



Reading
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To: Councillor Ayub (Chair)
Councillors Debs Absolom, Barnett-Ward,
Ennis, Hacker, Hopper, Jones, McGonigle,
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27 February 2019

Your contact is: **Richard Woodford - Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 7 MARCH 2019

Further to the agenda sent to you for the meeting of the Traffic Management Sub-Committee which will be held on Thursday, 7 March 2019 at 6.30 pm in the Council Chamber, Civic Offices, Bridge Street, Reading, please find attached the appendices relating to the following:

- Agenda Item 8 - Waiting Restrictions Review - Appendix 1 Final Version
- Agenda Item 10 - Results of Statutory Consultations - Pay and Display Minor Changes (Hospital and University Area) - Appendix 1 Final Version

Richard Woodford
Committee Administrator

***CIVIC OFFICES EMERGENCY EVACUATION:** If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble on the corner of Bridge Street and Fobney Street. You will be advised when it is safe to re-enter the building.*

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[Waiting Restriction Review 2018B]- OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 01/03/19

Street/Summary	Objections/support/comments received.
CA1_Amersham Road	Summary of responses: Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident, Comment	It does not seem you are introducing yellow zigzag school lines outside the actual nursery allowing parking on the road. Whilst the no stopping lines are a massive step in the right direction as will stop parking on the blind bends i am still concerned there will be parked cars next to the nursery a child could run out from in between and you could miss them checking for on coming traffic as you are driving on the wrong side of the toad.

Street/Summary	Objections/support/comments received.
KE1_Broomfield Road	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Support	I am in agreement with limiting parking on the bends of Romany Lane/Thirlmere Ave/Broomfield Road as this is dangerous limiting eye view.

Street/Summary	Objections/support/comments received.
KE2_Denby Way	Summary of responses: Objections - 3, Support - 0, Comment - 1, Mixed Response - 0.
1) Petition from 25 Residents, Objection	Signage has gone up in a number of locations on the Potteries Estate indicating that double yellow lines will be introduced on Denby Way and into Pottery Road with no waiting or parking permitted on the double yellow lines in the area adjacent to Denby Way. Pottery Road is already used by a large number of vehicle drivers who are not resident of the road and the concern is that the introduction of the double yellow lines will make this situation worse as the residents of Denby Way will be forced to seek parking in Pottery Road, where parking is already a challenge. Many of the residents of Pottery Road & Denby Way have lived on the estate for many years and cannot understand why it is felt necessary to introduce the double yellow lines. We, the undersigned, are concerned citizens who urge our leaders to act now to stop the introduction of the double yellow lines.
2) Resident, Comment	I live at [REDACTED] Pottery Road and am concerned by the above proposal for double yellow lines on the

	corner of Denby Close and Pottery Road If they are passed it will mean the cars currently parked in the area will move further along Pottery Road causing an even greater obstruction especially along the area between Wedgewood. Close and Portmerrion. It may also lead to cars using the grass verge opposite Wedgewood Close as has been the case in the past when there have been works along the road. I cannot see the advantage, it will just move the problem further down the road. To my knowledge there have been no serious accidents related to the parked cars. It will also make it difficult for me to park near my house when wanting to load and unload my car.
3) Resident, Objection	I am writing to oppose the application for making it a no waiting zone on Denby Way /pottery Road, I live on Denby Way and parking is already a real issue, making this a no waiting zone will encourage others to park on our road. What is a real concern is parking outside and opposite the chemist on pottery Road, parents park during pick up/drop off time for the school, children are running put and parents opening car doors onto the road, I have had 2 near accidents during this time, there is, also a loading bay on norcot Road by the pub that parents block, an accident is, waiting to happen by the chemist
4) Resident, Objection	I object to the proposals, this will take away valuable parking spaces and will only cause more problems for the owners of the garages belonging to numbers 58-66 Pottery Rd. At present the owners of these garages have no clear view in either direction when pulling out of these garages due to vans/high vehicles/cars parking much worse than Denby. This proposal would only push parking further up and down Pottery Rd causing more problems for ourselves exiting our garages, residents exiting Coalport Way and Wedgewood Way. During daytime hours there is no problems exiting Denby Way .

Street/Summary	Objections/support/comments received.
KE4_Lower Armour Road	Summary of responses: Objections - 0, Support - 8, Comment - 0, Mixed Response - 0.
1) Resident, Support	I would like to register my FULL SUPPORT for these proposals. I have lived in Armour Road [REDACTED] and the have experienced numerous issues, accidents (and near-accidents) as a result of inconsiderate parking along the road. Most issues are caused by stopping/parking on the left-side of the road (when approaching Armour Hill), and I am delighted to see this is the area where you propose to install restrictions. I hope this proposals receives the support of the local residents and I hope restrictions can be installed as soon as possible.
2) Resident, Support	I fully support the restrictions proposed because I live on this road and find the parking on this side of the road has caused myself and others on numerous occasions to very nearly have accidents. The visibility along this road is poor as it is and when cars are parked on both sides it exacerbates the problem and makes manoeuvring extremely difficult and unsafe.

3) Resident, Support	I wholeheartedly support this proposal. We live at [REDACTED] Lower Armour Road and the parking at present is incredibly dangerous. It creates blind spots and makes it impossible to move safely. There is simply no way that any emergency vehicles would be able to get through from Armour Road to Armour Hill given the way cars are parked. There are frequently cars double parked on both sides of the road. It should also be noted that there is a park and nursery at the end of the road and this is another reason that safety is, in my view, paramount.
4) Resident, Support	I fully support the proposal to install "No waiting at any time" as per published plan. My reason for support is that, living just round the corner in Armour Hill, I frequently use this road, both walking and driving and have witnessed many "near miss" traffic accidents due to inconsiderate parking on the west side of Lower Armour Road, which obscures the view of cars, vans, etc. on the bend. This inconsiderate parking also usually includes parking on the very narrow pavement, which forces people with pushchairs, wheelchairs into the road adding to the already hazard.
5) Resident, Support	I refer to the planning restrictions that are being planned for Lower Armour Road opposite Swansea Terrace. I am in total support of these plans as the current parking by a small number of residents are putting other car users and pedestrians in danger. Currently on the corner of Lower Armour Road opposite Swansea Terrace you have no view of coming traffic coming up the road and when traffic does have to pass this is restricted due to vehicles parking on this corner. As the vehicle also part on the path pedestrians can not get through with a mobility scooter or pushchair and they also have to cross a road on a blind corner, to a path which is too small to take a large pushchair resulting in parents having to walk in the road. I fully support the planned restrictions that the council want to put in place. The residents who are parking on this side of the road have a driveway which they refuse to use. As a car owner myself I always have to park within my drive to avoid blocking the road within my close, I feel that residents in Lower Armour Road should do the same. Before an accident happens.
6) Resident, Support	I support the plan to stop parking on Lower Armour Road opposite Swansea Terrace. The parking by one individual causing problem for many local drivers and pedestrians. The car parks on a blind corner opposite Swansea terrace. No one coming down the road can see the on coming traffic. No one wanting to drive into Swansea terrace can get the turn into their close. Due to this car parking also on the pavement, pushchairs or mobility scooters can not get passed, they have to then use the road as the pavement opposite is not wide enough to for pushchairs or mobility scooters. This parking needs to be stopped as the cars involved have a driveway that they can park in and therefore do not need to park in this way. It is just laziness and putting peoples lives at risk.
7) Resident, Support	I support this proposal but would like to ask if it could be extended around the corner into Armour Hill? The first part of Armour Hill down to Newbury Close is very narrow and if there is parking on both sides emergence vehicles can't get through! My worry is if you stop parking on one side of Lower Armour road the offending cars

	will just park in Armour Hill making it worse than normal. Also I would like to see some restriction on illegal parking on the pavement, any wheelchair user or pram has to go on the road as the footpath is ALWAYS blocked with parked cars and vans.
8) Resident, Support	I support that yellow lines are put down as due to inconsiderate parking both sides of a narrow rd, I am surprised there have not been more accidents, as there have been a couple already. Also emergency vehicles have struggled to pass on more than one occasion.

Street/Summary	Objections/support/comments received.
KE7_Thirlmere Avenue	Summary of responses: Objections - 7, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident, Objection	<p>I wish to give notice of my 'objection' to the proposal for "No waiting at any time" in the area of the roundabout in Thirlmere Avenue (drawing # WRR2018B/KE7). Having lived at our address [REDACTED], and with only single car ownership during that time (I have off road parking), I have relied and continue to welcome availability of parking in the roundabout area for several good and valid reasons.</p> <p>Friends and family staying or visiting Deliveries being made Emergency services Current local social benevolent understanding and goodwill of the status quo A slowing of the traffic speed (safety)</p> <p>I acknowledge the Avenue does become congested during the evenings as people return from work and park their vehicles; however, current arrangements do seem to work without 'incident'. With the outlined proposed restriction for parking on the roundabout area, this will undoubtedly make parking here very difficult for the future. I believe the social impact to my family and the local residents and visitors would be both profound and detrimental. The parking issue will effectively be 'pushed' into other areas of the Avenue that do not have the necessary spaces in lieu of the proposed roundabout restrictions (double yellow lines for 60 metres on South and North of the Avenue). At no time during my [REDACTED] here have I seen the current status quo of parking making the area 'impassable' to traffic; there is always a social recognition of parking 'order' and an agreed courteous nature in the unspoken arrangements between the residents. The proposal would I believe be 'anti-social' not just to my household, but also my neighbours and all potential visitors of all kinds that wish or need to come to the area. It will undoubtedly cause social friction and tension for the future as further pressure is put on a finite parking resource. I also believe speed of cars will increase as a consequence of 'clearing' the area due to the restrictions, with potential safety implications to local residents. I do welcome</p>

	the idea of continuous improvement, but my view is that perhaps removal of the roundabouts and deploying speed restrictions in the area would be a better solution and improvement to the road in Thirlmere Avenue.
2) Resident, Objection	Currently there is a lot of pressure on parking and the imposition of DLL on the roundabout would take away at least 4 spaces, so unless this can be mitigated in some way I would like to object to this proposal. In my experience parking on the roundabout is mainly used as a last resort and overnight so ordinarily there is not a problem with obstruction.
3) Resident, Objection	It is hard enough to find space to park in the evenings and as a last resort most use the island on the roundabout. At anytime it poses no risk or obstruction to maneuvering around the roundabout. Also in the daytime as people use their cars for work there are rarely cars parked there. I object to Adding Double Yellow lines as it would remove 4 parking spaces in what is a very restricted and congested road as it is for parking.
4) Resident, Objection	I wish to formally object to RBC's proposal to introduce 'no waiting at any time' markings on the mini roundabout directly outside my property. This proposal is CMS/011093 drawing no: WRR2018B/KE7. I bought my property ([REDACTED] Thirlmere Ave RG30 6XJ) on the understanding that I can park my car outside my home. I paid for a single white line to be painted to prevent people from blocking my small parking space in. If the proposal for 'no waiting at any time' markings goes ahead, my visitors & deliveries will struggle to find somewhere to park. My neighbours will suffer the repercussions of greater demand for street parking outside their homes. It is also likely that, in the future, my household will increase to a 2 car household. Therefore, I strongly object to this proposal.
5) Resident, Objection	There is a lot of pressure on parking in this road DYL on the roundabout would take away some 4 spaces, I would like to object to this proposal as it will mean that I will find it even more difficult to park. Anyway the roundabout is mainly used as a last resort and overnight so normally there is not a problem with obstruction on the roundabout.
6) Resident, Objection	I am emailing to object to the proposed no waiting at any time parking restriction being proposed to the frontage of my property in Thirlmere Avenue. This is a residential area and enforcement of these restrictions will compound an already overcrowded street parking problem. It seems unfair that I will be prevented from parking outside my property due to it fronting onto a roundabout when cars can do so in other parts of the road where access is just as much of a problem. In addition you should also consider what these restrictions would mean to visitor, carers, etc. parking. Would reducing the roundabout in size not solve all issues and still allow me to park outside my property rather than someone else's?
7) Survey to Residents via Ward Councillors	Ward Councillors conducted a survey to local residents with 4 in favour of the restriction and 22 not in favour of the restriction.
8) Resident, Objection	I would like to register an objection to the proposed no waiting at any time parking restriction that is being

	considered in front of my property in Thirlmere Avenue. This is a residential area with eight houses fronting on to the roundabout, only six of which have the facility to park off road and at least two of which, including my own, have a second works vehicle. In addition there is visitor parking, sometimes overnight, loading and unloading, and deliveries to consider. If these restrictions are enforced it will compound an already overcrowded street problem. I was unable to ascertain if these proposals are either in the interests of safety or response to demand but was told when I telephoned that it could be because of access. In all instances could this not be resolved by the size of the roundabout being reduced? If it were made into a mini roundabout or even a traffic island it would prevent parking on the roundabout itself, increase access, still provide a turning point in the road and make parking around the roundabout no more access restrictive than in other parts of the road. If the proposal is successful I would question whether it would actually devalue my property and I would also look to the Council to refund the cost of the Access Protection Marking I paid for no more than two years ago.
9) Resident, comment	<p>Officer Comment: The remainder of this comment refers to a separate scheme which can be found part of 'KE1_Broomfield Road'</p> <p>I live at [REDACTED] Thirlmere, next to the roundabout at which proposals are being made. I do have a parking bay and dropped kerb. I have no objection either way to the proposals but see more losers if the scheme goes ahead regarding banning parking on the roundabout itself. Occupiers of properties close to the roundabout who have no viable parking space will be impacted if the proposal goes ahead, which in turn will impact the rest of us as cars will again park right up to dropped kerb/parking bays making it difficult to get in/out of bays. Houses where occupants have two or more cars cause problems in the area of the roundabout, together with larger vehicles frequenting those properties on a regular basis as those houses have no parking bay. On the other hand if the no parking zone goes ahead it will be easier for larger delivery vehicles/emergency vehicles to negotiate the road.</p>

Street/Summary	Objections/support/comments received.
MI1_Berkeley Avenue	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Support	Please note I am happy with this introduction as it is required. All going well, please can you ensure there is clear signage stating 'No Parking at any time' all around the area where double yellow lines will be introduced, as the single/double yellow lines get covered with leaves and people start to park again. Appreciate if this can be added to this plan

Street/Summary	Objections/support/comments received.
M12_Bexley Court	Summary of responses: Objections - 5, Support - 2, Comment - 0, Mixed Response - 0.
1) Resident, Support	I support this proposal.
2) Resident, Support	I support this proposal and would like to know the outcome.
3) Resident, Objection	I am writing an objection to the parking restrictions that have been proposed for Bexley court. I have been living in Bexley Court for [REDACTED] and I think that the restrictions you are proposing would create disruption to us and all the people living in Bexley Court. We are around 30 families only in the further down blocks of flats and we have only 11 parking spaces plus 3 already assigned to particular flats. There are usually 20-22 cars parked there. That means that we need already to use the space in the middle to park our cars (that seems the one you want to restrict). If you are going to restrict parking here I am wondering where we can put our cars; we have garages that are too small for cars and we don't have parking permits to park cars in streets nearby. Also, there are elderly people living there and carers that come regularly to visit them. Your proposal would make life difficult to them too. The only way I can see this working is if you assigned a parking space for each flat that means to create more of them. Therefore I am asking you to reconsider your proposal that would only create disruption to us.
4) Resident, Objection	I am writing to express my objection concerning changes to waiting restrictions and parking places in Berkley Avenue, Bexley Court, and Brunswick Street. I leave in Bexley Court and the proposed restriction would have a significant impact on the people living in this area. There is only a limited number of parking spaces in the area. Notably, this is not sufficient to cover for the number of cars, despite most of the families have only a single car (and in some cases no car at all). We do not have any car permit either to compensate for a significant reduction in the parking spaces.
5) Resident, Objection	I am writing to object against the proposed parking restrictions at the Bexley Court. I have lived at Bexley Court for past [REDACTED] and intend to do so for many more years. If you visit Bexley Court you will find that these flats while built only very recently were not build with future in mind and struggle to ensure basic needs met for the residents one of which is parking issue. Currently there are around 30 families living in the blocks using the the carpark for which the restriction is proposed. However, we only have 11 parking spaces of which three are assigned to particular flats. This leaves 8 parking spaces for 19 families! We have a very good system working in terms of parking which allows us to efficiently and safely park the usual 20-22 cars daily. While there are garages assigned to many flats (by far not all) these garages are too small for most of the cars owned by the people living in the flats hence cannot be used for the purpose of parking. Further, there are a number of elderly people living in these flats with regular carers visiting them to ensure their wellbeing.

	<p>Imposing restrictions to the car park would pose a problem for them to access and care for these individuals. If such car park restrictions would go ahead, I expect that the Council will liaise with the Cleaver Property Management (who manage the Bexley Court) to introduce more parking spaces for the residents as otherwise the council is knowingly destroying a working parking system and introducing parking issues in the wider community not just locally. In my view, if the council has an important enough reason to restrict the parking space then the council is also responsible for ensuring that the people living in the council are offered effective and safe solutions to parking locally. Which brings me to the last but very important point - the notice of proposed restriction did not list any reason for such restriction. Being that this is a very local community using this car park and the parking does not affect anyone else except us, the tenants who live here, and we are happy in our way to park, we ask the Council for the reasons as to why they see it important to restrict the parking and cause issues not only to the Bexley Court community but to the local communities connect as we would be forced to park in the nearby roads if this restriction was to go ahead. There is no reasonable cause in my eyes to do this, I have never seen any issues in this car park in the time I have lived here and I drive and park daily here. For the above reasons I am asking you to reconsider your proposal and am looking forward to your reply with more detailed information regarding why suddenly Council has decided to restrict the car park for us</p>
6) Resident, Objection	<p>Please accept the following rationale and suggestions for the proposed "No waiting at any time" change to the Bexley Court roadside parking. [REDACTED] who is unable to undertake any daily living activities and requires 24 hour assistance, monitoring, and care. In our block alone, multiple carers, medical practitioners, equipment delivery and maintenance representatives, daily food, medication, and health-related deliveries require parking throughout the day and night. Following a conversation with [REDACTED] Network Management, I understand there is a proposed 20 minute standing time. Just this week, this time limit might have precluded, for example, a four-hour hoist installation, three specialist assessments (with many trips up and down 28 stairs carrying heavy equipment), an emergency hospital bed/air mattress replacement, medical visits/interventions, all carer calls (daily duration is 10 hours with multiple visits starting with one hour minimum). These are recurring events, many at short notice or with shifting timeframes. Emergency services (police, fire, ambulance) have been called in succession to a vulnerable neighbour who also requires meal deliveries and caregiver assistance for periods exceeding 20 minutes. In addition, parking for property management personnel (cleaning, gardening, tree removal, painting, repairs and upkeep), utility services (electricity, water, waste management), mail/package delivery personnel, may be compromised. I am assuming emergency services will override any parking restrictions. If, [REDACTED], this proposal is the result of a resident (alleged) complaint, it seems odd that Cleaver Property Management was not informed? Ironically, said complainant will in effect bring about a reduction in already limited parking options! Also, no proof could be provided that the two notices on lamp posts were actually displayed for the requisite three-</p>

	<p>week period. Certainly, they remain unseen by homebound, vacationing, or otherwise occupied residents - myself included - which raises concerns of accessibility. Our Property Manager could have posted notices in entrance halls and/or emailed residents. Per your drawing, I am in full agreement that the pavement should not be utilised for parking. Perhaps the 20 minute waiting period - roadside only - could be extended to 2 hours for disabled and delivery/care/medical personnel displaying the appropriate identification on the dashboard? A main concern is cars blocked by commercial vans - there are currently three, sometimes four. Indeed, these may have triggered complaints and should be disallowed in the private parking area. Another option would be for the assignment of four (painted) additional bays that are currently used informally by residents. In this case, one would need to extend the boundary a little beyond flats 40-45 to the neighbouring garage entrance in order to allow full and easy access. These bays could be available on weekends and on weekdays from, say, 1900-0700 or 2000-0800 per other council-designated parking. Alternatively, residents of Bexley Court could be issued with a parking permit for the undesignated bays. One permit only per household might alleviate the current situation of a few residents occupying 2-3 spots. I don't know if this falls under the purview of the Council or the property management company (or both), [REDACTED].</p>
7) Resident, Objection	<p>I am writing to object against the proposed parking restrictions at the Bexley Court. I have lived at Bexley Court for past [REDACTED] and intend to do so for many more years. If you visit Bexley Court you will find that these flats while built only very recently were not build with future in mind and struggle to ensure basic needs met for the residents one of which is parking issue. Currently there are around 30 families living in the blocks using the the carpark for which the restriction is proposed. However, we only have 11 parking spaces of which three are assigned to particular flats. This leaves 8 parking spaces for 19 families! We have a very good system working in terms of parking which allows us to efficiently and safely park the usual 20-22 cars daily. While there are garages assigned to many flats (by far not all) these garages are too small for most of the cars owned by the people living in the flats hence cannot be used for the purpose of parking. Further, there are a number of elderly people living in these flats with regular carers visiting them to ensure their wellbeing. Imposing restrictions to the car park would pose a problem for them to access and care for these individuals. If such car park restrictions would go ahead, I expect that the Council will liaise with the Cleaver Property Management (who manage the Bexley Court) to introduce more parking spaces for the residents as otherwise the council is knowingly destroying a working parking system and introducing parking issues in the wider community not just locally. In my view, if the council has an important enough reason to restrict the parking space then the council is also responsible for ensuring that the people living in the council are offered effective and safe solutions to parking locally. Which brings me to the last but very important point - the notice of proposed restriction did not list any reason for such restriction. Being that this is a very local community using this car park and the parking does not affect anyone else except us, the tenants who live here, and we are happy in our way to park, we ask the Council for the reasons as to why they see it important</p>

	to restrict the parking and cause issues not only to the Bexley Court community but to the local communities connect as we would be forced to park in the nearby roads if this restriction was to go ahead. There is no reasonable cause in my eyes to do this, I have never seen any issues in this car park in the time I have lived here and I drive and park daily here. For the above reasons I am asking you to reconsider your proposal and am looking forward to your reply with more detailed information regarding why suddenly Council has decided to restrict the car park for us.
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Street/Summary	Objections/support/comments received.
PE3_Quantock Avenue	Summary of responses: Objections - 1, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident, Comment	I have no objection to this proposal but consider it (and maybe some of the other similar ones) to be a waste of money. We have [REDACTED], and while it is true that on occasions cars are parked near the corner I have never considered this to be dangerous or causing undue inconvenience. Further, it would not improve the more dangerous corner at the nearby Newton Avenue / Montpelier Drive junction where, frequently, parked cars in Montpelier force cars onto the wrong side of the road. The sight line driving out of Quantock is impaired by a large hedge and it is common to see cars going east on Montpelier brake sharply and swerve into the kerb. Another problem is pedestrians are forced into the road at this corner as there is no footpath. I was driving along Park Lane in Tilehurst in good daylight recently and the mini roundabout markings are almost non existent, perhaps this money could be better spent there. A stranger could easily get caught out.
2) Resident, Objection	I wish to object to the proposal to introduce no waiting. It will make it very difficult for residents with more than one vehicle to switch them over. Our two vehicles are parked nose to tail in our driveway. It is not possible to park then side by side. Therefore we need to park at the end of our road for a few minutes only to make the swap. Banning this would cause great inconvenience. It would also encourage inconsiderate residents or delivery drivers to block driveways. It could also be potentially dangerous as people would be more likely to park on main roads.

Street/Summary	Objections/support/comments received.
TH1_Chiltern Road	Summary of responses: Objections - 0, Support - 2, Comment - 1, Mixed Response - 0.
1) Resident, Support	I support proposals for no waiting on Chiltern Rd for the Henley road shops. However, better parking provision must be made at the shops for parking as the spaces are unsuitable for larger cars/vans. The whole of Chiltern Road's parking situation should be looked at. It's a hazard for vehicles to get down and for crossing the road

	especially with children. If people must park on the road it just be clear that they must only park on one side of the road.
2) Resident, Support	Welcome the change, but I am more concerned about the lack of enforcement of the loading restrictions that are flouted daily by the co-op.
3) Resident, Comment	I don't believe further restrictions are needed and in fact a formal loading bay should be introduced to allow local shop deliveries. If it is made too difficult to service the shops then it may cause them to reconsider their location and this would be a detriment to the local community.

Street/Summary	Objections/support/comments received.
TH3_Hemdean Road	Summary of responses: Objections - 2, Support - 1, Comment - 1, Mixed Response - 0.
1) Resident, Support	We generally support the proposals but feel that it should be 8am to 5pm every day (not just Mon to Fri). The weekends are particularly busy and it is being used as a park and ride for the local bus stop including the football service.
2) Resident, Objection	I object to the full proposal of waiting restrictions on all 4 roads around the roundabout on Hemdean Road as they are unneeded and excessive and the only currently problem is being caused by cars parked opposite the bus stop outside no 237. This part of the road should have parking restrictions in place as major inconvenience is caused for Reading Buses. The proposed restrictions for Oakley Road and Grove Hill/Rotherfield way are a waste of money as there is no problem with parking on the approach to the roundabout. Whilst there is a lot of on kerb parking on upper Hemdean Road it's usage is reasonable given the lack of a bus service to that part of the road, and people parking there are doing so frequently to avoid driving into Reading by catching the 23/24 bus. This usage should not be discouraged by excessive parking restriction as there is minimal impact to local residents there.
3) Resident, Comment	I have studied the plans for the introduction of 'No Waiting' restrictions around the junctions of Hemdean Road/Oakley Road and Rotherfield Way my comments are below;- 1. I welcome the concern around this junction which has prompted the proposed introduction of revised waiting restrictions. 2. The area shown on the map attracts mainly 9-5 weekday commuter parking with some resident parking at the southern junction of Hemdean/Oakley roads. 3. The proposed changes hopefully will ensure improved sitelines and traffic flow. 4. On looking at the map I feel the waiting restriction area at the junction of Hemdean Road (south)/Oakley Road should be extended further down Hemdean Road. I believe the parked cars here make this a dangerous

	<p>junction as the 23 bus turns into Hemdean Road from Rotherfield Way. The map only shows a 7m which I feel should be extended to at least 10m.</p> <p>5. My final and most important comment is that the waiting restrictions will result in displacement parking in Hamden Road/Sheridan Ave, Oakley Road and Rotherfield Way. Hemdean Road south is already full of 9-5 parking which causes many problems with schools/buses etc. I would ask that after the restrictions are introduced the situation regarding any displacement parking is monitored and perhaps other restrictions introduced.</p>
4) Resident, Objection	<p>We are writing to express our views/objections on the proposal to introduce parking restrictions as shown on Drawing No. TH3_Hemdean Road dated Jan 19:</p> <ul style="list-style-type: none"> ●As residents of [REDACTED] Hemdean Road, we are unaware of any significant congestion or safety issues in relation to the Hemdean Road junction closest to us that necessitate the proposed parking restrictions as compared with other approaches (Oakley Road, Rotherfield Way and Hemdean Road East) to the roundabout. In fact, the other approaches have considerably more traffic and safety issues - heavier congestion, Caversham Primary and Highdown school children using these roads for crossing during peak traffic and greater numbers of cars parking on these roads. ●If there is a perceived issue, the extent of the proposal is completely out of character with the local area. ●We have [REDACTED] and although we have a drive, it is unfit for purpose due to its narrow width, steep incline and the steps that it has down the middle of it (which is the only pedestrian access available to our property). ●The proposal has a direct impact upon us by removing our ability to park at the front of our property and in addition, not only ourselves but our elderly neighbours [REDACTED] will be inconvenienced. ●Parking further down the road, in front of our neighbours' dwellings, would also inconvenience them and reduce the parking provisions that are at present available to them. The proposal will therefore cause additional residential parking issues in the near future. <p>If this proposal is to be implemented, we would ask you to consider as a minimum reducing the 'No Waiting' area to the front of our property to approximately 30 metres from the junction which would allow us and our elderly neighbours to park directly in front of our respective properties - please refer to the annotated copy of the drawing (attached). We once again ask that you consider our views and our request so that it does not</p>

	adversely affect those in the community that we believe you are trying to support.
--	--

Street/Summary	Objections/support/comments received.
WH3_Longships Way	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Support	In support of this given the number of cars parked along this road despite the width of this road. A full review needs to take place along Longships especially by the junctions where parked cars on the road create blind spots for traffic as well as those entering Longships from the junctions and car park entrances. There are usually taxis waiting in the mornings on the bend which cause problems to navigate round.

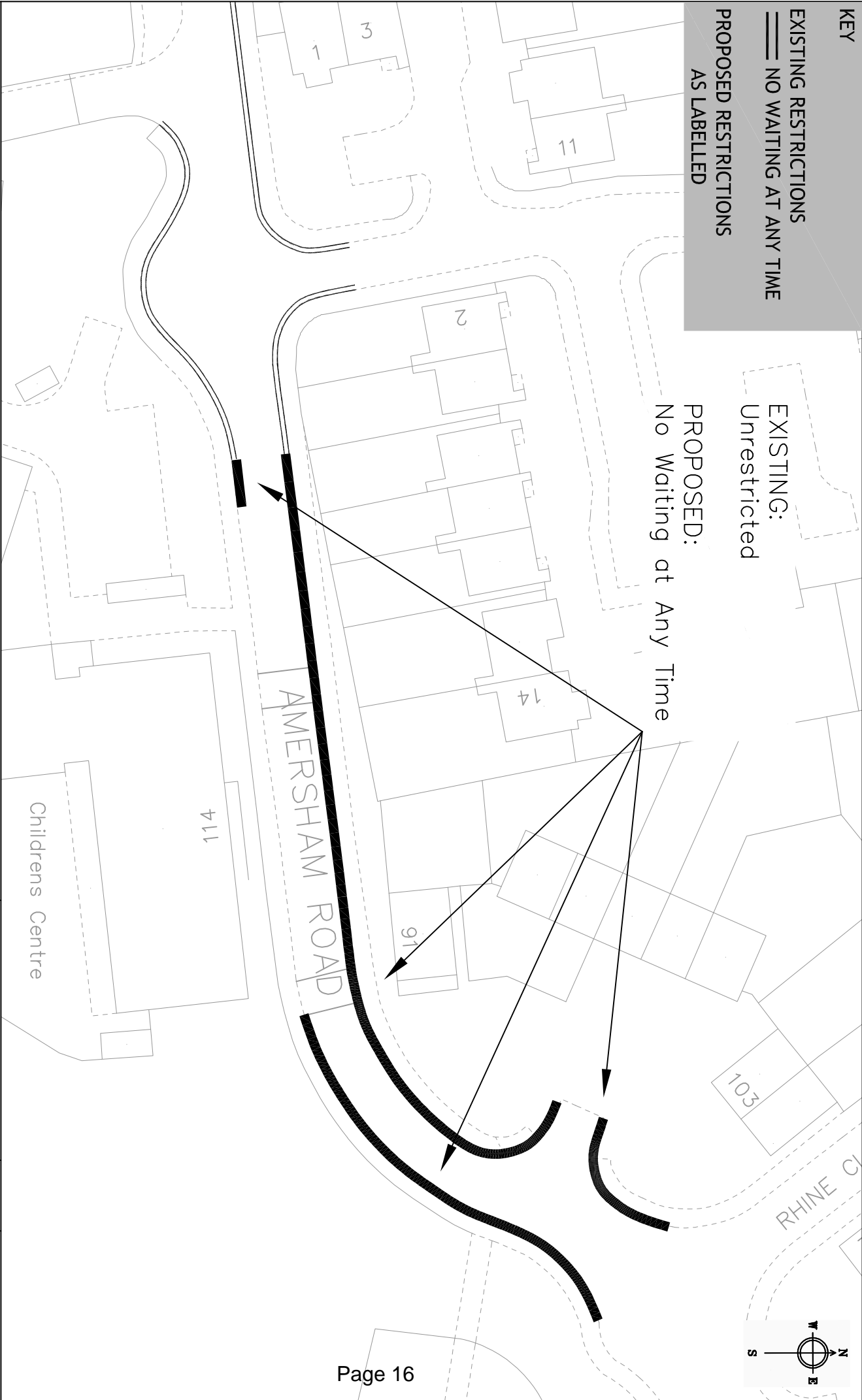
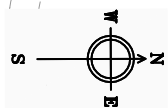
EXISTING RESTRICTIONS

NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS
AS LABELLED

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time



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Civic Offices

Bridge Street

Reading

RG1 2LU

Project

WAITING RESTRICTION REVIEW 2018B

Drawing

AMERSHAM ROAD

Scale

N.T.S

Date

NOV 18

Drawn

JT

Checked

JC

Approved

JP

Drawing No.

CA1_Amersham Road

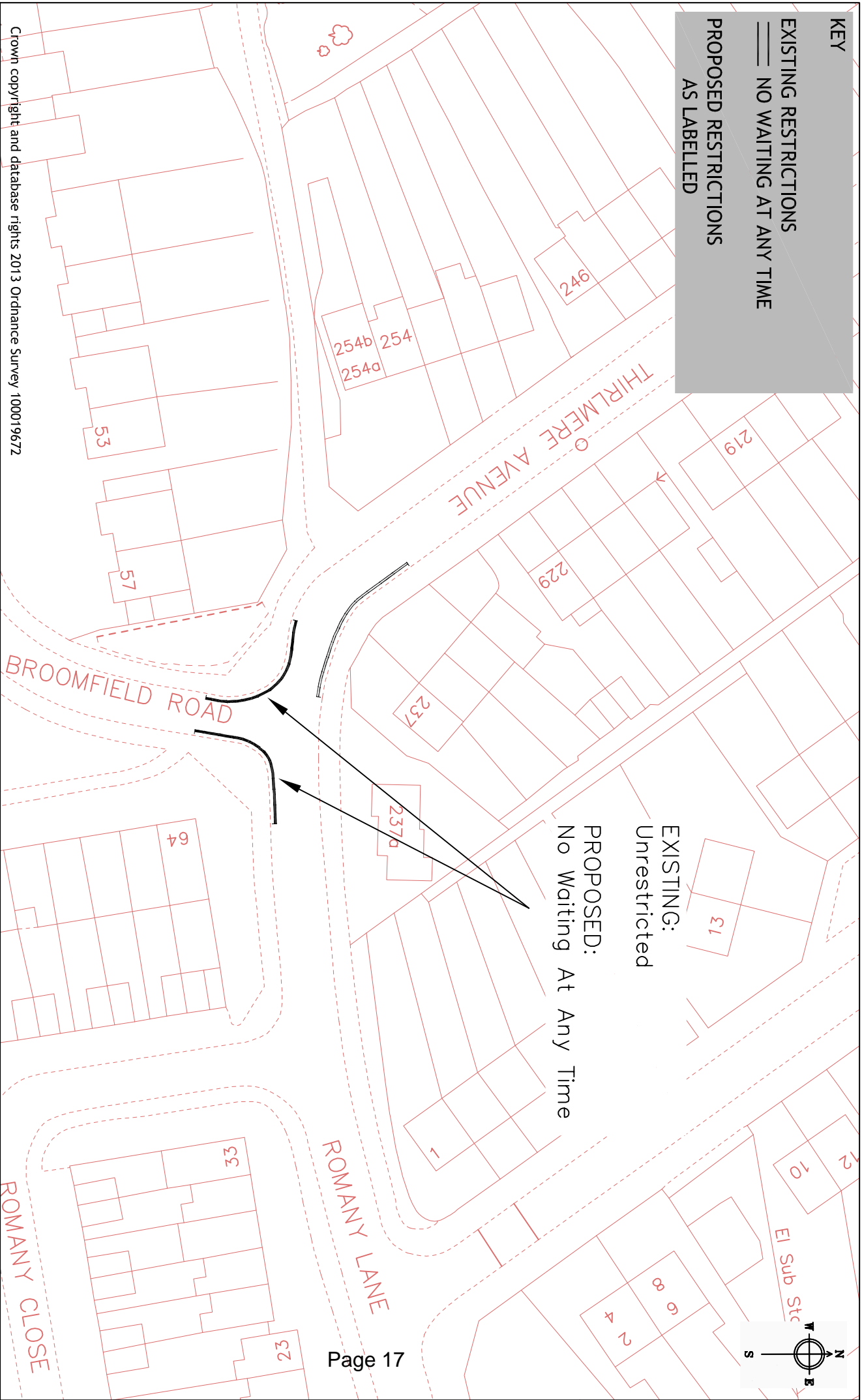
KEY

EXISTING RESTRICTIONS

NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



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Project

WAITING RESTRICTION REVIEW 2018B

Drawing

BROOMFIELD ROAD

Scale

N.T.S

Date

SEPT 18

Drawn

PC

Checked

JT

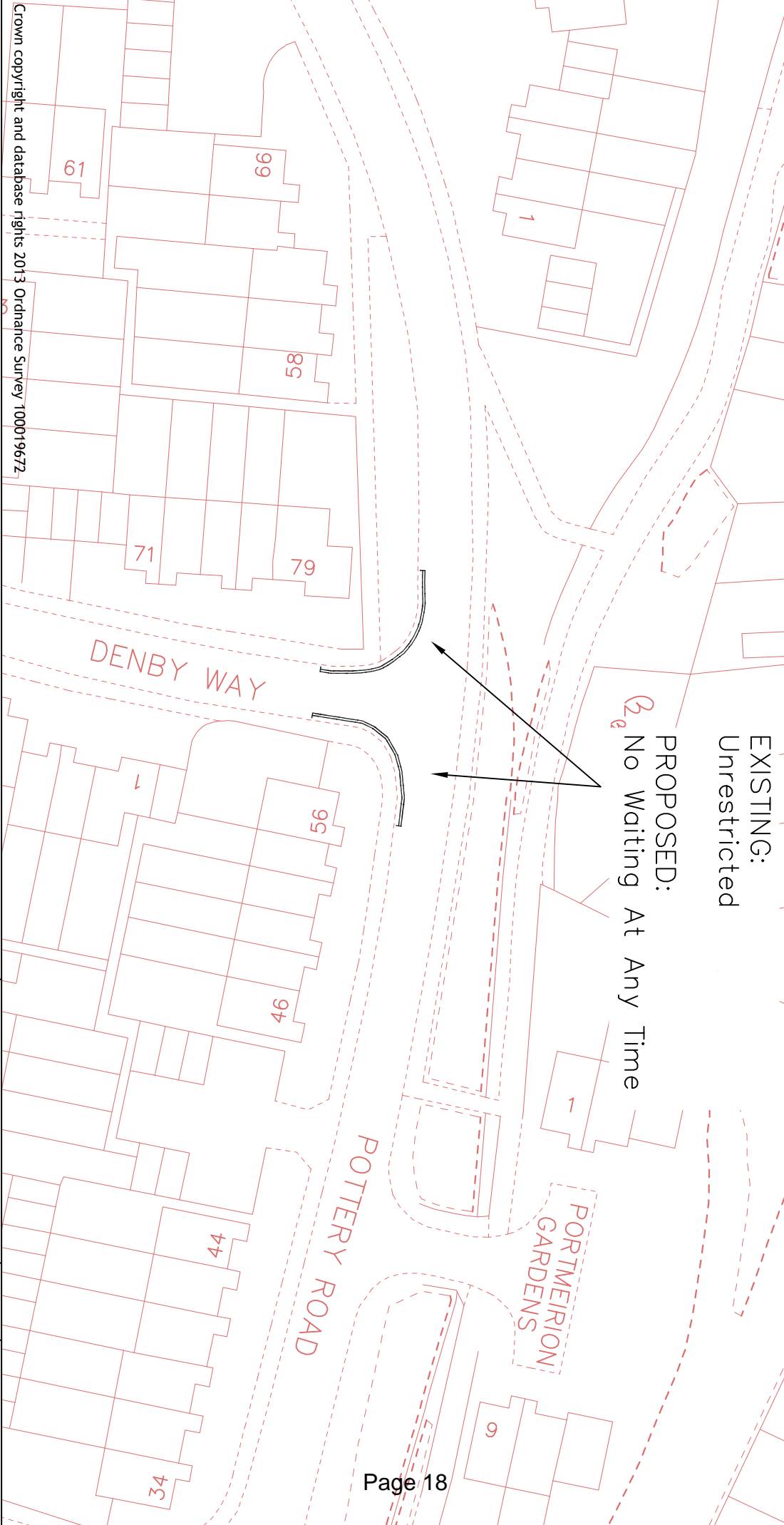
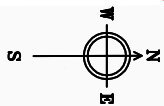
Approved

JP

Drawing No.

KE1_Broomfield Road

Key:
PROPOSED RESTRICTIONS
as labelled



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Project	WAITING RESTRICTION REVIEW 2018B		
	Scale	Drawn	
	N.T.S	PC	
Drawing	Date	Checked	JT
	SEPT 18	Approved	JP
	Drawing No.		
DENBY WAY		KE2_DENBY WAY	

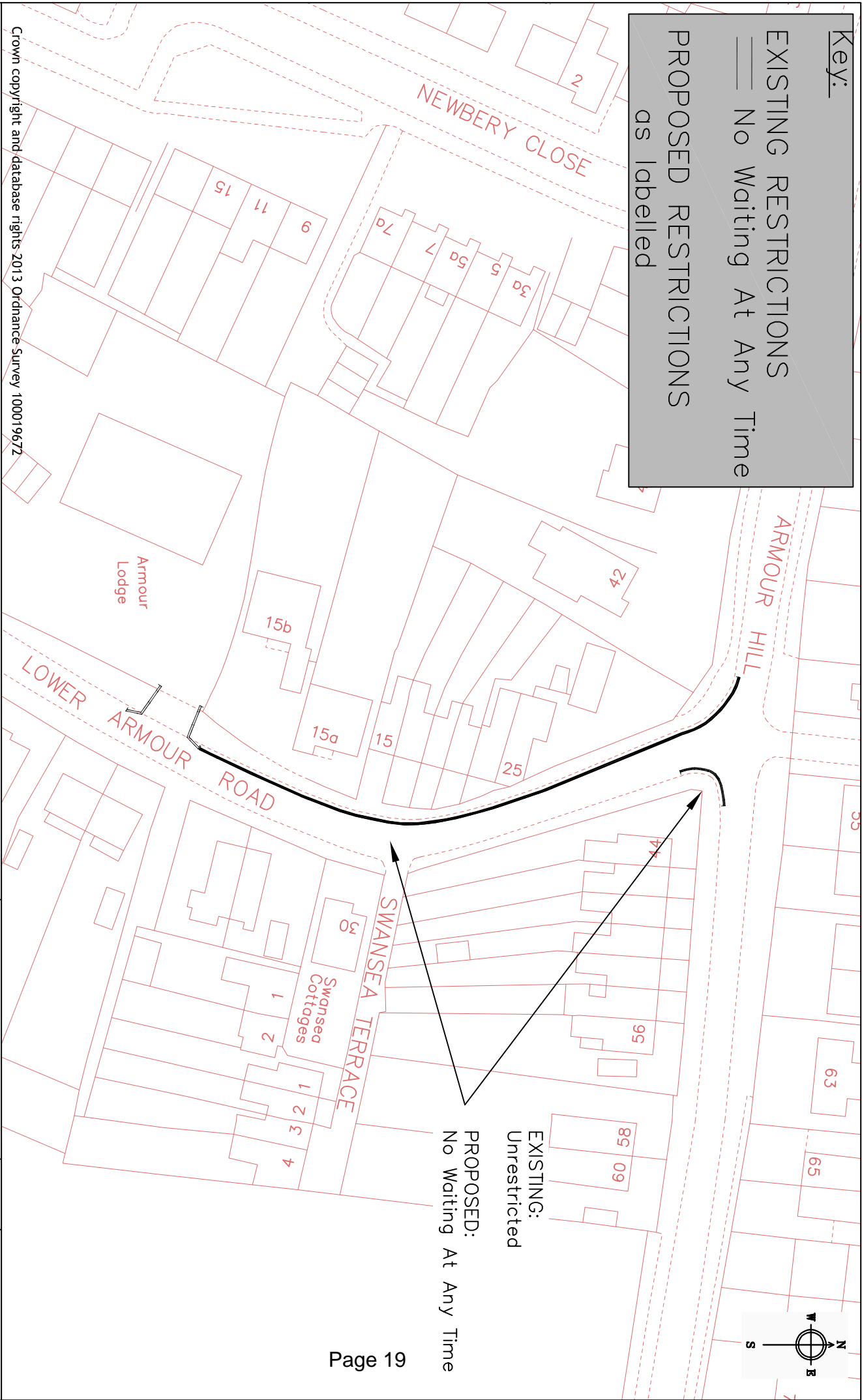
Key:

EXISTING RESTRICTIONS

No Waiting At Any Time

PROPOSED RESTRICTIONS

as labelled



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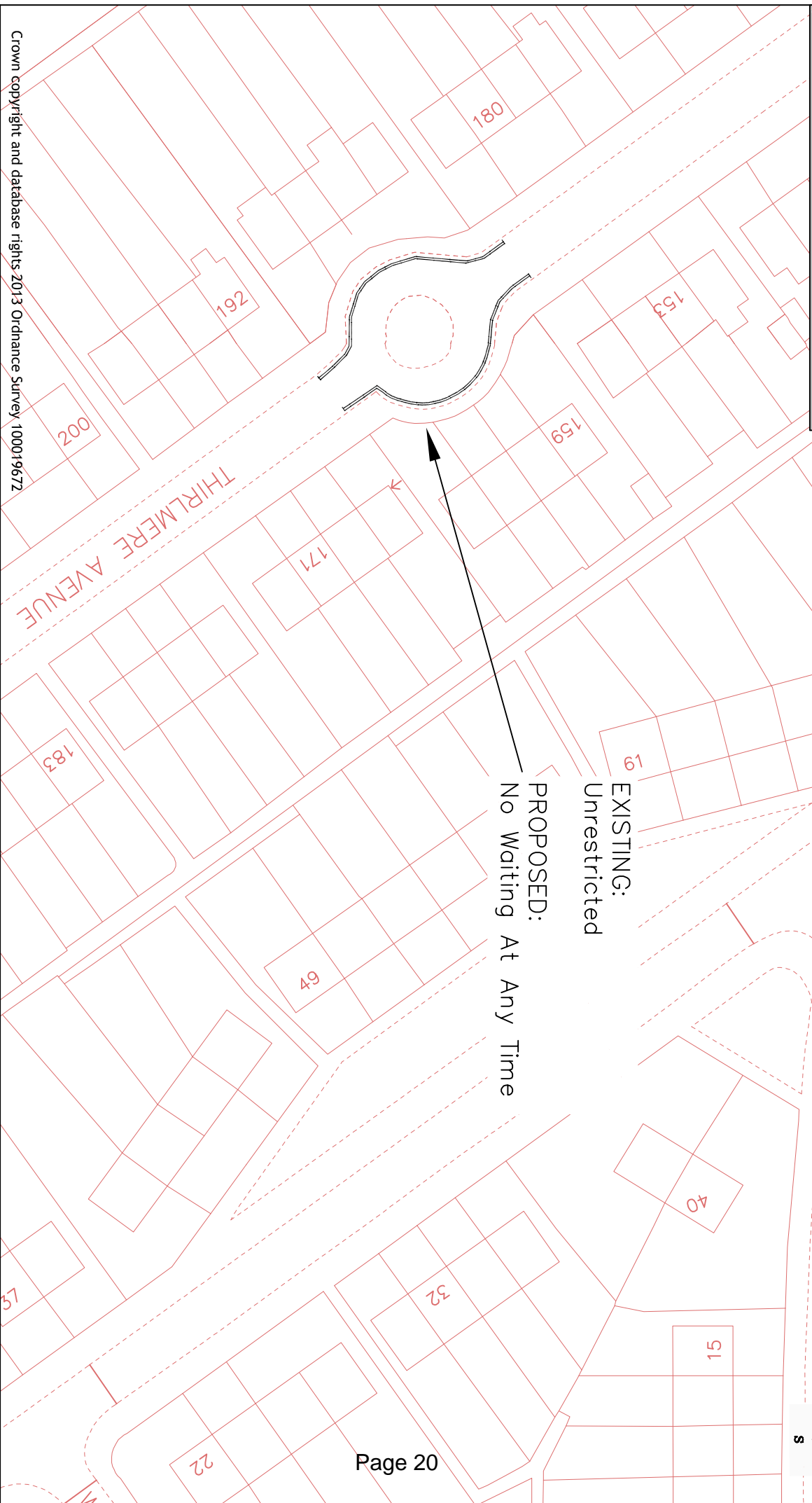
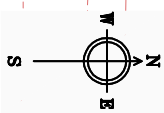
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Project	Scale	N.T.S	Drawn	PC
			Checked	JC
			Date	
			Approved	JP
WAITING RESTRICTION REVIEW 2018B		OCT 18		
Drawing	Drawing No.			
LOWER ARMOUR ROAD		KE4_Lower Armour Road		

Key:
PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time

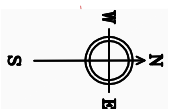


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Project		Scale	Drawn	PC
WAITING RESTRICTION REVIEW 2018B		N.T.S	Checked	JC
Drawing		Date	Approved	JP
THIRLMERE AVENUE		OCT 18		
		Drawing No.	KE7_Thirlmere Avenue	



KEY

EXISTING RESTRICTIONS

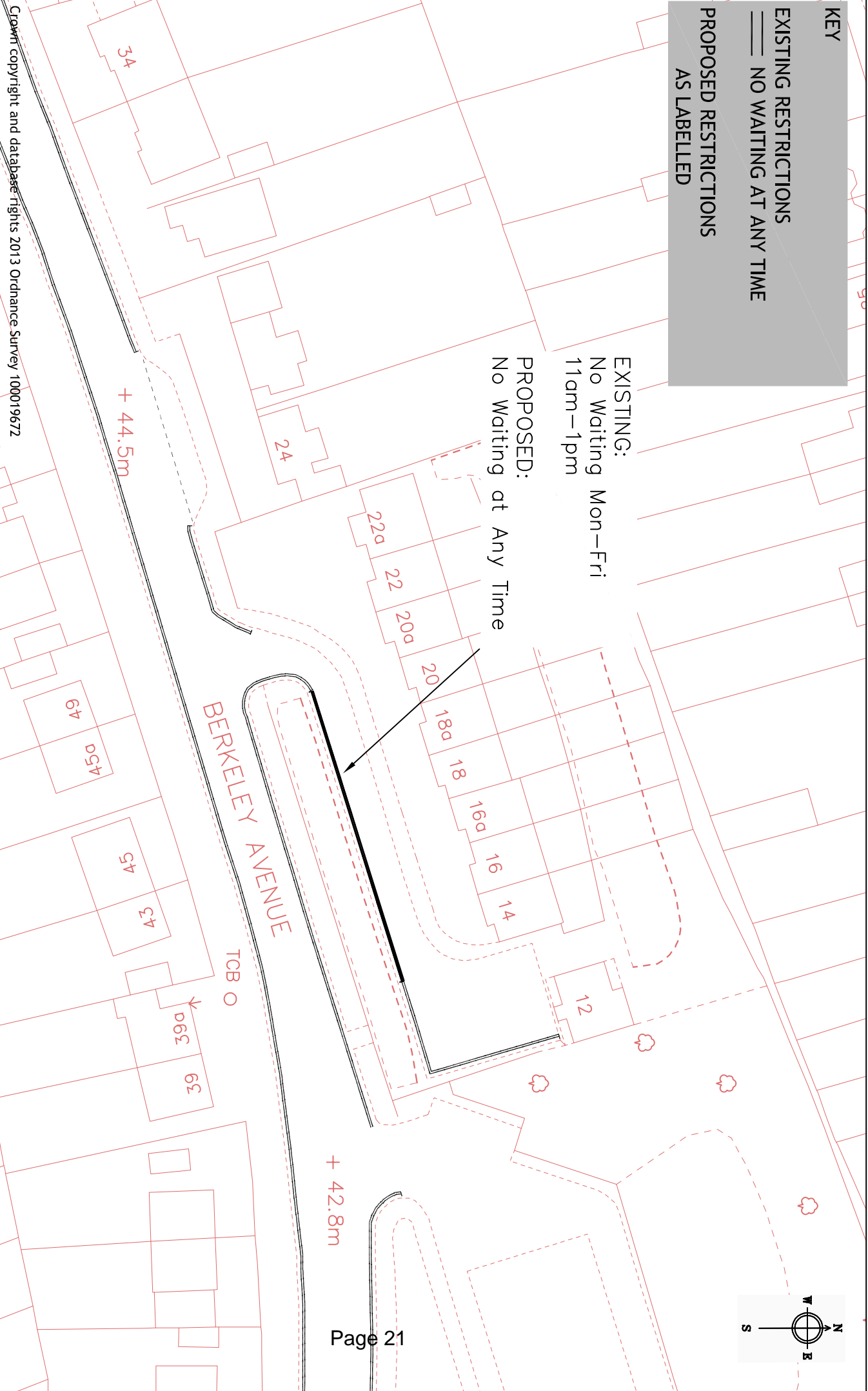
— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED

EXISTING:
No Waiting Mon—Fri
11am—1pm

PROPOSED:
No Waiting at Any Time



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Project

WAITING RESTRICTION REVIEW 2018B

Drawing

BERKELEY AVENUE

Scale

NTS

Date
OCT 18

Drawn

PC

Checked
JT

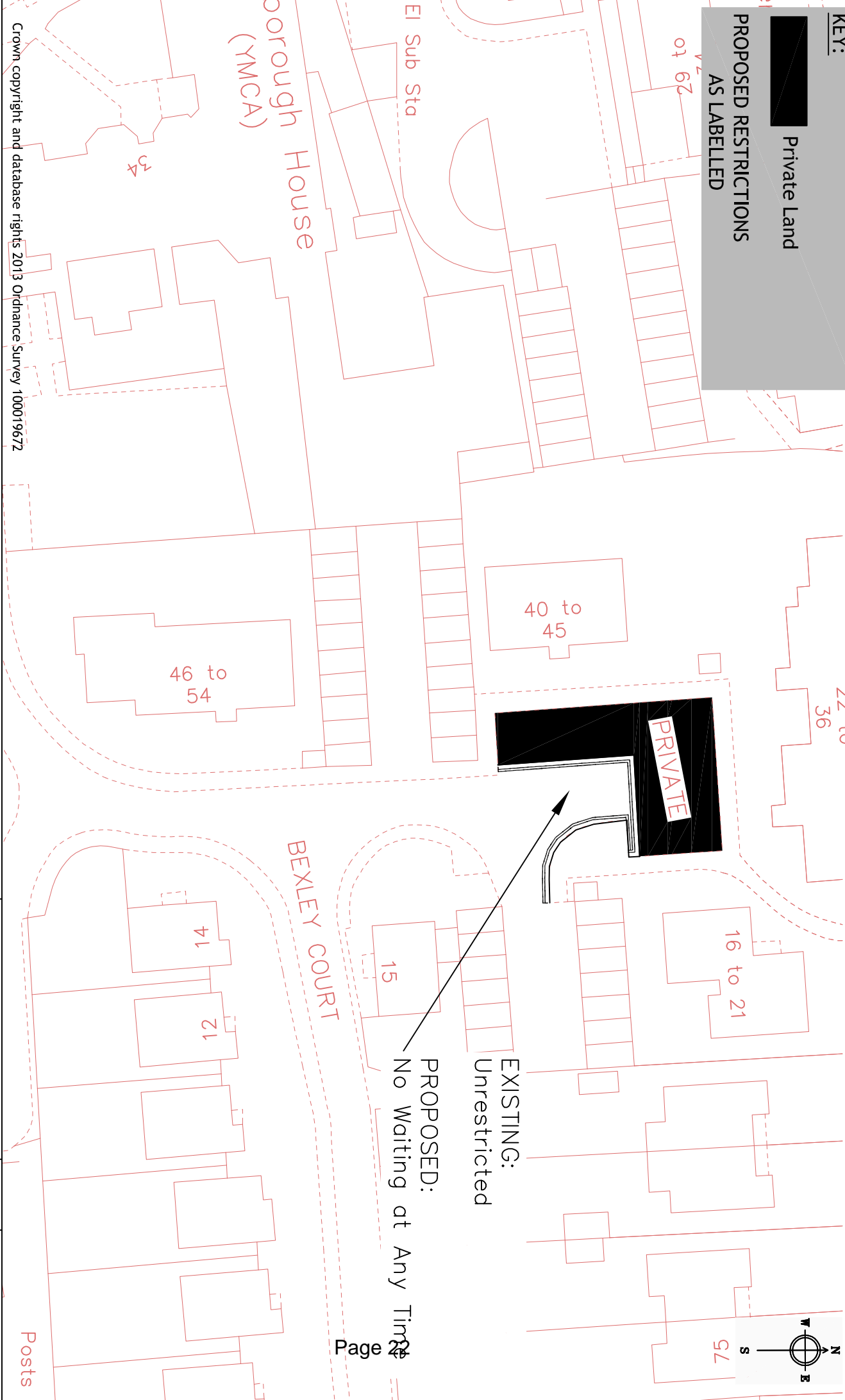
Approved

Drawing No.
M11_Berkeley Avenue

KEY:

Private Land

PROPOSED RESTRICTIONS
AS LABELLED



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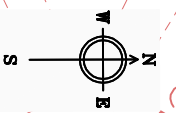
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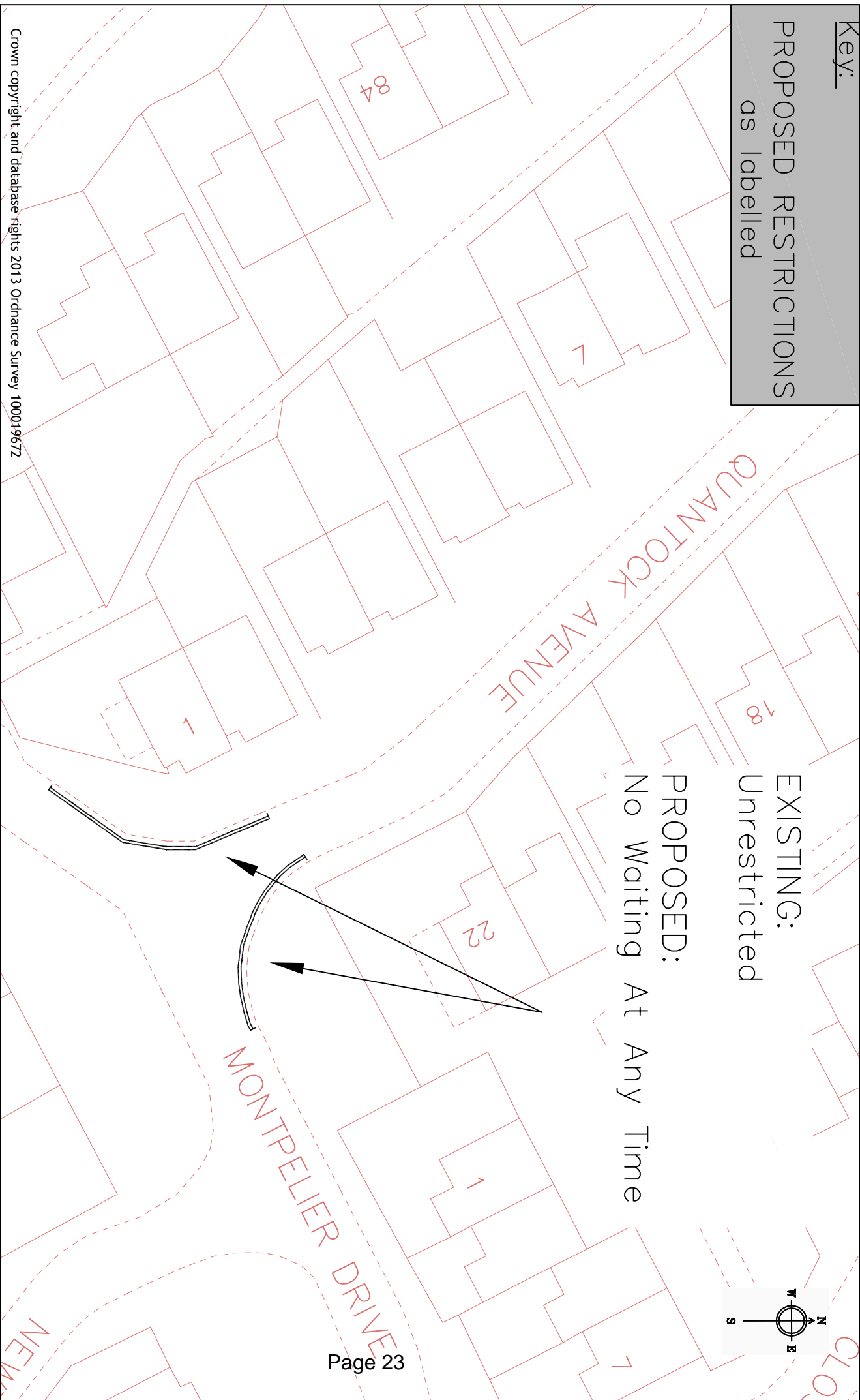
Project		Scale	Drawn
WAITING RESTRICTION REVIEW 2018B		N.T.S	PC
Drawing		Date	Checked
BEXLEY COURT		NOV 18	JC
		Drawing No.	Approved
		M12_Bexley Court	JP

Key:
PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time



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Project		Scale	Drawn	
WAITING RESTRICTION REVIEW 2018B		N.T.S	Checked	PC
Drawing		Date	Approved	
QUANTOCK AVENUE		OCT 18	JP	
		Drawing No.	PE3_Quantock Avenue	

KEY

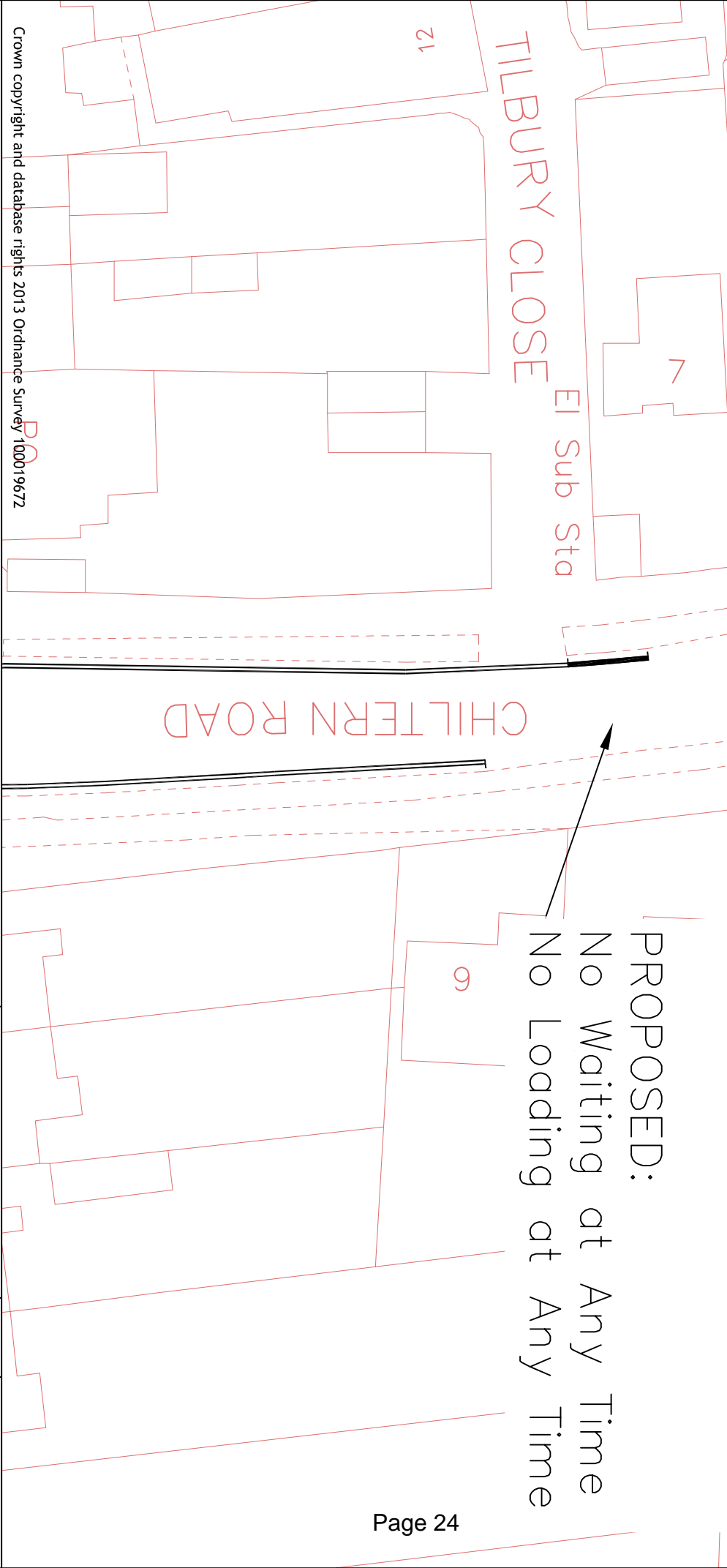
EXISTING RESTRICTIONS

NO WAITING AT ANY TIME NO

LOADING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



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Civic Offices

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Project

WAITING RESTRICTION REVIEW 2018B

Drawing

CHILTERN ROAD

Scale

N.T.S

Date

SEPT 18

Drawn

PC

Checked

KD

Approved

JP

Drawing No.

TH1_Chiltern Road

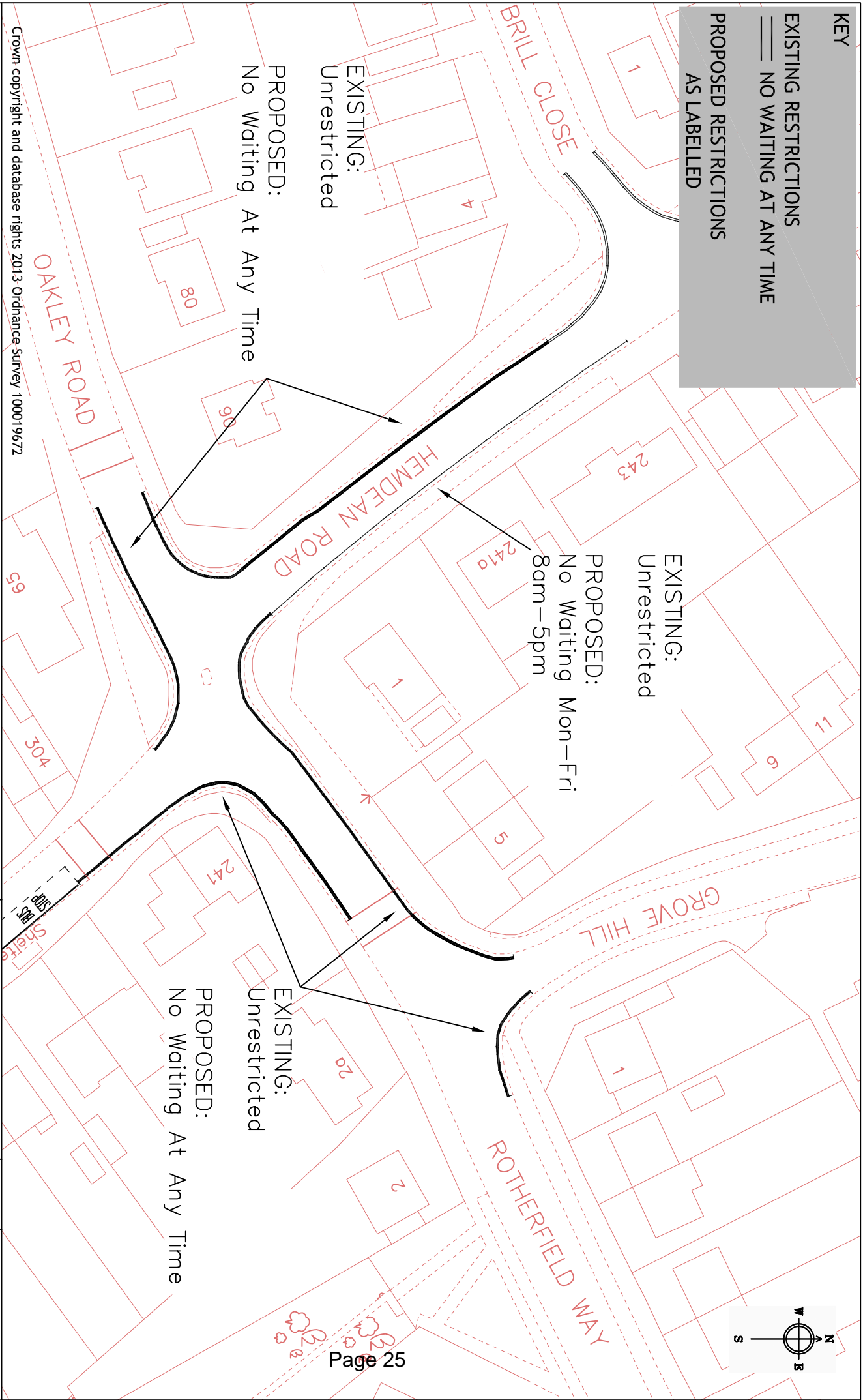
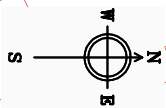
KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



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Project

WAITING RESTRICTION REVIEW 2018B

Scale
N.T.S

Date

JAN 19

Drawn
PC

Checked
JC

Approved
JP

Drawing

HEMDEAN ROAD

Drawing No.

TH3_Hemdean Road

KEY**EXISTING RESTRICTIONS**

— No Waiting At Any Time

PROPOSED RESTRICTIONS

As labelled



LONGSHIPS WAY

67

60

57

Sub

EXISTING:
UnrestrictedPROPOSED: No Waiting
At Any Time

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CAD DRAWING LOCATION:**Reading**
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project

WAITING RESTRICTION REVIEW 2018B

drawing

LONGSHIPS WAY

drawn

PC

checked

JC

approved

JP

date

NOV 18

scale

Page 26
N.T.S

drawing no.

WH3_Longships Way

HOSPITAL AND UNIVERSITY AREA: PAY & DISPLAY CHARGING AND MINOR CHANGES - OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATED: 01/03/19

Street/Summary	Objections/support/comments received.
	Summary of responses: Objections - 4, Support - 4, Comment - 12, Mixed Response - 0.
1) Resident, Support Area: General	I live at [REDACTED] Erleigh Road and under the current arrangements we have no residents parking. I support the proposals to amend the parking to include residents parking. However I think that pay and display parking should remain as Mon-Friday 8-5.30. Free parking at weekends does give people the opportunity to attend St Luke's Church in Erleigh Road or visit family and friends in the RBH without having to pay.
2) Resident, Support	Approve.
3) Resident, Comment Area: Erleigh Road	I do not think that it is necessary to extend the parking restrictions on Erleigh Road west of Alexandra Road so that payment is required at weekends. This area never becomes full of parked cars at weekends so it appears to be introducing a parking charge to address a problem that does not exist. The negative impact would be on parking here used by visitors to the hospital and visitors to local residents at the weekends who would have to pay to park here if these new restrictions were implemented. I would remind the council that the purpose of parking restrictions is for traffic management purposes not as a fund raising form of taxation. This point has been tested in court. Unless the Council is able to provide evidence that there is a traffic management issue that is being addressed by these proposed restrictions, it can be assumed that the purpose of them are to raise additional funds and is therefore an illegal use of statutory powers.
4) Resident, Comment Area: Kendrick Road	The reasons given for the amendments is "in the interests of safety or in response to demand" 1) The introduction of parking restrictions will not improve the safety of many roads. Indeed, since the introduction of parking restrictions on Kendrick road more cars speed. Thus the safety reasons is not legitimate. 2) I am not aware of any demand to increase the hours of the parking restrictions. Indeed I understand many people to be vehemently opposed to them. Weekends are when residents are more likely to have visitors and the current arrangements with freely available parking at weekends enables them to have visitors at that time. Extending the parking restrictions to the weekends may limit visitors to some of the more vulnerable members of society - which would be a very undesirable consequence. Given that there does not appear to be

	any safety or demand reasons to increase the hours of the parking restrictions it seems to be driven by the need to increase council revenue. The council may need to increase revenue, but if so it should be done equally across the entire town rather than simply selecting one part which is effectively taxed again! Use of the bowling club on Kendrick road would be restricted were these weekend parking restrictions to be introduced. It seems wrong to restrict use of a (much loved) social and sports facility for no benefit. I am very frustrated that this is the second consultation on a very similar proposal in as many years. Do we have to keep registering the same concerns?!
5) Resident, Comment Area: Addington Road	I live on Addington Road east of Alexandra Road which appears to be unaffected by these proposed changes. It is, therefore, probably more appropriate for residents of Addington Road who live on the affected section to comment on these changes. However, as an observation, it would seem sensible to increase the amount of pay and display in that section of Addington Road as there aren't a large number of residents in that section. If the is to happen, then maybe the section of Addington Road to the east of Alexandra could become wholly residents only rather than mixed use.
6) Resident, Support Area: Addington Road	I welcome the proposal to amend the parking restrictions in Addington Road to enable people to park there without payment or permit between 5.30pm and 8am.
7) Resident, Comment Area: Kendrick Road and Alexandra Road	<p>1. My only comment on the changes outlined is that permitting parking on both sides of Kendrick Road opposite each other will lead to traffic congestion and delays.</p> <p>2. My concern is that the restrictions in parts of Alexandra Road (particularly directly outside my property) are not being changed in line with most of the other roads. Specifically permits will still be required for residents overnight. The particular sections of Alexandra Road which concern me are</p> <p>(a) all of the northernmost section, between London Road and Erleigh Road;</p> <p>(b) most (the northerly part) of the section between Erleigh Road and Addington Road.</p> <p>This particularly affects me because you refuse to give me a Resident's Permit despite the fact that I live on the [REDACTED] with, as I said, restricted sections immediately in front of my living room window.</p> <p>Also, I believe that the property next door ([REDACTED], Alexandra Road) does have Resident's Permit(s), even though it has space for 2 or 3 cars in its driveway, which my property does not have.</p>
8) Resident, Comment Area: Allcroft Road	I live at [REDACTED] Allcroft Road along with my family and struggle daily approaching my drive with parked cars on the north end of Allcroft Road. It is a total nightmare. The same problem happens in the mornings and during the day. As vehicles are all different sizes my view reversing out of my drive is increasingly restricted. I am a [REDACTED] and therefore it is extremely challenging for me. Drivers cut the corner approaching Allcroft Road from Redlands Road even though it is a 20 mph zone. Drivers end up stopping behind the parked cars and blocking my driveway . I end up with road rage and abuse. Drivers have to reverse back if possible to do so safely or I have to drive to Lower Mount and turn my car around. It would make sense to reduce the

	allocated parking space to stop this major problem. Extending the display and parking permit over the weekend will cause myself and my family additional stress and abuse from the general public. I would like a member of the committee to view this problem with me.
9) Resident, Comment Area: Marlborough Avenue	We, Marlborough Avenue do not seem to be included in this and seem to be the only road around here with no place where our weekend friends can park without two permits being issued if a Sunday lunch at one pm is the order of the day. We have asked counsellors on several occasions to address this but nothing has happened. Officer Comment: Marlborough Avenue did not feature in this consultation.
10) Resident, Support Area: Kendrick Road	I fully support the introduction of a resident parking scheme in Kendrick Road. The current proposals would assist the 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 although the grounds are extensive they can't be updated or changed from the current layout as it's a understandably a conservation area.
11) Resident, Comment Area: Kendrick Road	I am a property owner at Kendrick Court, on Kendrick Road, and as with other residents in the Court I formally request that the Council considers introducing a residents parking scheme for Kendrick Road. Please do not introduce a solely Pay & Display status WITHOUT thinking of local residents who pay their council tax. Requiring residents to Pay & Display for parking outside their own homes is both financially and logistically challenging; paying £10 or more a day to park near our homes is extremely difficult. Furthermore, it does not reflect the fact that as Reading Council Tax payers, we are being subjected to the same conditions as non-Reading visitors. We do not have sufficient parking in our Court to allow all residents to park here - and the conservation area status of the area prevents us from increasing the amount of off-road parking. Nearby roads (eg Morgan Road, Upper Redlands Road) have successful residents parking schemes. Overall allowing us to participate in a residents parking scheme, for a court of 23 apartments, would not have a material effect on the spaces available. I would be willing to pay an annual (or monthly) fee for a residents parking permit if such a scheme were to be introduced.
12) Resident, Comment/Objection Area: Kendrick Road	Proposed parking restrictions amendments to Kendrick road are both dangerous and unnecessary. The proposed parking to be added to the corner of Allcroft road presents a major hazard it is located on the immediate exit of the junction from Allcroft to Kendrick and sits within non permissible distances from a turning corner. In addition this proposed parking causes road width restrictions to public and vehicles it will not be wide enough for busses to pass safely and will cause severe congestion adding additional hazard to cyclist pedestrian and vehicles clearly the proposal has not been viewed measured or considered by any person whom is qualified to so do. This should be rejected on the grounds of health and safety. In addition living at [REDACTED] Kendrick Road we have marked and paced out the proposed positionin and this will

	<p>cause major hazard for entering and reversing to our private property with sever risk of injury and harm. All other restriction increases to Kendrick road are in necessary and an affront to the local amenity preventing use of vital amenity such as Reading bowls club and to Christchurch particularly on sundays when shoppers and others are at a low ebb and do not use the road for parking. The council members should be ashamed of this proposal reducing community amenity which it is their responsibility to uphold and maintain and improve for wits local residents. How many times do residents have to reject these proposals and be heard.</p>
<p>13) Resident, Comment</p> <p>Area: Marlborough Avenue</p>	<p>As a resident of Marlborough Ave, I would like to ask, why despite repeated requests representations to our local councillors, NO changes are being made to the restrictions in our road. There are no provisions for visitors to park at all over the weekend, which is far more restrictive than other roads in our area. Despite being told that we could change the parking conditions if we didn't like them, the council seems to be totally unwilling to listen to repeated requests to do so.</p> <p>Officer Comment: Marlborough Avenue did not feature in this consultation.</p>
<p>14) Resident, Comment</p> <p>Area: General</p>	<p>Why not extend the pay an display time to the evenings and over night to allow people visiting the hositipal , Local schools, like abbey / kendrick Reading etc and ST lukes church and hall some where to legally park. The majority of park and display places are empty in the evening and Weekends so it would not affect residents needing parking spaces. I see no need to make the North side of Allcroft road no parking on Sundays, as few is any one parks there and it they do it slows down the cars racing at up to 70 mph along the roads so that good is it not?</p>
<p>15) Resident, Objection</p> <p>Area: Elmhurst Road</p>	<p>I am writing to register my objection to the parking changes proposed for Elmhurst Road. The current parking on the road is as follows: Mon-Fri 8:00 to 17:30 pay and display or permit holders only. At all other times permit holders only. The proposed parking on the road is: Mon-Sun 8:00 to 17:30 pay and display or permit holders only. At all other times shared use. I believe that it would not be appropriate to allow share used on Elmhurst Road from 17:30 to 8:00 on every day of the week. Elmhurst Road becomes very busy during the morning and evening rush hours with cars queuing to get through the traffic lights. When cars are parked on either side of the road it become difficult to navigate the road which causes delays, minor accidents and a danger to pedestrians. It is also very difficult to safely pull out of Marlborough Avenue onto Elmhurst Road when there are cars parked resulting in a build up of traffic.</p> <p>I would like to suggest some alternative options:</p> <ol style="list-style-type: none"> 1) Remove all parking in the two zones to the west of Marlborough Avenue and closest to the traffic lights (opposite the residents only parking for the houses) and replace with double yellow lines. This would enable traffic to queue for the traffic lights without obstructing the other side of the road and would allow pedestrians to cross safely. Change the parking rule as proposed elsewhere on Elmhurst Road. 2) Change the rule for the zones to the west of Marlborough Avenue and closest to the traffic lights (opposite the residents only parking for the houses) to Mon-Sun 8:00 to 17:30 pay and display or permit holders only. At

	<p>all other times permit holders only. This would also enable traffic to queue for the traffic lights without obstructing the other side of the road and will allow pedestrians to cross safely. Change the parking rule as proposed elsewhere on Elmhurst Road.</p> <p>3) Only allow shared use from 20:00 to 8:00 to reduce the number of cars parked on the road during rush hour.</p> <p>I hope you will give my objections and proposed alternative solutions due consideration as they will give more parking flexibility on Elmhurst Road while ensuring traffic flow and safety of drivers and pedestrians.</p>
<p>16) Resident, Objection</p> <p>Area: Elmhurst Road</p>	<p>I would like to object to the proposed parking changes on Elmhurst Road in particular at the Christchurch Road End. Prior to the changes to the parking scheme in 2017 Elmhurst Road was notorious as a terrible and unsafe road to drive down, with drivers from both directions having to slalom between parked cars. The benefits of the current parking scheme is that very few cars, if any, park on the west side during peak hours. This allows a safe and free flow of traffic. The new proposals mean that cars will be able to freely park on the west side of the road before 08:00 and after 17:30, which is still within peak times for Elmhurst road. Peak traffic on the road is between 07:00 to 20:00. If more cars are encouraged to park on the west side during these peak times it will lead to more congestion, more accidents and make it unsafe for pedestrians.</p> <p>I think there are two better options:</p> <ol style="list-style-type: none"> 1. Introducing pay and display or permit holders at all times, thereby limiting the number of cars that would park on the west side. This would not remove the hazard but reduce the risk. 2. Remove the parking bays on the west side at the Christchurch road end of Elmhurst road, thus allowing the free flow of traffic by the traffic lights. The proposed changes could still be implemented at the upper redlands road end of Elmhurst Road. <p>I would be interest to know if a full traffic and road safety risk assessment for this proposal has been conducted?</p>
<p>17) Resident, Comment</p> <p>Area: Allcroft Road</p>	<p>[REDACTED]. I pay a big part of my pension to RBS Council Tax. Yet it seems due to the new parking scheme in 2017 I am the most affected person in Allcroft Road. [REDACTED]. Since the new parking scheme cars are parked opposite both exits I need a bigger space to take my car out as:</p> <ol style="list-style-type: none"> a). Pavement in front of my house is downhill b) there is grass on the pavement <p>When I take my car out especially on a rainy or icy day at times it gets stuck in the grass</p> <p>Also my friends hesitate to give me a lift - Due to downhill pavement they don't feel comfortable bringing the cars on my drive. And they can't stop the cars even for a couple of minutes to call me as traffic on the road gets restless. I shall be highly grateful if you please extend the present double yellow lines for another few yards to make my life a bit easier.</p>
18) Resident,	We are writing to object to the proposed changes to parking restrictions in Elmhurst Road. Before the current

<p>Objection</p> <p>Area: Elmhurst Road</p>	<p>restrictions came in, there were terrible traffic conditions in Elmhurst Road, because parking on both sides reduced it to a single-track lane. At peak times there were long stationary queues in both directions because of the difficulty that drivers had in getting to and from the busy traffic lights at the Christchurch Green end. There were noisy “Mexican Standoffs” - with nobody being willing or able to give way. Parked vehicles (including resident’s cars) regularly suffered damage as drivers tried to squeeze through. Pedestrians (and there are a lot of them in this University area) found it very hard to cross the road safely. Getting our car in and out of our drive was virtually impossible. The rush hour continues long after 17.30, so we are very afraid that returning to a parking free-for-all as early as this would bring back all the problems which have been removed by the current scheme. If changes are to be made (and we would much rather retain the status quo) we strongly recommend that you should only allow shared use from 20:00 to 8:00 to reduce the number of cars parked on the road during rush hour.</p>
<p>19) Resident, Comment</p> <p>Area: Marlborough Avenue</p>	<p>We would like one side of Marlborough Avenue (the side of the Elmhurst Road garages) to have the same parking restrictions as The Mount off Christchurch Road. This would allow anyone to park in the evenings and weekends. During the week we value the current parking restrictions in place between 8am to 5.30pm. We have asked our three Councillors to sort this out previously, but surprise surprise they failed to do so despite saying it had been sorted!</p> <p>Officer Comment: Marlborough Avenue did not feature in this consultation.</p>
<p>20) Resident, Comment</p> <p>Area: General</p>	<p>It is risky tinkering with a system that caused quite a bit of disruption when it was introduced, especially as while we were ‘consulted’ at the time, we saw little evidence of our views forming part of the overall scheme. These suggested changes, called ‘Hospital & university area: pay and display charging and minor changes’ on the website seem more than ‘minor’ - the ‘pay and display’ scheme being extended from Monday to Friday to Monday to Sunday, while the evening and overnight restriction of parking to permit holders only, in some areas, is being removed. Parking at weekends, eg for hospital and resident visitors, is being penalised and I can not see any proposal to extend the Mere oak ‘Park and Ride’ service at weekends to compensate for this. This looks more like a money raising exercise rather than an attempt to control parking. It is also very disappointing to not see any joined up thinking linking parking with the impending switch to electric vehicles. There will be a serious need for on-street charging facilities yet I don’t see much evidence of the Council addressing the issue in this area. As a local resident, I don’t remember receiving any notification from the Council regarding these proposed changes, other than notices pinned to lamp-posts. A twenty one day consultation period (7-28 February 2019) only adds to the feeling of our opinions not being wanted. Thank goodness for local political activists who alerting us. Let us hope their diligence will be rewarded at the local elections.</p>