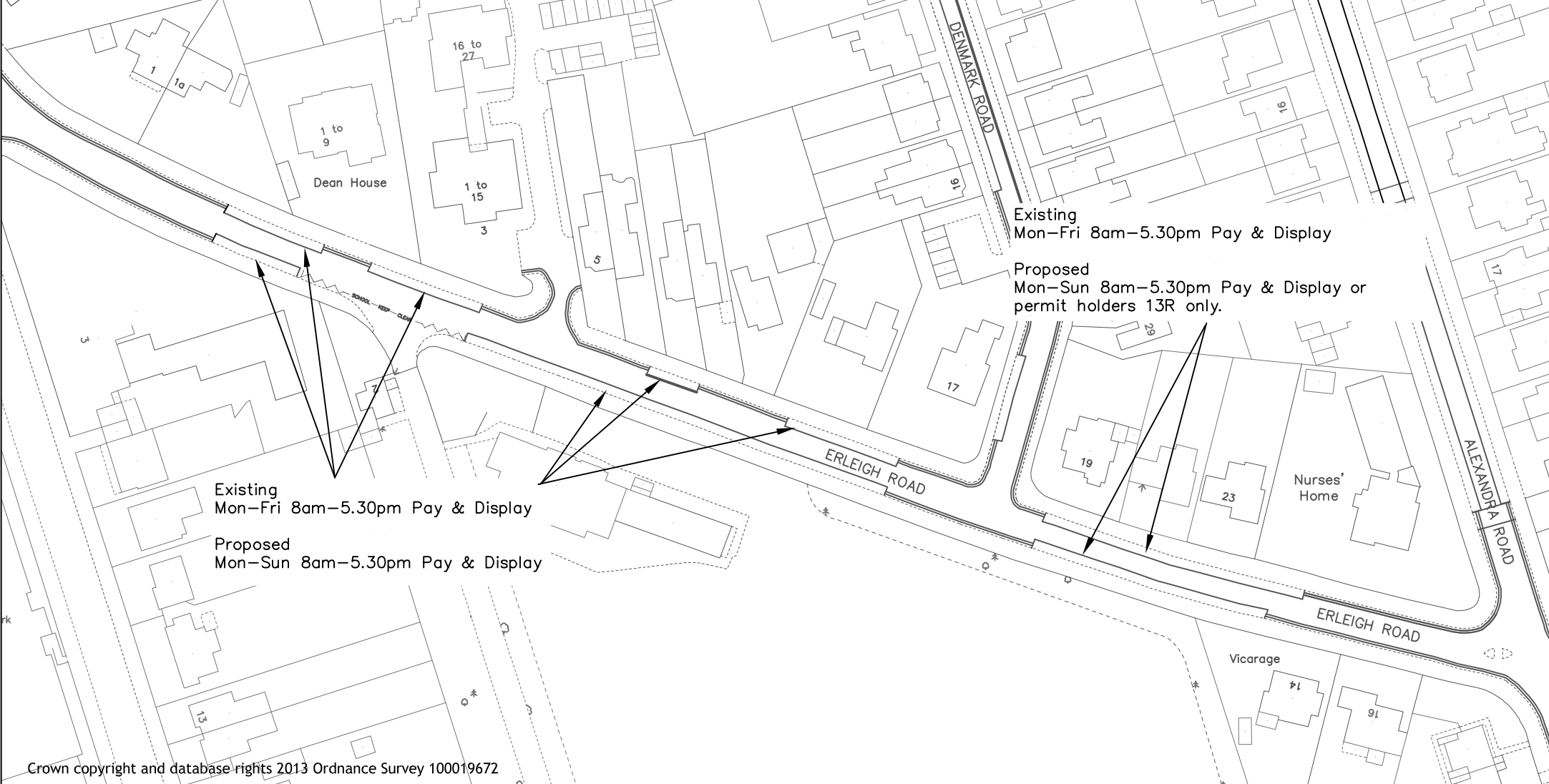


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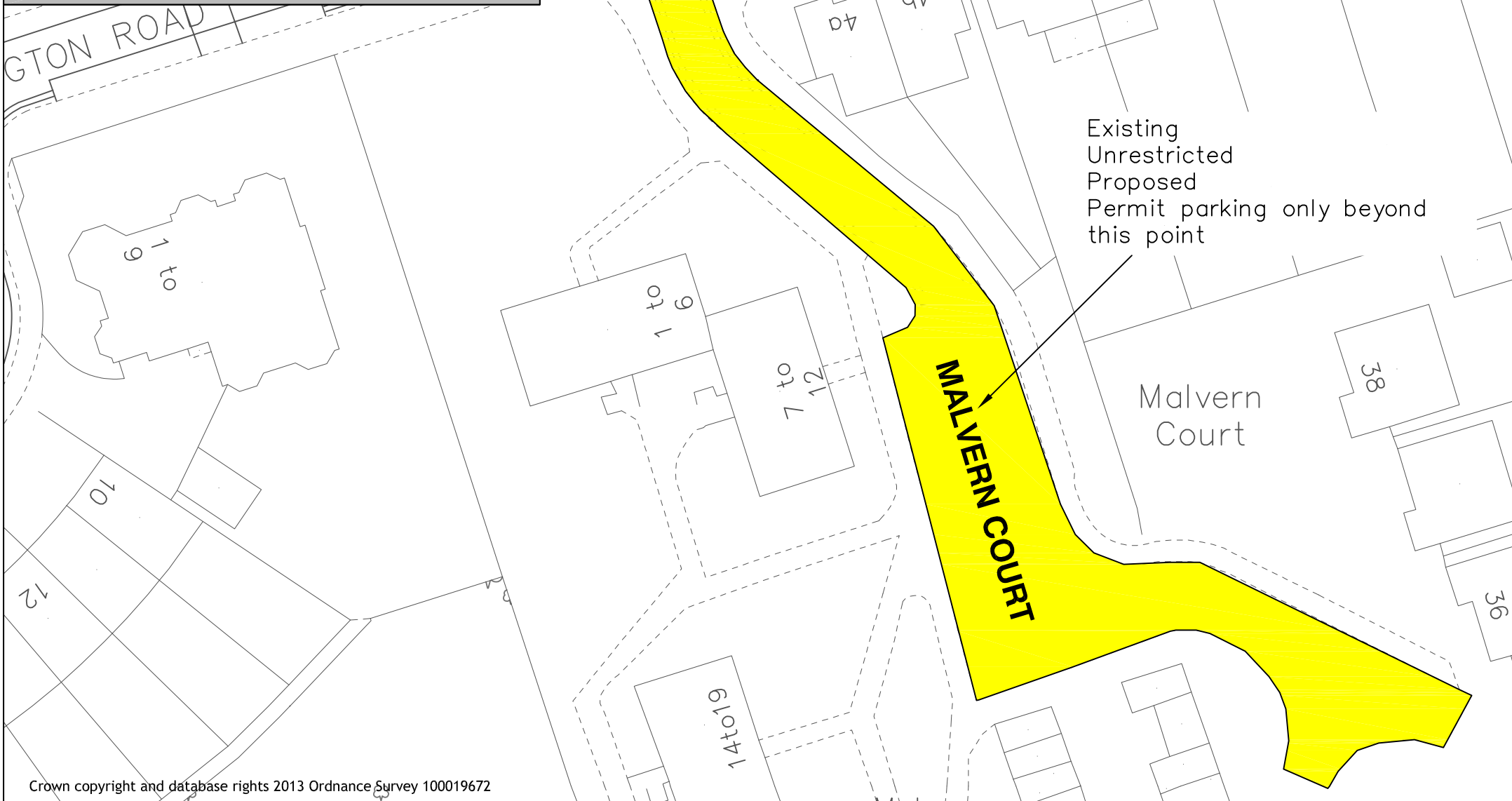
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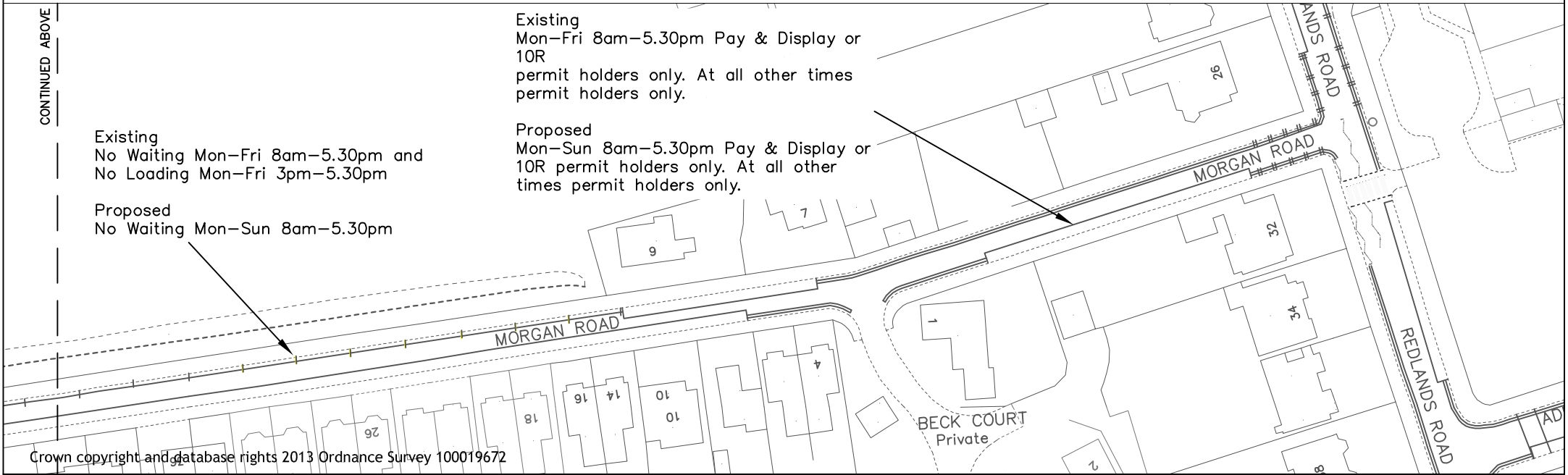
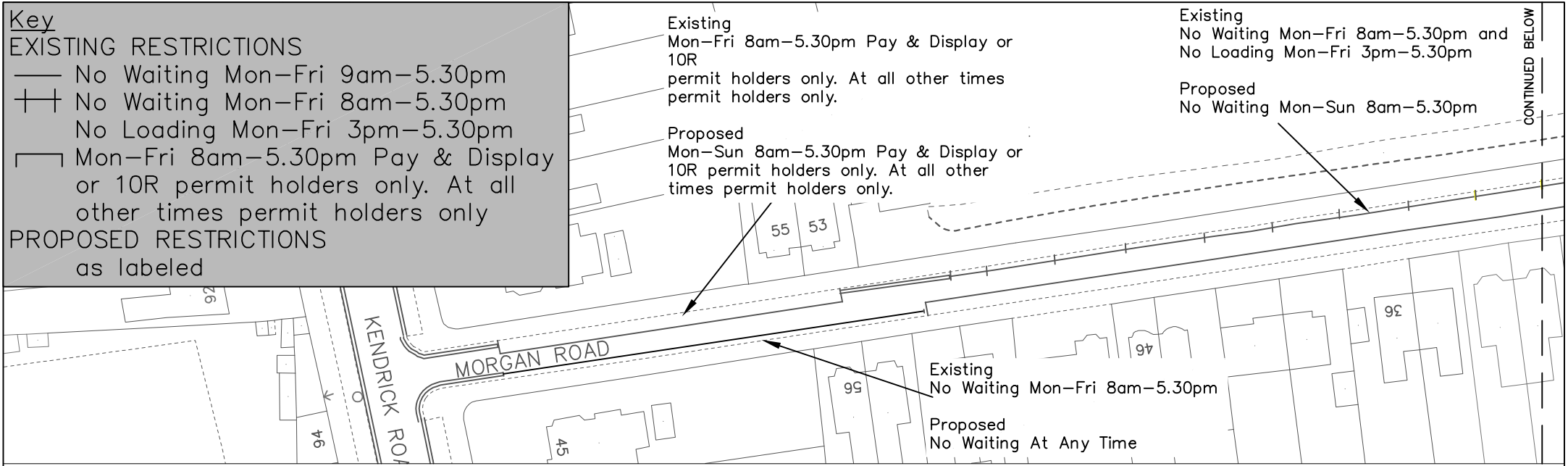


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 † No Waiting Mon–Fri 8am–5.30pm
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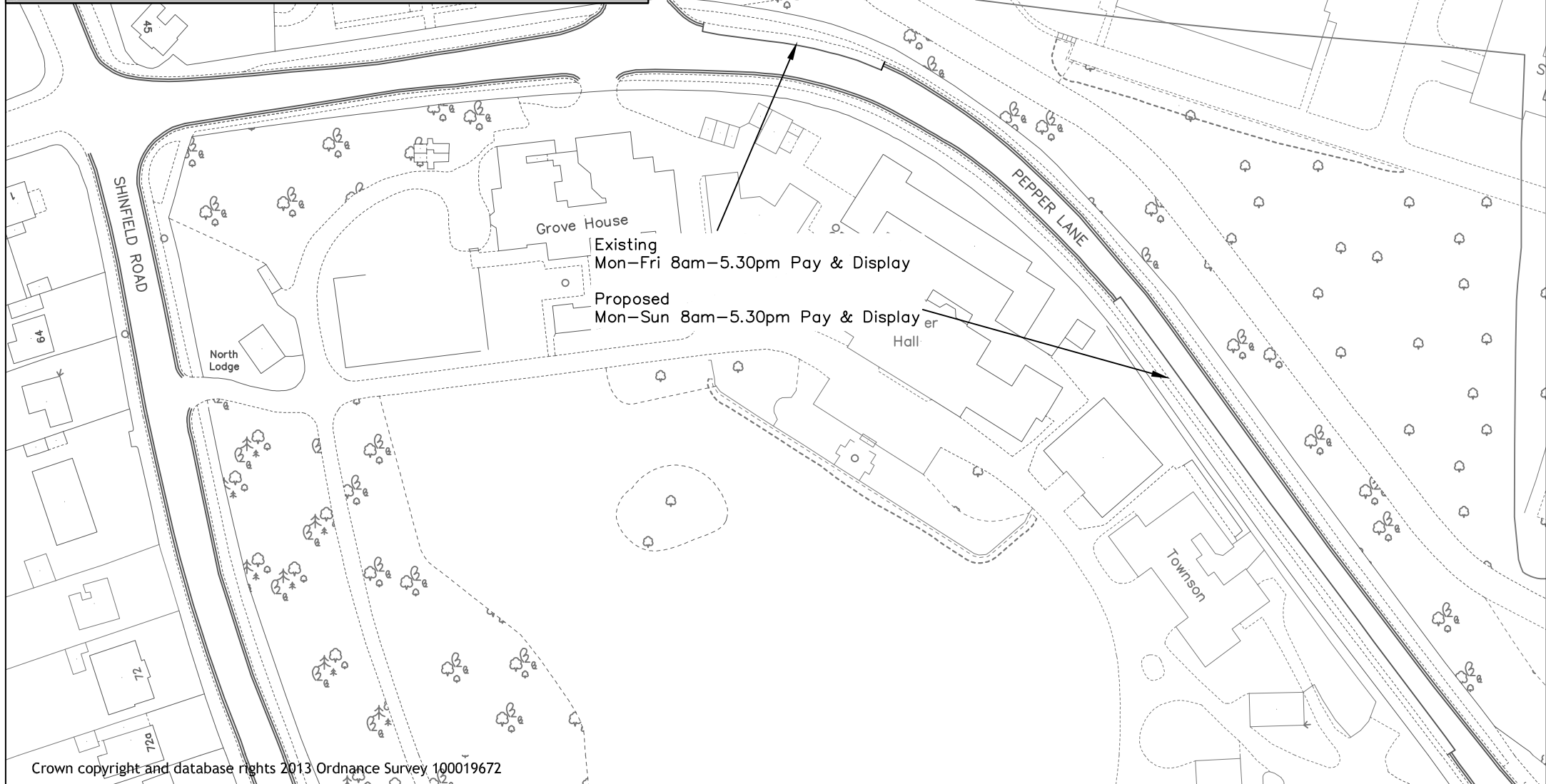


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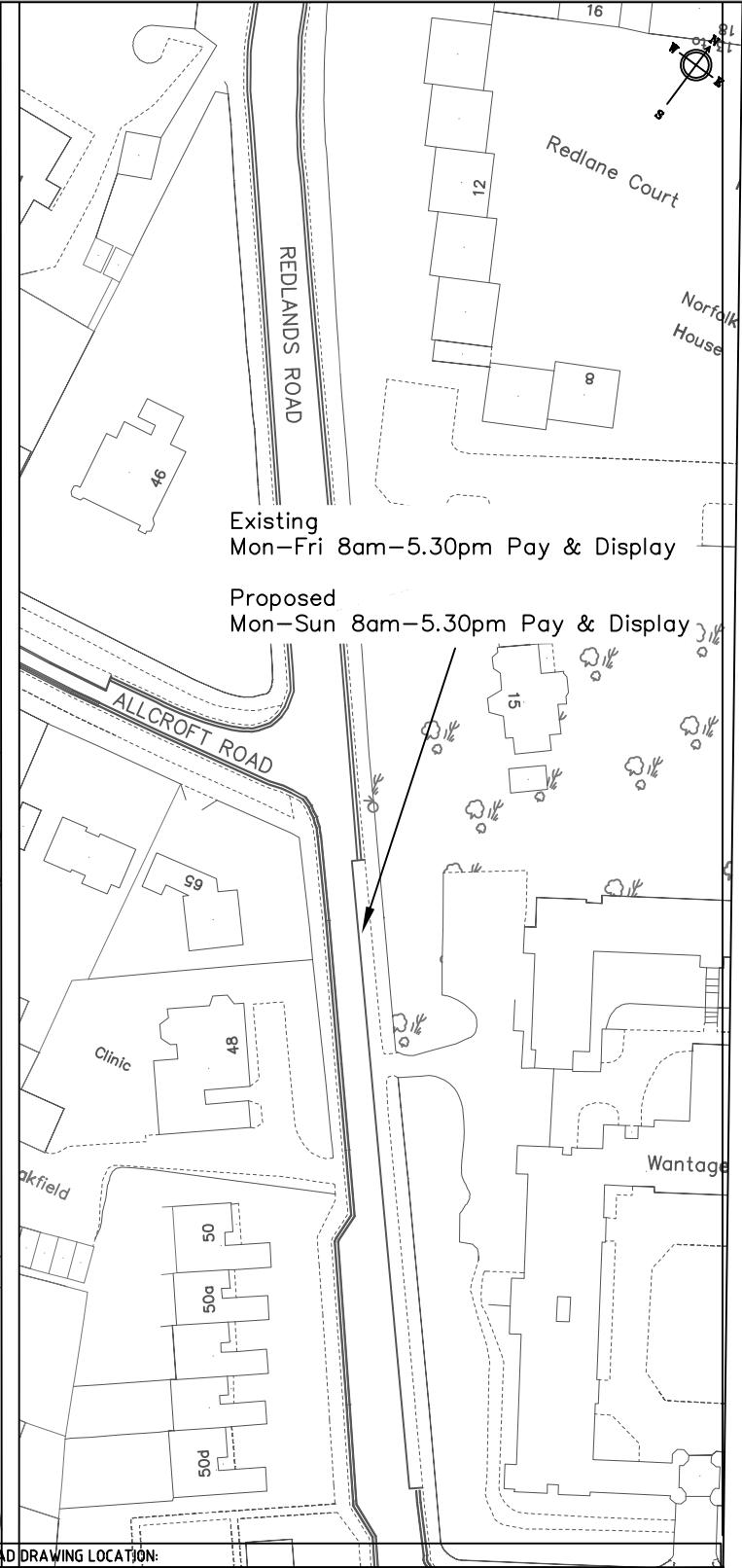
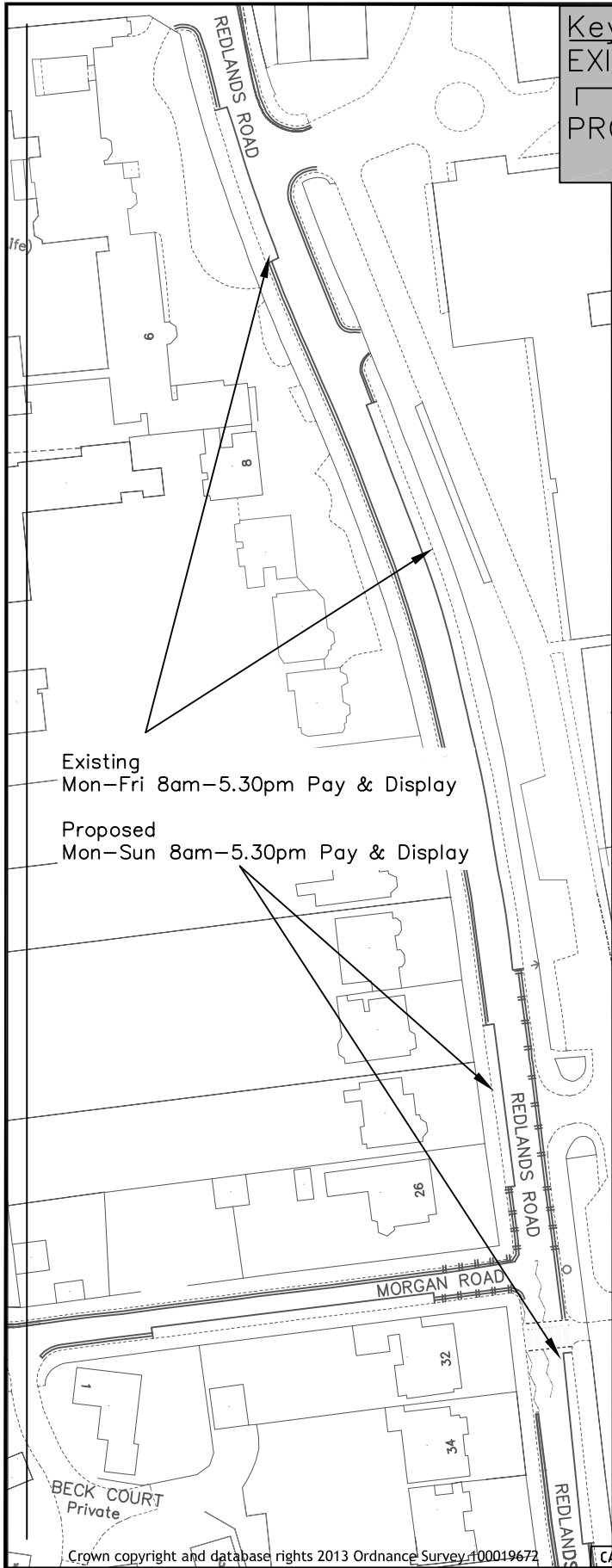


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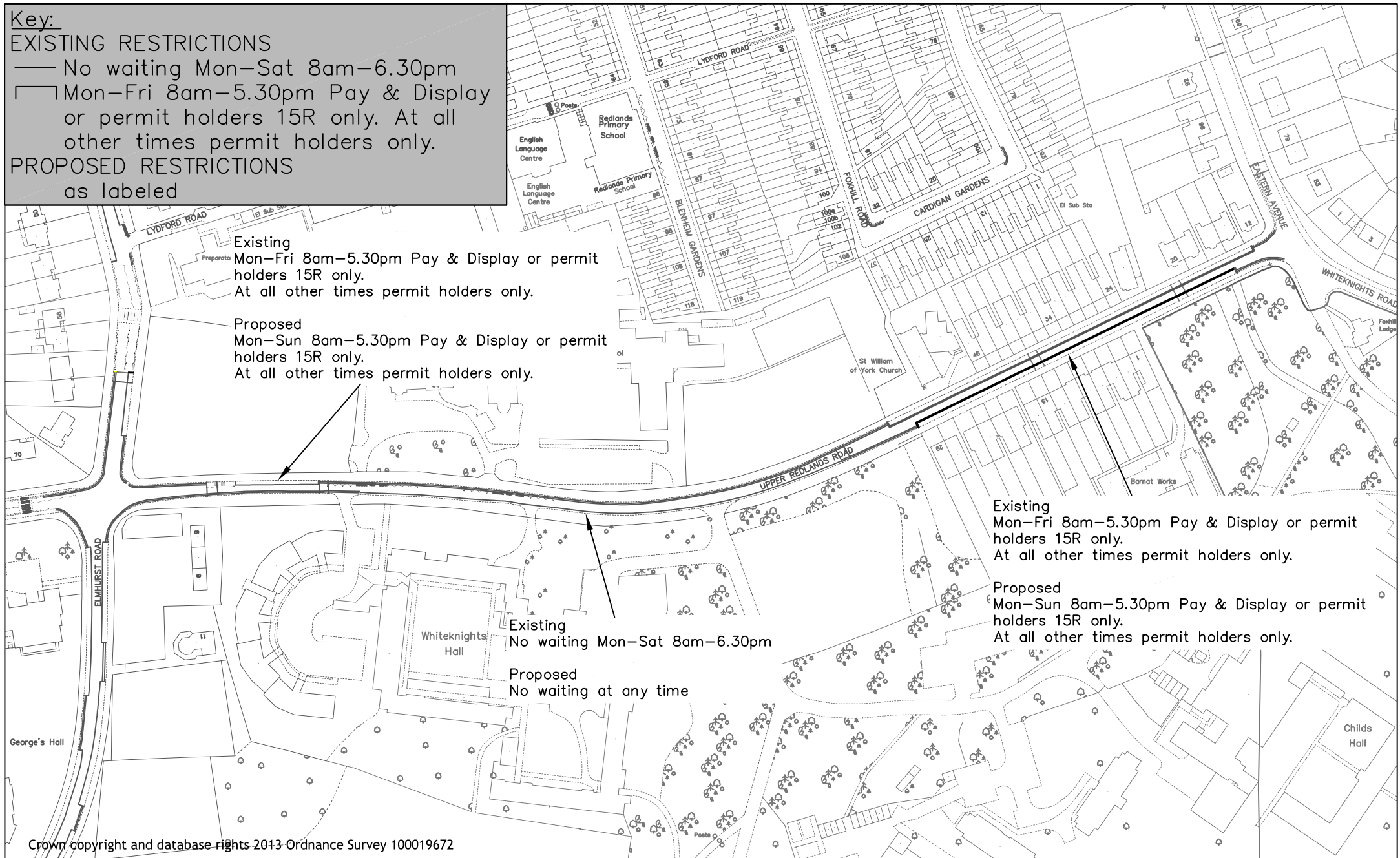
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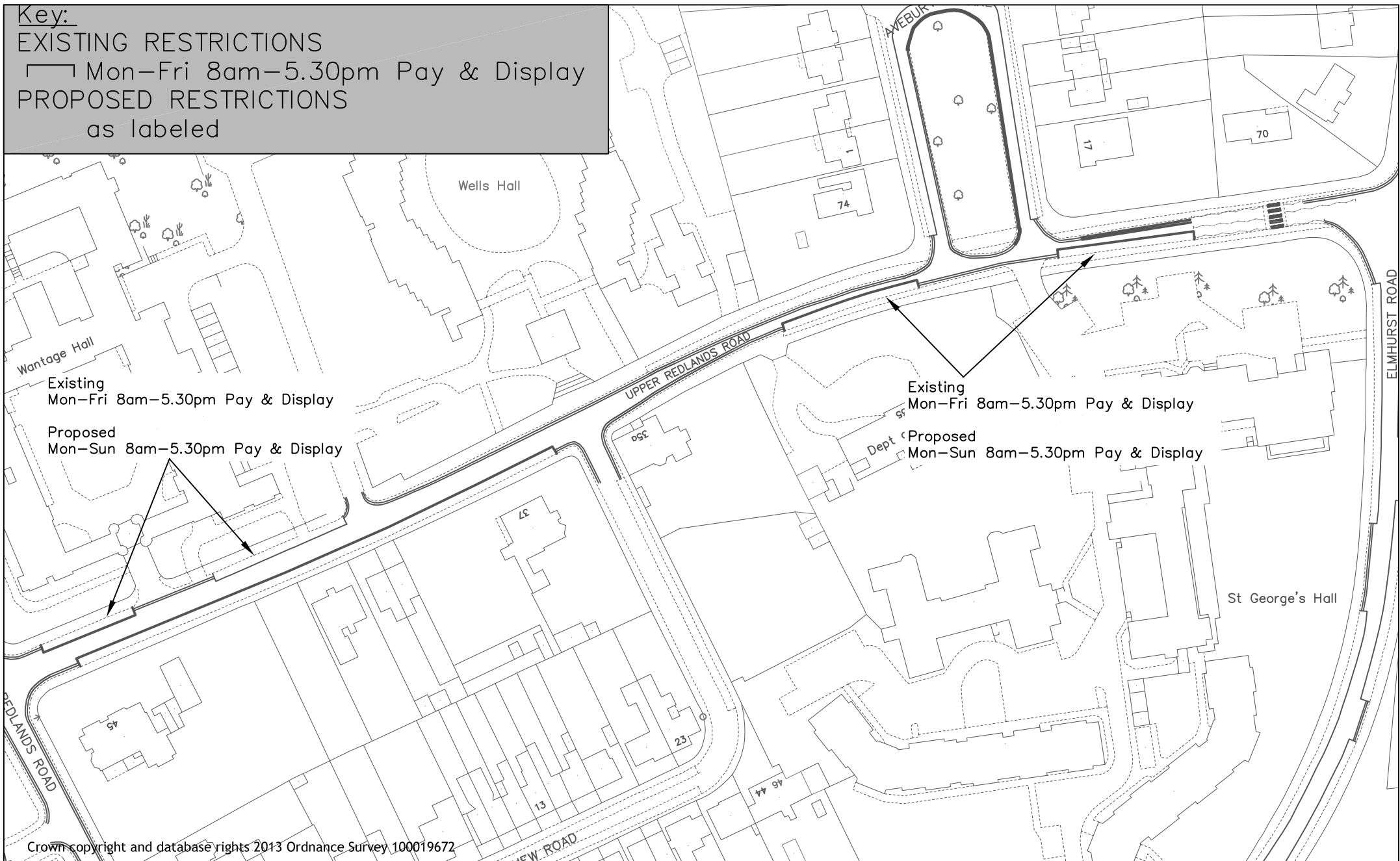


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