

To: Councillor Ayub (Chair)
Councillors Debs Absolom, Barnett-Ward,
Ennis, Hacker, Hopper, Jones, McGonigle,
Page, R Singh, Stanford-Beale and Terry

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Date Not Specified

Your contact is: **Richard Woodford**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 12 SEPTEMBER 2018

A meeting of the Traffic Management Sub-Committee will be held on Wednesday, 12 September 2018 at 6.30 pm in the Civic Offices, Bridge Street, Reading. The Agenda for the meeting is set out below.

ACTION

WARDS Page No
AFFECTED

1 (a) Questions

Questions submitted in accordance with the Panel's Terms of Reference.

1 (b) Presentation - National Highways and Transport Satisfaction Survey 2018 Results

Members of the public attending the meeting will be invited to participate in discussion of the above items. All speaking should be through the Chair.

THIS SECTION OF THE MEETING WILL FINISH BY 7.30 PM AT THE LATEST.

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| 2. | MINUTES OF THE SUB-COMMITTEE MEETING HELD ON 13 JUNE 2018 | 5 - 14 |
| 3. | DECLARATIONS OF INTEREST | |
| 4. | QUESTIONS FROM COUNCILLORS | |

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.

Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.

5. PETITIONS

To receive any petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.

6. WAITING RESTRICTION REVIEW PROGRAMME

<h3>A. 2018A RESULTS OF STATUTORY CONSULTATION</h3> <h3>B. 2018B INITIAL LIST OF REQUESTS</h3>	ALL WARDS	15 - 86
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A report informing the Sub-Committee of objections received to public consultation on the waiting restriction review programme 2018A and listing new requests for potential inclusion in the 2018B programme.

7. RESIDENT PERMIT PARKING

<h3>A. UPDATE OF OUTSTANDING REQUESTS LIST</h3> <h3>B. PROPOSALS FOR STATUTORY CONSULTATION</h3>	ALL WARDS	87 - 144
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A report informing the Sub-Committee on the list of requests for resident permit parking and providing an update on proposals for the Lower Caversham area, Harrow Court and East Reading Study area schemes.

8. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

	ALL WARDS	145 - 166
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A report informing the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council.

9. NETWORK RAIL PROPOSED WESTERN LINK TO HEATHROW AIRPORT CONSULTATION RESPONSE

	ALL WARDS	167 - 170
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A report informing the Sub-Committee of the Borough Council's response to the consultation by Network Rail regarding a proposed Western Rail Link to Heathrow Airport.

10. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

	ALL WARDS	171 - 178
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A report informing the Sub-Committee of the current status of major transport and highways projects in Reading.

The following motion will be moved by the Chair:

"That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as

it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

11.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS	ALL WARDS	179 - 196
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To consider appeals against the refusal of applications for the issue of discretionary parking permits.

WEBCASTING NOTICE

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Members of the public seated in the public gallery will not ordinarily be filmed by the automated camera system. However, please be aware that by moving forward of the pillar, or in the unlikely event of a technical malfunction or other unforeseen circumstances, your image may be captured. **Therefore, by entering the meeting room, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.**

Members of the public who participate in the meeting will be able to speak at an on-camera or off-camera microphone, according to their preference.

Please speak to a member of staff if you have any queries or concerns.

Present: Councillor Ayub (Chair)

Councillors Debs Absolom, Barnett-Ward, Ennis, Hacker, Hopper, Jones, McGonigle, Page, R Singh, Stanford-Beale and Terry.

1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

Questions on the following matters were submitted, and answered by the Chair:

Questioner	Subject
John Booth	Traffic Modelling

(The full text of the questions and replies were made available on the Reading Borough Council website).

(2) Presentation - Residents Permit Parking

The Sub-Committee received a presentation from Elizabeth Robinson, Civil Enforcement Manager, on the Residents Parking Permit Scheme.

The presentation covered parking issues for households, the current permit scheme, details of the number of permits that had been issued in 2017/18 and improvements to the scheme that had been made since April 2017, specifically the online application process. The presentation also gave details of improved enforcement and enforcement requests and potential future developments.

A copy of the presentation slides was made available on the Reading Borough Council website.

Resolved - That the presentation be noted.

2. MINUTES

The Minutes of the meeting of 8 March 2018 were confirmed as a correct record and signed by the Chair.

3. HIGHWAY MAINTENANCE - POTHOLE REPAIR PLAN 2017/2018 REVIEW

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the review that had been carried out on the Pothole Repair Plan 2017/2018 which had been created using the £97k share from the £70m Pothole Action Fund that had been made available to the Council for pothole repairs in the 2017/18 Financial Year, following the announcement in the Government's Autumn Statement 2015.

The report stated that it had been proposed that a further Pothole Repair Plan be set up following the successful completion of previous Plans so that potholes of a lesser depth than the Council's normal investigatory criteria could be repaired which would help to extend the life of roads until such time that they required more comprehensive maintenance treatment.

The Plan had also included repairs to potholes of lesser criteria than the Council's minimum depth requirement of 30mm, which typically were located on concrete roads where the thin overlain surfacing had locally 'scabbed'. A proprietary material had been trialled for this purpose on a selection of roads, minor and major, heavily trafficked and quieter residential roads. The proprietary material had been provided and laid by a specialist contractor. The performance of the material had been variable, overall tending to perform better on lesser trafficked minor roads and in summary it was felt that this material was perhaps not so well suited for use within an urban environment due to the uneven finish quality, limitations for laying the material in windy and/or wet weather conditions, the additional traffic management that was required and the hire of specialist machinery. Public feedback on the quality of the material had also been mixed.

The report explained that potholes for inclusion in this Plan had, again, been identified by the Neighbourhood Officers, through the cyclical statutory highway inspections, Ward Councillor input and following ad hoc reports/complaints that had been received by the Council. All of the Council's public highway roads had been considered for appropriate pothole repairs under this Plan and the Plan would operate concurrently with the statutory highway inspection regime, as had been the case with previous Plans.

The Plan had been delivered on site using existing Highway Operative resources and plant/equipment, with the exception of the work using the proprietary material and had commenced in November 2017 and had been successfully delivered and completed on 31 March 2018. 1,462 potholes had been ordered for repair, including potholes that had been repaired in advance of the annual Reading Half Marathon and an additional 374 potholes, of a lesser depth than 30mm, had been repaired using the proprietary material by the specialist contractor; a total of 1,836 potholes had been repaired under this Plan.

Finally, the report stated that the overall cost for delivering the Pothole Repair Plan 2017/2018 had been approximately £123k, which had included pothole repairs for the Reading Half Marathon and providing the traffic management for the specialist contractor carrying out the proprietary material pothole repair trial. The additional £26k spend, over and above the £97k Government Pothole Action Fund 2017/18 allocation, had been funded from the Local Transport Capital Block Funding for Highway Maintenance.

Resolved - That the review carried out on the Pothole Repair Plan 2017/2018 which was created using the £97,000 share from the £70 Million Pothole Action Fund in 2017/18, made available to Reading Borough Council for pothole repairs in the 2017/18 Financial Year, following the announcement in the Government's Autumn Statement 2015 be noted.

4. BI-ANNUAL WAITING RESTRICTION REVIEW - 2018A STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval for carrying out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.

The report explained that requests for new or alterations to existing waiting restrictions were reviewed on a six-monthly basis commencing in March and September each year. It stated that in accordance with the report to the Sub-Committee on 9 March 2017 (Minute 80 refers), consultation with Ward Councillors had been completed.

Appendix 1 to the report provided a list of streets and officer recommendations and Appendix 2 provided drawings to accompany the recommendations.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 1 to the report (subject to (3) below), in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows:
 - (i) Abbey: Fobney Street - Request to convert the double yellow lines on the south side to a full time loading ban remain in the programme;
 - (ii) Peppard: Peppard Road - Review and possible extension of waiting restrictions to prevent illegal parking on Peppard Road outside Budgens to be included in the programme;
 - (iii) Redlands: Erleigh Road - To be included in the Hospital and University area scheme;
- (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

5. RESIDENT PERMIT PARKING

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of responses that had been received from the consultation on resident permit parking in the Little Johns Lane area and providing an update on the development of proposals for the Lower Caversham area, Harrow Court and East Reading Study Area schemes. A copy of the Little Johns Lane area scheme drawing that had been formally consulted on was attached to the report at Appendix 1 and the responses that had been received during the statutory consultation for the Little Johns Lane area Residents Permit Parking (RPP) proposals was attached to the report at Appendix 2.

The report stated that the report that had been submitted to the meeting on 11 January 2018 (Minute 61 refers) had provided the results of an informal consultation on proposals to introduce a RPP scheme in the Little Johns Lane area of Battle Ward. This had been a long standing request and had been included on the list of outstanding requests/schemes

that had been reported, currently located at priority 1. The results of the informal consultation had shown that 66% of respondents across the proposed area were in support of the scheme. The report had noted that there were some areas of low support for the implementation of an RPP scheme, but had recommended that the whole area be progressed to statutory consultation due to the likely displacement of non-resident parking, should these areas not be included. The report recommended that the scheme should be implemented as advertised.

The report that had been submitted to the meeting on 8 March 2018 had provided the results of the informal consultations that had been conducted on potential RPP schemes in Lower Caversham, Harrow Court and East Reading (Minute 75 refers). The proposals had been prioritised on the reported list of outstanding requests/schemes. The results had shown a majority support for the introduction of RPP schemes across the area and it had been recommended that officers develop concept designs for schemes across these separate areas. Officers had developed initial concept designs, which were being shared with the Lead Councillor for Strategic Environment, Planning and Transport, the Chair of the Sub-Committee, Ward Councillors and the East Reading Area Study steering group, as appropriate. If it was considered appropriate and necessary the report recommended that agreed concept drawings were used for further informal consultation, such as area drop-in sessions, to facilitate developments of a scheme that was favoured for future statutory consultation. The report proposed that the favoured scheme designs should be submitted to a future meeting of the Sub-Committee, possibly in September 2018, with a recommendation to progress to statutory consultation.

Resolved -

- (1) That the report be noted;**
- (2) That having considered the objections detailed in Appendix 2, attached to the report, the proposals be implemented;**
- (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;**
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;**
- (5) That informal consultations be conducted on the concept proposals for the Lower Caversham, Harrow Court and East Reading Study area, if considered necessary and appropriate, in consultation with the Lead Councillor for Strategic Environment, Planning & Transport, the Chair of Traffic Management Sub-Committee, Ward Councillors and Steering Group Members.**

6. RESIDENTS PARKING SCHEME - UPDATE REPORT

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the online application process and proposals to update the permit scheme rules including changes to Daily Tradesperson/Daily Landlord Permits process.

The report stated that previously there had been 52 Residents Parking zones across the Borough but this had been revised to the current 19 zones. These zones encompassed all the areas and residential properties that had been covered by the previous scheme but they now provided more space on-street through the larger zones.

A new online permit application system had been introduced from 1 November 2017 and between then and April 2018 4,508 resident permits and 6,738 visitor permits had been issued through the online system. In addition a further 2,338 discretionary permits had been issued. Residents who were unable to apply online could still apply by post. The online system had improved the efficiency of the application process, reducing processing time from 28 days to 7 days for resident and visitor applications, although it could still take 28 days to review discretionary applications. The report included a table that set out the permits that had been issued in 2017/18 and the charges from 1 April 2017.

The report stated that the Council had issued 688 Tradesperson/Landlord daily permits in 2017/18; these permits cost £10 per permit with a maximum of 30 being issued per year. Private landlords (owning up to three properties in permit zones) could apply for daily permits only and they had to provide property ownership proof and vehicle ownership proof. Tradespersons had to provide proof of business status and vehicle ownership and a letter detailing the work that was being carried out, the address, dates of work, the vehicle registration, make and model. The permits could be issued in a single or bulk purchase, up to a maximum of 30 permits. Tradesperson permits could be purchased at Reception in the Civic Offices, all Landlord Applications were made via post.

The report proposed that the Daily Tradespersons and Daily Landlord process be amended as follows:

- Applicants would no longer be able to purchase individual permits, but they would be sold as a minimum of five (one book with five tradesperson/landlord daily permits), charged at £50, to a maximum 30 permits or six books per year at a total cost of £300;
- Applications would be made online and permits would be posted;
- The Civic Offices Reception would still handle applications for Tradespersons permits, if required for emergency works. However, this would be limited to five Tradesperson permits per transaction, equivalent to a week's parking.

The report also set out updates and amendments to Permit Scheme definitions including the definition of households, an update of the refund/transfer section and removal of the visitor parking permit - discretionary permit from the definitions.

The Sub-Committee discussed the report and Councillor Page reassured the Sub-Committee that there were no commitment at this stage to move towards introduction of a virtual scheme. He stated that the priority would be to see other improvements introduced and to explore print-at-home permits or other efficient, user-friendly alternatives.

Resolved -

- (1) That the update on the online application process be noted;
- (2) That the updated Permit Scheme Definitions, as set out in paragraphs 4.3.6 to 4.3.7 of the report, be agreed;

- (3) That the amendments to the process of purchasing daily tradesperson and daily landlord permits, the permits are sold as minimum of 5 permits (1 book), at cost of £50 as set out in paragraph 4.3.1 of the report, be agreed and the Permit Management Rule and Definitions be updated.

7. CAR PARK TARIFF REVIEW

The Director of Environment and Neighbourhood Services submitted a report on proposals to change the “off-street” car parking orders following a review of the tariffs. Proposed car park charges for 2018 were attached to the report at Appendix 1, proposed season ticket charges for 2018 were attached at Appendix 2 and a comparison of charges across car parks was attached to the report at Appendix 3.

The report explained that the car park tariffs had last been reviewed in June 2017 with changes made to the tariffs in Broad Street, Queens Road, Civic B, Cattle Market, Hills Meadow and King’s Meadow car parks. The tariffs reflected the different types of off street parking that was available, for example with the local centre shopper’s car parks charged differently to town centre car parking.

Resolved -

- (1) That the changes to the car park tariff, as set out in Appendix 1 and 2 attached to the report, be agreed;
- (2) That the statutory requirements for changes to the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2012, Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) (Amendment) Order and The Borough of Reading (Off Street Parking Places) (Civic Car Park “B”) (Experimental) Order 2014 be authorised and the Head of Legal and Democratic Services be authorised to advertise the proposals.

8. RESULTS OF STATUTORY CONSULTATIONS - PAY & DISPLAY MINOR CHANGES (HOSPITAL & UNIVERSITY AREA) AND BRIDGE STREET BUS LANE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the comments and objections that had been received in respect of the Traffic Regulation Orders, which had recently been advertised following reports to the Sub-Committee in January 2018, regarding amendments to parking restrictions in Redlands and Bus Lane restrictions on Bridge Street. A summary of the comments and objections that had 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 was attached to the report at Appendix 1.

The report explained that at the meeting held on 11 January 2018 the Sub-Committee had been 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 (Minute 60 refers). A statutory consultation for the Bridge Street proposals had been carried out between 3 and 25 May 2018 for a period of three weeks. No objections had been received and the report therefore recommended that the proposal should be implemented as advertised.

At the January 2018 meeting the Sub-Committee had also been asked to support the undertaking of a statutory consultation for a number of minor amendments to the restrictions within the Hospital and University area parking scheme. These alterations had been in addition to those that had been agreed at the September 2017 meeting and it had been proposed that these proposals should be combined into a single statutory consultation.

At the invitation of the Chair, Janet Allen, Honorary Secretary of Reading Bowling Club, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;**
- (2) That having considered the comments and objections noted in Appendix 1, attached to the report, the following proposals be implemented in respect of:**
 - Alexandra Road;
 - Denmark Road;
 - Elmhurst Road subject to the pay and display charges being considered separately by officers;
 - Malvern Court;
 - Morgan Road except for the parking bay near Redlands Road;
 - Pepper Lane;
 - Redlands Road;
 - Upper Redlands Road (West) (plan 2 Pay and Display only);
- (3) That having considered the comments and objections noted in Appendix 1, attached to the report, the following proposals be amended:**
 - (i) Addington Road - Re-advertise the proposal removing residents parking at all other times;**
 - (ii) Allcroft Road - Re-advertise the proposal removing residents parking at all other times;**
 - (iii) Erleigh Road - Remove from the proposal;**
 - (iv) Kendrick Road - Remove from the proposal;**
 - (v) Morgan Road (bay near to Redlands Road) re-advertise the proposal removing resident parking at all other times;**
 - (vi) Upper Redlands Road (East) (plan 1 Pay and Display only) Re-advertise the proposal removing residents parking at all other times;**
- (4) 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;**

- (5) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (6) That any objections received following the statutory re-advertisements in (3) above, be reported to a future meeting of the Sub-Committee.

9. RESULTS OF INFORMAL CONSULTATION - POSSIBLE CLOSURE OF MEADOW AND MILFORD ROAD

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the results of an informal consultation on the possible closure of Meadow Road and Milford Road and inviting the Sub-Committee to consider whether design proposals should be developed for further informal and/or statutory consultation.

The report explained that during the weekend of 12 and 13 May 2018, Abbey Ward Councillors had delivered an informal consultation letter to residents of the Addison Road, Cardiff Road and Swansea Road areas, requesting that responses be received by 1 June 2018. The informal consultation requested feedback on the principle of closing Meadow Road and Milford Road to through traffic.

The works to the Cow Lane Bridges, once completed, would result in the removal of permanent traffic lights and the creation of full two-way traffic operation through the bridges. It was projected that this was likely to result in more traffic using the Portman Road and Richfield Avenue to reach Caversham Road.

The consultation had highlighted the risk that, particularly in peak times, some traffic might try to use a shortcut route via Tessa Road, Cremyll Road, Milford Road, Meadow Road and then use Addison Road, Ross Road, Swansea Road and Northfield Road as a bypass to any queuing traffic. Although there was a short one-way plug in Northfield Road the consultation also highlighted that there could be increased abuse of this route in the reverse direction. In order to remove these risks it had been proposed that it would be possible to close Meadow Road near the junction with Milford Road and also Milford Road near to the junction with Cardiff Road. These two options were also being discussed in connection with the current planning application for the residential redevelopment of the Cox and Wyman site. If these road closures were to be implemented it could be considered whether existing width restrictions in Cardiff Road, Addison Road and Ross Road could be removed or other alterations could be made to provide additional resident parking spaces as a result. However, this might require further consultation. The report included a table that contained the results of the informal consultation.

Councillor Page informed the Sub-Committee that to date 74 residents were in favour of the proposals with 20 against and one undecided which equated to 78% of residents being in favour.

Resolved -

- (1) That the report be noted;
- (2) That design proposals be developed by Officers in consultation with Abbey Ward Councillors, for further informal and/or for statutory consultation;

- (3) That the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

10. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely:

Cow Lane Bridges

Thames Valley Berkshire Growth Deal Schemes

And the following unfunded schemes:

Reading West Station

Third Thames Bridge

Resolved - That the report be noted.

11. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 14 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

12. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of sixteen applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That applications 3, 5, 7, 8, 9, and 13 be approved subject to any necessary documentation and conditions being met, as set out in the report, the permits are personal to the applicants and charged at the first permit fee;
- (2) That applications 1, 11 and 16 be approved subject to any necessary documentation and conditions being met, as set out in the report, the permits are personal to the applicants and charged at the third permit fee;
- (3) That application 6, for 1 book of visitor permits be approved subject to review of the resident permit zones in Oxford Road area;
- (4) That application 10 be approved subject to any necessary documentation and conditions being met, as set out in the report, charged at the first discretionary business permit fee;
- (5) That application 14 be approved subject to the necessary documentation and conditions being met, as set out in the report, charged at the second permit fee;
- (6) That the Director of Environment and Neighbourhood Services' decision to refuse applications 2, 4, 12 and 15 be upheld.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 9.14 pm).

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 SEPTEMBER 2018	AGENDA ITEM:	6
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2018A & REQUESTS FOR WAITING RESTRICTION REVIEW 2018B		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	PHOEBE CLUTSON KATE DRIVER	TEL:	0118 937 3962 0118 937 3923
JOB TITLES:	NETWORK MANAGEMENT TECHNICIANS	E-MAIL:	phoebe.clutson@reading.gov.uk katherine.driver@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2 This report informs the Sub-Committee of objections received during statutory consultation for the agreed proposals that formed the 2018A programme. Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2018B programme. Members are asked to consider the requests and whether the investigation of these requests and potential development of design proposals, should be resourced as part of this next review programme.
- 1.4 APPENDIX 1 - Objections, support and other comments received during statutory consultation for the 2018A programme. Please note that personal information and details that are considered to potentially identify the respondent have been removed from this appendix.

APPENDIX 2 - New requests for consideration in the 2018B programme.

2. RECOMMENDED ACTIONS

- 2.1** That the Sub-Committee notes the report.
- 2.2** That objections noted in Appendix 1 are considered and the Sub-Committee agrees 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 respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly.
- 2.5** That the Sub-Committee considers the requests made for waiting restriction changes in Appendix 2 and agree whether each request should, or should not, be investigated by officers as part of the 2018B review programme.
- 2.6** That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for their comments to be included in the next report to the Sub-Committee.
- 2.7** That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to conduct the Statutory Consultation on the recommended schemes for the 2018B programme.

3. POLICY CONTEXT

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

4. BACKGROUND AND RECOMMENDATIONS

Objections to Traffic Regulation Order - 2018A programme

- 4.1** Approval was given by the Sub-Committee in 8th March 2018 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.
- 4.2** Investigations were carried out and a recommendation for each scheme was shared with ward councillors between 9/5/18 and 25/5/18 for their comments.
- 4.3** A further report went to the Sub-Committee in 13th June 2018 seeking approval for officers to conduct a statutory consultation for these recommended schemes. The statutory consultation took place between 2nd August 2018 and 23rd August 2018. The objections, support and other comments received for the proposals are contained in Appendix 1.

4.4 The Sub-committee is asked to consider the objections and other comments received against each scheme. The Sub-Committee can make the following decisions:

- Agree with objections - the recommended proposal will be removed from the programme and will not be implemented
- Overrule objections - the recommended proposal will be implemented, as advertised.
- Amend a proposal - an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order.

Those proposals that did not receive objections, nor other comments, will be implemented as advertised.

Bi-annual waiting restriction review - 2018A

4.5 Appendix 2 provides a list of requests that have been received for potential consideration in the 2018B programme. The Sub-Committee is asked to consider whether each request should, or should not, be considered in this next programme.

4.6 For each request that is agreed for inclusion in this next Waiting Restriction Review programme, Officers will investigate the issue and consider a recommendation. This may be a proposed scheme that would overcome an issue, or a recommendation against developing a scheme, following investigation.

4.7 Officer recommendations will be shared with respective ward Councillors for a suitable period (ideally 4 weeks) prior to reporting deadlines for the Sub-Committee meeting in November 2018 and will be the recommended schemes for the programme. This period provides Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in the recommendations report to the Sub-Committee.

4.8 This report will seek approval by the Sub-Committee to conduct statutory consultation on the recommended schemes.

4.9 The Sub-Committee is asked to consider the resources required in investigating, designing and share schemes, when considering a recommendation to include requests in this programme. This resource requirement will impact development of other projects.

5. CONTRIBUTION TO STRATEGIC AIMS

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

- Providing the infrastructure to support the economy.
- Keeping the town clean, safe and active.

- Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

- 7.1 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimization and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 An equality impact assessment scoping exercise will be conducted prior to recommending schemes to progress to statutory consultation or implementation.

9. FINANCIAL IMPLICATIONS

- 9.1 The works are intended to be funded from within existing transport budgets. Officers will seek external funding for schemes - from developer contributions, for example - if this funding is available.
- 9.2 The cost of the programme will be dependent on a number of factors, including the number proposals that are agreed for investigation, the number progressed to statutory consultation, the number agreed for implementation and the extent/complexity of the scheme. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

10. BACKGROUND PAPERS

- 10.1 Waiting Restriction Review - Objections to Waiting Restriction Review 2017B & Requests for Waiting Restriction Review 2018A / Traffic Management Sub-Committee / March 2018
- 10.2 Bi-Annual Waiting Restriction Review - 2018A Statutory Consultation/Traffic Management Sub-Committee/June 2018

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WAITING RESTRICTION REVIEW 2018A - OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of support and objections received to Traffic Regulation Order

Scheme	Objections/support/comments received.
AB2_Fobney Street	Summary of responses: Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident, comment	<p>1) I am an owner/occupier on the Holybrook Estate and have been since the flats were built in 1988.</p> <p>I note from the Reading Chronicle you are intending putting restricted parking in Fobney Street outside Riverside House and opposite your council offices.</p> <p>As you know you already have restricted parking on one side of the road (outside your offices) in Fobney Street which is an absolute waste of time. Cars constantly park on the restricted parking to pick and drop off workers etc for the Oracle. We have difficulty exiting and entering Fobney Street due to the parking of these cars and now particularly as the bus lane has been installed in Bridge Street. I have mentioned the illegal parking to police officers who occasionally walk through the estate and pointed this out to them but they tell me the responsibility of manning the illegal parking of cars is the council. Could you please let me know if this is the case.</p> <p>Is it not possible to install RED ROUTE lines on both sides of the road in Fobney Street which would then hopefully discourage drivers of cars from parking there.</p>

Scheme	Objections/support/comments received.
CA4_Marsack Street South View Park	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, objection	<p>1) I am writing to object to the proposed introduction of "no waiting at any time" at the junction of Marsack Street and South View Park.</p> <p>Whilst I appreciate the need to keep the junction free from parked cars, the timing of this proposal is illogical.</p> <p>There is a parking problem in Marsack Street and neighbouring streets caused largely by:</p>

	<ul style="list-style-type: none"> • staff and visitors to South View Park parking in residential roads, because of insufficient parking provision at the business units • commuters, shoppers etc. taking advantage of free all day parking <p>This results in residents being unable to park near their homes if returning during working hours</p> <p>Over six months' ago I completed a council survey on a residents' parking scheme in Lower Caversham. I have since been advised by my ward councillor that any proposed scheme will be subject to traffic management sub-committee approval in the autumn and statutory consultation before implementation i.e. considerable further delay.</p> <p>The introduction of a residents' parking scheme will resolve the parking problems listed above and it would be sensible to implement the proposed "no waiting at any time" at the same time as residents' parking is introduced. To implement red lines 5m east and west of the junction prior to residents' parking will further reduce available parking near the junction whilst doing nothing to prevent all day on-street parking by employees, visitors and commuters, so making the current problems worse</p>
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Scheme	Objections/support/comments received.
KA2 - Milman Road	<p>Summary of responses: Objections - 12 (1 Petition, 57 signatures), Support - 0, Comment - 0, Mixed Response - 0.</p>
1) Resident, objection	1) It is proposed that some of the residents' parking spaces might be taken away. its already a very activity street and doesn't think this should be done.
2) Resident, objection	2) I object to the part of the proposal that proposes removal of residents parking in front of nos 71 and 69 Milman road. Parking in this road is already very hard to come by as a resident and this proposal will merely make the existing poor parking provision worse. It will mean more people having to park in front of the school overnight and will only serve to further inconvenience residents who now have to pay for the "privilege" of parking on their own street. I appreciate that access to the school gates is difficult for larger vehicles, but this is because the entrance is wholly inappropriate for such vehicles.
3) Resident, objection	3) 1. Parking is already limited on the Milman Road; there are users and staff at the health centre, parents and staff at the school as well as residents, including those in Boults Walk and the nearby estate who have no parking of their own. Reducing parking spaces on the road just makes an already difficult situation worse.

<p>4) Resident, objection</p>	<p>2. Traffic on Milman Road at peak times can be appalling, including parents (amongst others) driving on pavements, driving carelessly and parking or idling on double yellow lines and school 'keep clear' signs. If child safety is really a consideration, then parents need to be discouraged from bringing their cars down this narrow Victorian residential road in the first place; not make it easier for them to manoeuvre once there.</p> <p>3. The Victorian brick wall at the west end of Milman Road is already damaged where reversing cars have gone into it. If child safety is a concern, then the structural stability of the wall should be a priority as there is a school path directly behind it, and traffic should be <i>*discouraged*</i> from manoeuvring here.</p> <p>4. The north and west sides of the road near the school <i>*already*</i> have double yellow lines or 'keep clear' markings which are widely ignored by visiting parents at school pick-up times. Many cars idle their engines here, adding to local pollution levels, in the pretence that they aren't really parking. I am unconvinced that adding more double yellow lines would do anything other than encourage more idling engines and pump more pollution into the faces of schoolchildren - which is also a safety consideration - which means that the implied benefit of a new turning space would be lost anyway.</p> <p>5. It seems disproportionate to deprive local residents of the ability to unload shopping, furniture, children or elderly relatives <i>*for ever*</i> and <i>*always*</i>, as well as reducing the available parking to people with mobility problems who need vehicle access to the health centre, because it might (but probably won't) allow parents to more easily negotiate a road incapable of handling the traffic.</p> <p>6. Allowing traffic to turn more easily in a narrow cul-de-sac doesn't make the road safer for anyone, including children. Children only use the far western end of the road when parents have parked there to pick them up; the school exits are further east. If the western end of the road is dangerous for children at school pick-up times, then the solution seems to be to discourage parents from going there in the first place, not making it easier for them to turn around.</p> <p>4) The restrictions to the parking regarding Milman Road (next to the primary school) are an absurd, especially on the grounds that the residents influence negatively the health and safety of primary school children. It is the parents and parents alone that cause that threat. The way they drop off their children or pick them up from school is ridiculous. They have no limits as of how much congestion they cause while waiting for their children. They leave their cars in the middle of the road and don't care that those are residents' parking spaces that they paid for. Coming back from work around 3 p.m., I was frequently forced to wait around half an hour for the road to clear out as it was impossible to come near that school at that time. It is the school's responsibility to ensure parents are aware of parking</p>
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	<p>regulations and it is their responsibility that parents follow it. Instead of introducing several parking restrictions, they should educate the parents and inform the authorities if necessary to stop that from happening. There was a parking officer walking many times around the school at that time and not making a single comment about what was happening. I presume it was because of the parents' attitudes who would just shout at that man and ignore his instructions despite him being a public figure. Taking that into consideration that it is a public figure, something should have been done in cooperation with other officers. The easiest way is to introduce another restriction which would not work as children's safety would once again be jeopardised by the irresponsible and comfortable parents who find it impossible to walk to the school from the other end of the road or roads nearby. Why should the residents be punished for that especially that it is already a problem at times to find a parking space on this road outside of the school working hours?</p>
<p>5) Resident, objection</p>	<p>5) I would like to object to any proposals to restrict any further parking in Milman Road. This road is already over subscribed with parking issues and to then take away parking from residents at the lower end of Milman Road would only cause bigger problems. There is a Health Centre and School both located at the bottom of this cul de sac and very limited parking which was allowed to happen for both the Medical Centre and The School beyond. The council allowed The school to be extended into the car park of The Christchurch Centre, adding additional classrooms to an already congested road and in so doing so taking away valuable parking from the area for teachers and staff. Again permission was given for the Medical Centre to be enlarged so bringing more vehicles to this busy road without any further parking provisions. The safety of the school children should be paramount and by giving parents a bigger area to turn their mostly large vehicles around or leave them ticking over on the road/ path would be inviting more chance of accidents happening and the children inhaling all the car fumes. The wall at the bottom of Milman Road has already been reversed into and behind that wall is a pathway for the school children who wouldn't stand a chance if it was damaged further or knocked down when a large vehicle is turning/ reversing. You should not be encouraging vehicles to be adding to the bottle neck at the bottom of this road. I am a resident of Milman Road for 35 plus years and have seen so called improvements over this time which always seem to be at the detriment of the council tax paying residents. The road has many houses now that have been allowed to be put into multi occupancy bedsits which again has added to the amount of cars in this old Victorian Road. I think enough is enough Milman Road has had more than its share of congestion through allowing devopments to be agreed without the facility of parking the additional cars that this brings with it.</p>
<p>6) Resident, objection</p>	<p>6) 1. There is already limited parking on the Milman Road for the various users, which include residents, users and staff at the health centre, parents and staff at the school, plus residents in Boults Walk and the nearby estate who have no parking of their own. By further reducing parking spaces on this road it just makes an already difficult situation worse.</p>

<p>7) Resident, objection</p>	<p>2. Having traffic turn more easily in a narrow cul-de-sac does not make the road safer for anyone, including children. Children only use the far western end of the road when parents have parked there to pick them up and one would hope that caring parents would be meeting their still young children at the school gate rather than waiting for them to run out in to the road. The school exits are further east. If the western end of the road is dangerous for children at school pick-up times, then the solution seems to be to discourage parents from going there in the first place, not making it easier for them to turn around.</p> <p>3. Traffic on the road at peak times can be appalling and include parents and others who drive on pavements, drive carelessly and park or idle on double yellow lines and school 'keep clear' signs. If child safety is really a consideration, then parents need to be discouraged from bringing their cars down this narrow Victorian residential road in the first place; not make it easier for them to manoeuvre once there.</p> <p>4. The Victorian brick wall at the west end of Milman Road is already damaged where reversing cars have gone into it. If child safety is a concern, then the structural stability of the wall should be a priority as there is a school path directly behind it, and traffic should be *discouraged* from manoeuvring here.</p> <p>5. The north and west sides of the road near the school *already* have double yellow lines or 'keep clear' markings which are widely ignored by visiting parents at school pick-up times. Many cars idle their engines here, adding to local pollution levels, in the pretence that they aren't really parking. I am unconvinced that adding more double yellow lines would do anything other than encourage more idling engines and pump more pollution into the faces of schoolchildren - which is also a safety consideration - which means that the implied benefit of a new turning space would be lost anyway.</p> <p>6. It seems disproportionate to deprive local residents of the ability to unload shopping, furniture, children or elderly relatives *for ever* and *always*, as well as reducing the available parking to people with mobility problems who need vehicle access to the health centre, because it might (but probably won't) allow parents to more easily negotiate a road incapable of handling the traffic and is a solution that seems to bring more safety concerns than fixes for those it purports to be helping.</p> <p>7) I have been made aware that there are changes being put forward to the parking in Milman Road relating to the school. This will entail creating a turning place by removing residents car parking spaces.</p>
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<p>8) Resident, objection</p>	<p>1) This is a local school so students should be within walking distance. It is also very close to a bus route.</p> <p>2) There is already chaos with parents dropping off or collecting their children. They have been rude when challenged (politely) after blocking in residents, which is unacceptable.</p> <p>3) There are two roads people already use as turning places. Spring Gardens is down the side of the school so is not really suitable but Mitcham Close can be utilised.</p> <p>4) If you remove several spaces, where are you expecting residents to park. Or are you hoping to generate more funds from parking fines?</p> <p>8) I strongly object to the proposals for Milman Road, and together with other residents wish to put forward the following reasons:</p> <p>1. Parking is already limited on Milman Road; there are users and staff at the health centre, parents and staff at the school as well as residents, including those in Boults Walk and the nearby estate who have no parking of their own. Reducing parking spaces on the road just makes an already difficult situation worse.</p> <p>2. Traffic on Milman Road at peak times can be appalling, including parents (amongst others) driving on pavements, driving carelessly and parking or idling on double yellow lines and school 'keep clear' signs. If child safety is really a consideration, then parents need to be discouraged from bringing their cars down this narrow Victorian residential road in the first place; not make it easier for them to manoeuvre once there. A school based "walk to school" campaign could be promoted at the school with several positive outcomes, one of which would be to reduce congestion in the road at peak times.</p> <p>3. The Victorian brick wall at the west end of Milman Road is already damaged where reversing cars have gone into it. If child safety is a concern, then the structural stability of the wall should be a priority as there is a school path directly behind it, and traffic should be *discouraged* from manoeuvring here.</p> <p>4. The north and west sides of the road near the school *already* have double yellow lines or 'keep clear' markings which are widely ignored by visiting parents at school pick-up times. Many cars idle their engines here, adding to local pollution levels, in the pretence that they aren't really parking. I am unconvinced that adding more double yellow lines would do anything other than encourage more idling engines and pump more pollution into the faces of schoolchildren - which is also a safety and environmental consideration - which means that the implied benefit of a new turning space would be lost anyway.</p>
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<p>9) Resident, objection</p>	<p>5. It seems disproportionate to deprive local residents of the ability to unload shopping, furniture, children or elderly relatives *for ever* and *always*, as well as reducing the available parking to people with mobility problems who need vehicle access to the health centre, because it might (but probably won't) allow parents to more easily negotiate a road incapable of handling the traffic. This is especially true during school holiday time when parents do not drive their cars down Milman Road - approx 10 weeks a year.</p> <p>6. Allowing traffic to turn more easily in a narrow cul-de-sac doesn't make the road safer for anyone, including children. Children only use the far western end of the road when parents have parked there to pick them up; the school exits are further east. If the western end of the road is dangerous for children at school pick-up times, then the solution seems to be to discourage parents from going there in the first place, not making it easier for them to turn around. Again, a school based "walk to school" campaign would yield benefits here.</p> <p>9) I wish to object to the proposal.</p> <p>Milman Road is a clu de sac. The double yellow line and 'no waiting at any time' proposed will turn the end of Milman Road into a manoeuvring zone for parents dropping off and picking up children.</p> <p>For cars that drive down, there will still be a blockage while they try to get out. Almost all cars will have to do a three point turn to accomplish this. This will increase the amount of dangerous manoeuvring around the school, not decrease it.</p> <p>Overall, this will be no safer than currently where some parents attempt to drive down Milman Road and then create a jam around the Spring Gardens or Mitcham Close junction as they try to get out while other cars are still trying to drive down.</p> <p>At the end of the school day, the area will become a zone where parents hover with engines running to pick children up. Idling of cars on the street will increase. This will be polluting and annoying to residents because of engine noise.</p> <p>To accomplish a nil overall road safety benefit to the school, residents, and others who can park for two hours in this area during the day, are being deprived of 2-3 parking spaces.</p> <p>This change to parking was advertised during the school holidays and only at the western end of the terrace where almost no one would see it. Consequently parents at the school, residents at the Mitcham Close end of the terrace, most people who use the Health Centre or pharmacy and cannot</p>
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<p>10) Petition, 57 signatures, objection</p>	<p>park in the car park would not see the advertised change.</p> <p>Milman Road has real problems with parking, dangerous driving, pavement surfing, idling cars and parking on double yellow lines and in the ambulance bay at peak school, pharmacy and surgery times. This change will not help.</p> <p>10) The proposed change: Milman Road, West End, Both Sides: Introduce 'no waiting at any time' from its western end to a point 10m east of that point (in front of 69 & 71).</p> <p>Milman Road, South Side: Reduce existing shared use: 8am-8pm permit holders only or 2 hours no return within 2 hours. At all other times permit holders only from a point 8m east of its western end to a point 5m west of its junction with Mitcham Close.</p> <p>Reading Borough Council's reasons for change:</p> <ul style="list-style-type: none"> • To allow vehicles to turnaround more easily. • For the safety of children. <p>Reasons to oppose proposed changes.</p> <ul style="list-style-type: none"> • Reducing parking spaces on the road just makes an already difficult situation worse. Parking is already limited on the Milman Road; there are users and staff at the health centre, parents and staff at the school as well as residents, including those in Boults Walk and the nearby estate who have no parking of their own. • Traffic on Milman Road at peak times can be appalling, including parents (amongst others) driving on pavements, driving carelessly and parking or idling on double yellow lines and school 'keep clear' signs. If child safety is really a consideration, then parents need to be discouraged from bringing their cars down this narrow Victorian residential road in the first place; not make it easier to manoeuvre once there. • The Victorian brick wall at the west end of Milman Road is already damaged where reversing cars have gone into it. If child safety is a concern, then the structural stability of the wall should be a priority as there is a school path directly behind it, and traffic should be discouraged from manoeuvring here. • The north and west sides of the road near the school already have double yellow lines or 'keep clear' markings which are widely ignored by visiting parents at school pick-up times. Many cars idle their engines here, adding to local pollution levels, in the pretence that they aren't really parking. We are unconvinced that adding more double yellow lines would do anything other than
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<p>11) Resident, objection</p>	<p>encourage more idling engines and pump more pollution into the faces of schoolchildren - which is also a safety consideration - which means that the implied benefit of a new turning space would be lost anyway.</p> <ul style="list-style-type: none"> • It seems disproportionate to deprive local residents of the ability to unload shopping, furniture, children or elderly relatives for ever and always, as well as reducing the available parking to people with mobility problems who need vehicle access to the health centre, because it might (but probably won't) allow parents to more easily negotiate a road incapable of handling traffic. • Allowing traffic to turn more easily in a narrow cul-de-sac doesn't make the road safer for anyone, including children. Children only use the far western end of the road when parents have parked there to pick them up; the school exits are further east. If the western end of the road is dangerous for children at school pick-up times, then the solution seems to be to discourage parents from going there in the first place, not make it easier for them to turn around. • We have consulted with the Governors and Head of New Christchurch Primary School and they have not requested this change. • We the undersigned are lodging our objection to the proposed parking change as is our right in the consultation. We expect Reading Borough Council to take note of residents' views. <p>11) I strongly object to the changes being proposed to the west end of Milman Road for the following reasons:</p> <ol style="list-style-type: none"> 1. There is already a chronic shortage of parking on Milman Road for residents who also have to share road space with the likes of Boults Walk and Spring Gardens. We cannot afford to lose more parking spaces. The matter is only made worse with people attending the surgery and parents waiting to pick up their children from the school. 2. Residents overlooking the proposed area of change report that the ability to safely turn and exit the area is not improved when cars have not been parked. there. Each visitor has their own "unique" way of how they turn their vehicle around at the end of our road. The level of stupidity and lack of common sense being displayed by drivers during either of the school runs is breathtakingly staggering. 3. It is ludicrous to make these changes to supposedly alleviate a problem that exists for parents for a period of 20 minutes at either end of the school day. The proposal will selfishly deny valuable parking for residents and surgery visitors for the other 23 or so hours of the day and weekends and school holidays, etc. Utterly ridiculous. 4. There is never a school weekday that goes by without a vehicle being illegally parked by the school.
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12) Resident, objection	<p>The area of proposed change will still be used for parking, illegally, or for parents waiting for their children while keeping their engine running. Surgery visitors are also guilty of this and present the same problems to safety and the environment. Road markings are simply ignored.</p> <p>5. The council and school should be discouraging parents from using vehicles to bring their children to school and pick them up. Walking should be encouraged for health benefits as well as environmental ones.</p> <p>56 residents on Milman Road have signed a petition to show their strong objection to the proposed changes. This will be handed to CJ Brooks, Head of Legal And Democratic Services at Reading Borough Council by [REDACTED].</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>12) I wish to object to the proposed reduction in residents parking spaces as it is totally unnecessary. Currently residents struggle to find parking during evenings and weekends. Also, any spaces which become available during the day are often used as overflow parking by patients visiting the Milman Road Health Centre. Our parking spaces are extremely precious and any reduction in availability will only cause more aggravation to residents.</p> <p>I understand that the reasoning for the reduction at the bottom end of the road is in the interests of safety for the pupils attending the Junior Christ Church School but this is not logical. The congestion caused before 9.00 am and later at 3-3.15 pm is caused by parents of the pupils when they are dropping off their children and collecting them later in the day. I would point out that these young pupils are not allowed to wander out of the school grounds unless accompanied by a parent, also all of these vehicles are driven by the parents and they are totally aware of the safety issues.</p>
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Scheme	Objections/support/comments received.
PA1 - Cumberland Road 1) Resident, objection/comment	<p>Summary of responses: Objections - 63, Support - 1, Comment - 3, Mixed Response - 0.</p> <p>1) I have read the proposals to allow for wider access for vehicles such as fire service trucks by not allowing parking on the west side of Cumberland Rd. Parking is already a problem in the Cumberland Road area. These proposals will make parking for residents even worse. Would you consider as an alternative to make the west side of the allotted parking space encroach onto</p>

<p>2) Member of Community Centre, objection</p>	<p>the pavement by about one foot? There would be still enough room for pushchairs etc, and the east side would have the full pavement if extra space was needed. Hope you will give my idea some thought before you make the final decision.</p> <p>2) We are writing as [REDACTED] of the Warehouse Community centre on Cumberland Road.</p> <p>We object to this proposal because the loss of amenity to the residents of Cumberland Road is completely disproportionate to the benefit gained and we will in turn be affected by unauthorised parking in our car park and potential difficulties in making the left hand turn from our premises if parking is re-arranged.</p> <p>Before this scheme goes ahead we would want to understand why the existing access to Cumberland road from the top, from Norwood Road & Orts Road in the middle and from Amity Street (with some widening of the bollards from Cholmely Road) & School Terrace at the bottom are deemed insufficient. Granted Cumberland Road is too narrow to navigate but one would have thought that hose lengths from these 4 access points would be long enough to reach all of the road.</p> <p>Lastly we would want to understand why, if Cumberland is deemed too narrow then why is the same scheme not being suggested to residents in Amity Road as well, and numerous other streets round East Reading?</p> <p>Please halt this scheme that will make the lives of 100's of people utterly miserable.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p>
<p>3) Resident, Objection/comment</p>	<p>3) I understand that access has been a concern, and I certainly agree that we should make access down the road as easy possible, but I fail to see how removing parking spaces will achieve this.</p> <p>At present finding space to park on Cumberland Road is challenging enough, and people often have to use side streets or take advantage of the school lines. Not to mention all the parking that already occurs on the double yellows, especially at the London Rd end.</p> <p>By removing legal parking bays but not replacing them in sufficient quantity, surely cars will move further into Newtown merely moving the access issues and preventing residents on those streets being able to park near their homes. Or if people don't move down other roads I imagine there will be an increase in the number of people parked on double yellows, school lines etc. which is already an issue. Will these not increase the issues with access?</p>

<p>4) Resident, Objection</p>	<p>The removal of space to park does not mean that the cars will go with them. If this scheme goes ahead there must be suitable alternatives to replace the lost spaces.</p> <p>4) With due respect, we strongly object to your proposals to cut down Cumberland Road parking spaces when we already are facing a shortage of them (spaces).</p> <p>We think cutting down these parking spaces especially at the proposed scale will not be a very wise step as parking spaces in and around Cumberland Road serve the users of the following:</p> <ol style="list-style-type: none"> 1. Cumberland Road Mosque 2. Sikh Gurudwara (Temple) 3. St. John's Church 4. Warehouse Community Centre 5. Sun Street Community Centre 6. St John's Primary school 7. Newtown Primary School 8. Amity Road Mosque 9. Of course Parking Permit Holders 10. Guests of the residents <p>We are parking permit holders and quite a few times, we couldn't park our car on Cumberland Road after we came back from either work or shopping.</p> <p>So kindly reconsider your plans and cut down the minimum number of parking spaces and keep this in mind that you are planning this for fire safety and convenience of the residents and NOT to cause them an inconvenience for the lifetime.</p>
<p>5) Resident, Objection</p>	<p>5) Parking is already drastically limited on the road where often, I struggle to get a space.</p> <p>The limited parking is already abused by gudwara patrons and on certain days, there is zero parking opportunities, never a sign of a warden on these days I note! On previous dealings with the police, I was informed patrons had permission to park in the college grounds or behind the cemetery gates yet no enforcement of this has ever taken place</p> <p>I appreciate we have no right to park outside of our properties but you are alienating good residents by investing no time, Money or effort into cemetery junction. Instead you are making our lives harder.</p>

<p>6) Resident, objection</p>	<p>Perhaps if the council even bothered to respond to reports of dumped vehicles, people wouldn't be forced to park dangerously.</p> <p>If it were possible to instal a drive way, believe me, I would!</p> <p>Can you tell me how many times you've tried to do some driver awareness in this regard, perhaps a leaflet drop may make a difference rather than taking this pathetic drastic action. In my time here I think I've only ever seen 1 awareness leaflet!</p> <p>At one time there was a fly tipped sofa IN the road, I reported this to the council and no action bar a pointless yellow sticker after about a week! If it wasn't for my partner moving it to the pavement, that would've been a massive hinderance to a fire engine.</p> <p>There is an absolutely wasted green space behind the garages that is never maintained. If you refuse to maintain it correctly, why don't you turn it into a car park...two birds one stone!</p> <p>My cars have been damaged on numerous occasions, I think, as a result of overcrowding. Why make this matter worse?</p> <p>Where do you propose we park when this stupid restriction comes in? Surely you're just moving the problem to neighbouring roads.</p> <p>I would like to be notified of any progression of this matter and I strongly oppose and will fight this.</p> <p>Stop alienating your residents, have some compassion and sort the problem, don't make it worse.</p> <p>We pay enough to park our cars under the pointless permit scheme, why don't you put that money to good use! When you pay for something, you expect a service.</p> <p>I can't wait to move out of reading, I'm ashamed to say I live here and your ludicrous plans do not make my feelings any better.</p> <p>6) I am a resident of Cumberland road, Reading. I am objecting to the proposed reduction in car parking spaces on Cumberland road. In my opinion this is a knee jerk reaction to a problem. The issue of access raised by the fire service is a valid one, however the solution proposed is nothing but a shortsighted, heavy handed and misguided idea.</p>
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<p>7) Resident, objection/comment</p>	<p>Cumberland road is not the narrowest of the roads in the new town area, in fact Amity road (the next street along) has greater issues with access due to its narrow width. By reducing the spaces by approximately 50 residents will be forced to park on adjacent streets, thereby exacerbating their own parking issues. Parking is a problem across the whole of the new town area, this proposal will cause a knock on effect across all streets and I wouldn't be surprised if the fire service complained about access on these streets.</p> <p>Nationwide trends show that car ownership is still on the rise (519 per 100 people) and for a Victorian area such as New Town which wasn't designed with cars in mind it is clear that a solution which increases parking whilst not affecting access is required.</p> <p>One of the simplest solutions centres around driver education, residents should be informed of the need to park close to the kerb or when in a wide vehicle such as a van or SUV to park up on the kerb. This also applies to corners, I have observed on many occasions drivers park on corners and therefore massively impede drivers trying to make the turn. I believe that parking wardens should (amongst their other duties) ticket drivers who park in this manner. Placards should be installed beneath the permit signs informing drivers of their duty to park properly.</p> <p>Parking on kerbs is unsightly and if this isn't acceptable, I suggest reducing the width of the pavement by 6 inches each side therefore providing an additional 1 foot of road width. This alongside the driver education could greatly help the situation.</p> <p>A more radical approach would be to attempt to increase the numbers of parking spaces by building on currently undeveloped or underdeveloped land. I include with this possible changes of use of land in the area. For example, between 96 and 106 Cumberland Road is a row of garages. I do not know the state of ownership of these garages however through compulsory purchase orders and redevelopment of the land additional parking could be provided. Another site such as this exists near to number 5 Cumberland Road.</p> <p>As a young professional home owner in the area I would be devastated if the proposal went ahead, In fact it would be a reason to move away from this area. Please think this through before acting.</p> <p>7) I am writing to ask that you pause the plans to restrict the parking on Cumberland Road until at least a fair period of consultation has taken place and the council has had time to consider the views of the residents. Ideally this needs to include the creation of alternative spaces within an already built up area where</p>
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<p>8) Resident, objection/comment</p>	<p>parking is already a serious problem that affects the daily quality of lives for residents. For example it is already commonplace that people are worried about going out on a Sunday as they will have no space to park on return.</p> <p>This consultation needs to be done at a time that is more representative of the parking issues in New Town ie. Not the school holidays when there are fewer HMO student residents and both schools are closed.</p> <p>I understand the issue of fire safety and access and this is something that most residents who have lived here a while understand and park their cars considerately and will go outside and move cars obstructing the road. Generally they would do this anyway to avoid damage so maybe educating people could be another option. I also was under the impression that fire fighters have implicit permission by nature of their role that they can remove any vehicle obstructing their path, although I appreciate that this is not always practical in an emergency. But this fact could also be highlighted to residents.</p> <p>Also I would be interested in looking at alternative routes into Newtown via Orts Road for emergency vehicles only as a partial solution to wider vehicles gaining access.</p> <p>8) I am writing with regard to the Waiting Restriction Review Program 2018A (Reference: CMS/009816). My comments are in relation to the proposed parking restrictions on Cumberland Road.</p> <p>I am concerned about the proposal to reduce parking availability by somewhere in the region of 50 spaces in an area that is close to capacity for residents parking. To compound this, at certain times of the week, parking overflows due largely to visitors to the nearby Gurdwara, Mosque and Church.</p> <p>While I understand this proposal may have been submitted under the safety banner (fire/ambulance access ?), I also believe that unless adequate nearby replacement parking is provided then the unintended consequence will likely be that the roads become busier/gridlocked as people attempt to find spaces and surrounding roads will suffer from lack of parking.</p> <p>Cumberland Road is typical of many of the roads in the Newtown area, being narrow with parking down both sides of the road, however I don't think effectively cutting in half the available parking is a sensible solution to an occasional access issue caused by bad parking or oversized vehicles.</p> <p>Other solutions could potentially include:</p> <ul style="list-style-type: none"> •Negotiating use of additional parking if available, for example the warehouse, church or sun street center car parks. •Constructing additional parking, although I suspect there aren't many potential locations for this. •Reducing the 2 hour wait period without a permit to perhaps 30 minutes. •Restricting certain larger vehicle categories from parking within the zone (maybe with the exception of deliveries and collections).
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<p>9) Resident, objection</p>	<p>•Providing Fire Engines/Ambulances that are capable of negotiating narrower roads, there must be numerous places around Reading that this would be beneficial.</p> <p>I hope that a sensible solution can be found.</p> <p>9) I write to lodge my objection to the planned parking changes to Cumberland Road in Newtown. I live on Sun Street and already there are parking difficulties with people from Cumberland Road parking in Sun Street. We have the added complexity of visitors to the Community Centre, the Gurdwara and the Mosque taking up space in the streets.</p> <p>Motorcycles take up two spaces and do not have not display permits, we have commercial vehicles (DPD vans) and dumped cars that are around for weeks until they are towed, plus cars cars with no permits, park at all times.</p> <p>I measured the distance on the road between the park cars on each side and Cumberland Road is as narrow as the other streets. The one way system has helped with congestion, however, Sun St and Amity Street are hugely affected by traffic at all times. Perhaps further investigations into the one way system would be better than taking out parking.</p> <p>I think that this plan, to remove parking will impact massively on the surrounding streets and that more difficulties for residents will be experienced.</p> <p>We pay for a garage and a parking permit and use our garage to park in and one car on the street. This will really impact upon our ability to park near our home.</p>
<p>10)Resident, objection</p>	<p>10)I would like to raise my objections to the proposal to remove car parking spaces from Cumberland Road. I am a resident on the road and at times it is already difficult to find parking. Not all residents even have cars and it can still be difficult at times. It is even more difficult when there are events in the Church, Mosque and Gurdwara in the area.</p> <p>I am sympathetic to the fact that it is difficult for emergency vehicles to navigate the street - as well as them not being able to access an emergency they sometimes also damage vehicles in the street (the same applies to lorries).</p> <p>I would like alternative solutions to be explored. For example, the pavement can be reduced by 6 inches on either side; this, combined with driver education on parking close to the kerb, would create the extra space on the road for large vehicles. Some of the roads in the area already have narrower</p>

<p>11) Resident, objection</p>	<p>footpaths. Smaller emergency vehicles would also be able to navigate the street more easily.</p> <p>If a no waiting zone on one side of the street must be introduced then alternative parking very close by must be provided. There is a section of grass between Cumberland Road and Amity Road next to the garages. This could be converted to additional parking. Other areas of no waiting on the other side of the road must be removed.</p> <p>Ultimately I would not like this proposal implemented as it would cause great inconvenience to the car owning residents of Cumberland Road.</p> <p>11) I saw the notices put up on Cumberland Road recently outlining changes to the parking areas on Cumberland Road and am writing to object to the proposal.</p> <p>I understand the importance of making the road accessible for emergency vehicles, however, I believe this is not the only way that can be achieved, and that this proposal is the lazy solution.</p> <p>Firstly, you could make the entire street permit holders only all the time; this would reduce the number of vehicles generally, especially on Sundays when there are a lot more people trying to park on the street to access the Sikh temple.</p> <p>I understand the people running the temple have arranged for parking at the college site, which helps somewhat; however, I have noticed that there are still a lot of people parking on Cumberland Road and nearby roads to have a shorter walk. I have also noticed that a lot of people park on the double-yellows around this time without PCNs being given. This is disappointing as it makes driving down the road extremely difficult and dangerous.</p> <p>So, to bring this back to my point, if you have permit holders only, there will be fewer cars to start with, and an easier population to educate on parking sensibly.</p> <p>Another step that could be introduced, although this does come with a cost...but given the high costs we have to pay for the permits I am assuming you have a pot of money ready for this...is to widen the road slightly. There are streets in Reading with much smaller pathways than Cumberland Road has, so there is room to bring them in enough to make space for fire engines to easily drive down the road. Or you could go for a cheaper solution of re-painting the lines to make the spaces thinner, encouraging cars to park on the curb, creating more space in the middle of the road.</p>
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	<p>I am objecting to the proposal, however, I am aware of the problem, and would like further thought made into solutions that don't cut the number of spaces. The reason I am objecting to this specific solution are:</p> <ul style="list-style-type: none"> - The number of cars will remain the same, therefore, the problem will just be moved elsewhere - this isn't a solution, just a problem-redistribution. - There are other ways to combat the issue (a couple of which I have highlighted above) - Cutting parking will reduce value of homes on the street as fewer people will want to buy a house if there is no parking available (I certainly wouldn't have bought a house on this street if I knew this proposal was coming along eventually) <p>However, if for some reason this manages to get through planning, I will look forward to my 50% refund on the vehicle permits for my house (I assume the cost of parking will halve if the number of spaces are halved...right?!).</p>
12) Resident, objection	<p>12) I am disappointed that you have resolved to cutting the number of parking spaces in Cumberland Road without looking creating alternative parking spaces to compensate the loss. During the day most cars parked are not for immediate residents as the evidenced by the reduced number of cars parked after midnight. This is wholly an issue about enforcement which you are responsible as a council. Secondly you can create parking space on the empty space by the letter box in Cumberland road.</p> <p>Hope you going to be reasonable and consider the impact this has on locals.</p>
13) Resident, objection	<p>13) I have been made aware of the possibility of the parking on Cumberland Road being cut in half. I am seriously worried that this will make the already over-crowded parking in Newtown even worse. Surely there are another alternatives to just cutting the parking areas on the road.</p> <ol style="list-style-type: none"> 1) Newtown Primary has allocated parking, can this not be used once the school is not in attendance. 2) There is also additional parking at the bottom of Cumberland Road, can this not be extended, currently it is used as a dumping ground for people to flytip. <p>I can see that people will start to park in The Warehouse, the Wycliffe Church and Sun Street Centre, these areas have allocated parking for their use.</p> <p>I find it just very "gobsmacking" that you will just take away parking without provide an alternative especially as people now have to have a permit to park outside their house.</p>
14) Resident, objection	<p>14) I understand that you wish to limit parking as currently fire engines may find it difficult to access</p>

<p>15) Resident, objection/comment</p>	<p>Newtown due to the narrowness of Cumberland Road. As you will be aware, it is not always easy to find a parking space in this area of Newtown and reducing the number of spaces will only increase the stress and inconvenience of a large number of people. However, there is a very simple solution, one that the people of Amity Road have adopted for many years - simply allow motorists to park with 2 wheels on the kerb. 8-10 inches should be sufficient to make the road wide enough for access for emergency vehicles, while still allowing wheelchairs and pushchairs to use the pavement safely. Although technically illegal, many motorists already park like this in a number of roads in the area without causing any problems. Please could this be considered as a solution, rather than denying many people the chance of parking outside their properties?</p> <p>15) Please find my comments and objections to the scheme of changes to the waiting restrictions and residents parking bays in Cumberland Road.</p> <ol style="list-style-type: none"> 1. The changes proposed will result in a significant loss of parking spaces for residents in the road, meaning that despite Cumberland Road being a long road of 140+ houses, residents will no longer be able to park on their own road, nor will there be room for visitors to park. These are such drastic changes to a scheme that has been in place for many years that they need further consideration and amendment before implementation. 2. The changes will also negatively affect at least two (and possibly three) of the religious institutions on Cumberland Road. The Masjid and Gurdwara are welcome and important neighbours to the local area, who have worshippers travelling from around Reading and Wokingham to attend and pray. The Wycliffe and associated Warehouse have private off-road parking space and so will be less affected, but they will be under significant pressure to manage their parking space were these changes to go ahead. All three operate not just as places of worship but as community centres for local residents. These parking changes, with little or no additional spaces found in the road or local area, will have direct and significant negative impact, especially on elderly and disabled worshippers. 3. The effect of these changes will not only be felt on Cumberland Road, but throughout Newtown, as people parking in the existing space will be pushed to the other local roads. Amity Road, Cholmeley Road and all others will feel the impact of the displaced parking, leading to more cars on already crowded streets. Large vehicles and emergency vehicles could then find the problem of access to Newtown significantly worsened. Any changes to roads in Newtown should be considered on an area basis. 4. There are numerous suggestions from local residents where additional parking space can be found (for example, at the top and bottom of Cumberland Road itself) and these seem practical and worthy of
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<p>16) Resident, support/comment</p>	<p>consideration. These should be considered and additional parking space implemented at the same time as any reduction to allow additional waiting restrictions to one side.</p> <p>5. No justification or reasons for the proposed changes have been published (that I am aware of) other than that these changes are 'either in the interests of safety or in response to demand'. The lack of a clearly stated reason with evidence to support it has left residents on Cumberland Road and Newtown unable to properly understand what these are for and therefore respond appropriately to the consultation. This should be remedied before any changes are implemented.</p> <p>6. Access to Cumberland Road, and Newtown, for emergency vehicles is important, but other solutions should also be looked at in tandem to on-street changes. Driver education to ensure cars are parked appropriately should be thoroughly attempted, as should education for fire and ambulance crews accessing Newtown. Emergency vehicles should have appropriate 'narrow street' information on every call out, as Cumberland Road can be accessed via Orts Road or the 'wrong-way' via School Terrace when required.</p> <p>In the long-term I have no objections to some changes to the restrictions and bays on Cumberland Road, but I object to this scheme going ahead before additional parking space can be found to ameliorate the parking problems that will be caused.</p> <p>16) I do share concerns about fire engine access to parts of Cumberland Road, especially as this has been found to be a real problem in recent times.</p> <p>The problem is relevant to any kind of large vehicle, not just to fire engines. I often see lorries struggling to proceed past badly parked cars or past oversized vehicles, often resulting in damage. Yesterday in fact I saw an ambulance struggling to pass some parked cars. It must be extremely difficult for bin collections on a regular basis. For these reasons I would be broadly in favour of allowing parking on only one side of Cumberland Road.</p> <p>There are a number of steps that could be explored to mitigate for the loss of parking spaces. Possibilities include:</p> <ol style="list-style-type: none"> 1. opening up the area between 96 and 106 Cumberland Road, to the east of the garages, to parking, 2. converting the area of land at the north end of Cumberland Road (next to the foot bridge) to parking spaces, 3. opening up parts of the central road in the cemetery for parking (this certainly happens informally by users of the Gurdwara so is practically possible), and/or
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<p>17) Resident, objection/comment</p> <p>18) Resident, objection</p> <p>19) Resident, objection</p>	<p>4. allowing strictly only permit holders to park in Cumberland Road, reducing the need for spaces.</p> <p>Point 3 though will result in security concerns for cars parked in the cemetery overnight, and so may require lighting and CCTV. Point 4 will be a problem for brief visitors, and to users of the Gurdwara, though.</p> <p>A positive consequence of allowing parking on only one side of the road is that the south part of Cumberland Road could presumably be opened up to two-way traffic making access out of Newtown easier than it is at present.</p> <p>17) A resident without easy access to email has asked that I register some objections on her behalf.</p> <p>Firstly, that any consultation on parking in the road should not be done in August, a large number of families, and any students, are away from the area and will be unable to respond. This also means that car parking is at a low point in the year, which might give residents the false impression that there are spaces that are unused.</p> <p>Secondly, they are concerned that significantly reducing space for parking means that elderly and disabled worshippers will not be able to access the Mosque and Gurdwara, and she would like that raised as an Equalities objection.</p> <p>18) I am writing on behalf of myself and my partner, residents at [REDACTED] Cumberland Road regarding the proposed changes to parking along Cumberland Road in Reading. While it is imperative that emergency services are not impeded in their responses, by making the parking on the road single sided this will cause a massive parking issue to the residents of Newtown. We are a single car household and still at times have difficulty parking along our street and need to seek parking in adjacent roads. There is a risk that by reducing the parking along this road all that will happen is the blockage will shift to other streets. Prior to any changes being made additional parking in the area needs to be created otherwise the residents will be massively affected, as well as residents in nearby streets.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>19) I would like to object to the council's proposal to reduce parking to one side of Cumberland Road only. Whilst I appreciate that some cars are parked badly, I believe that the loss of car parking spaces will create problems in other roads in the area and will not resolve the issue there.</p> <p>A better solution might be to allow partial parking on the pavement on one side of the road, something</p>
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<p>20) Resident, objection</p>	<p>that is widely practised in Cholmeley Road, for example.</p> <p>20) As a resident at [REDACTED] Cholmeley Rd I object to your proposal to remove parking bays in Cumberland Rd as there will be a detrimental effect to other areas parking. I suggest you widen the road rather.</p>
<p>21) Resident, objection/comment</p>	<p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>21) I am writing to object to the Traffic Regulation Order (ref: CMS/009816). I understand that the proposed new parking restrictions will result in the council cutting the parking provision on Cumberland Road (within parking zone 12R) by 50%, a loss of approximately 50 parking spaces. The proposed restrictions are intended to increase the width of the road available for through traffic, in particular Berkshire Fire and Rescue have raised concerns about their fire engines being unable to pass up and down the road on some occasions.</p> <p>I object on the grounds that the proposed changes cannot achieve the desired aim of improving access to Cumberland Road for emergency services vehicles without a significant detrimental effect on the following:</p> <ul style="list-style-type: none"> • Local residents: a lack of planned provision for nearby alternative parking to replace the 50 spaces that would be lost on Cumberland Road (and more broadly, in the 12R parking zone) as a result of this TRO is very concerning. Many local residents rely on their vehicles to commute to their places of work, and these proposed changes will make it difficult to find any available parking space within the 12R parking zone, and consequently impact on livelihoods. Local roads in the 12R parking zone are already close to capacity with regards to available parking. • Safety: Any increase in cars parking on other roads in the 12R parking zone will make it more difficult for emergency services vehicles to access properties on these roads, and so the problem is moved, rather than solved. Personal safety is also a consideration for residents on Cumberland Road returning after dark who in future face a walk of several streets between their cars and their homes, if they can find parking provision in the parking zone 12R at all. <p>I similarly object on the grounds that I do not believe the Council have fully considered alternative arrangements that would result in a better outcome for the residents of Cumberland Road and the local community, and more broadly the residents of other similarly narrow roads across Reading. I would like the Council to consider the alternative proposals outlined below (particularly those that have been actioned and proven to work in other areas of Reading, Berkshire, and more broadly the South-East),</p>

prior to taking any further action to reduce the number of parking spaces available on Cumberland Road:

- The procurement/deployment of fire engines appropriate to the local roads they will be accessing by Berkshire Fire and Rescue. Berkshire Fire and Rescue report that there are three vehicle types that comprise their fleet of fire engines: Volvo VL8, Mercedes Atego, and Dennis Artego. The ability of these vehicles to access narrow, Victorian streets, like those in Reading (including Cumberland Road) and their availability to fire crews manning fire stations covering the Reading area should be assessed. If a vehicle that is sufficiently narrow is not currently available in the local area, a number of fire services in the South East have reported purchasing narrower vehicles for the purposes of accessing narrow streets, and Berkshire Fire and Rescue should be asked to undertake an exercise to assess the feasibility of doing the same.
- Amendments to existing parking restrictions could both better manage the types of vehicles accessing parking on Cumberland Road and the volume of traffic. There are a wide number of options, and combinations of options, that should be investigated:
 - A restriction in the types of vehicles for which residents permits are granted, for example commercial vehicles over a certain weight to be ineligible for residents permits. These vehicles are often much wider than an average family car, and longer, taking up space in more than one parking bay;
 - Removal of the parking provision for '2 hours no return within 2 hours', bringing the parking restrictions in the 12R parking zone into alignment with other residential parking zones in centralised parts of Reading. Parking on Cumberland Road is often notably busier at weekends, indicating that visitor parking is having a significant impact on the parking available for residents at these times;
 - Introduction of parking meters for visitor parking (excl. those in possession of visitor permits linked to residential addresses in the 12R parking zone), such as those in use on roads in Earley (i.e. Alexandra Road) to disincentivise visitor parking for those accessing local community centres, faith centres and commercial properties situated on and near to Cumberland Road. The Gurdwara have an established agreement with Reading College for use of the latter's car park at times when high volumes of visitors to the Gurdwara are expected. This arrangement should be exploited fully, and other faith groups encouraged to establish similar arrangements.

<p>22) Resident, objection/comment</p> <p>23) Resident, objection</p>	<ul style="list-style-type: none"> Marked parking bays that overlap the pavement on the west side of Cumberland Road (where the majority of the proposed parking restrictions are planned for) would increase the width of the road for through traffic. Cumberland Road would remain fully accessible to pedestrians on the east side. <p>Improved parking enforcement: There are substantial sections of Cumberland Road where parking is already restricted by the use of no waiting zones (double yellow lines). Better enforcement of vehicles parking in these zones in violation of local parking restrictions, and Penalty Charge Notices issued to vehicles not displaying a valid permit or remaining parked for longer than the permitted 2 hour period, may be sufficient to increase the accessibility of Cumberland Road. We are unaware of any publicly available evidence that indicates that vehicles parked in compliance with existing parking restrictions are preventing access to Cumberland Road for fire engines.</p> <p>Finally, we would request that should the Council insist on proceeding with the planned changes to parking restrictions on Cumberland Road, without amendment and after due consideration of the above alternatives, that this is not undertaken until plans for provision of new, alternative parking are developed and shared with residents of the 12R parking zone for review. Furthermore, these parking restrictions should not be implemented until acceptable new parking provision is actioned and work is complete. We are aware that some land presently providing a pedestrianised through-way between Cumberland Road and Amity Road has been highlighted as a potential site for further parking, and we would like assurances that this will be fully considered by the Council. However, we recognise that there is not sufficient space to replace 50 parking spaces, and further solutions will need to be found.</p> <p>We would ask the Council to carefully consider that in introducing these parking restrictions to Cumberland Road an unacceptable and unworkable precedent may be set for Reading. Many narrow streets in centralised parts of Reading are potentially difficult for Berkshire Fire and Rescue to access with their existing fleet of fire engines. However, it is not feasible to impose parking restrictions in large parts of residential Reading without adversely affecting the local economy.</p> <p>22) Living [REDACTED] Cumberland Road. I have one car. I always respect and support for fire safety but Im deeply concerned about loss of parking spaces. Our voice is raising that we want alternative parking places if you want to do one way parking. I hope council will understand about these matters.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>23) I am very concerned that the proposed removal of car park spaces on Cumberland Road will cause residents real problems with parking. I do find it staggering that the large bin lorry seems to make it</p>
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<p>24) Resident, objection</p>	<p>down Cumberland Road every week with no apparent issues. Removal of the spaces on Cumberland Road will mean other roads that are equally as narrow become even more congested and impassable for the fire brigade. The roads and houses were built a long time ago and it seems unfair that all of the residents need to suffer due to poor vehicle choice of the fire brigade. There are many very narrow roadways in Reading not just Newtown so would it not be beneficial for Reading to have a smaller appliance as they used to have in Cookham to attend calls where access can be difficult?</p> <p>The proposed change solely for access for the fire service seems unfair to residents who for the last few years have had council tax increase for the fire service. Once again it seems residents will be paying the price again through loss of parking when improvements were meant to be made to the service (such as suitable vehicle) with increase in council tax.</p>
<p>25) Resident, objection/comment</p>	<p>24) i am objecting the proposed layout as it does not give us a designated parking space for each house hold along the whole length of cumberland road. last year you proposed to put parking machines and forced us to pay for the installation of the machines now you are coming back with this idea of making us park on one side which i find it hard to believe your genuine idea of trying to free up traffic from our road. i was looking at the proposed road layout it does not cater for all the household cars along the road. are you indirectly trying to evict us as i am already considering moving to other areas as it is increasingly becoming expensive to own a car along cumberland road. i have lived at my address for seven years but the last two years i have seen that there is a drive to push us out we car owners.</p> <p>If you widen up the road that means all those delivery trucks will be going thru our area. As it stands now it restrict them from going thru because it's narrow. You widen it the way you are proposing we will come back to you to reverse it back to where it was.</p> <p>25) We understand the need to make the roads accessible for Fire engines, could it not be investigated at looking for smaller engines as water carrying in the town is not essential due to fire hydrants.</p> <p>As for parking regulations in Cumberland road with the 2 hour free parking makes it impossible to park on a Sunday. As for the sheikh temple they have parking rights in the collage car park on kings road, but not everybody uses it. As for disable drivers they park on double yellow lines and on the corners making it near impossible to turn into Cumberland road.</p> <p>The increase of building houses on the old swimming pool site will mean even more cars, also the making houses into multiple occupancy will also increase difficulty parking in this area. More parking needs to be found for existing residents, the cost of the parking permit scheme will become a joke.</p> <p>My [REDACTED] is disabled so we will be able to park on double yellow lines for 3 hours, but this will</p>

<p>26) Resident, objection/comment</p>	<p>not help the problem of the fire engines getting down the road. At the last incident of a fire engine not being able to get down the road was caused by people parking on Cumberland road were at the warehouse at the top end of the road and have there own car park, so nobody knew who the cars belonged to.</p> <p>We suggest that the 2 hours free parking be suspended and that the parking permits have the address of holder, or the fire brigade have access to a data bank with permit no's and addresses on it.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p>
<p>27) Resident, objection/comment</p>	<p>26) I am writing in objection to the Proposal of only allowing parking on one side of Cumberland Road.</p> <p>This will create major parking problems in the area causing other surrounding roads to be congested and will in affect stop the fire service from accessing those roads.</p> <p>An alternative must be found either by educating drivers on how to park correctly or making the paths slightly narrower.</p> <p>27) As a car-owning resident of Cumberland Road, Reading, I am concerned with your proposal to cut the number of parking spaces in this road. I understand that this is because the Fire Service has raised concerns that, at times, they are unable to proceed easily down the road. Whilst I support fire safety in the area, I believe that losing approximately 50 parking spaces will cause problems for residents and visitors. At present we have about 130 spaces, this number, under your proposals, would be cut to about 80. I have conducted a survey in the road - 110 houses responded, and there were 86 cars in those houses, 36 did not respond, but averaging these houses car ownership to those that did respond, there could be another 28 cars at those houses, giving a total of 114 cars belonging to residents of the road. Therefore we need to have at least that many spaces just for the residents, without even considering visitors, carers, tradespeople, etc, who sometimes need to park in the road. Before you go ahead and implement this scheme, I suggest that you should look into providing alternative parking spaces to mitigate the loss that your proposed scheme will cause. My suggestions are:-</p> <ol style="list-style-type: none"> 1) About 20 parking spaces could be provided by turning the land between the telephone box on Cumberland Road and Amity Road into a car park, with access off Cumberland Road, and no entry/exit into Amity Road. In my opinion, this would be a better use for the land, under the circumstances of losing some of our parking on Cumberland Road, than what it is at present - a dumping ground for rubbish, and dogs toilet. People could still walk through if it was a car park,

<p>28) Resident, objection/comment</p>	<p>to get from one road to the other. The current garages by the telephone box would not be affected, and could stay where they are.</p> <ol style="list-style-type: none"> 2) About 6-10 extra spaces could be provided at the bottom of Cumberland Road/Avon Place, both sides of the approximately 6 spaces which are currently there. These spaces appear to be 'unrestricted parking' so I suggest these plus any new ones created should be 'permit holders only'. In fact, when I checked on them about 8pm last night, only one of the six cars parked there had a parking permit displayed. 3) Get rid of the '2 hours, no return within 2 hours' parking. Anyone coming to visit one of the houses in the road could use a 'visitors permit'. This might mean that it would be a good idea for each house to be issued with more than 2 free 'visitors permits' books, and for a second car in a house to be issued with some free 'visitors permit' books instead of the nil that they are entitled to at present. A lot of the people who use the '2 hours, no return within 2 hours' parking at present go off to other places, ie a quick trip into town, and park in our road so that they don't have to pay to park in the centre of town. 4) Sunday is a particularly bad time for parking in the road, because of people visiting the Sikh temple, mosque, and local church. Quite often they don't have permits because they are from outside the area, and they stay longer than 2 hours, and park on the pavement and the double yellow lines. Maybe a traffic warden should come around at that time, and issue parking tickets if appropriate? Maybe the visitors should walk or use public transport? <p>If you instigate this proposal without allocating any extra spaces, ie as I have suggested in 1 and 2 and 3 above, residents who are unable to park in Cumberland Road will park in any available spaces in neighbouring roads, and thus possibly causing the same problems in these roads.</p> <p>Incidentally, the space between the parking lines in Amity Road is 1.86 metres, less than the space between the parking lines in Cumberland Road (2.2 metres). Has a fire engine ever needed to get along Amity Road?</p> <p>28) It has currently come to my knowledge that there is currently a plan to reduce the number of parking places within Cumberland road. This unfortunately will cause a number of issues for the local residents which will hopefully be outlined below.</p> <p>We are a two-car household both cars are used for traveling to and from work. One person is employed as a teacher and has to travel to and from work. Whilst the other person is self-employed and has to travel large distances to see clients, and therefore a reduction in parking will cause an increase in stress and frustration.</p> <p>We moved to the area deliberately due to the ample parking available to the area and have currently enjoyed 4 years of local living and easy access to other areas of Berkshire.</p> <p>Hopefully below I will outline the possible issues for the local residents.</p>
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<p>29) Visitor to the Mosque, objection</p> <p>30) Resident,</p>	<ul style="list-style-type: none"> • There will be loss of value to the property, on average parking adds £10,000 to the value of a property, if there is a reduction in parking this would mean that local property values would reduce by £10,000 each. Currently there are 144 houses on Cumberland road with the average value of the houses on Cumberland road of £250,000 (taken from Zoopla), meaning that on average each house will suddenly and irrevocably be reduced to £240,000 of 144 houses meaning that there will be a total loss of £1,440,000 along the entirety of Cumberland road. • If there is reduced parking this will reduce the value of property in the area leading to a possible reduction in the council tax band of each house along the road. Meaning that for the 144 houses along Cumberland road they could reduce from. For example: a council tax band of D to a council tax band of C. Meaning that each house individually will save £191.48. but this means that reading council will lose 191.48 per house hold for 144 households meaning a net loss of £27,573.12 per year. • Reduction in social economic status of local people. “There is evidence that those on low incomes, living in deprived neighbourhoods, are more adversely affected by the impacts of transport than those living in more affluent neighbourhoods. These differences include an increased risk of road traffic injury, increased concerns about personal security, and higher exposure rates to ozone and particulate matter. People without cars, those with disabilities, the elderly and school children are the most severely affected by severance (where transport schemes or high Transport and Poverty 33 P a g e volumes of traffic act as a barrier to movement and social interaction). This combination of problems can exacerbate poverty by reducing access to key services such as employment, education and healthcare, lead to social isolation and reduce physical and mental well-being.” Taken from Transport and Poverty ‘A review of the evidence’ 1 July 2014. If the parking restrictions go ahead then the council may be intentionally isolating people from poorer backgrounds and reducing their ability to progress within society. • Forcing properties to have one car. • Currently the local refuse lorry easily travels up and down the road with no obvious problems. • If this was to be implemented within Cumberland road then this would have to be logically implemented upon the whole of the new town area and thus other areas within reading. • Will cause over parking and crowding in other roads and possibly leading to aggressive behaviour and potentially vehicle destruction. <p>Ideas to help with the issue of parking:</p> <ul style="list-style-type: none"> • Utilise the council owned property (117) on Cumberland road as alternative parking. • Allow parking on pavements. • Increase cost of parking permits. • Utilise Tesco's overflow carpark as alternative council parking. <p>29) Parking is vital for this street. I use it daily and it becoming one side, would restrict me from doing so. I</p>
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objection	attend the mosque on this road and I have to drive because I live across town and if I can't park there, it would restrict me.
31) Resident, objection/comment	30) Is residents who live on and around Cumberland Road are already struggling to find parking as it is! This will be a nightmare and a huge inconvenience.
32) Resident, objection/comment	31) this will have a major impact on parking in the area causing other surrounding roads to become congested and in effect make it difficult for fire service to access those roads. Alternative measures can be carried out like narrowing the pathways or educating drivers to park close to the pavement.
33) Resident, objection/comment	32) this will have a major impact on parking in the area causing other surrounding roads to become congested and in effect make it difficult for fire service to access those roads. Alternative measures can be carried out like narrowing the pathways or educating drivers to park close to the pavement.
34) Resident, objection	33) I am oppose to make Cumberland Road restricting to parking on one side of the road. as will make other roads congested which will make it hazard for fire fighter and ambulances and other emergency services to get through. pavements should be narrow and drivers encourage to park near to curbs
35) Resident, objection	34) I object. It will cause a huge problem with parking in the area. People will then start parking illegally creating difficulty for emergency vehicles.
36) Resident, objection/comment	35) There are not enough parking places already and if you make single side then there will big problem. It will not even cover the residents . There three holy place , gurdawara, Mosque and church
37) Resident, objection	36) Restrictions in parking bays will put pressure on other roads within the area, causing additional residents to suffer from a lack of parking spaces. I would suggest width restrictions and maybe lowering the kerbstones to allow cars to park on the pavement. Allowing lorries to park in the bus lane on London toad for deliveries would also help. Cumberland road has three religious places of worship. These worshippers require parking for an hour or two at different days and times of the week.
38) Resident,	37) I object this proposal as it will create more harm than good, in my perspective. Less parking space means more congestion. This will especially be the case during Friday prayers, night prayers during Ramadan and before and after kids classes. Not only is this a danger and safety risk for these children but the congestion will also create difficulty for ambulance/fire services accessing these roads. There

objection/comment	is also the concern that people may start parking illegally which will create even more issues. I deeply believe an alternative solution should be looked in to.
39) Resident, objection/comment	<p>38) This will have a major impact on parking in the area causing other surrounding roads to become congested and in effect make it difficult for fire service to access those roads.</p> <p>Alternative measures can be carried out like narrowing the pathways or educating drivers to park close to the pavement.</p>
40) Resident, objection/comment	<p>39) This will have a major impact on parking in the area causing other surrounding roads to become congested and in effect make it difficult for fire service to access those roads.</p> <p>Alternative measures can be carried out like narrowing the pathways or educating drivers to park close to the pavement.</p>
41) Resident, objection	<p>40) I object to this as it will only create congestion on other roads.</p> <p>Alternate is to reduce path size.</p>
42) Resident, objection	<p>41) Parking restrictions on Cumberland Road will cause mayhem as surrounding areas will become congested and it will also become extremely difficult for the public who need to use the businesses and/or places of worship that are located in that area.</p> <p>So many people benefit from parking on both sides on that road especially residents so it will be foolish to restrict one side.</p>
43) Resident, objection	<p>42) I want to write against the parking restriction on Cumberland Road although I am a resident of Orts road this will have major impact on us as already lot of vehicles of Cumberland road residents are parked on Orts road. Due to the Mosque and Gurudwara on Cumberland road there are lot of visitors coming from different places.</p> <p>Its already difficult to find parking places specially on weekends if you further restrict the parking on Cumberland Road it will create lot of problems for neighbouring roads residents.</p> <p>Hence kindly request you to make alternate arrangements as reducing the parking places will create lot of other problems.</p>

<p>44) Resident, objection</p> <p>45) Resident, comment</p> <p>46) Visitor to the Mosque, objection</p> <p>47) Resident, objection/comment</p> <p>48) Resident, objection</p> <p>49) Resident, objection</p>	<p>43) I am against this proposal because of it would be too congested to park the car as big hundred of people live on the Cumberland Road and they use their own cars. Also there is Mosque for Muslim Community and they attend the Mosque five times a day. The parents of the children pick and drop them from Mosque as the children get their religious education in the Mosque. In all of the holy month of Ramadan the Muslim community spend lots of time in the Mosque. Hundred of Muslims offer their prayer on every Friday.</p> <p>Also there is a Gurdwara for Sikh community is on the Cumberland Road. The community attend religious services on the daily basis and also organise religious functions and big community attend the religious services.</p> <p>So on the above mentioned reasons, I disagree with the Council decision and request not to impose the new proposal for the best interests of the residents as well the Two Religious Communities to perform their religious functions with comfort and ease.</p> <p>It would be much appreciated if the Council do not change the status of the Cumberland Road.</p> <p>44) I would like to live it as it's now with double parking please, because I would not be happy to see people parking here getting ticket unnecessarily.</p> <p>45) It just doesn't make sense</p> <p>46) This space for parking is very important for the members who attend the mosque on Cumberland Road, where residents from the whole of Reading come from.</p> <p>47) this will have a major impact on parking in the area causing other surrounding roads to become congested and in effect make it difficult for fire service to access those roads. Alternative measures can be carried out like narrowing the pathways or educating drivers to park close to the pavement.</p> <p>48) this will have a major impact on parking in the area causing other surrounding roads to become congested and in effect make it difficult for fire service to access those roads. Alternative measures can be carried out like narrowing the pathways or educating drivers to park close to the pavement.</p>
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50) Local Councillor, objection/comment	49) Cumberland Road has many community facilities and restricting parking will only cause difficulties for the users and other people.
51) Resident, objection	<p>50) I would like to object to the proposal to cut parking in half on Cumberland Road.</p> <ul style="list-style-type: none"> - Extra parking could be created at the same time as making any changes to avoid chaos - top of Cumberland Road, School Terrace school zigzags, bottom of Cholmeley Road, near to the Jolly Anglers pub, Sun Street car park, Newtown school car park - Driver education could be further explored - the bays could be narrowed to 1.9 m along the road - could the fire service get a narrower fire engine?
52) Resident, objection	<p>51) I am one of the residents of this road who lives on the side of the road you intended to remove parking, remaining parking space is on front of other people's house, local psychology is people's mind if we park on front of their house while there is no space around for them to park, I am already getting anxiety for parking space for me.</p> <p>I hope everything will be fine.</p>
53) Resident, objection	<p>52) I am strongly opposed to the above scheme involving the reduction of up to 50 parking spaces on Cumberland Road. The loss of so many spaces would have devastating effects on the residents in this road and surrounding area's.</p> <p>Weekends used to be permit holders only and this has been changed to allow 2 hours' free parking. Sundays are extremely bad due to the very large number of worshippers that attend the Temple on Cumberland Road. We can not even go out in the car Sunday morning's as when we return there is no where to park.</p> <p>We have to pay for both our vehicle's and feel that the residents in this area are already being penalised for where we live.</p> <p>I feel that these plans should not go ahead and that this would just move the problem elsewhere in the area.</p> <p>53) How the hell do you want to take 50 spaces away from Cumberland Road, we pay £150 to try and park 2 cars on Cumberland Road. Have the time we end up searching for spaces, if you take 50 spaces away</p>

54) Resident, objection	<p>where the do you wont us to park, all the roads around here are already full congested. Why do you not just enforce the permits so there is no parking at any time, or fine people who park 30 cm away from the curb, making it hard to get by.</p>
55) Resident, objection	<p>54) I live in Cumberland Road, and whilst I fully understand that the fire service struggle sometimes to drive down our road, I am concerned about where the 50 or so cars will then park.</p> <p>What would the impact be on other roads in Newtown of displacing 50 cars from Cumberland Rd? Are there other roads in Newtown that the fire service struggle to drive down?</p> <p>is it possible for cars to park partially on the pavement on one side like they do in Amity Road and have a lower kerb on that side?</p> <p>55) I am writing to inform you that I am a against the proposed changes to cut the number of parking spaces on Cumberland Road by making it so you can only park on one side of the road. This would be absolutely ridiculous idea as the parking can be a nightmare as it is. Things have got worse now that you have changed the parking restrictions. It use to be permit holders only on weekends.</p> <p>We can't even go out in the car sunday morning's because the road is full of cars belonging to patrons on the temple at the top of Cumberland Road because they have no car park.</p> <p>We now have to pay for both cars to be able to park as it is. I for one do not want to be walking late at night from my car because I can't park close by.</p>
56) Resident, objection	<p>The problem with emergency vehicle's getting through is mainly down to people's poor parking which is usually people that don't live here.</p> <p>Yet again I feel that we are being penalised for living where we live.</p>
57) Resident, objection	<p>56) Would you please explain why you are about to reduce residents parking by about 50 places with very little notice and no plans for where the displaced residents are to park.</p> <p>We estimate that there are about 114 cars owned by Cumberland Road residents who need to park near their homes and that the removal of about 50 places with no alternate parking will make it impossible. We object most strongly.</p> <p>There has been no conduction.</p> <p>No alternatives have been offered.</p>

58) Resident, objection	<p>57) This Cumberland road (RG1 3LB) has both sides parking from quite long time and all type of vehicles can come and go easily. There are small houses and many cars so by removing one side of parking will put all residents in trouble. Please keep parking both sides of the road</p> <p>58) I'd like to log my objection to the proposed changes in parking in Cumberland Road, Newtown.</p> <p>The proposed changes will result in a significant loss of parking spaces with seemingly no consideration for replacing a majority of the lost spaces. It is already very difficult to park on the road on some days of the week due to an influx of visitors attending the various religious institutions on and around the road.</p>
59) Resident, objection	<p>I object to this plan going ahead until alternative parking spaces are provided to replace the ones being lost.</p> <p>59) I am writing to you to express my concerns regarding your proposal to remove 50 card parking spaces from Cumberland Road. I understand your reasoning and I agree that the emergency services need to be able to gain access to the houses etc. However, as a resident who pays for her yearly parking permits and still struggles to park at times, I am very concerned about where residents will park. Some houses have 2 or more cars and with 50 spaces removed my simple question is: where will they park? You cannot remove spaces and not provide an alternative.</p> <p>If you remove spaces without alternatives then property prices will reduce and potentially the area will as well. If this is the case then I am assuming parking permits and council tax will reduce?</p> <p>This decision appears to have been made quickly and with little consultation or thought about alternatives for residents. This issue has to be resolved in a way that allows emergency services to move down the road and residents to have adequate parking.</p>
60) Resident, objection	<p>With the current proposal of removal of parking spaces without an alternative parking arrangement I have to oppose this idea. I feel that you should be offering alternative solutions to residents rather than simply removing 50 spaces where suddenly residents cannot park and will potentially cause more people to get parking tickets and be unable to park where they live, which is ultimately wrong.</p> <p>60) I wish to formally object to CMS/009816. The demand for parking in this residential area already far outstrips supply with space available for less than one vehicle per household. Removal of "shared use" parking from one side of Cumberland Road will make this situation intolerable. I live on Amity Road. There is already a massive over demand for parking here and this proposal will increase that by</p>

<p>61) Resident, objection</p>	<p>probably 50%. It is getting so bad for parking here that I seriously believe that this much of a reduction will lead inevitably to acts of criminal damage and acts of violence against the person.</p> <p>The plans state that this proposal is either in response to safety issues or demand. Demand is obviously not the issue here so the council must therefore be stating that this is an accident blackspot. This is definitely not the case. There is no justifiable reason under either of these justifications for this change and I ask you to stop this totally ill judged and ill advised change.</p> <p>61) I would like please to object to the proposed changes to parking arrangements in Cumberland Road as displayed in the public notices. I agree that the 'shared use' bays should be extended as shown. However, I object to the proposal to introduce 'no waiting at any time' along the whole of the west side.</p> <p>I drive along Cumberland Road, so I am familiar with the traffic conditions there; there is room for a bin lorry or a fire engine to pass through. I agree that there should be 'no waiting at any time' for 8m to either side of each junction; adjacent to the entrance gate of the garages; and directly opposite the junction with Amity Street. If the shared use bays are extended, and the rest of the road remains otherwise the same, then it could be beneficial to introduce a passing place approximately 2 car lengths long on the west side of Cumberland Road between the junctions with Orts Road and Woodstock Street to facilitate traffic flow.</p>
<p>62) Resident, objection</p>	<p>In my view the proposed introduction of the extensive 'no waiting at any time' along the west side of Cumberland Road would cause more problems than it would solve. There would be a significant loss of what are already insufficient residents' parking spaces. More seriously, making the west side of the road a clear route will encourage speeding in a residential area with many young children, whereas the current arrangement encourages compliance with the 20mph limit.</p> <p>I urge you to please reconsider these proposals, as they would not work well as suggested.</p> <p>62) As residents who would be directly affected, We are writing to object in the strongest terms possible to the parking regulation changes that are planned for Cumberland Road.</p> <p>Our understanding is that these changes are being driven by the need for emergency vehicles to pass along the road without hindrance, and that the current parking situation interferes with this at times. We can see that this is a serious issue that needs to be addressed, but the proposed solution would cause more problems than it solves - as detailed below. There are other ways of dealing with the issue, though presumably costing somewhat more, so these plans have the appearance of just providing a quick cheap fix rather than a well-considered sustainable solution.</p>

Clearly the main problem with the changes will be a near 50% reduction in the availability of parking on Cumberland Road. The current situation seem to give roughly sufficient space for 1 car per household. Considering that the street also has a Mosque, a Sikh temple and a jewellers - none of which have dedicated parking - spaces are already in short supply. The busy 'Warehouse' community centre also often adds to the pressure on parking, as its small car park can't accommodate all the cars of those who attend the functions that it is used for.

Where will the displaced cars park if such a large proportion of the current spaces disappear? There is no mention of any dedicated facilities being created to deal with the problem. This leaves the nearby streets of Newtown as the only option - but these already have a problem with insufficient parking provision. Surely emergency vehicles also need to access the other roads in the area, so what is the benefit of opening one road a little bit by further clogging surrounding streets?

Cumberland Road, like the rest of Newtown, has a wide variety of people living in a state of generally happy harmony. Many of us actively choose to live here, in spite of the small gardens and on-street parking, because of the sense of close-knit community and the ability to access the town centre without needing to drive. A car however remains a necessity for most people, and thus the ability to park a car fairly near to one's house without regularly wasting time hunting for a space is an important aspect of the area being a realistic place to live. The loss of this convenience would be a game-changer for many, with a resulting exodus to the already sprawling suburbs in pursuit of a private drive. Much of the central area of Reading consists of narrow terraced roads with on-street parking, similar to Cumberland Road. Surely it is important for the town's wellbeing that these areas remain desirable places to live for car owners?

For the limited number of occasions when an emergency vehicle needs access, a 'solution' that causes such a constant and significant negative impact on the local residents would appear to be highly unreasonable. A more logical option would be to invest in some slimline emergency vehicles. This approach has been successfully adopted in other areas of the UK, and the large number of narrow streets in Reading would seem to lend weight to the benefit of this approach. A narrow residential street would not appear to need the functionality of a full-sized emergency vehicle.

Another alternative would be to clearly mark parking bays - e.g. using red lines - that limit the width of vehicles that are allowed to park on the street, thus giving sufficient width for emergency vehicles to pass down the street unhindered. People would then need to inform companies of the need to use smaller lorries/vans etc for deliveries, but this is not an unusual request. Obviously some enforcement would be required, especially at the start - but it's fair to say that this would be equally true of the

63) Resident, objection	<p>planned move to one-side-only parking as well. Some people will try to flout the rules regardless of what they are. There is also the possibility of widening the road.</p> <p>Having happily lived on Cumberland Road for 17 years, it would feel tragic to need to move out towards the edges of town. But life is hectic, and turning the business of parking the car into a daily time-consuming palaver would be genuinely unsustainable. The same will be true for many others who live here. Please think deeply about all that would be lost by these changes, even if they provide an easy solution to a particular problem.</p> <p>We would also like to object to the timing of this consultation. Signs only went up a couple of weeks back and that leaves little time to respond before the deadline, considering many use August for a family vacation.</p>
64) Resident, comment	<p>63) I object to proposed removal of street parking in Cumberland Road on the following grounds:</p> <ol style="list-style-type: none"> 1. I live in Sun Street and pay for street parking. Residents from Cumberland Road already park in Sun Street which is a small road and often I can not park close to home. This will exacerbate that. 2. Too many times non permitted vehicles already park in Sun Street so I can not park close to home and no tickets are issued 3. RBC continues to grant permission to develop flats in the area when parking is already tight - removal of 50 spaces will make this worse for existing residents 4.
65) Resident, objection/comment	<p>64) If the resident is parking properly within the designated area the fire engine has enough space to move down the road.</p> <p>65) I object to this proposal as there will be less parking space. As a result people may start parking illegally creating congestion on nearby roads. This will make it difficult for emergency vehicles to get through. There is already difficulty in finding parking space in the area, so I believe this proposal will only worsen the situation.</p>
66) Resident, objection	<p>I suggest try using smaller fire engines or narrow the foot paths to widen the road for bigger fire engines and educate public to park closer the kerb and I therefore strongly object to the proposals for parking on one side of the road. I hope council will review the proposals and find alternative solution the this problem.</p> <p>66) As residents who would be directly affected, We are writing to object in the strongest terms possible to the parking regulation changes that are planned for Cumberland Road.</p> <p>Our understanding is that these changes are being driven by the need for emergency vehicles to pass</p>

along the road without hindrance, and that the current parking situation interferes with this at times. We can see that this is a serious issue that needs to be addressed, but the proposed solution would cause more problems than it solves - as detailed below. There are other ways of dealing with the issue, though presumably costing somewhat more, so these plans have the appearance of just providing a quick cheap fix rather than a well-considered sustainable solution.

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67) Resident, comment	<p>Another alternative would be to clearly mark parking bays - e.g. using red lines - that limit the width of vehicles that are allowed to park on the street, thus giving sufficient width for emergency vehicles to pass down the street unhindered. People would then need to inform companies of the need to use smaller lorries/vans etc for deliveries, but this is not an unusual request. Obviously some enforcement would be required, especially at the start - but it's fair to say that this would be equally true of the planned move to one-side-only parking as well. Some people will try to flout the rules regardless of what they are. There is also the possibility of widening the road.</p> <p>Having happily lived on Cumberland Road for 17 years, it would feel tragic to need to move out towards the edges of town. But life is hectic, and turning the business of parking the car into a daily time-consuming palaver would be genuinely unsustainable. The same will be true for many others who live here. Please think deeply about all that would be lost by these changes, even if they provide an easy solution to a particular problem.</p> <p>67) Have you thought about allowing parking partially on the pavement on both sides of the road? If the kerbs were lowered and you allowed one wheel of the car to park on the pavement on both sides of the road, then the remaining pavement is still wide enough for wheelchairs/buggies to access.</p> <p>This idea is in addition to my previous comments in which I state that I don't know where the 50 or so cars affected will be able to park if parking is stopped on one side of Cumberland Rd.</p> <p>I hope you will be able to consider my suggestion.</p>
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Scheme	Objections/support/comments received.
PE1_Galsworthy Drive 1) Resident, objection	<p>Summary of responses: Objections - 7, Support - 1, Comment - 0, Mixed Response - 0.</p> <p>1) I wish to object to the proposals on safety grounds and the displacement of parking.</p> <p>While the current situation leads to restricted forward visibility there have been no recorded Personal Injuries Collisions in the past 19 years (reference: CrashMap). Removing this parking will increase vehicle speeds on the bend and encourage them to accelerate earlier on the straight section immediately after the bend, something that is already a problem. Given the shared nature on Galsworthy Drive, and the relatively high volumes of traffic, keeping traffic speeds low to minimise the conflict with pedestrians (a large percentage are children) is essential. The parking provides effective traffic calming which can be demonstrated by the lack of PICs.</p>

	<p>The removal 20m of available parking will result in the the displacement of vehicles to other parts of the street which is likely to just push the visibility issue elsewhere. It will certainly lead to conflict in the street with increased competition for the remaining space.</p> <p>I understand that the forward visibility on the bend does not meet current standards but there is no history of collisions or issues with emergency vehicle access and the unintended consequence of introducing restrictions would be to increse speeds, that are directly linked to the frequency and severity of PICs.</p>
<p>2) Resident, objection</p>	<p>2) I wish to object to the proposals on safety grounds and the displacement of parking.</p> <p>While the current situation leads to restricted forward visibility there have been no recorded Personal Injuries Collisions in the past 19 years (reference: CrashMap). Removing this parking will increase vehicle speeds on the bend and encourage them to accelerate earlier on the staight section immediately after the bend, something that is already a problem. Given the shared nature on Galsworthy Drive, and the relatively high volumes of traffic, keeping traffic speeds low to minimise the conflict with pedestrians (a large percentage are children) is essential. The parking provides effective traffic calming which can be demonstrated by the lack of PICs.</p> <p>The removal 20m of available parking will result in the displacement of vehicles to other parts of the street which is likely to just push the visibility issue elsewhere. It will certainly lead to conflict in the street with increased competition for the remaining space.</p> <p>I understand that the forward visibility on the bend does not meet current standards but there is no history of collisions or issues with emergency vehicle access and the unintended consequence of introducing restrictions would be to increase speeds, that are directly linked to the frequency and severity of PICs.</p>
<p>3) Resident, support</p>	<p>3) Further to the notification received this evening with regards to the proposed 'No waiting at Any Time restrictions' on Galsworthy Drive. I would like to confirm that both myself and my husband are in full support of the proposal.</p> <p>The letter refers to the pressures of parking on Galsworthy Drive, which as a resident I can fully understand and is one of the main reasons why we incurred personal cost to ensure our driveway was adequate for our family and any visitors. However, I feel it pertinent to point out there is ample parking available at the Milestone Centre car park which is a mere 3 minute walk away. I feel it should</p>

<p>4) Resident, objection</p>	<p>also be noted that whilst I appreciate the housing estate was built in the 60s with the idea of a one car per household with a small drive to accommodate said car, over the years however most families have grown to own two cars and as such a majority of houses have used the full potential of their frontage to accommodate both cars and therefore do not cause any issues. Unfortunately there is of course, always an exception to the rule ,with those families that use their frontage as storage either for scrap vehicles or caravans, which are themselves an environmental eyesore. Some larger families also have in excess of 4 cars per house and this will cause parking issues for anyone with a genuine visitor. A more recent issue with parking has arisen from the increasing number of works vans being placed on the corner which further restrict visibility and decrease access. (Images attached in an email)</p> <p>In terms of there being a lack in personal injury claims, that may be so, however I feel it would be prudent to look at the number of vehicle insurance claims as a result of parking on this corner. I myself, before our driveway was maximised, had two cars hit whilst parked due to lack of visibility. Another vehicle was hit but the culprit drive off so no claim was made. Since then there have been several near misses and a nasty accident earlier this year (Images attached in an email)</p> <p>With regards to emergency vehicle access, [REDACTED], there have been several times over the years when emergency vehicles have had to attend our address and on several occasions have struggled to place their vehicle in a safe or accessible place due to the parking. I am sure that the Ambulance Service could provide you with details of the number of times they have had to attend our address. I am also concerned with regards the ability of a larger emergency vehicle being able to gain access such as a fire engine when there are vans parked.</p> <p>I am more than happy to discuss any of the points above and am hopeful that common sense will prevail with the restrictions being implemented.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>4) It has come to my attention that you plan to introduce a no waiting at any time restriction(double yellow lines) [REDACTED]. I feel this is a mistake and will cause conflict between neighbours on an already strained road for parking, as people compete over what little park space there is.</p> <p>The introduction of these lines will result in the loss of 4 parking spots. As more and more of the properties on Galsworthy are converted into having basement apartments, the parking on our road has become a premium. In the past 5 years 3 properties around my house have done these conversion and I am sure more along my road will in the future, so the loss of four park spot will be greatly felt by multiple residents as people park further from property in place others may have parked.</p>
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<p>5) Resident, objection</p> <p>6) Resident, objection</p>	<p>I also don't see the benefit of these lines in the past 30 years I have not seen an accident on this bend and unlike other corners on the road it has no high bushes obstructing the view of on coming traffic. I have never seen an issue for access for emergency vehicles along this road.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>5) I received your consultation notification on Thursday night, as I presume all other local residents have. Not having a car myself the parking restrictions should not affect me, but I do like to have access to my driveway. Tonight 2 vehicles are parked across my drive way, leaving no access for the binmen in the morning. This is not a new issue it has been caused by the HMO house on the corner and the first 3 storey house that has been turned into 3 flats, all presumably with Council approval. This necessitates parking for 10+ vehicles needing to find spaces. In the hot weather sleeping with the windows open I was unsure if it was burglars looking for an easy target, but it was cars cruising up and down looking for a space up until 2a.m. They tend to abandon their cars sometimes up to 2 feet away from the kerb making it difficult for residents across the road to get off their drives. I suggest that these residents be told to park in the car park outside the Milestone centre to ease congestion. Tempers are already frayed in this area and I think the double yellow opposite the houses concerned will only add to the tension. No reply is necessary just airing my view as I have no car myself and know it is not illegal to park across a driveway. Just hope the binmen struggle through the cars to get my bin.</p> <p>6) It has come to my attention that you plan to introduce a no waiting at any time restriction (double yellow lines) on bend [REDACTED] on Galsworthy drive. I feel this is a mistake and will cause conflict between neighbours on an already strained road for parking, as people compete over what little park space there is.</p> <p>The introduction of these lines will result in the loss of 4 parking spots. As more and more of the properties on Galsworthy are converted into having basement apartments, the parking on our road has become a premium. In the past 5 years 3 properties around my house have done these conversion and I am sure more along my road will in the future, so the loss of four park spot will be greatly felt by multiple residents as people park further from property in place others may have parked.</p> <p>I also don't see the benefit of these lines in the past 30 years I have not seen an accident on this bend and unlike other corners on the road it has no high bushes obstructing the view of on coming traffic. I have never seen an issue for access for emergency vehicles along this road.</p> <p>I have raised [REDACTED] children in house and always felt the road outside our house is safe.</p>
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<p>7) Resident, objection</p>	<p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>7) This is a very congested area for parking cars and I am concerned that this proposal takes no account of the council's own failure to follow up on planning restrictions on houses in this area-three of which are now turned into flats-neither does it take account to the fact that at least one house on this corner has 4 or 5 cars excluding visitors with no adequate parking space. Without any on-street restriction for parking for residents this proposal will severely restrict options and will lead to pressure on other areas-it may also lead to conflict. It will certainly make it more difficult for all residents and visitors.</p> <p>The proposed lines may open up a view round the corner but will encourage cars to take that corner faster and more dangerously. Currently-whilst the view is restricted -it does at least cause cars to slow down and take the bend carefully-given the absence of pavements this is very important.</p> <p>I am unclear why the council is pursuing this when the department might also look at the crumbling and sinking road surface and the lack of any really visible signs to encourage people to slow down-just relying on their common sense.</p>
<p>8) Resident, objection</p>	<p>8) The yellow lines will result in the loss of 4 car parking spaces in our road. There is not enough parking as it is. I occasionally have to park round the corner towards Lowfield Road as there is no space outside my house. I have had notes put on my windscreen asking me not to park here. This will just get worse if the yellow lines are put in. I hope you will not support this.</p>

Scheme	Objections/support/comments received.
PE2 - Lowfield Road	Summary of responses: Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident, comment	1) The proposed restriction on the Southeast side is of little use; I have lived opposite it since 1985 and have very rarely seen any vehicles parked in the area covered. However, I do not formally object to it - I just think it is a waste of yellow paint and unlikely to be enforced.

Scheme	Objections/support/comments received.
RE1_Hexham Road Bede Walk	Summary of responses: Objections - 5, Support - 0, Comment - 0, Mixed Response - 0.

<p>1) Resident, objection</p>	<p>1) Restriction park in Bede walk will Affect all Neighbourhood with cars most house hold in Bede walk has an average of 2 cars/house. It will put untold hardship on Bede walk residents who were care owners. This will also affect some of Hexham Road car owners that do part their car on Bede walk when Hexham road parking spaces are full</p> <p>1. Removal /restriction on Bede walk will affects all resident of Bede walk that are car owners. as they no longer has secured places to park their car.</p> <p>2. The garages space are rented out to mostly non Bede walk residents.. Its be noted and most garages tenants are not using it to park vehicles but for storage of goods. Thus lack of enough garages for Bede Walk residence. The cars space on Hexham road</p> <p>3. About 10 years ago Bede walk has lots of incidence of Vandalisation of cars. To reduce this attention of Counsellors and council was called . Street light were installed and the frequencies of thus reduced. Some of the vandals were caught and prosecuted in court.</p> <p>4. Restriction of parking will reduce activities of motorists and thus will give more chance / opportunities to vandals to attack the garages again if the environment becomes quiet. Due to less movement.</p> <p>5. Restriction will lead to congestion of Parking on Hexham Road as Bede walk resident will no longer has space around their residence but to also park their vehicles on nearby roads such as Hexham road. This will also cause undue hardship on Hexham Rd car owners as they will also struggle to find space to park.</p> <p>6. I think the restriction is unfair on Bede walk residence as the council that suppose to help them is making life miserable and difficult. Knowing fully that Bede walk being a walk let car owners or Land Lord no chance to create a car space on their property as the Hexham Road Landlords has. Its also Unfair because The council provided parking Space for council flats house holds Parking space but there will be absolutely non permitted for Bede walk community residents.</p> <p>7. This untold hardship will definitely put pressure on Bede walk resident to consider their next choice of vote for which party or counsellor if they felt let down by the current council government.</p> <p>8. What I believe the solution to Bede walk Car parking Should be council to create Parking space for Bede walk residence with permit restriction for residents only with or without 1 hour limits for non resident. If the Parking space were marked. Violators will be charged parking fines. Putting yellow line on the whole area is unfair and unjustified.</p>
<p>2) Resident, objection</p>	<p>2) I am a resident of Bede Walk, and I have done so since 2005. I moved to this area with 2 children and my family are happy in the neighbourhood.</p> <p>Despite some challenges, we experience I decided that this area is family friendly. I have been able to teach my children about the basic rules of life as per teaching them to cross the road, confidence in using public transport just to mention a few.</p> <p>I wish to express objection to the above proposals because of the followings reasons.</p>

This will not help school children that use the walk because it will be very quiet and not a lot of people will be breaking the silence.

I do not mean that in disobedience but I was a victim of theft severally on my car but if not that the environment was constantly in use, my car will have been stolen by thieves, and police contacted and the action and justice were proportionate to the crime committed.

People who have been in use of the car park have been a deterrent to vandalism of garages. Due to the frequent movement of motorist parking and moving their vehicles/ and some vandals were caught the crime rate drastically reduced.

I could remember vividly 12 years ago when there are series of vandalism as result, Police was sent to the area frequently this reduces vandalism a while but as soon as the frequency of police subsided the vandalism and breaking of garages increased. Not to mention fly tipping. What had reduces these crimes were increased street lightings and in the number of car owners who chases away intruders. People in use of the car park have deterred drug dealers away from this area. This area has become another drug dealer zone centre in Reading.

My children see a lot of people in the car park, and the smell of the drugs around them make me go out and the groups move away quickly. Many of these people are not able to do much that to call the seller, but a car park is in use severally, it has stopped or moved them on.

The fly-tipping will be more if this car park is made as above no waiting. With the present use, my garden has suffered from this a lot and I have called the council on many occasions about this and at present, it is still happening. Currently, we are struggling with mice in this area because many black bags are left around and rodents feed on the foods waste. Unsure if a new resident that has no black wheelie bin has just moved into this area. Building rubbles, household waste Xmas trees and all sorts have been fly-tipped here even when residents are actively using it. But with No waiting plan, it will aggravate this beautiful area to be a dumping ground for all sorts.

Many of the people blocking garages are not from this area. They are from other streets and I do understand the frustration of my neighbour on this.

I think people with young children will struggle with this as I am one. I think Bede Walk is been marginalized on this issues as other neighbourhoods have car park spaces allocated to them. We pay tax and this is part of my right to have a space to park my car. It will be very sad to see the car park wasted. Families move away, finding it difficult to sell the house. There is uncontrolled antisocial mayhem.

We are still battling with some of this antisocial behaviour noise of motorcycles when you are sleeping after a busy work. Children are unable to play in the area because of drug dealers around loitering. I hope with this few points I have explained the reasons for my objection.

It will be better to explore other options for sorting the problems to cause more damage to families and children.

This is my opinion and recommendation to address some of the issues I have highlighted in the above

<p>3) Resident, objection</p>	<p>paragraphs. Tickets payments of vehicles per household; Installation of cameras; Community police officers and Street controllers are some I have thought about. This may be explored for future consultation.</p> <p>3) I have been a resident of Bede Walk for more than 17 years. I'm very concerned with Hexham Road / Bede Walk area proposals to introduce double yellow no waiting at any time throughout the garage area space. I also rent a garage at the area and I don't see how these restrictions are of benefit to the residents of Bede Walk and how they will be helping me to live happier or have a better quality of life or to have a better and simple access to my own property. Bede Walk properties have restricted access to front of their houses as they face Reading Girls School and even if the owners would want to create off road parking slots it won't be possible. Our back gardens are also restricted as the council decided to build night garages to make money through rent without considering parking spaces for Bede Walk residents The restrictions will only produce and inflame hatred between Bede Walk residents and Hexham Road residents as they will start fighting with each other for a free space to park. It will impact everyone around. Racial tensions and hatred will be created as the people will be irritated and will always be angry when coming back home. In your mind, where would you propose that I should park if not at the end of the garage area between the garages and Bede Walk? All the courts like Bamburgh close and other flats around Hexham community centre have parking reserved for their residents. While I acknowledge that sometimes non residents of Bede Walk (visitors and trades people) have awkwardly parked to restrict access to garage owners, I believe that the council and residents of both Bede Walk and Hexham Road can meet and talk about how to resolve the issues of parking and blocking garages. Alternatively only introduce double yellow in front of garages area only and leave the ends as they are. I don't understand why council people like creating and thinking things on our behalf instead of empowering us to talk about things that affect our lives. Instead of pushing legislations to us, those who we have elected should bring us together to reason and we solve the problems that we encounter in life. Alternate Solution I believe some people must have complained about parking in the area concerned. Looking at simple solutions does not solve simple problems and instead they create larger problems. In this I would suggest the following alternatives: 1. Re-plan the area between the end of garages and Bede Walk. If planned properly the area could create parking for at least six cars for Bede Walk residents to reduce the demand of parking on Hexham</p>
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<p>4) Resident, objection</p>	<p>Road which has no enough spaces for those who live in the road even now.</p> <p>2. I tend to believe that the garages on the area were meant for Bede Walk residents from the beginning. (I might be wrong) However, if one side (line) of the garages should be demolished to provide parking for residents of Bede Walk as I believe the people who came with the idea of building these garages focused only on monetary matters and not the interest of the residents who would occupy the houses. They were short sighted in the area of the future increase in car ownership in the area otherwise they would have created parking spaces.</p> <p>For these reasons I would like to raise my Objections on your proposal as it will bring more harm than good towards the current goodwill of the residents of the area. I feel that the proposal if implemented as it would be hugely inconvenient, if not outright dangerous to the community as it will spoil peace and goodwill between Hexham Road and Bede Walk residents.</p> <p>4) I am writing to raise my objection towards the plan to put waiting restrictions in the area concerned especially the area bordering bede walk where I live and the garages</p> <p>As a resident, the no waiting restrictions means that at no point will I be able to park my car even when I come home from shopping or to park my car when I am unloading or loading things for my own use.</p> <p>All other buildings around Hexham community centre were equipped with car parking spaces while the parking space for Bede Walk residents was selfishly taken by Reading Borough council to try to make money out of the residents by building overnight garages for rent.</p> <p>A big question arises as a result of your proposal. Where will Bede Walk residents who park at the top between bede walk and the garages park their vehicles? Hexham Road is currently not enough and even people living on Hexham Road at times park on garage area in question.</p> <p>The proposal will just create more problems between the residents of Hexham Road and Bede Walk as they will be fighting for few parking spaces on Hexham Road.</p> <p>I believe the people renting the garages are the ones complaining as at times they are blocked by either visitors for bede walk and Hexham road residents or trades people who work in the area. The council would rather allow those complaining or supporting the proposal to meet with Bede Walk residents and discuss the best way to make the area more friendly for everybody even if it means giving permits to those of us who live on Bede Walk.</p> <p>This proposal is victimising us as permanent residents who would have even liked to create off road parking in the front of our houses and have better access to our homes but the infrastructure does not allow us.</p>
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<p>5) Resident, objection</p>	<p>This proposal should be given a little bit of more thought by calling a meeting between the planners and the residents to discuss the way forward.</p> <p>5) I would like to object. The putting of double red/yellow lines is unfeasible here.</p> <p>There are too many residents, this is a residential area as well. There aren't many shops nearby and not many people park here. By putting yellow/red lines you will just be increasing the amount of cars which will park on surrounding roads such as Northumberland Avenue (a main road), Hexham Road North, the flats carpark is already full. There's no reason why this area should have parking restrictions. All the garages are in use so we can't even park in there. There really is no reason for this.</p> <p>Who even asked for them to be put in there? It's also a waste of resources for traffic wardens having to come so far from town or Whiteley Street where parking restrictions actually matter as they are business/shopping areas. The fact that Bede Walk garages and Hexham Road South are purely residential areas means that these parking restrictions will cause more hassle to the surrounding areas.</p>
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Scheme	Objections/support/comments received.
<p>TH2 - The Mount</p> <p>1) Resident, support</p>	<p>Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.</p> <p>1) Of the drawings listed on the notice, Drawing WRR2018A/TH2 concerns an extension of the "no waiting at any time" close to the sharp left bend turning out of Albert Road, which seems to be a sensible plan.</p>

Scheme	Objections/support/comments received.
<p>TH4 - Dovedale Close/The Mount</p> <p>1) Resident, objection/comment</p>	<p>Summary of responses: Objections - 2, Support - 0, Comment - 0, Mixed Response - 0.</p> <p>1) The new double yellow lines shown on Drawing WRR2018A/TH4 are much more extensive. I am concerned particularly about the proposed continuous double yellow line from the junction of Albert Road along the North side of The Mount and 12 metres into Dovedale thereby removing the opportunity for a small number of parking places mainly in The Mount. If lines must be painted, why not restrict them to corner of the junctions of the Albert Road junction? (Please see attached sketch).</p> <p>At the planning stage many local people have raised concerns about the very limited number of parking places (13) for residents of the new flats being built at 1 Albert Road. Dovedale is, and will remain in</p>

<p>2) Resident, objection/comment</p>	<p>the foreseeable future, a quiet close with no significant vehicle movements as also is The Mount. The proposed Order would create unnecessarily a bigger problem both for future residents and for carers, visitors and service workers needing somewhere to park to access the new flats. It would unnecessarily result in a reduction of a small number of parking spaces and place even greater pressure for car parking in Clifton Park Road, the Eastern part of The Mount, in Albert Road and beyond.</p> <p>Local residents have seen that, over many weeks, contractors' vehicles have been parked daily in Dovedale and into the Mount up to the junction with Albert Road. This, I believe, contravenes a requirement of the planning consent for 1 Albert Road - that they should NOT be parked on local roads nearby. No doubt that been the cause of some very local concern which should have been dealt with, e.g. by placing police "no parking" cones close to the Albert Road junction or by the enforcement officers of the Planning Department taking action. This is a temporary problem is likely to disappear as soon as the construction work is completed in a few weeks' time. It does not justify the proposed Order to run continuously the yellow lines from Albert Road to 12 metres into Dovedale to deal with it right now.</p> <p>Approval of this Order would unnecessarily reduce the parking places that will be badly needed by future residents of Beechwood Grove (1 Albert Road). This part of the order is not necessary and should NOT be approved.</p> <p>At the very least it should be postponed until the extent of future parking problems has been ascertained and the views of the new residents of the Beechwood Grove flats have been taken into account.</p> <p>2) I understand the validity of placing double yellow lines on the stretch of road where Albert Road and The Mount meet. This would make it easier and safer for buses, waste collection lorries and the bulk of the through traffic to travel. I do not understand why it is thought necessary to put double yellow lines along the western end of The Mount, through into Dovedale Close. There is no through traffic in this area and distances are so short, no driver would be able to drive at a dangerous speed.</p> <p>The new Beechwood Grove got planning permission with people who need assisted living in mind. These people will need carers to visit them, often several times a day. There are 28 flats to be sold and 14 rented flats, the tenants of which to be nominated by the RBC. I attended the meeting when planning permission for this was passed. At the time, it was agreed that the parking allowance was on the tight side. There is no way that Beechwood Grove will be able to provide enough on site parking for carers or other visitors. If carers have to find somewhere to park a long distance from their clients</p>
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	they will not find working in Beechwood Grove viable and carer turnover will be a nightmare. It therefor makes sense to leave Dovedale Close and the short part of The Mount which runs into it as unrestricted parking.
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Scheme	Objections/support/comments received.
TH6 - St Peter's Avenue/Wychcotes	Summary of responses: Objections - 0, Support - 1, Comment - 1, Mixed Response - 0.
1) Resident, support/comment	<p>1) Good effort and welcome the proposed restrictions.</p> <p>Please can you extend the proposed restrictions until 40, St Peters Avenue or atleast put in place time based restrictions.</p> <p>I have a [REDACTED] and uses a wheelchair adopted van to get around. I am unable to get the van out of my driveway as the road is used from the wychotes junction until 40, St Peters as park and ride and the vehicles are parked for days and weeks by non-residents. Also, the bin lorries are finding difficult to navigate with hap-hazard parking by non-residents.</p> <p>Alternatively, if you could ear-mark a disabled space in front of [REDACTED], St Peters Avenue that will help us immensely.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p>
2) Resident, comment	<p>2) Since there are no parking restrictions in St. Peters Avenue, the on street parking space is completely used by non-residents who park on the road. The issue is not about non-residents parking on the road, but it is about the way the cars are parked in majority of the instances blocking the way or causes inconvenience for residents, bin collection trucks and any delivery vehicles that come along the road. This has been an ongoing issue for quite a few years now. I have a [REDACTED] and use WAV (Wheelchair accessible van) for his transportation and I have so little space to maneuver my vehicle. When we politely request the car drivers who park their vehicle not to block our access, we are being harshly challenged always. Given parking restrictions are applied for the space near Wychotes, can it also be considered to extend the parking restrictions up until 40 St. Peters Avenue. Alternatively, is it possible to allot a disabled parking on street space close to [REDACTED] St. Peters Avenue.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p>

<p>5) Resident, objection</p>	<p>also used by many of the residents on Bramble Crescent and Thickett Road for second cars and visitors on a regular basis.</p> <p>There are many reasons why we would discourage any parking restrictions from a personal perspective;</p> <ul style="list-style-type: none"> • This is where we park our cars as we don't have a driveway • This is where all friends and family park when visiting for many residents • If we must park elsewhere I would worry about upsetting other neighbours by parking outside their houses <p>Our biggest concern though is for the safety of the residents of both Bramble Crescent and Thickett Road. On various occasions a resident or friend of someone who lives in Thickett Road has sped down the road which appears to be at a speed that is above the limit. This causes a massive concern that if restrictions are in place they will not need to consider slowing down to manoeuvre around the corner. Both roads are full of families that have young children and animals, and this causes massive concerns that if a driver is not being forced to slow down they could potential harm an unexpected child or animal.</p> <p>There does not appear to be many restrictions within residential areas and I do not see why we should start seeing restrictions now. Parking a car alongside the side of my house is not going to cause problems for residents as there is plenty of room to manoeuvre and drive down the road in a safe manor if anything they will just need to slow down and take time to drive more sensibly.</p> <p>In summary, this will take any parking away from us near our home; we can't afford a dropped curb and then a driveway. Drivers will have to slow down on that corner and the cars currently parked act as a deterrent to drivers driving recklessly. We have spoken to many neighbours on Bramble Crescent and Thickett Road and its of our understanding that one neighbour has asked for this and its not for the benefit of the whole community.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>5) I'm writing to object to the proposal to adding "no waiting at any time" to the junction as Bramble Crescent meets Thicket Road.</p> <p>I feel this will result in more cars bumping up on front of people's driveways and cause more a obstruction.</p> <p>Family and friends visiting rely on using the side road and spaces to the front of Bramble Crescent, by</p>
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<p>6) Resident, objection</p>	<p>adding the restrictions it will then push traffic outside properties forcing they bump up onto the kerbs.</p> <p>It's not a very busy road, I see no need for the restrictions.</p> <p>Many residents have more than one vehicle so have no choice than to use road parking, for additional vehicles/guests. By applying the restrictions they will be forced to park at the end of Bramble or further away in Gratwicke Road, which already is a busy road with cars speeding along as a cut through.</p> <p>6) I'm writing to object to the proposal to adding "no waiting at any time" to the junction as Bramble Crescent meets Thicket Road.</p> <p>I feel this will result in more cars bumping up on front of people's driveways and cause more a obstruction.</p> <p>Family and friends visiting rely on using the side road and spaces to the front of Bramble Crescent for visitor parking, by adding the restrictions it will then push traffic outside properties forcing they bump up onto the kerbs. This is already a nuisance when neighbours family/friends bump up outside blocking our own driveways. If they have nowhere else to park they will be forced to park outside houses which will impact our own private driveway access as we have two vehicles, one of which a large van.</p> <p>It's not a very busy road, I see no need for the restrictions.</p> <p>Many residents have more than one vehicle so have no choice than to use road parking, for additional vehicles/guests. By applying the restrictions they will be forced to park at the end of Bramble or further away in Gratwicke Road, which already is a busy road with cars speeding along as a cut through.</p>
<p>7) Resident, objection</p>	<p>7) This email is to oppose the planning for double yellow lines along Bramble Crescent and Thicket Road. CMS/009816 Drawing Number WRR2018A/T14</p> <p>My reasons are: Only a handful of the houses have drop kerbs so any family we have come to visit have to park along these roads. If there were to be yellow lines then this would push all residents who do not have drop kerbs or visitors to park on the already busy Gratwick Road, this road in itself has many residents parking on the road and is full of pot holes which would only cause more damage to the road. If more cars were to park on Gratwick Road then this will also cause more problems during School pickups and drop offs to the nearby Nursery Blargrave and Park Lane Primary Infants site.</p>

Scheme	Objections/support/comments received.
<p>TI6 - Dunsfold Road</p> <p>1) Resident, objection</p>	<p>Summary of responses: Objections - 4, Support - 0, Comment - 0, Mixed Response - 0.</p> <p>1) I would like to formally register my objection to any changes to the current situation; in other words, I think we should continue to have double yellow lines on both sides of our street, prohibiting parking/waiting at any time, but allowing loading/unloading. The main reasons for my objection are summarised below:-</p> <p>WHO WILL PARK THERE?</p> <p>*The reality is that residents themselves will have little chance of unloading shopping/children etc. outside their homes, let alone parking there (unless they wait all day for a space, park up, and then never move their car again, which sort of defeats the object!)</p> <p>*On weekdays, the staff from the Avenue School and the Thames Valley School will use the length of our street for free all day parking. My understanding is that the proposal has emanated from an officer at one of these two schools. Both would appear to have significant areas of outdoor play area with low levels of usage, which may perhaps provide an in house solution to any parking issues they may have. Alternatively they could join with RBC in encouraging their staff to walk, cycle, car share or use public transport. Failing this, I would have thought the Meadway Sports Centre would be amenable to some sort of sharing agreement, as their car park is largely empty during the working day.</p> <p>*In the evenings, the sports centre users, who continue to enjoy pedestrian access from our street, will use it as a free alternative to the sports centres amply sized, but pay and display, car park, as most would “sell their granny” to avoid paying even a minimal parking fee.</p> <p>*At weekends, the many visitors to the children’s parties hosted at the sports centre will do likewise.</p> <p>CONSEQUENCES</p> <p>*Both these last two groups, once the dozen or so kerbside places are full, will look for alternative free places to abandon their vehicles, even more so now that they would have to exit Dunsfold Road and go down Conwy Close to access the pay and display car park. Experience tells us that they have no qualms about trespassing in our own 4 residents visitors parking spots, the slipway to our garage block, or even blocking residents in/out of their own garages by parking outside them. All these alternatives are on our own private property, but that seems to make no difference once they have set their hearts on avoiding the pay and display charge.</p> <p>*Both of these last two groups also result in reduced revenue for RBC, by avoiding payments to the pay and display scheme. With all the soundbites we hear about the council being strapped for cash, surely</p>

<p>2) Resident, objection</p>	<p>this makes absolutely no sense in these austere times?</p> <p>*In all of the above scenarios, in the event of an emergency we will have no idea who the cars/vans belong to, how long before they return to their vehicle, or how to contact them in the meantime.</p> <p>*As the east side pavement is segregated from the highway by 24 concrete bollards along its length, to help make it safe for the many children (and adults) walking to and from the sports centre, the Avenue School and Church End Primary School, there is no guarantee that a fire engine would be able to service our homes or garage block should the need arise, because the other side of the road will be full, nose to tail, with vehicles with no size limitation and absent, anonymous owners.</p> <p>*Emergency fire service access to the Thames Valley School would also be compromised, as would vehicular access by their groundsmen and other maintenance services.</p> <p>*Access would also be a weekly issue for RBC's refuse and recycling wagons, which could not squeeze past even a parked Transit style van in our street, let alone anything larger.</p> <p>*There are 3 houses (out of 12 in total) who have visits most days from relatives who are Blue Badge holders, and any changes to the current situation would significantly disadvantage them, whereas at present they have special dispensation to park right outside. In my particular case, both my elderly parents, who also live in Reading, are wheelchair reliant.</p> <p>*Luckily, the other residents do not need on-street parking, as each household has its own garage, with 2 houses additionally having off-road parking via dropped kerbs. To my knowledge, there are only 2 two driver/two car households in our street.</p> <p>AND FINALLY</p> <p>*As a point of procedure, we, the residents, and yourselves went through this proposal/objection/review/non-implementation process in 2016. It seems a waste of RBC's (and our) time, effort, resources and funds to have to jump through the same hoops every couple of years just to preserve the status quo. Please advise what (if any) systems are (or can be put) in place to stop this becoming a recurring nightmare and a drain on the public purse.</p> <p>2) I wish to register most strongly my objection to your proposal, to do away with the double yellow lines down both side of the road, and have parking with no waiting restrictions in there place. We have been all through this before only a couple years ago, and as there is a Nursery and Thames Valley School with double gates in Dunsfold Road what happens if any Emergency services need to access either of them, it will be very difficult for them to swing round to get through the gates, if there are cars parked down one side of the road, and also for that matter what happens if they are needed for the houses, can't see them waiting while the resident runs round trying to owner of the car. It makes me wonder if this idea is anything to do with all the new flats and houses being built in Conwy Close were are all there cars going to park. As I said before I have seen what happens when they were allowed to park down the road, they park half on the pavement so close we could hardly get out of the gates. Also its very</p>
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<p>3) Resident, objection</p> <p>4) Resident, objection</p>	<p>dangerous for the nursery children and all the other young children that come down the road as a short cut to the other primary schools and bigger schools. Residents have enough trouble getting out of this road as it is, trying to turn right and getting across the road, as its not just Dunsfold Road residents but also Routh Lane also who have to negotiate getting out of the road, without the added stress of cars parked down one side of the road. while cars are also turning into the road to go into the Nursery. So that is my objections to this whole scheme, not enough thought has gone into this plan, just oh there's a road quite handy to the schools for some of our cars to park in. We also can do without the abuse we get when they are asked to move their cars.</p> <p>3) I am writing in regarding to your notice, which is display on a lamppost in my road. It looks as if you intend to remove the double yellow lines on the west side of the road, this will be very awkward for my [REDACTED] who is a blue badge holder, and visits us most days. If he parks on the east side, it will block the road completely as the west side will be full with sports centre and school staff cars.</p> <p>Also it could be very awkward for fire engines, and ambulances wanting access to the road.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>4) I would like to formally register my objection to any changes to the current situation in Dunsfold Road parking; in other words, I think we should continue to have double yellow lines on both sides of our street, prohibiting parking/waiting at any time, but allowing loading/unloading. The main reasons for my objection are summarised below:-</p> <p>WHO WILL PARK THERE?</p> <p>*The reality is that residents themselves will have little chance of unloading shopping/children etc. outside their homes, let alone parking there (unless they wait all day for a space, park up, and then never move their car again, which sort of defeats the object!)</p> <p>*On weekdays, the staff from the Avenue School and the Thames Valley School will use the length of our street for free all day parking. My understanding is that the proposal has emanated from an officer at one of these two schools. Both would appear to have significant areas of outdoor play area with low levels of usage, which may perhaps provide an in house solution to any parking issues they may have. Alternatively they could join with RBC in encouraging their staff to walk, cycle, car share or use public transport. Failing this, I would have thought the Meadway Sports Centre would be amenable to some sort of sharing agreement, as their car park is largely empty during the working day.</p> <p>*In the evenings, the sports centre users, who continue to enjoy pedestrian access from our street, will use it as a free alternative to the sports centres amply sized, but pay and display, car park, as most would “sell their granny” to avoid paying even a minimal parking fee.</p>
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*At weekends, the many visitors to the children's parties hosted at the sports centre will do likewise.

CONSEQUENCES

*Both these last two groups, once the dozen or so kerbside places are full, will look for alternative free places to abandon their vehicles, even more so now that they would have to exit Dunsfold Road and go down Conwy Close to access the pay and display car park. Experience tells us that they have no qualms about trespassing in our own 4 residents visitors parking spots, the slipway to our garage block, or even blocking residents in/out of their own garages by parking outside them. All these alternatives are on our own private property, but that seems to make no difference once they have set their hearts on avoiding the pay and display charge.

*Both of these last two groups also result in reduced revenue for RBC, by avoiding payments to the pay and display scheme. With all the soundbites we hear about the council being strapped for cash, surely this makes absolutely no sense in these austere times?

*In all of the above scenarios, in the event of an emergency we will have no idea who the cars/vans belong to, how long before they return to their vehicle, or how to contact them in the meantime.

*As the east side pavement is segregated from the highway by 24 concrete bollards along its length, to help make it safe for the many children (and adults) walking to and from the sports centre, the Avenue School and Church End Primary School, there is no guarantee that a fire engine would be able to service our homes or garage block should the need arise, because the other side of the road will be full, nose to tail, with vehicles with no size limitation and absent, anonymous owners.

*Emergency fire service access to the Thames Valley School would also be compromised, as would vehicular access by their groundsmen and other maintenance services.

*Access would also be a weekly issue for RBC's refuse and recycling wagons, which could not squeeze past even a parked Transit style van in our street, let alone anything larger.

*There are 3 houses (out of 12 in total) who have visits most days from relatives who are Blue Badge holders, and any changes to the current situation would significantly disadvantage them, whereas at present they have special dispensation to park right outside. In my particular case, both my elderly parents, who also live in Reading, are wheelchair reliant.

*Luckily, the other residents do not need on-street parking, as each household has its own garage, with 2 houses additionally having off-road parking via dropped kerbs. To my knowledge, there are only 2 two

	<p>driver/two car households in our street.</p> <p>* It would make it very difficult for delivery lorries to deliver things to our household as reversing will become totally impossible.</p> <p>AND FINALLY</p> <p>*As a point of procedure, we, the residents, and yourselves went through this proposal/objection/review/non-implementation process in 2016. It seems a waste of RBC's (and our) time, effort, resources and funds to have to jump through the same hoops every couple of years just to preserve the status quo. Please advise what (if any) systems are (or can be put) in place to stop this becoming a recurring nightmare and a drain on the public purse.</p>
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Scheme	Objections/support/comments received.
<p>TI8 - Bromley Walk Elvaston Way</p> <p>1) Resident, objection</p> <p>2) Resident, objection</p>	<p>Summary of responses: Objections - 3, Support - 0, Comment - 0, Mixed Response - 0.</p> <p>1) I would like to raise my objection to the above proposed traffic restriction. I have lived at [REDACTED] since [REDACTED] and we have always parked one of our cars outside our garage in the service road where you propose to introduce a traffic restriction. No one has complained about my car being parked there in all that time.</p> <p>I'd like to suggest a leaflet drop to all of the houses affected by the proposals (to ensure that those who are unlikely to read the notifications are aware) - this would inform the taxi driver who parks several cars all over the far end of the service road, blocking in cars from regularly used garages.</p> <p>There are no parking issues at my end of the service road and it is unfair that mine and my neighbours ability to park outside of our properties should be affected by one resident who parks selfishly.</p> <p>The actions of one should not disproportionately affect the rest of us..</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p> <p>2) With reference to the proposed painting of yellow lines and making the service road at the rear of my property a 'NO WAITING' area. I strongly object to this happening. We have lived in this house for over 40 years, and in all that time, NOT ONCE, has the council made any upkeep to the surface of the</p>

<p>3) Resident, objection</p>	<p>service road, made any attempt to fit the extra lighting requested, or cleaned the surface water drains.</p> <p>Now all of a sudden you feel the need to stop me parking outside my own home!!! This is totally unacceptable. It will achieve nothing, with the exception of upsetting everyone affected. It also threatens to lower the value of the properties, as no prospective buyer would want to buy a house where they unable to park by their own garage and back gate. Having spoken with the majority of residents who access garages in the service road in Elvaston Way, we all feel the same way.</p> <p>3) We have lived here since 1997. We are a family of [REDACTED] with two cars. We have NEVER experienced any problems with parking or gaining access to our property via the service road in which you propose to place double yellow lines.</p> <p>We feel that by not allowing us to continue to part at the rear of our property will firstly devalue our property, significantly.</p> <p>My [REDACTED] who is registered disabled and does drive but is unable to access our property from the front due to steps HAS to park her vehicle at the back of our property.</p> <p>The most important objection is the fact that the majority of the three storey houses close by are now or are being converted into THREE individual flats with driveways only capable of accommodating ONE car. Therefore the remaining the cars (which is a minimum of three cars per "house") are having to park on the road.</p> <p>We feel that parking is already at a premium in Elvaston Way as a result of the conversions of the three storey houses along with inconsiderate parking by other residents (and also non residents) of Elvaston Way.</p> <p>OFFICER COMMENTS: Some personal information has been removed.</p>
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APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2018B

Ward	Street	Requested By	Summary of Request
Abbey	Abbey Square	Business	Request for a loading bay on Abbey Square near the businesses.
Abbey	Abbey Square	Resident	Request to extend the resident parking zone to cover Abbey Square.
Abbey	Caversham Road	Business	Request to change two pay and display bays outside the shops into loading bays. OFFICER COMMENTS: The existing bays between Vastern Road and Richfield Avenue are limited waiting bays, not Pay and Display. We assume they are referring to these bays.
Abbey	Florence Walk	Resident	Request for double yellow lines on the turning head at the end of the road to allow vehicles to reverse from bays.
Abbey	Friar Street	Taxi Association	Request to convert the loading bay outside Wild Lime to a part time taxi rank.
Abbey	Hosier Street	Market Manager	Request to extend the pay and display restrictions to include market days to allow spaces for customers to park.
Abbey	Napier Road	Councillor	Request for double yellow lines at the access road to the new swimming pool.
Battle	Battle Place	Resident	Request for double yellow lines leading up to Oxford Road Community Centre.
Battle/Southcote	Elm Park	Resident	Request for the double yellow lines at the junction with Tilehurst Road to be extended due to poor visibility when exiting Elm Park.
Battle	Loverock Road	Employee	Request for the double yellow lines to be extended at the vehicle access for 26 Portman Road from Loverock Road. Parked vehicles are making it difficult to enter and exit the site.
Battle	Wood Green Close	Residents via Neighbourhood Action Group	Request for waiting restrictions in the road due to inconsiderate parking.
Caversham	Amersham Road	Bus Company	Request for double yellow lines as parked cars are making it difficult to see traffic coming in the other direction, near the community centre.
Caversham	Anglefield Road	Residents via Neighbourhood Action Group	Request for waiting restrictions in the road due to pavement parking, mainly in the evenings and weekends this causes pedestrians into the road.
Caversham	Kings Road area	Resident	Request for Zone 02R to be extended to Coldicutt Street and Queens Road or other roads within the area as permit holders are struggling to find a place to park. OFFICER COMMENTS: Coldicutt Street and Queens Road currently have shared use resident parking bays.

Ward	Street	Requested By	Summary of Request
Caversham	Priest Hill	Resident via Ward Councillor	Request for double yellow lines on Priest Hill, between The Mount and Priest Hill, as due to poor parking the bus service can get severely delayed.
Caversham	Westfield Road	Resident via Ward Councillors	Request for the Eastern Side of Westfield Road to have resident permit bays.
Church	Totnes Road	Resident via Ward Councillor	Request for the existing double yellow lines to be extended on Totnes Road at the junction with Northumberland Avenue.
Katesgrove	Katesgrove Lane	Residents via Neighbourhood Action Group	Request for waiting restrictions on Katesgrove Lane particularly to tackle the traffic associated with Katesgrove Primary School and surrounding area.
Katesgrove/Redlands	Kendrick Road	Residents	Request for Resident permit parking to be included on Kendrick Road.
Katesgrove	Scours Lane	Ward Councillor	Request for parking restrictions along Scours Lane to deter all day parking.
Katesgrove	Surrey Road	Resident	Request for the permit bay to be extended over the access protection marking as it is no longer in use (close to the junction with Basingstoke Road).
Katesgrove	Waterloo Rise	Resident	Request for double yellow lines on the bend to allow refuse and emergency vehicle access.
Katesgrove	Whitley Street	Residents via Neighbourhood Action Group	Request for waiting restrictions outside Hindu temple and shops as cars often park partially or completely on the pavement which can affect some pedestrian access.
Kentwood	Broomfield Road	Ward Councillor	Request for double yellow lines at the junction of Broomfield Road with Thirlmere Avenue due to dangerous parking at the junction.
Kentwood	Denby Way	Resident via Ward Councillor	Request for double yellow lines at the junction of Denby Way with Pottery Road to assist with visibility.
Kentwood	Kentwood Hill	Resident	Request for double yellow lines as double parking occurs when there is football taking place at Victoria Recreation Ground which hinders emergency vehicle access.
Kentwood	Lower Armour Road	Resident	Request for double yellow lines opposite Swansea Terrace due to parked cars. Residents find it difficult to get out of Swansea Terrace.
Kentwood	Thirlmere Avenue	Residents via Ward Councillor	Request for waiting restrictions due to dangerous parking on Thirlmere Avenue at the roundabout nearest to the junction of Broomfield Road.

Ward	Street	Requested By	Summary of Request
Minster	Berkeley Avenue	Resident via Ward Councillor	Request for the single yellow line on the cul-de-sac near the petrol station on Berkeley Avenue to be converted to double yellow lines to deter all day parking.
Minster/Southcote	Bexley Court	Residents via Neighbourhood Action Group	Request for waiting restrictions along Bexley Court due to large lorries parking on corners which restricts the visibility.
Minster	Brunswick Street	Waste operations supervisor	Request for double yellow lines to be extended to allow refuse vehicles access, at the junction with Western Road.
Minster	Downshire Square	Resident	Request for double yellow lines at the entrance to the Spire Dunedin Hospital car park to allow better visibility exiting the car park.
Minster	Holybrook Road	Residents via Neighbourhood Action Group	Request for the existing double yellow lines on Holybrook Road junction with Shaw Road to be extended to the bus stop to assist bus service.
Norcot/Tilehurst	Dee Road	Residents via Neighbourhood Action Group	Request for waiting restrictions opposite English Martyrs School due to pavement parking forcing pedestrians into the road.
Norcot/Southcote	Honey End Lane	Resident	Request for the existing double yellow lines outside Asda delivery car park to be converted to a full time loading ban as arctic lorries park up causing traffic to build up.
Norcot	Lawrence Road	Resident	Request for double yellow lines at the junction of Lawrence Road with Norcot Road due to car parking close to the junction and affecting visibility when entering the road from Norcot Road. OFFICER COMMENTS: As part of the red route, 10m of the junction is protected by a single red line ('No Stopping Monday - Saturday 7am - 7pm').
Norcot/Kentwood	Norcot Road	Ward Councillor	Request for some of the shared use permit bays between Romany Lane and Oxford Road to be converted to permit holders only to free up some space for residents.
Norcot	Tay Road	Resident	Request for double yellow lines on the bend of the road between Carron Close and Stour Close, as cars park there making it hard to see what is coming round the bend.
Park	Newtown Area	Ward Councillor	Request to investigate increasing the parking spaces in the Newtown Area.
Park	Wokingham Road	Ward Councillor	Request for a larger loading provisions in the vicinity of the shops, between Crescent Road and St Peter's Road.
Peppard	Evesham Road	Resident	Request for the double yellow lines to be extended near the junction with Grove Road, near St Barnabas Church.

Ward	Street	Requested By	Summary of Request
Peppard	Kingsway	Resident	Request for double yellow lines at the junction of Kingsway with Caversham Park Road due to cars parking on the junction.
Peppard	Pendennis Avenue	Resident	Request for double yellow lines to go around the bend, outside St Martins Catholic Primary School. Parked cars can make it difficult getting out the road.
Peppard	Quantock Avenue	Residents via Neighbourhood Action Group	Request for double yellow lines on the junction of Quantock Avenue with Montpellier Drive due to dangerously parked cars.
Redlands	Corbridge Road	Resident	Request for the double yellow lines to be extended on Corbridge Road junction with Hexham Road due vehicles constantly parking on the corner.
Redlands	Erleigh Road	Residents	Request for resident permits to be included within the pay and display restriction.
Redlands	Redlands Road	Resident	Request for resident permits to be included within the pay and display restriction.
Southcote	Honey End Lane	Councillor	To review the double yellow lines near prospect park, between Prospect College and Bath Road, as residents are struggling to park outside their property.
Southcote	Southcote Farm Lane	Resident	Request for double yellow lines due to inconsiderate parking, near its junction with Kenilworth Avenue.
Thames	Chiltern Road	Residents via Ward Councillor	Request for existing double yellow lines to be extended at the junction with Tilbury Close due to cars parking right on the corner.
Thames	Ellesmere Close	Resident via Ward Councillor	Request for double yellow lines at the junction of Ellesmere Close and Derby Road due to cars parking to close to the junction.
Thames	Hemdean Road	Residents	Request for double yellow lines at the junction of Hemdean Road with Oakley Road due to cars parking close to the junction.
Thames	Hemdean Road	Resident via Ward Councillor	Request for waiting restrictions on Hemdean Road between Brill Close and Oakley Road to deter commuter parking.
Thames	Rhigos	Residents via Neighbourhood Action Group	Request for waiting restrictions in the turning head due to cars parking there, delivery and refuse vehicles find it difficult to turn around.
Thames	Rossendale Road	Resident	Request for double yellow lines at the junction of Rossendale Road and Henley Road due to cars parking close to the junction.
Thames/Mapledurham	Sandcroft Road	Resident	Request for double yellow lines on the junction of Sandcroft Road with Kidmore Road.
Thames/Peppard	Surley Row	Resident	Request for double yellow lines on Surley Row junction with Peppard Road due to cars parking and obscuring the view of traffic.

Ward	Street	Requested By	Summary of Request
Tilehurst	Chapel Hill	Residents via Neighbourhood Action Group	Request to view the current parking restriction on Chapel Hill between Park Lane and Lower Elmstone Drive due to pavement/verge parking.
Tilehurst	Downing Road	Resident via Ward Councillor	Request for resident permit parking in the road due to the amount of vehicles that park in the road, making it particularly busy during school pick-up/drop-off.
Tilehurst	Green Acre Mount	Residents via Ward Councillor and MP	Request for waiting restrictions in the road to deter commuter parking making it difficult for refuge and emergency vehicle access.
Tilehurst	Harveston Parade	Shop owner via Ward Councillor	Request for some waiting restrictions to allow customers/residents to use this area (commuter parking may be the reason why the spaces are not available).
Tilehurst	Pierces Hill	MP Enquiry	Request for double yellow lines on the brow of the hill as cars park on both sides of the road. This is also a bus route.
Tilehurst	Poole Close	Ward Councillor	Request for waiting restrictions in front of the garage blocks along Poole Close due to cars parking in front of other garages.
Tilehurst	Poole Close	Residents via Neighbourhood Action Group	Request for waiting restrictions due to inconsiderate parking in Poole Close.
Tilehurst	St Michael's Road	Resident via Ward Councillor	Request for the double yellow lines on St Michael's Road junction with Woodland Drive to be extended to assist with visibility when exiting the junction.
Whitley	Brent Gardens	Resident	Request for double yellow lines at the junction of Brent Garden and Tavistock Road, as poor visibility due to vehicles parking close to the junction
Whitley	Farrowdene Road	Resident	Request for double yellow at the junction of Farrowdene Road and Greenfields Road due to dangerously parked vehicles.
Whitley	Hartland Road	Resident	Request for parking bays as vehicles are not permitted to park on the grass verge.
Whitley	Longships Way	Residents	Request for the existing double yellow lines to be extended, between Rushley Way and Gweal Avenue to allow space to manoeuvre in and out of the driveways.
Whitley/Church	Northumberland Avenue	Resident	Request for double yellow lines on the junction of Northumberland Avenue with Cooper Close to assist with visibility at the junction.
Whitley	Whitley Wood Road	Ward Councillor	Request for double yellow lines outside the fire station as vehicles park close to the station and block access.
Whitley	Whitley Wood Road	Constituent via Ward Councillor	Request the double yellow lines at the junction with Hillbrow to be extended as school drop off/pick-ups can cause a particular bottleneck near the side entrance to The Ridgeway Primary School.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 SEPTEMBER 2018	AGENDA ITEM:	7
TITLE:	RESIDENT PERMIT PARKING: a. REQUESTED SCHEMES LIST UPDATE b. SCHEME DEVELOPMENT UPDATE (LOWER CAVERSHAM, HARROW COURT, EAST READING)		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report provides an update on the list of requests for Resident Permit Parking.
- 1.2 This report also provides an update on the development of proposals for the Lower Caversham area, Harrow Court and East Reading Study area schemes, with a recommendation to progress the Harrow Court and East Reading Study proposals to statutory consultation.
- 1.3 Appendix 1 provides the updated list of requests for Resident Permit Parking.
- 1.4 Appendix 2 provides the recommended scheme for Harrow Court.
- 1.5 Appendix 3 provides the recommended scheme for the East Reading Study area.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee may wish to consider the priorities allocated to items on the list of requested schemes and/or whether all requests should remain on the list for future consideration, as per Items 4.2 - 4.4.

- 2.3 That the scheme for Harrow Court in Appendix 2 proceeds to statutory consultation.
- 2.4 That the scheme for the East Reading Study area in Appendix 3 proceeds to statutory consultation, as per Item 4.14.
- 2.5 That the Sub-Committee agrees the method in which to conduct the statutory consultation for the East Reading Study area scheme, considering the options in Item 4.16 (the Officer recommendations are in Item 4.17).
- 2.6 That the Head of Legal and Democratic Services be authorised to carry out the statutory consultations and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.7 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.8 That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.9 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

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

4. BACKGROUND AND PROPOSALS

Requested Schemes List - Update

- 4.1 Appendix 1 provides the list of requests that we have received for Resident Permit Parking schemes. Where the Sub-Committee has previously allocated a priority to a scheme, this has been recorded. Where a request has previously been reported to the Sub-Committee, but not allocated a priority, this has also been recorded, along with any schemes that are 'new' to the list.

- 4.2 The Sub-Committee may wish to allocate priorities to particular schemes on this list, although it should be noted that scheme development is resource-intensive and this limited resource is shared between this and many other works programmes. Prioritisation will influence the order in which potential schemes are developed, but not necessarily expedite their development.
- 4.3 The Sub-Committee may wish for requests not to be pursued and these can be removed from the list.
- 4.4 It is the recommendation of Officers that Resident Permit Parking is considered on an area basis, not street-by-street. The list contains requests from single streets, but it is hoped that this list will prompt consideration of such restrictions from neighbouring streets to create an area scheme before it becomes an active project. Where this occurs, the listed request will be adjusted accordingly.

Officers will seek to work with Ward Councillors, the Lead Councillor for Strategic Environment, Planning and Transport and the Chair of the Traffic Management Sub-Committee to agree an initial area that should be considered alongside the original request, once a potential scheme becomes an active project.

Scheme Development Update - Harrow Court

- 4.5 Officers shared a concept scheme design with Ward Councillors, which consisted of a marked-bay, shared-use Resident Permit Parking scheme. It was agreed that this design formed the basis of an informal consultation with residents, in order to obtain feedback on the design, rather than seeking general support or objection.
- 4.6 This informal consultation was conducted over a 3 week period via the Council's website (the 'Consultation Hub') and was publicised via the ward Councillor delivery of letters to households within the proposed area of the scheme.
- 4.7 Officers analysed the feedback (totalling 20 responses) and concluded that there was majority support for a permit holders only scheme, due to concern that the limited parking would be heavily used by visitors to other destinations during the day, if it were shared-use. The feedback also suggested majority support for a scheme that did not include marked bays, in order to potentially increase the availability of parking.
- 4.8 Officers shared this feedback with ward Councillors, with a recommendation that we proceed with a 'Permit Parking Past This Point' restriction for statutory consultation.

- 4.9 Appendix 2 is the recommended design, following correspondence with ward Councillors, be progressed to statutory consultation.
- 4.10 If agreed at this meeting, Officers intend to conduct the consultation over the winter and bring the results to the Sub-Committee meeting in January 2019. There will not be sufficient time to conduct this legal consultation and bring back the results to the meeting in November 2018. No materials will be ordered and no works instructions issued until after a decision has been made by the Sub-Committee to implement a scheme, and the resultant legal Order is sealed.

Scheme Development Update - East Reading Study Area

- 4.11 Officers developed concept plans for the scheme and following meetings with ward Councillors and the East Reading Study Steering Group, these initial plans evolved and formed the basis of an informal consultation.
- 4.12 The purpose of the informal consultation was to obtain feedback on the concept designs and not to seek general support or objection to the concept of introducing a Resident Permit Parking scheme. This informal consultation was conducted over a 4 week period via the Council's website (the 'Consultation Hub') and included an afternoon-evening public drop-in session. It was publicised via the Council's social media outlets and supported by ward Councillor engagement with residents.
- 4.13 The drop-in session was well-attended and we received 452 responses to the consultation, of which 112 contained feedback to assist with the design of the scheme. Officers analysed this feedback, shared it with the ward Councillors and Steering Group and evolved the scheme design accordingly.
- 4.14 Appendix 3 is the recommended design, following meetings with ward Councillors and the Steering Group, be progressed to statutory consultation.
- 4.15 There is concern of a greater desire for Resident Permit Parking to be introduced on the western side of the area, compared with the eastern side of the area. The Steering Group has discussed options for potentially introducing part of the scheme with the ability to consider the remainder, subject to the impact of any displacement.
- 4.16 Officers consider that unrestricted areas would be vulnerable to parking displacement and will experience this as other areas are introduced, however, there are options that could be adopted:

a. Decision to implement all, or part of an Order

The scheme is advertised in a single order. The Sub-Committee considers the objections and comments received and decide to implement the Order, as advertised, or implement part of the Order.

Should it later be considered that streets not included for implementation wish for restrictions to be implemented, the Sub-Committee will need to agree for a further statutory consultation to be conducted, consider the results of this consultation and agree to implementing these further restrictions. This will be a lengthy process.

b. Potential reversal of decision to implement

The scheme is advertised in a single Order. The Sub-Committee considers the objections and comments received and decide to implement the Order, as advertised, or implement part of the Order. The Sub-Committee could agree that Officers arrange for the implementation of part of the Order and could later agree that no further implementation of the scheme takes place, or that the remainder of the Order be implemented as advertised. Any restrictions that are not implemented within 2 years following statutory consultation cannot be implemented.

c. Splitting the scheme into two consultations

The scheme is advertised, but split across two different Orders running concurrently. This would allow the Sub-Committee to consider the objections and comments received in these two areas and agree to implement either/both Orders, or defer the decision on implementing one of the Orders (the second Order would need to be implemented within 2 years following statutory consultation, or it would need to be re-advertised).

The Sub-Committee would need to agree on the boundary for each Order. The Steering Group suggested that Order 1 would include Wokingham Road, the area to the west, Brackendale Way and Heath Road. Order 2 would include the remaining scheme area, to the east of Wokingham Road.

- 4.17 Consultation option 'c' is the recommended proposal, should the Sub-Committee consider that there may be a requirement to postpone implementation, or not implement part of the scheme and to have the option to consider this at a later date. The boundary of the Orders would need to be decided at this meeting.

Consultation option 'a' is the standard consultation process and is the process used in the Waiting Restriction Review programme.

Officers do not recommend consultation option 'b'. Once an Order is agreed for implementation, there is an expectation from residents that it will be implemented, particularly by supporters of the

scheme. There is a risk that a tribunal service could challenge any waiting restrictions within this area, as there would be a Traffic Regulation Order that has not been substantially implemented.

- 4.18 If agreed at this meeting, Officers intend to conduct the consultation(s) over the winter and bring the results to the Sub-Committee meeting in January 2019. There will not be sufficient time to conduct this legal consultation and bring back the results to the meeting in November 2018. No materials will be ordered and no works instructions issued until after a decision has been made by the Sub-Committee to implement a scheme, and the resultant legal Order is sealed.

Scheme Development Update - Lower Caversham area

- 4.19 Officers have developed concept plans, which have been shared and discussed with ward Councillors.
- 4.20 An informal consultation will be conducted on the concept scheme design, so that feedback can be sought for the design to be progressed to statutory consultation. This informal consultation will not be seeking general support or objection for the concept of introducing Resident Permit Parking scheme.
- 4.21 This informal consultation will be on the Council's website (in the 'Consultation Hub') and be supported by a public drop-in.
- 4.22 The feedback from this consultation will be analysed and shared with ward Councillors, where the proposed scheme designs can evolve as appropriate.
- 4.23 It is hoped that the proposed scheme can be agreed ahead of reporting deadlines for the November 2018 meeting of the Sub-Committee, where approval will be sought to conduct statutory consultation.
- 4.24 Officers hope to conduct the consultation over the winter and report the objections and other comments to the January 2019 meeting of the Sub-Committee. This, however, will a very short period in which to prepare and conduct a large area consultation and analyse the results.
- 4.25 No materials will be ordered and no works instructions issued until a decision has been made by the Sub-Committee to implement a scheme, and the resultant legal Order is sealed.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Informal consultations have been conducted on the initial scheme designs for Harrow Court and the East Reading Study area. Feedback has been considered by Officers, ward Councillors and the East Reading Study Steering Group and the designs evolved as appropriate. This same process will be followed with the Lower Caversham area proposals also.
- 6.2 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.
- 6.3 Sealed Traffic Regulation Orders will be advertised in the local printed newspaper prior to implementation of the associated scheme.
- 6.4 Objectors to statutory consultations will be contacted with the decision of the Sub-Committee, following publication of the agreed meeting minutes.

7. LEGAL IMPLICATIONS

- 7.1 Changes to Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8. EQUALITY IMPACT ASSESSMENT

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

8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. FINANCIAL IMPLICATIONS

- 9.1 The cost of a scheme will be dependent on the type of restrictions applied (the signing and lining requirements), the extent and the complexity of the scheme.
- 9.2 Funding will need to be identified prior to the implementation of any scheme.

10. BACKGROUND PAPERS

- 10.1 Resident Permit Parking: Scheme development update (Traffic Management Sub-Committee, June 2018).
- 10.2 Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultations (Traffic Management Sub-Committee, March 2018).

APPENDIX 1 - RESIDENT PERMIT PARKING - SCHEME REQUESTS

UPDATED: August 2018

This table has been sorted by 'TMSC Agreed Priority'

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
1	1	Battle	Little Johns Lane area	Y	N	Requests for RP in the area of Little Johns Lane had been received and as part of the 2014 RP expansion, it was agreed that an informal consultation should be conducted on concept proposals for the area. TMSC agreed the priority of this scheme at their meeting in March 2017. A concept design was created and a Council informal consultation was conducted in November 2017 and the results reported to January 2018 TMSC. It was agreed that the concept scheme proceeds to statutory consultation and the scheme was agreed for implementation at June 2018 TMSC.	June 2018 (Resident Permit Parking: Results of Statutory Consultation (Little Johns Lane area)).	The scheme will be implemented imminently, following distribution of permit application information to properties within the scheme area.
2	2	Caversham	Lower Caversham	Y	N	An informal survey conducted by Cllr Davies showed a majority support for RP in parts of Lower Caversham. This followed a history of requests for RP and other informal consultations, due to commuter parking issues on particular streets. The report to TMSC in March 2016 recommended that a concept scheme be designed and that the Council conducts an informal consultation on this scheme. Since this concept was created, there have been changes to the RPP scheme, changes to related regulations and additional streets added to this area. TMSC agreed the priority of this scheme at their meeting in March 2017. A Council informal consultation was conducted, without a concept scheme design, from January 2018. There was majority support for scheme development across the area and concept designs have been created. It is intended that a further informal consultation be conducted on the concept designs, ahead of seeking approval for statutory consultation.	June 2018 (Resident Permit Parking: Scheme Development Update (Lower Caversham, Harrow Court, East Reading))	It is intended that a further consultation be conducted on the concept scheme design, ahead of seeking approval to conduct statutory consultation. It is hoped that the informal consultation can be conducted, and any appropriate amendments to the concept designs conducted, for November 2018 TMSC.

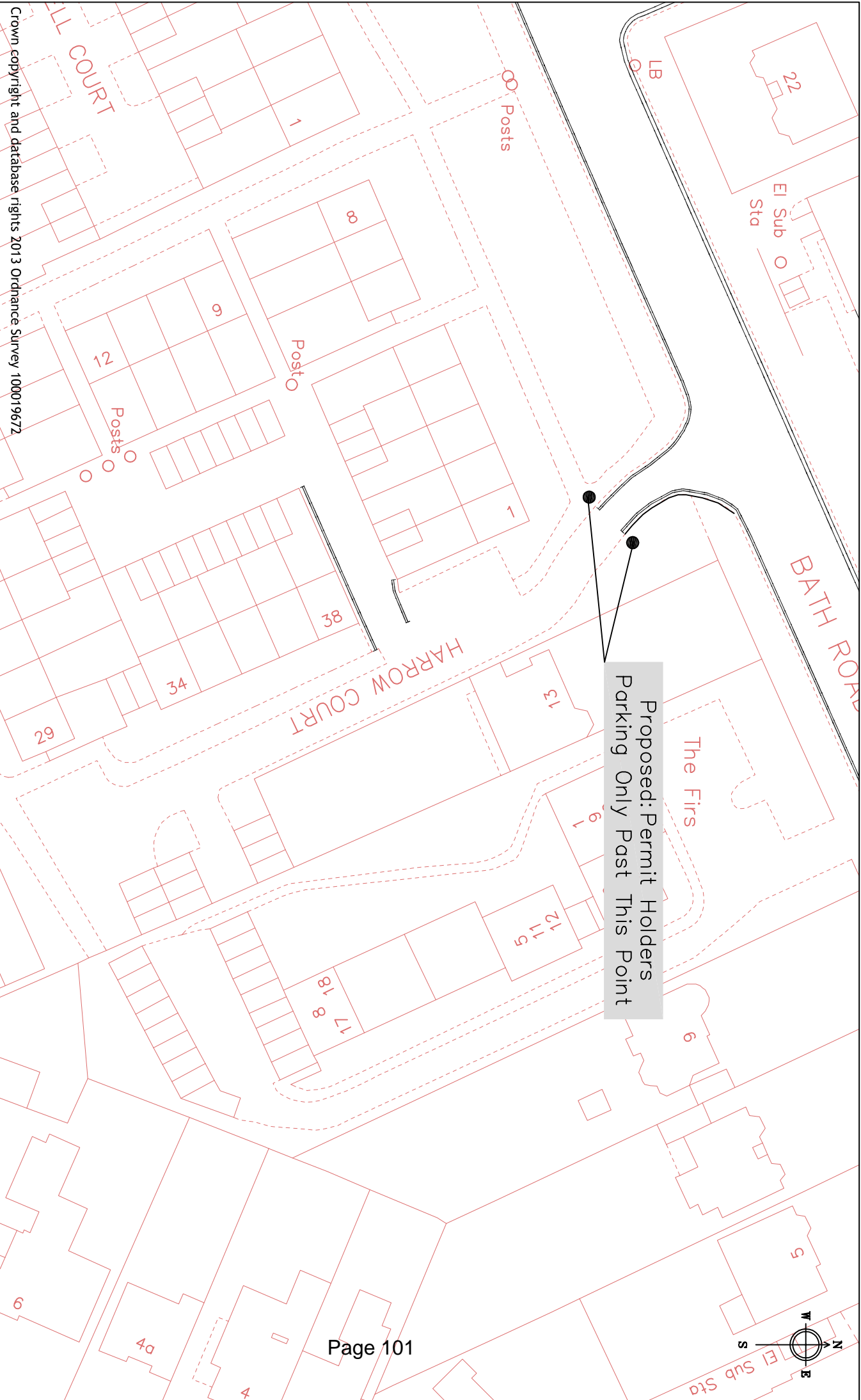
Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
3	3	Caversham	St Stephens Close	N	Y	32 signature petition was submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC, Officers recommended to review the request once other schemes have been implemented. TMSC agreed the priority of this scheme at their meeting in March 2017. A Council informal consultation was conducted, without a concept scheme design, from January 2018, including this street with the Lower Caversham area scheme. This scheme will be progressed with the Lower Caversham proposals.	June 2018 (Resident Permit Parking: Scheme Development Update (Lower Caversham, Harrow Court, East Reading))	This request is being progressed as part of the Lower Caversham area scheme proposal.
4	4	Minster	Harrow Court	N	Y	38 signature petition was submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC, Officers recommended to review the request once other schemes have been implemented. TMSC agreed the priority of this scheme at their meeting in March 2017. A Council informal consultation was conducted, without a concept scheme design, from January 2018. A concept scheme has been designed and been informally consulted. Approval to conduct statutory consultation is being sought at this meeting.	June 2018 (Resident Permit Parking: Scheme Development Update (Lower Caversham, Harrow Court, East Reading))	Following informal consultation on a concept scheme design, Officers are seeking approval to conduct statutory consultation at this meeting.
5	5	Park	East Reading Area	Y	Y	A number of petitions for RP have been received at TMSC, including requests for Crescent Road, Bulmershe Road, Hamilton Road, Melrose Avenue and a petition against permit parking in Hamilton Road. These join previous requests and an informal consultation for expanding RP in the area of Grange Avenue. A proposal was presented to TMSC in June 2016, which proposed a potential RPP area and recommended informal consultation following those for the Battle and Caversham area proposals. TMSC agreed the priority of this scheme at their meeting in March 2017. It was also agreed that an East Reading Area Study steering group be created to consider parking and traffic management measures for this area. A Council informal consultation was conducted, without a concept scheme design, from January 2018. A concept scheme has been designed and been	June 2018 (Resident Permit Parking: Scheme Development Update (Lower Caversham, Harrow Court, East Reading))	Following informal consultation on a concept scheme design, Officers are seeking approval to conduct statutory consultation at this meeting.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
						informally consulted. Approval to conduct statutory consultation is being sought at this meeting.		
Page 97	6	Katesgrove	Charndon Close, Collis Street and Rowley Road	Y	N	Requested by Councillors and residents and included in the 2016B Waiting Restriction Review programme. At January 2017 TMSC, Officers noted that the street did not meet the criteria for a permit scheme. The site assessment criteria policy has now been amended and a scheme can be considered. TMSC agreed the priority of this scheme at their meeting in March 2017 and for requests in Collis Street and Rowley Road to be considered at the same time.	March 2018 (Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultation s)	
7	7	Norcot	Grovelands Road and Beecham Road	N	N	Requested by a resident via the MP. At January 2017 TMSC, Officers noted that they were unable to progress the scheme at that time. Agreed at March 2017 TMSC to include concerns on Beecham Road (as raised in the 2017A Waiting Restriction Review proposals) in this potential scheme and officers have received further correspondence from residents of Beecham Road since. TMSC agreed the priority of this scheme at their meeting in March 2017.	March 2018 (Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultation s)	There will need to be consideration for the wider area to be included as part of the initial scheme area proposal.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
8	N/A	Southcote	Granville Road	Y	N	Concerns raised by residents and ward Councillors regarding the parking pressures in this area, both on Highway and Housing land. It is felt that the introduction of a resident permit parking scheme will assist resident parking and reduce commuter and business parking in the area. It is also considered that the potential inclusion of Housing land parking areas in this scheme will bring a uniform parking scheme to the area, although it will be a potentially complex process.	March 2018 (Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultation s)	At TMSC in September 2017, this request was raised in the context of the West Reading Study, but was not given a priority within this programme. There will need to be consideration for the wider area to be included as part of the initial scheme area proposal.
9	N/A	Katesgrove	St Giles Close	N	N	Received request from resident, asking for a resident permit parking scheme to be installed due to the increasing numbers of vehicles parking in the area and the difficulty that residents are having in finding space to park.	March 2018 (Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultation s)	Due to the numbers of garages and off-Highway parking places along the street, for which access/egress would need to be maintained, there would be very limited numbers of parking bays that could be installed on the carriageway. Single yellow lines cover the street currently, allowing drivers to manage the location of their parking during permitted times. Permit Parking Only Past this Point could be a suitable solution.
10	N/A	Minster	Portway Close	N	N	Received request from resident, asking for a resident permit parking scheme to be installed due to the increasing numbers of vehicles parking to access Bath Road and the Town Centre. This is reducing parking availability for tradespersons and other visitors and is occasionally causing access difficulties. There are concerns about emergency service vehicle access.	March 2018 (Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultation s)	If commuter parking is a significant issue in this street, it would likely be an issue that is experienced in nearby streets also. Although Officers are not aware of a significant demand for RPP restrictions in this area, while noting the Coley Avenue (south) area is going to be investigated, we recommend consideration of the level of demand and scale of the issue in the wider area, rather than reviewing on a street-by-street basis.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
11	N/A	Kentwood	Kentwood Hill	N	N	Received the summary of an informal consultation conducted by the MP. Results suggest that 67% of the 52 participants are in favour of having a RPP restriction in place. From some of the summarised comments, it appears that the parking issues that residents are experiencing are commuter parking difficulties, particularly closer to Tilehurst rail station.	March 2018 (Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultation s)	The area covered by the informal consultation is unclear and it is unlikely that residents will have received the same level of information about the RPP scheme as they would with Reading Borough Council's informal consultation pack. Previous proposals to address commuter parking issues with yellow-line restrictions were met with significant objection, so consideration of an RPP scheme would be the next logical step. However, there is clearly a desire for commuters to park near to Tilehurst station, so there will need to be consideration of other nearby vulnerable areas prior to implementing a scheme that will displace this non-resident parking.
12	N/A	Redlands	Hexham Road estate	Y	N	Ward Councillors have been liaising with residents and Housing Officers regarding the parking difficulties in this area. There is a desire for considering an RPP scheme that includes the areas of Housing land and Highway land to provide a consistent parking management scheme in the area.	March 2018 (Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultation s)	
Added to other programmes:								

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
13	N/A	Minster	Coley Avenue (South), Upavon Drive and Froxfield Avenue	N	Y	28 signature petition submitted to TMSC in March 2017 and Coley Avenue request was also reported as part of the Waiting Restriction Review list at the same meeting. TMSC agreed that these requests should be considered in the Resident Permit Parking list and in the context of the West Reading Area Study.	March 2018 (Resident Permit Parking - New and Outstanding Requests & Results of Informal Consultations)	At TMSC in September 2017, it was agreed that this proposal be moved to the West Reading Study, however, this programme is resourced by the same Officers.



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Proposed: Permit Holders
Parking Only Past This Point

Project

RESIDENT PERMIT
PARKING

Scale
NTS

Date
AUG 18

Drawn JT
Checked JP

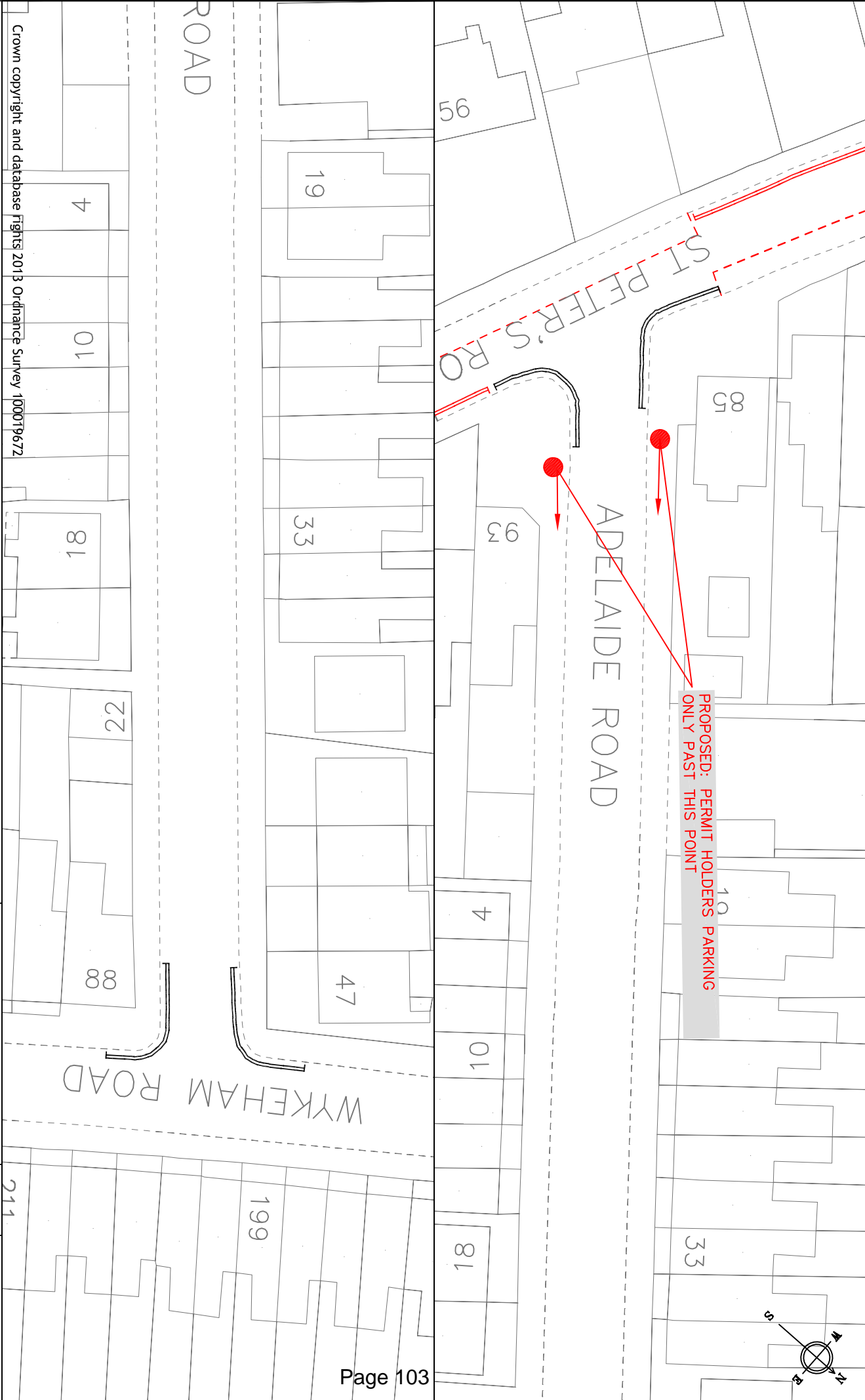
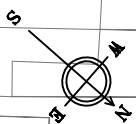
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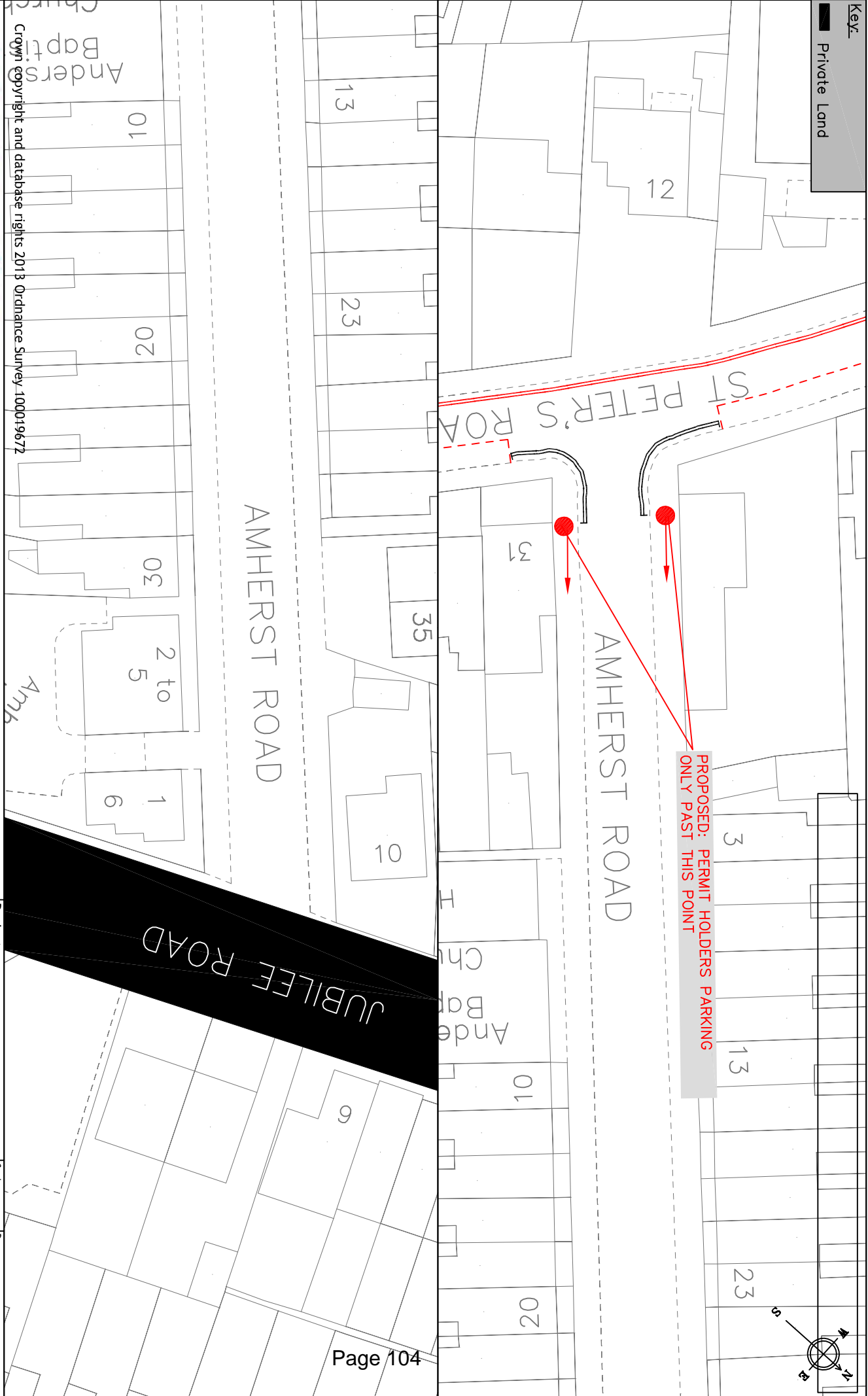
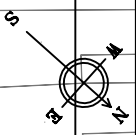
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Reading
RG1 2LU

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Drawing		Date	Checked
ADELAIDE ROAD		JUN 18	Approved
Drawing No.		ERS_Adeloide Road	

Key:

Private Land



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EAST READING STUDY

Drawing

AMHERST ROAD

Scale
N.T.S

Date
JUN 18

Drawn
JT

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Drawing No.

ERS_Amherst Road

Key:

Private Land

22

ST PETER'S ROAD

49

PROPOSED: PERMIT HOLDERS PARKING
ONLY PAST THIS POINT

AUCKLAND ROAD

51

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AUCKLAND ROAD

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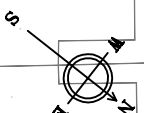
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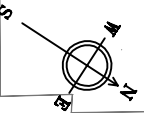
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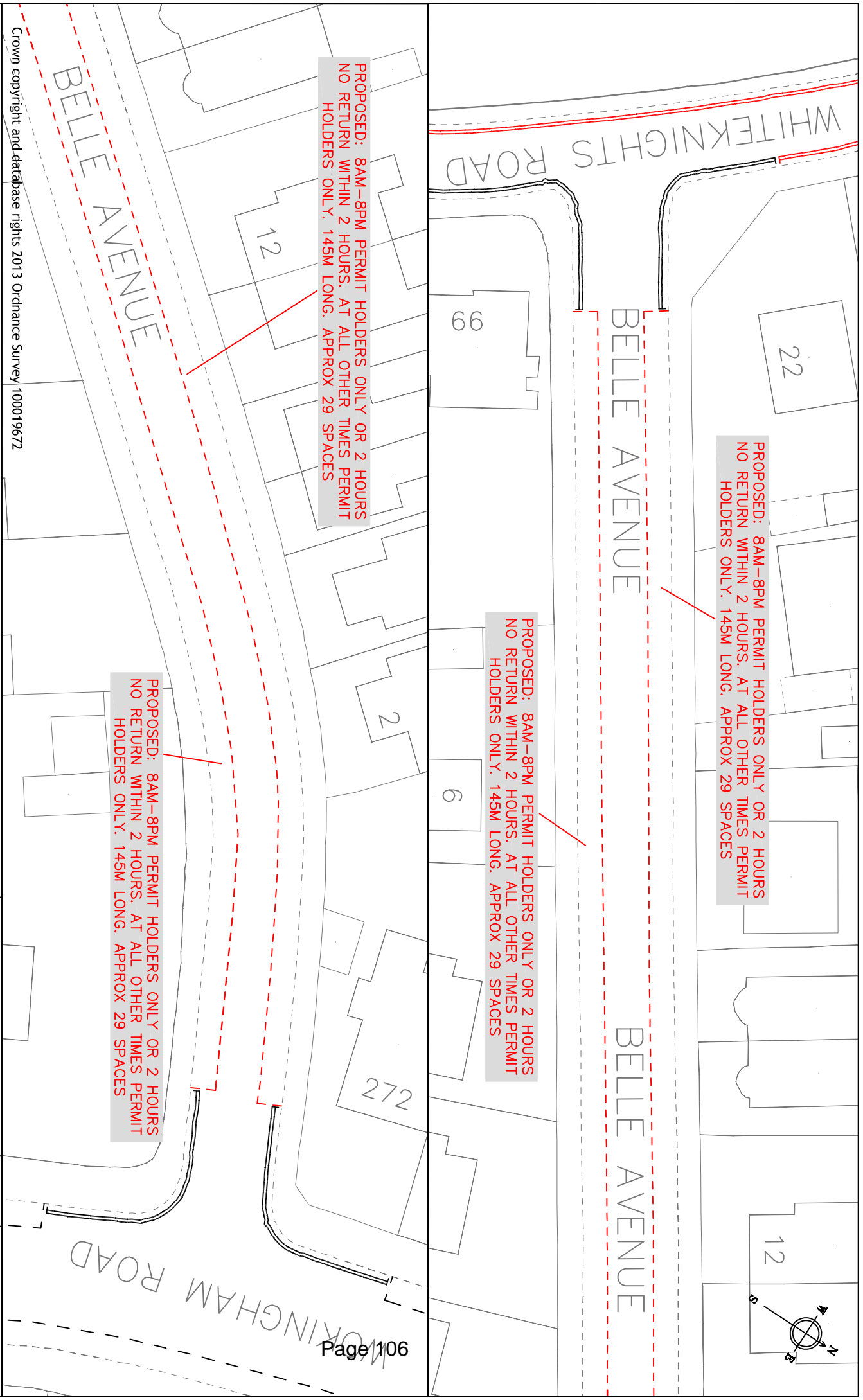


PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS
NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 145M LONG. APPROX 29 SPACES

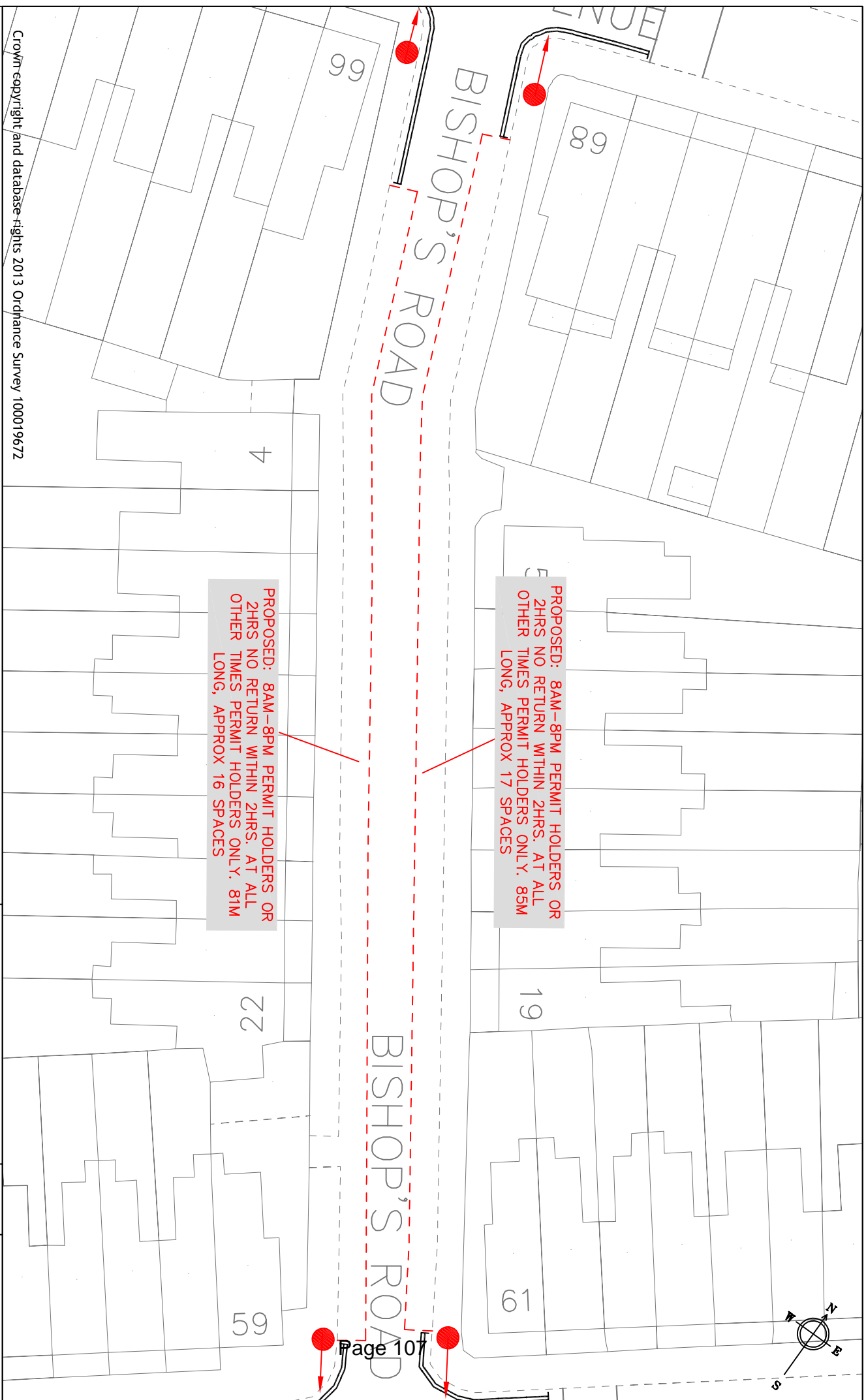
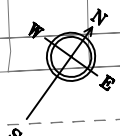
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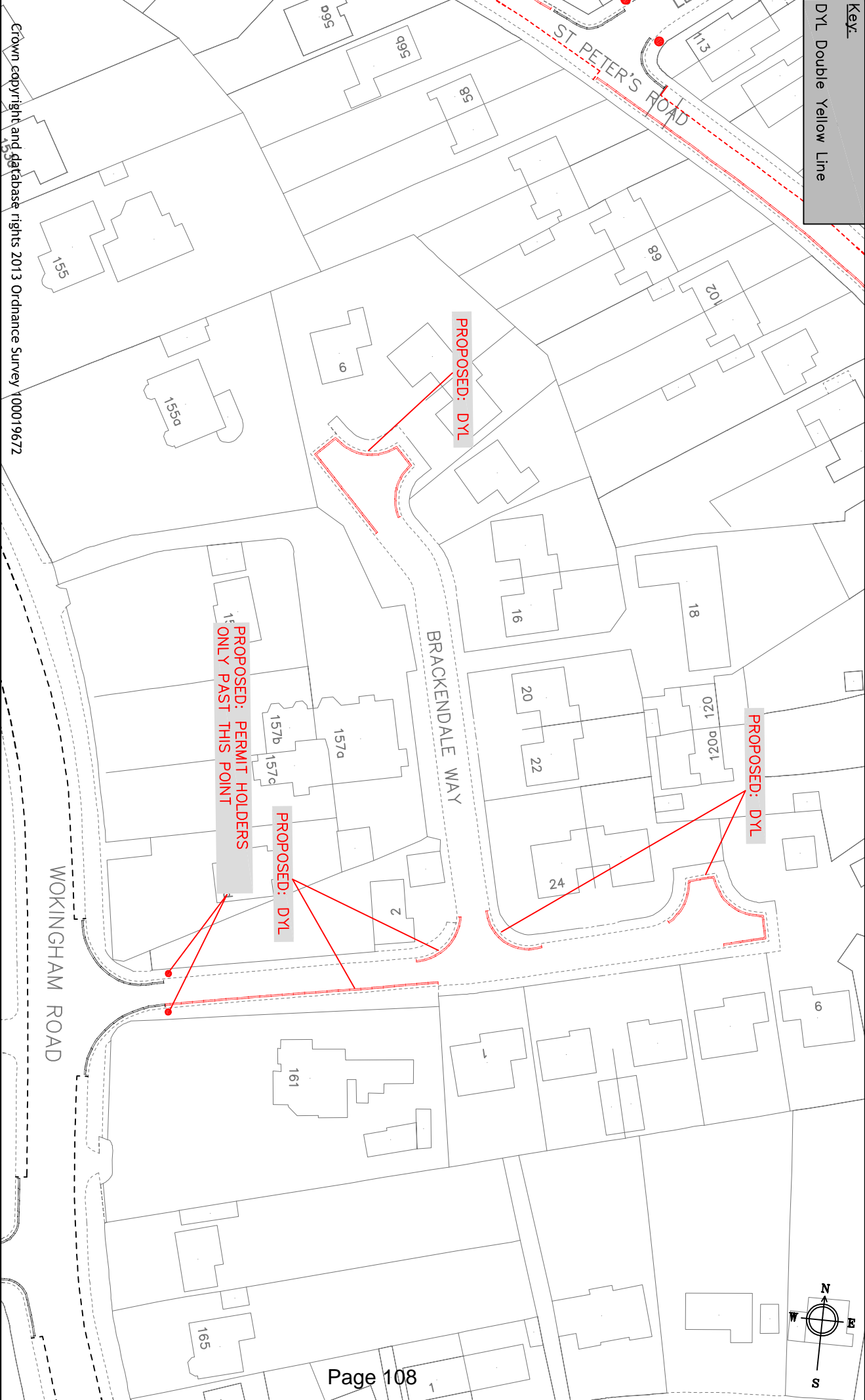
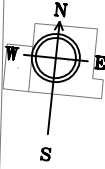
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	JUN 18		Approved
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Key.

DYL Double Yellow Line



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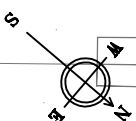
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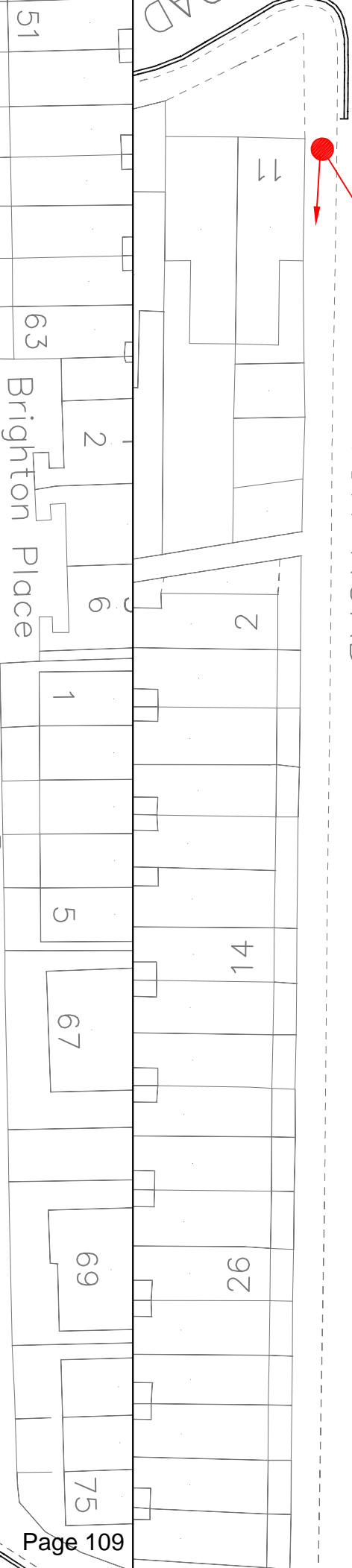
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Private Land



PROPOSED: PERMIT HOLDERS PARKING
ONLY PAST THIS POINT

BRIGHTON ROAD



Page 109

BRIGHTON ROAD

Fulcher Row

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EAST READING STUDY

Drawing

BRIGHTON ROAD

Scale

N.T.S

Drawn

JT

Date

JUN 18

Checked

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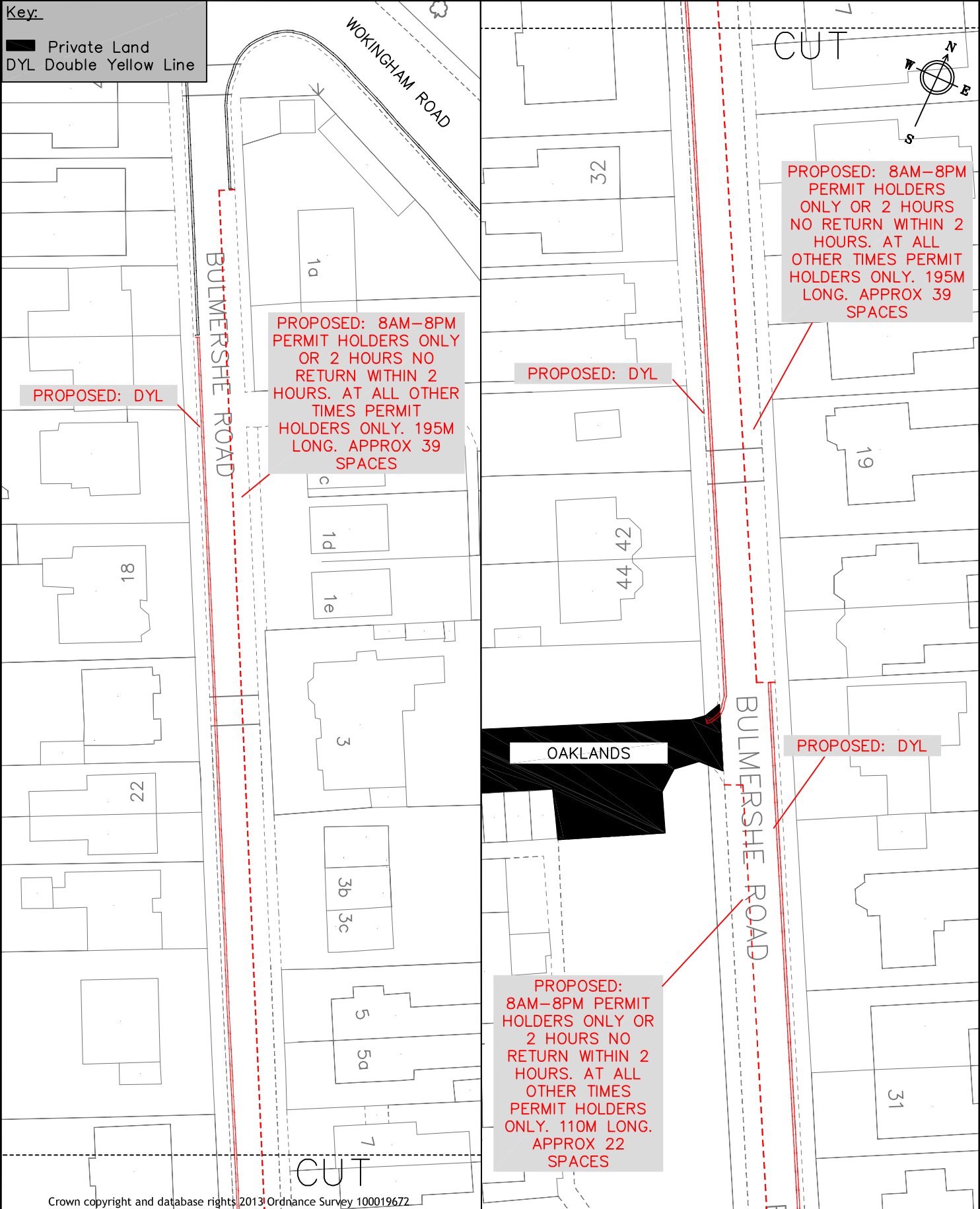
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ERS_Brighton Road

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Private Land

DYL Double Yellow Line



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project EAST READING STUDY			
drawing BULMERSHE ROAD 1			
drawn KD	checked JT	approved JT	date AUG 18
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 DYL Double Yellow Line

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2 HOURS NO
RETURN WITHIN 2
HOURS. AT ALL
OTHER TIMES
PERMIT HOLDERS
ONLY. 110M LONG.
APPROX 22
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PROPOSED: DYL

PROPOSED:
8AM-8PM PERMIT
HOLDERS ONLY OR
2 HOURS NO
RETURN WITHIN 2
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OTHER TIMES
PERMIT HOLDERS
ONLY. 120M LONG,
APPROX 24
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PROPOSED: DYL

PROPOSED: DYL

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8AM-8PM PERMIT
HOLDERS ONLY OR
2 HOURS NO
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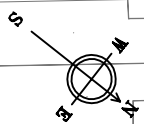
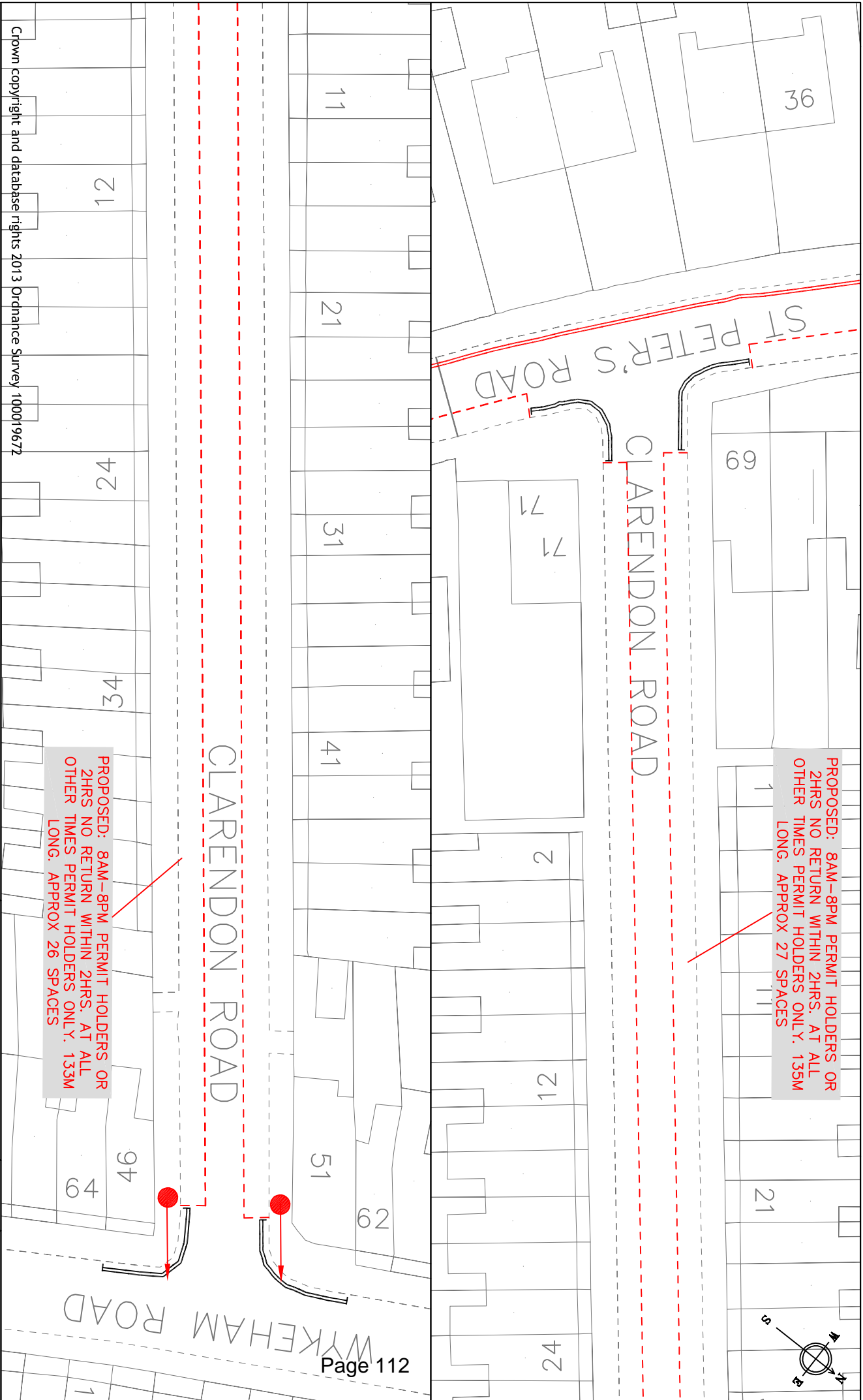
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project		EAST READING STUDY	
drawing		BULMERSHE ROAD 2	
drawn KD	checked JT	approved JT	date AUG 18
scale Page 111 N.T.S		drawing no. ERS_Bulmershe Road 2	



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Project		Scale	Drawn
EAST READING STUDY		N.T.S	JT
Drawing		Date	Checked
CLARENDON ROAD		JUN 18	Approved
Drawing No.		ERS_Clarendon Road	

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Key:

Private Land
DYL Double Yellow Line

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 21M LONG. APPROX 4 SPACES

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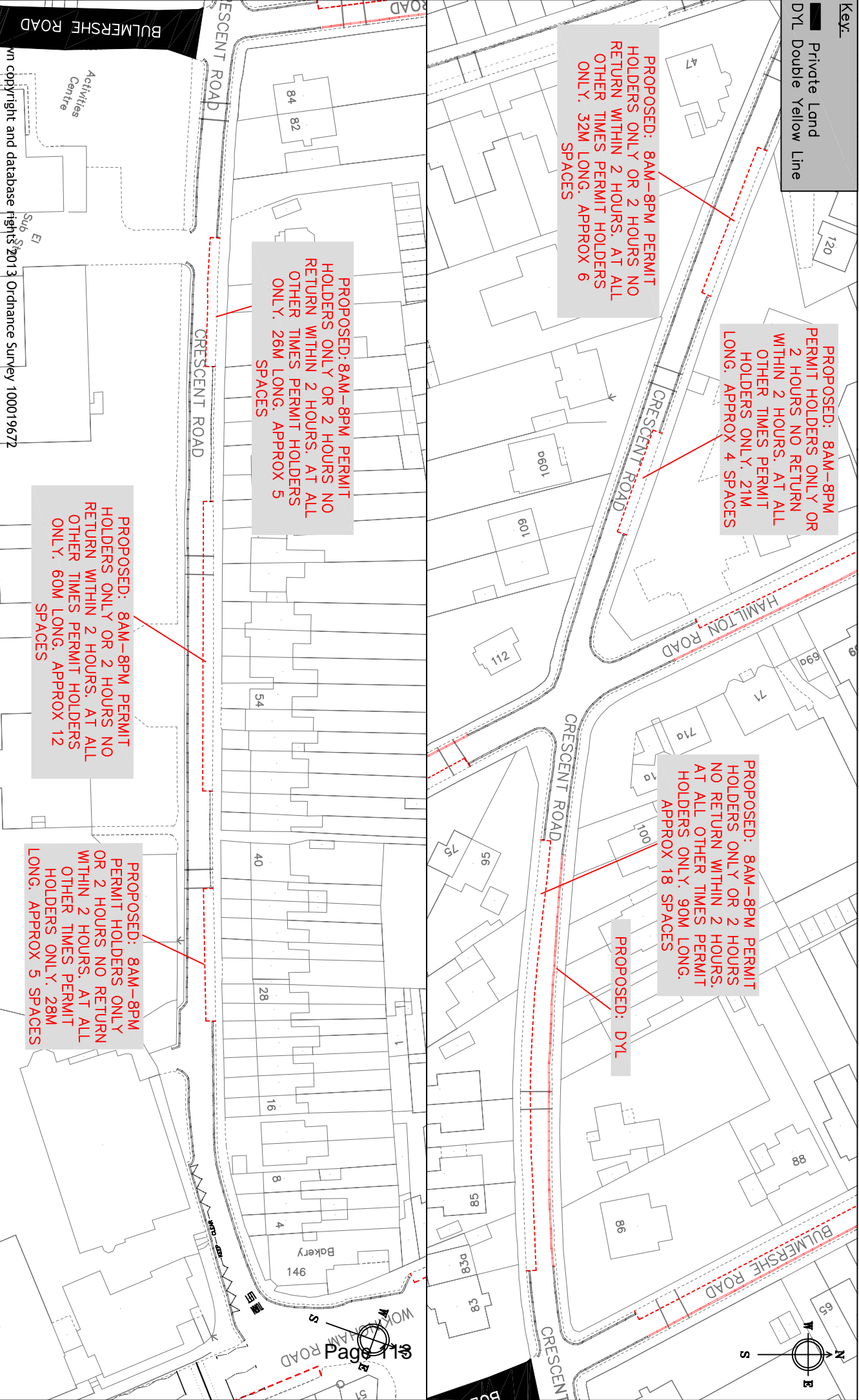
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PROPOSED: DYL

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 26M LONG. APPROX 5 SPACES

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PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 28M LONG. APPROX 5 SPACES



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Project

EAST READING STUDY

Drawing

CRESCENT ROAD

Scale
N.T.S

Date
JUN 18

Drawing No.

ERS_Crescent Road

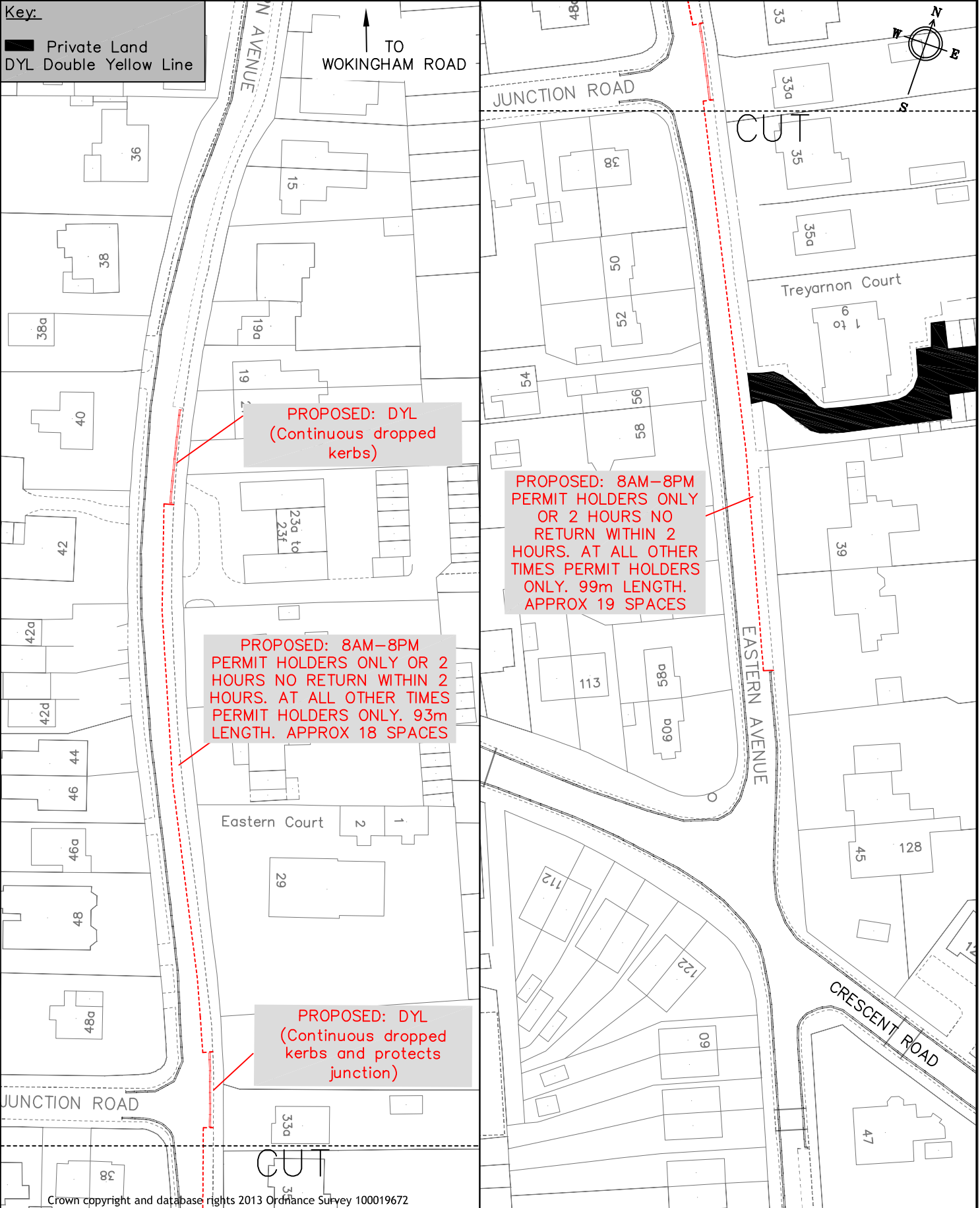
Drawn
KD


Checked
JT

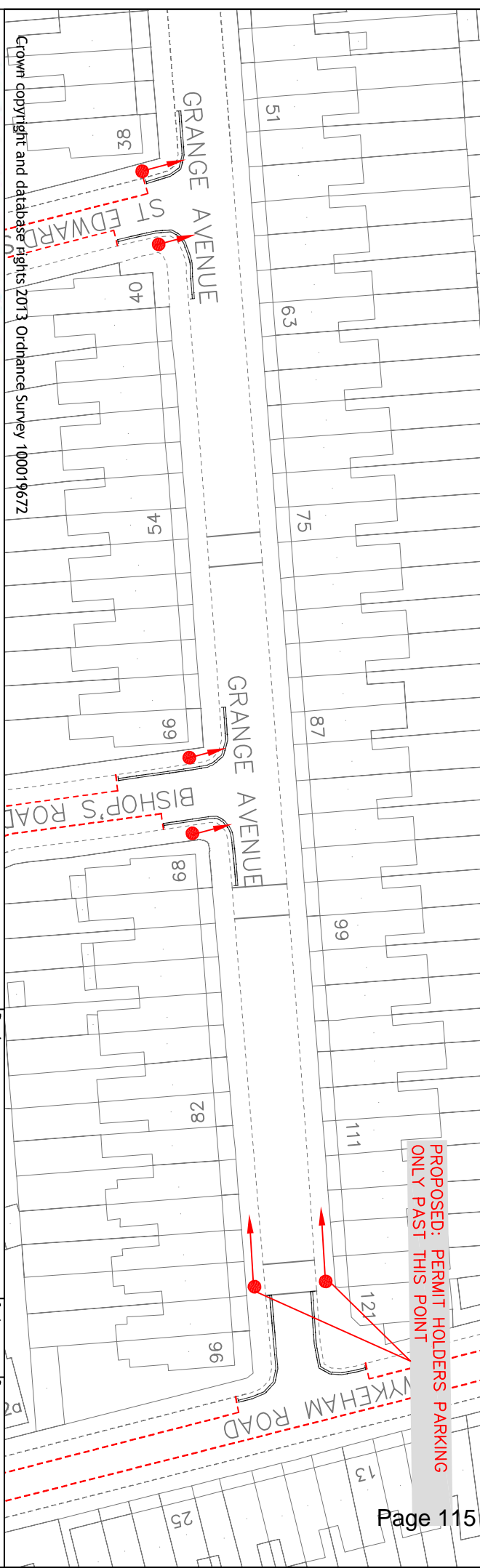
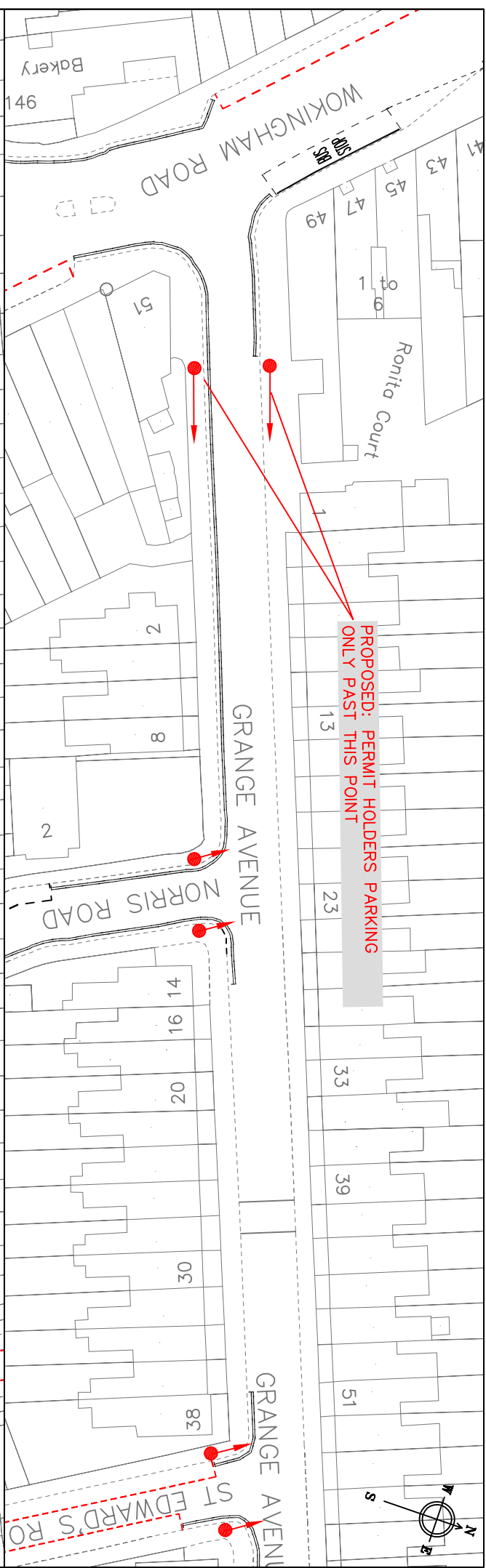
Approved
JT

Key:

Private Land
 DYL Double Yellow Line



<div>  <div> <div>Reading</div> <div>Borough Council</div> <div>Working better with you</div> </div> <div> Transport & Streetcare Civic Offices Reading RG1 2LU </div> </div>				project EAST READING STUDY			
				drawing EASTERN AVENUE			
				drawn KD	checked JT	approved JT	date JUN 18
				scale 1:114 N.T.S		drawing no. ERS_Eastern Avenue	



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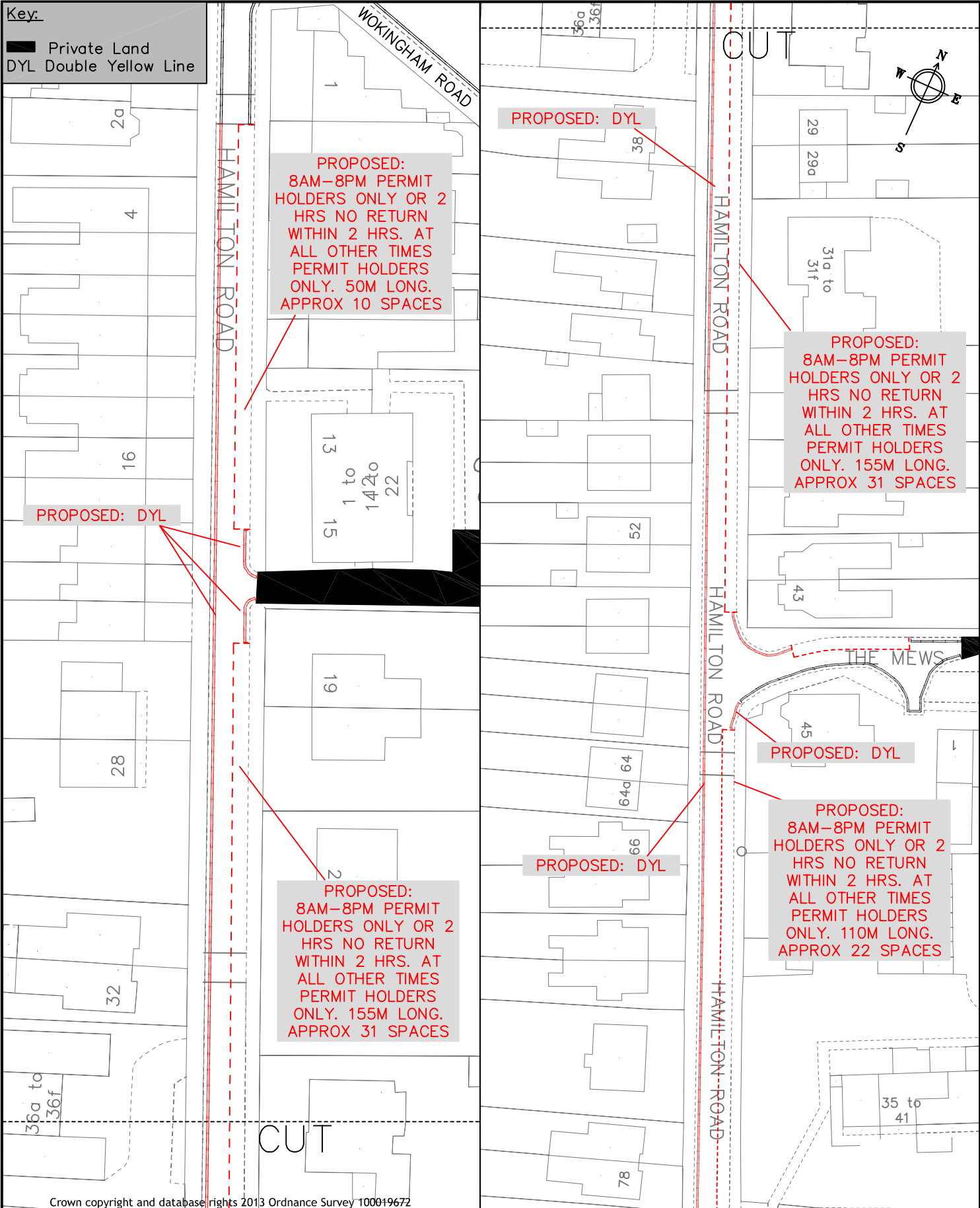
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Project		Scale	Drawn
EAST READING STUDY		N.T.S	JT
Drawing	Date		Checked
	JUN 18		Approved
Drawing No.		ERS_Grange Avenue	
Grange Avenue			



Project EAST READING STUDY	Scale	Drawn	by	Checked	by	Approved	by
	N.T.S			JT		JT	
	Date	AUG 18					
Drawing	Drawing No.						
GREEN ROAD	ERS_Green Road						

Key:
 Private Land
 DYL Double Yellow Line



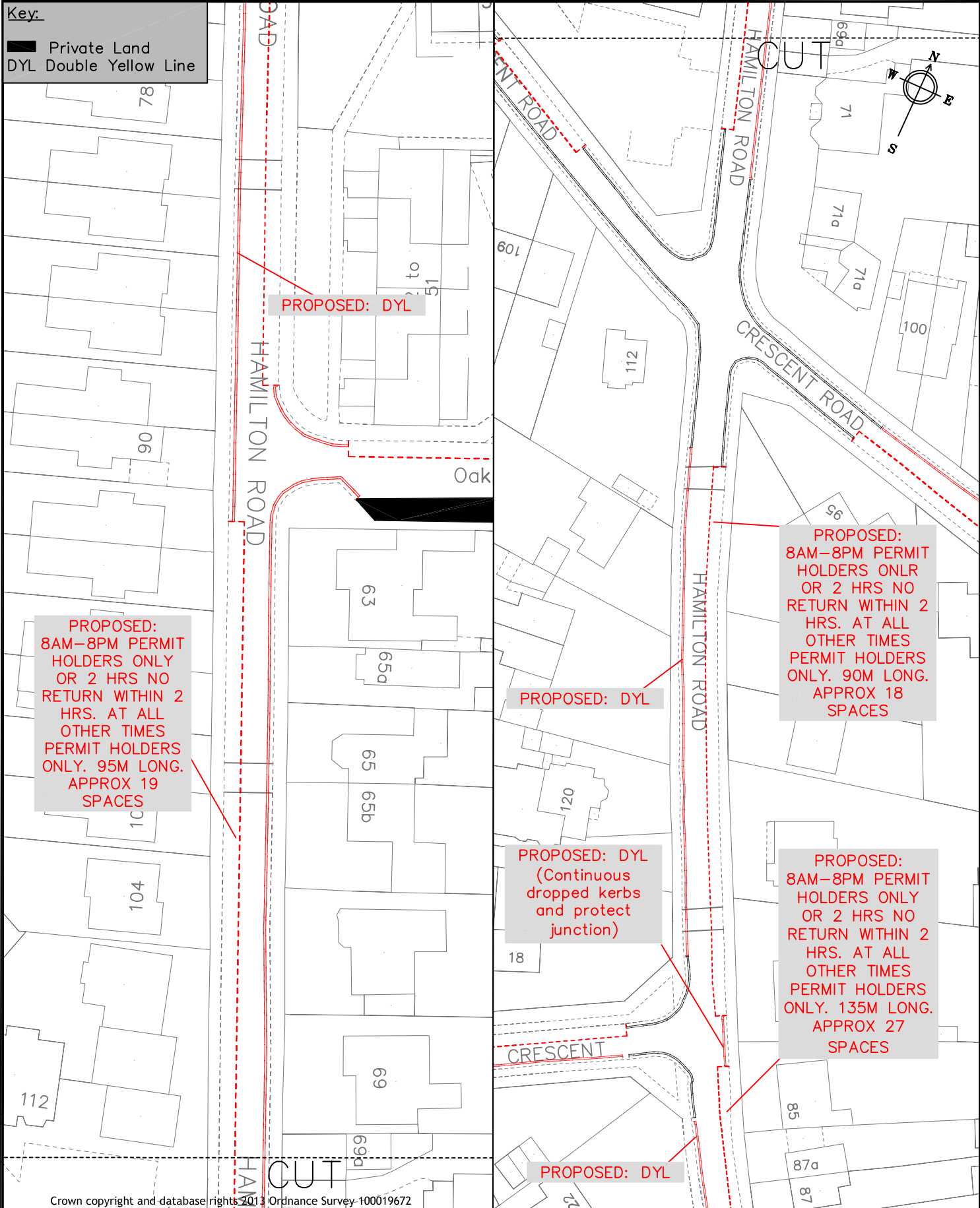
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project		EAST READING STUDY	
drawing		HAMILTON ROAD 1	
drawn KD	checked JT	approved JT	date AUG 18
Scale Page 117 N.T.S		drawing no. ERS_Hamilton Road 1	

Key:
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 DYL Double Yellow Line



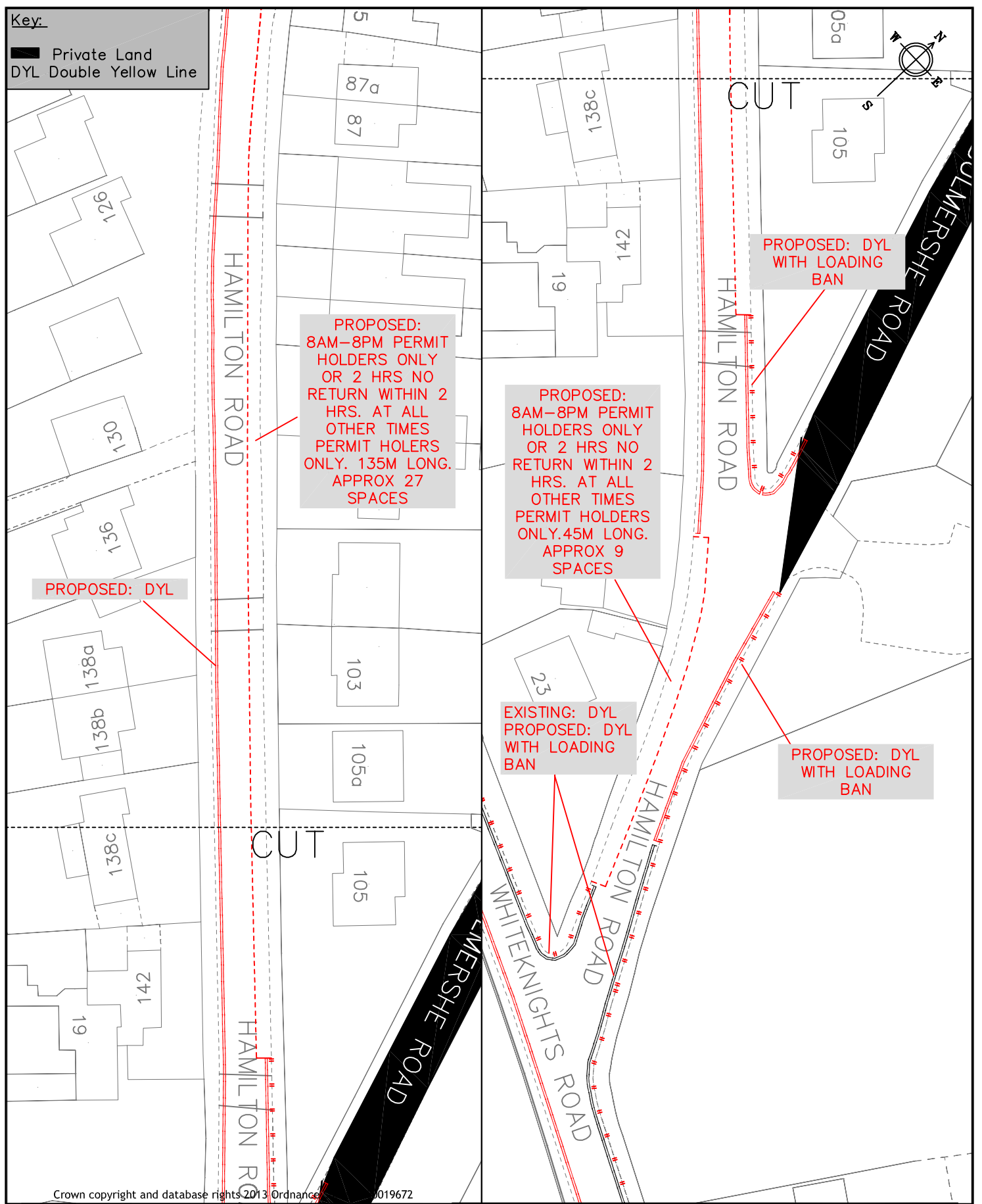
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project		EAST READING STUDY	
drawing		HAMILTON ROAD 2	
drawn KD	checked JT	approved JT	date AUG 18
scale 1:118 N.T.S		drawing no. ERS_Hamilton Road 2	

Key:
 Private Land
 DYL Double Yellow Line

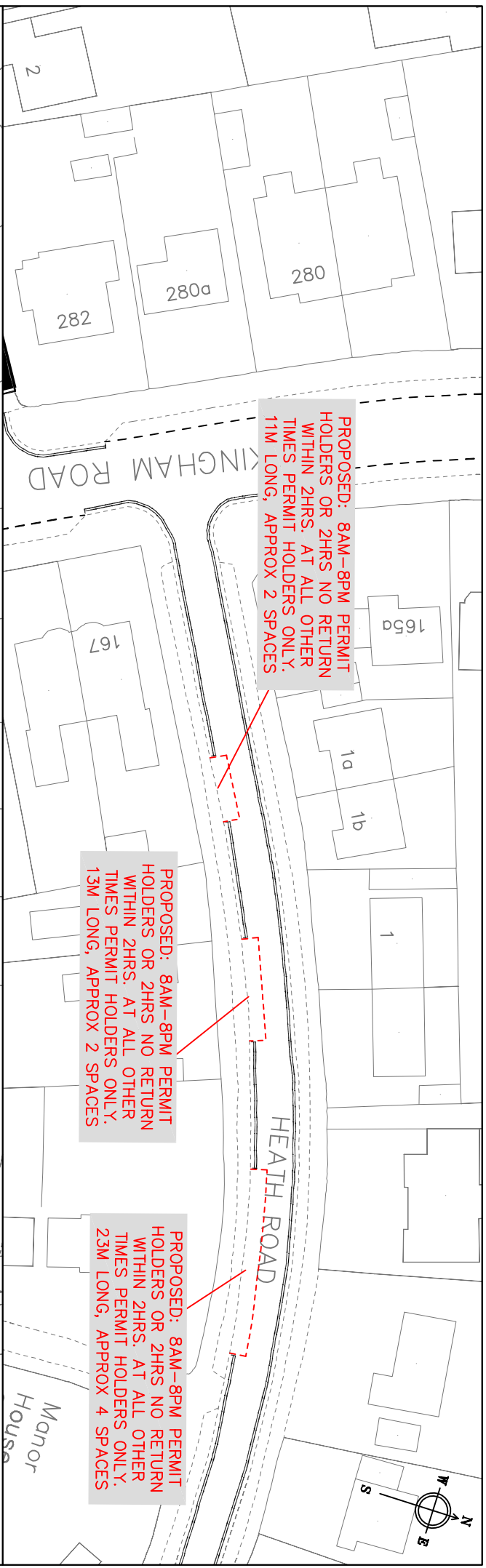


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project				EAST READING STUDY			
drawing				HAMILTON ROAD 3			
drawn	checked	approved	date	drawn	checked	approved	date
KD	JT	JT	JUN 18	KD	JT	JT	JUN 18
scale				drawing no.			
1:100				ERS_Hamilton Road 3			



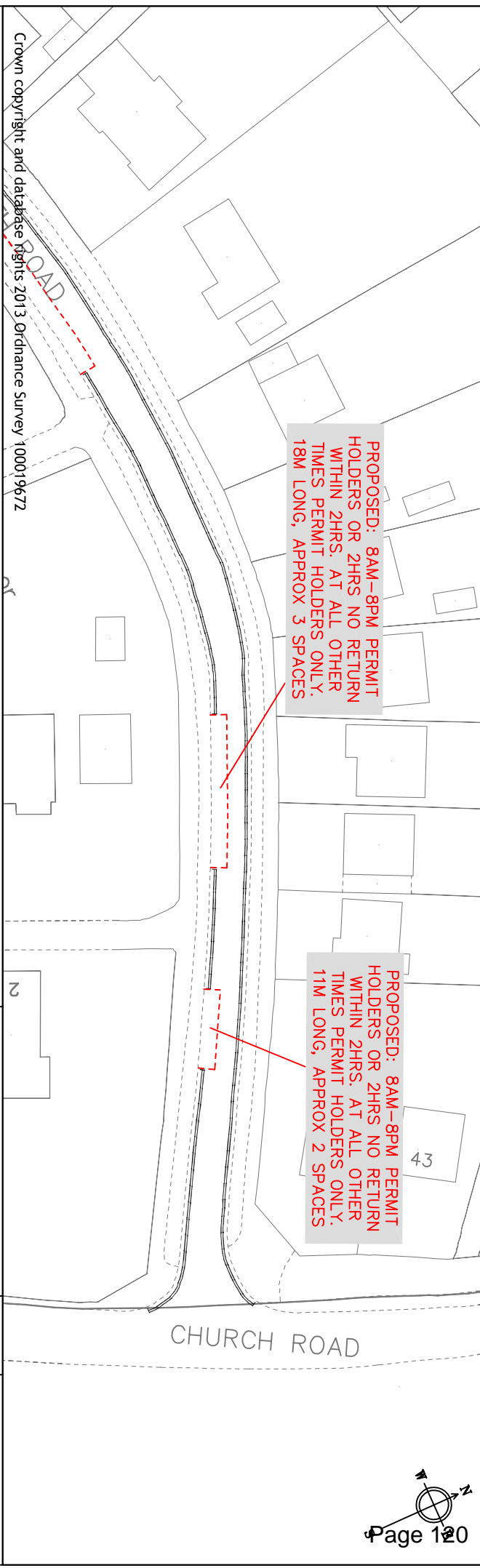
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PROPOSED: 8AM-8PM PERMIT HOLDERS OR 2HRS NO RETURN WITHIN 2HRS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 23M LONG, APPROX 4 SPACES

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PROPOSED: 8AM-8PM PERMIT HOLDERS OR 2HRS NO RETURN WITHIN 2HRS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 11M LONG, APPROX 2 SPACES



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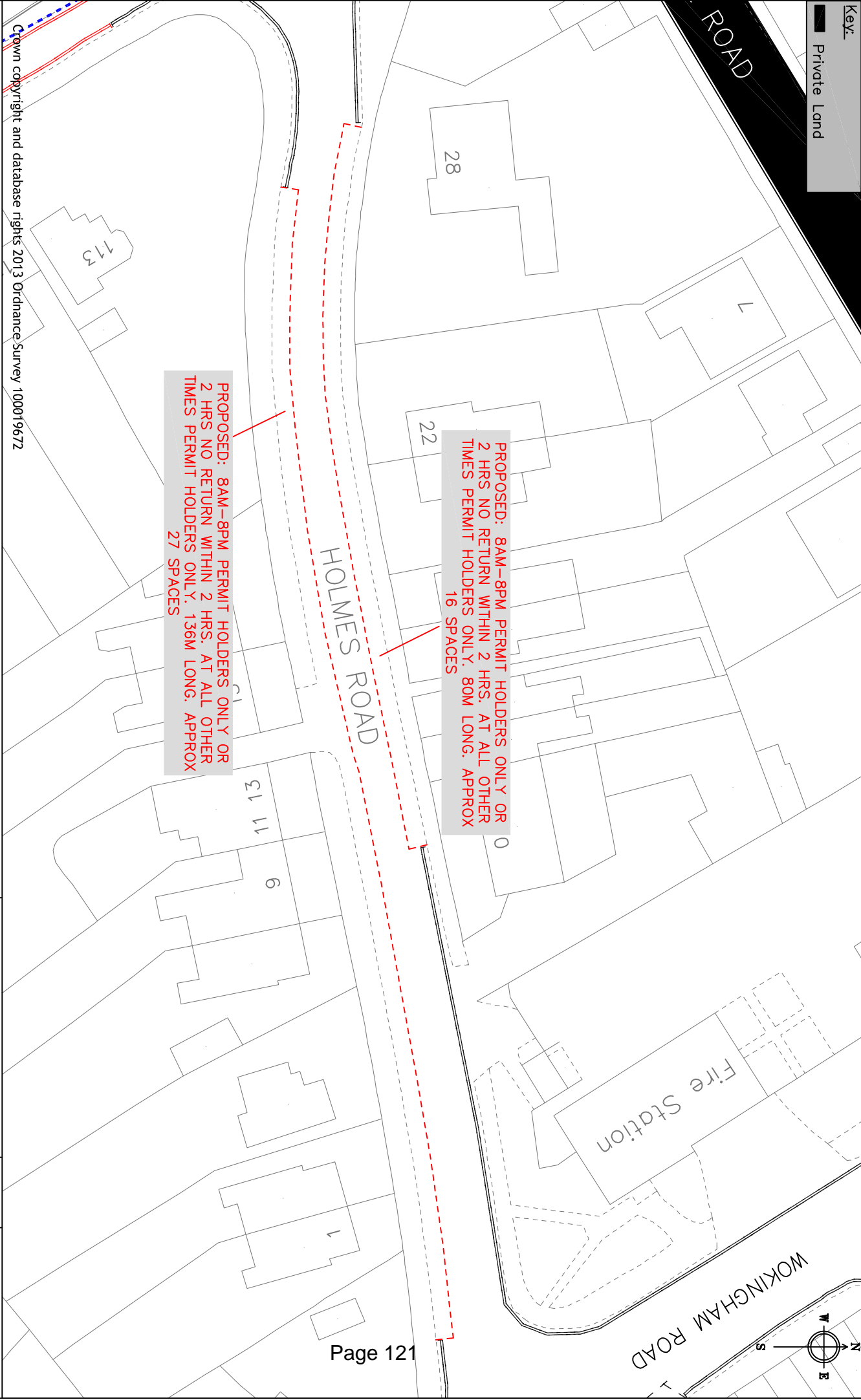
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Project		Scale	Drawn
EAST READING STUDY		N.T.S	JT
Drawing		Date	Checked
HEATH ROAD		JUN 18	Approved
Drawing No.		ERS_Heath Road	

Key:

Private Land



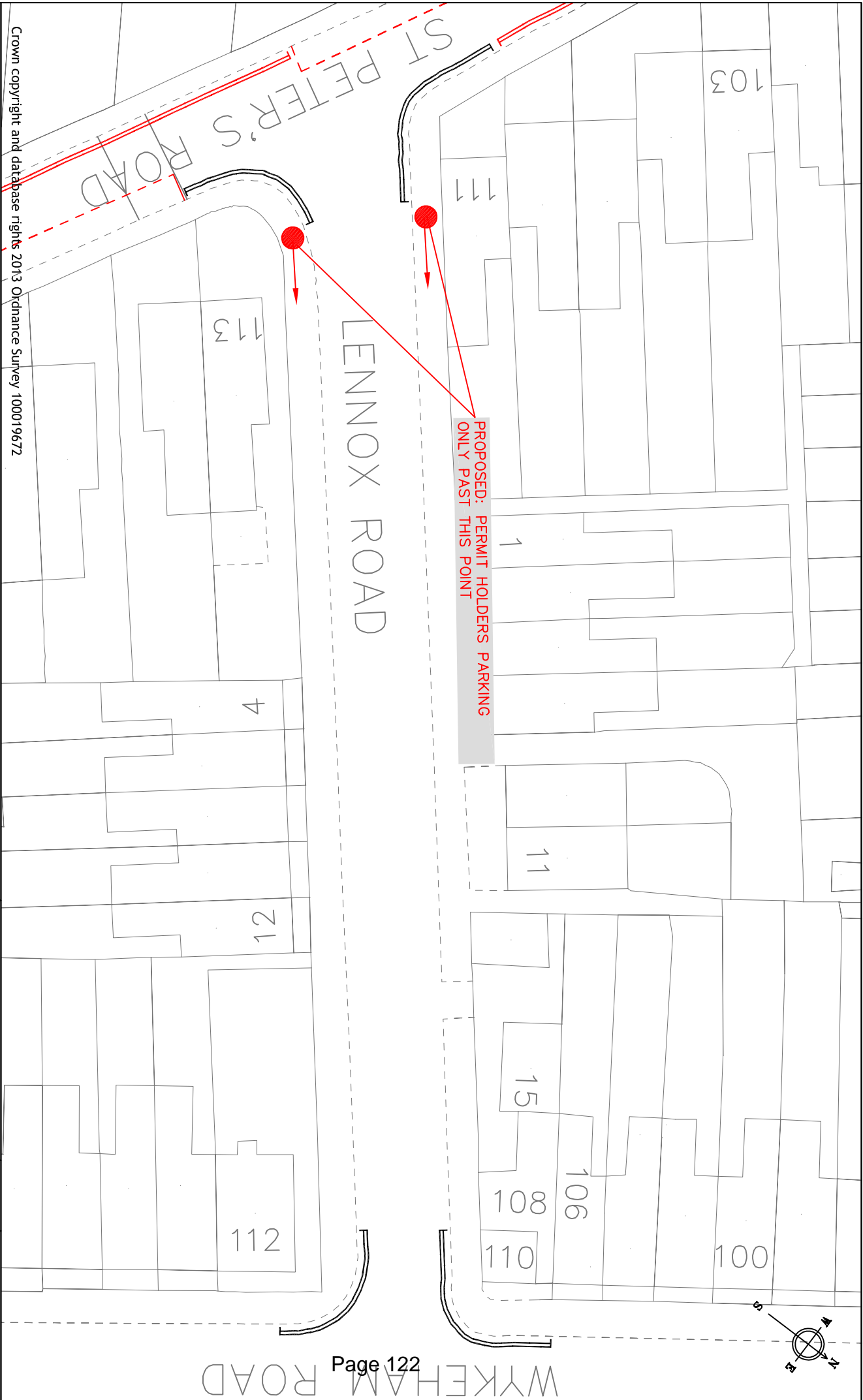
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Project		Scale	
EAST READING STUDY		N.T.S	
Drawing	HOLMES ROAD	Date	JUN 18
		Checked	JT
		Approved	JT
Drawing No.		ERS_Holmes Road	

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Project

EAST READING STUDY

Drawing

LENNOX ROAD

Scale

N.T.S

Date

JUN 18

Drawn

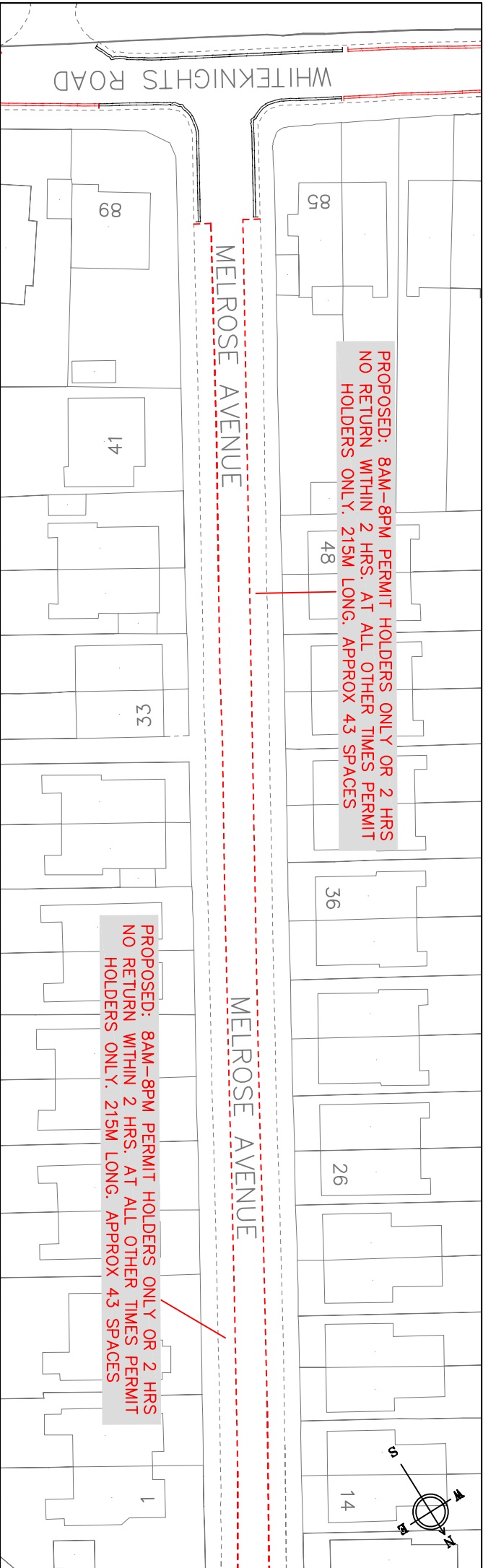
JT

Checked

Approved

Drawing No.

ERS_Lennox Road

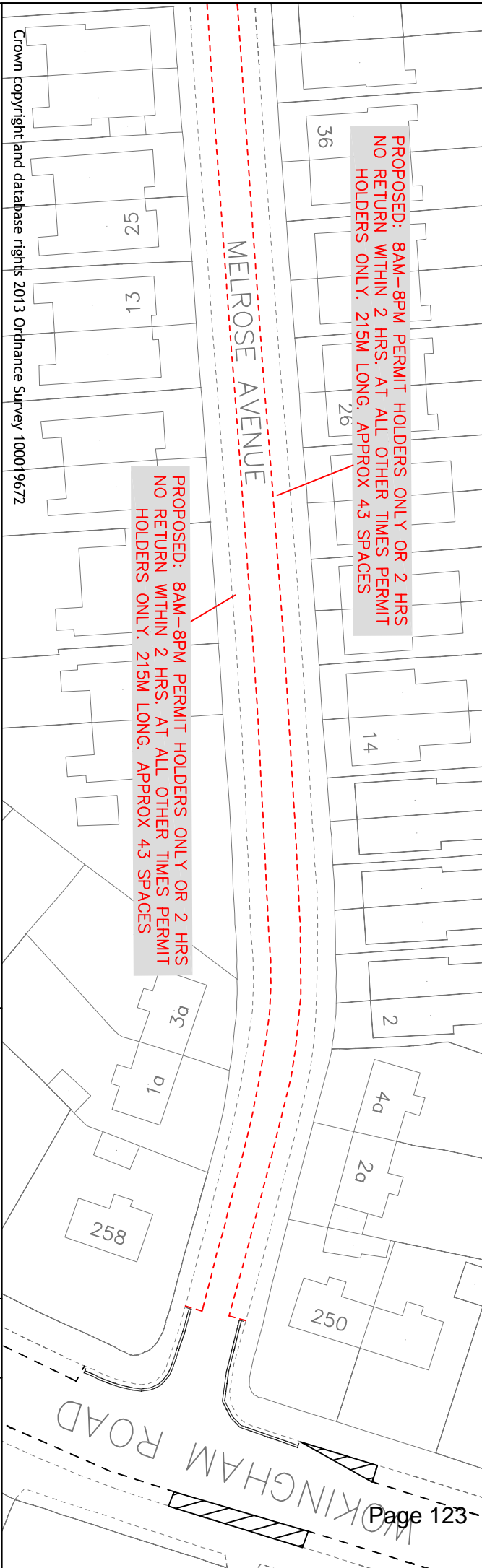


PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS
NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 215M LONG. APPROX 43 SPACES

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS
NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 215M LONG. APPROX 43 SPACES

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS
NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 215M LONG. APPROX 43 SPACES

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS
NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 215M LONG. APPROX 43 SPACES



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Project

EAST READING STUDY

Drawing

MELROSE AVENUE

Scale

N.T.S

Date

JUN 18

Drawn

KD

Checked

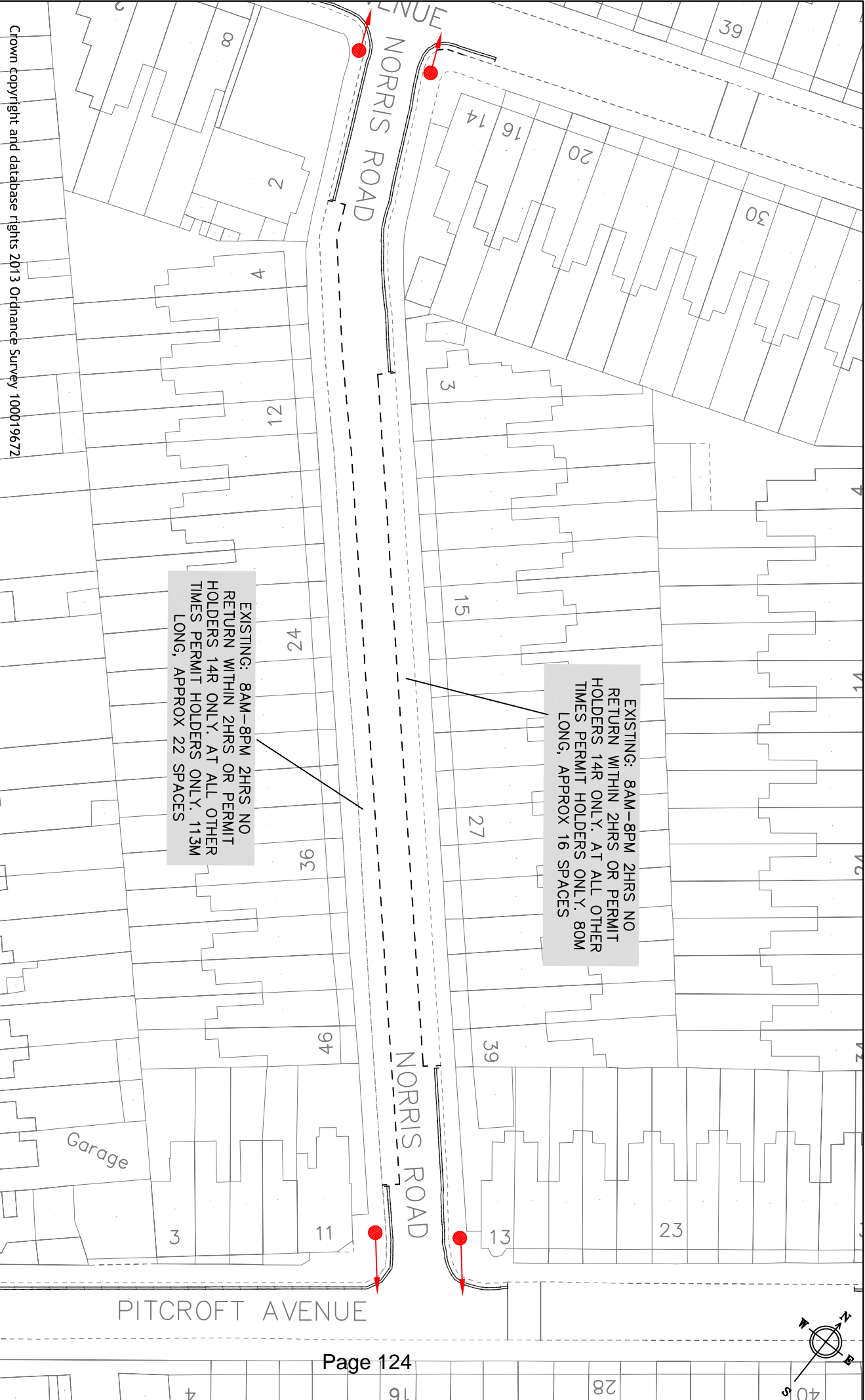
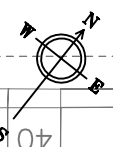
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Approved

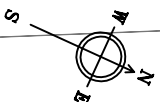
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Drawing No.

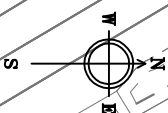
ERS_Melrose Avenue



Project		Scale	Drawn
EAST READING STUDY		N.T.S	JT
Drawing	NORRIS ROAD – EXISTING	Date	Checked
		JUN 18	Approved
Drawing No.		ERS_Norris Road	

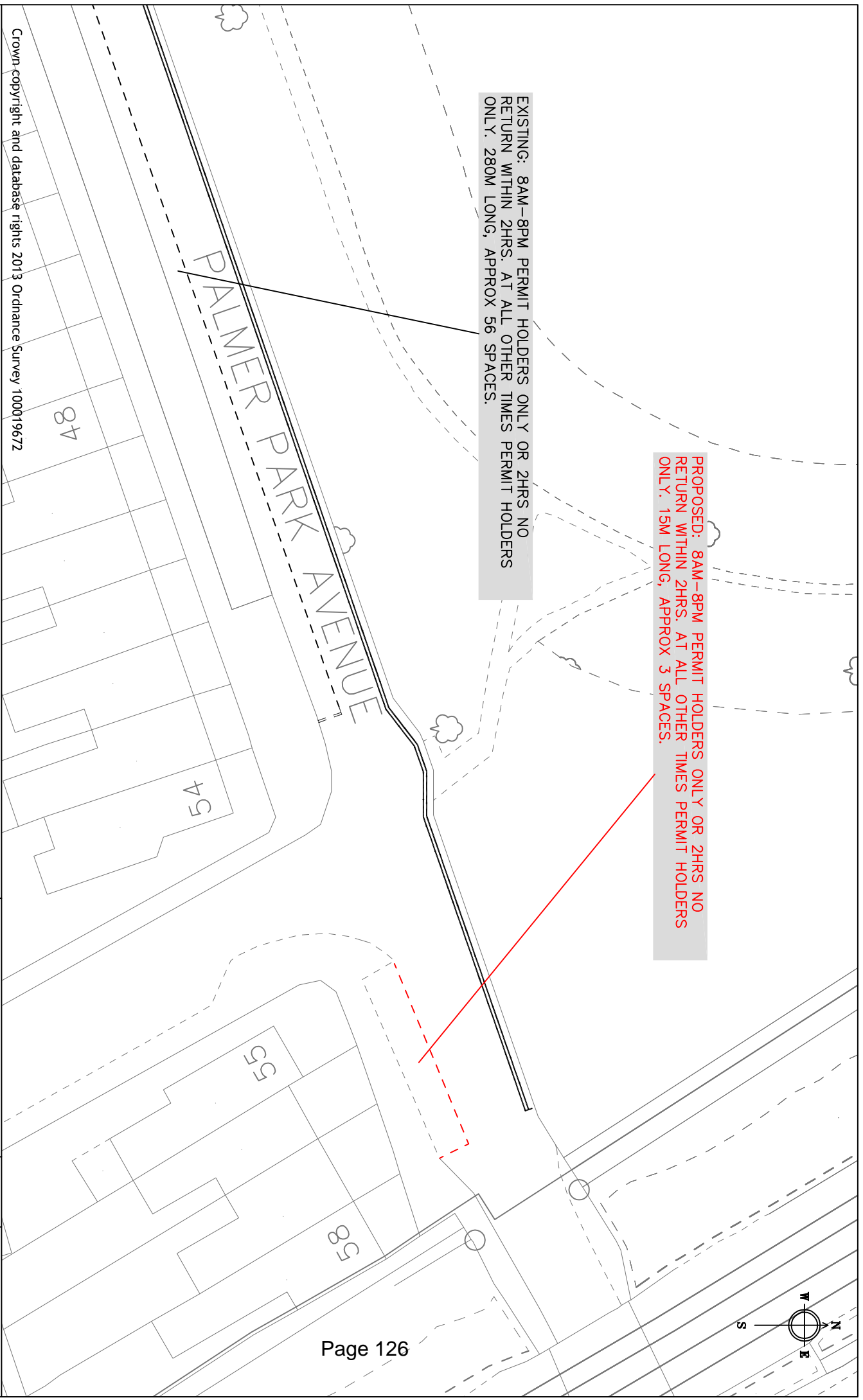


Project	Scale	Drawn	KD
	N.T.S	Checked	JT
	Date	JUN 18	Approved
EAST READING STUDY			
Drawing	Drawing No.		
OAKLANDS	ERS_Oaklands		



PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2HRS NO RETURN WITHIN 2HRS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 15M LONG, APPROX 3 SPACES.

EXISTING: 8AM-8PM PERMIT HOLDERS ONLY OR 2HRS NO RETURN WITHIN 2HRS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 280M LONG, APPROX 56 SPACES.



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Project	EAST READING STUDY	
	Drawing	
PALMER PARK AVENUE		Scale N.T.S
Date JUNE 18		Drawn KD
Drawing No.		Checked JT
ERS_Palmer Park Avenue		Approved JT



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EAST READING STUDY

Drawing

PITCROFT AVENUE

Scale

N.T.S

Drawn JT

Date

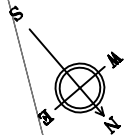
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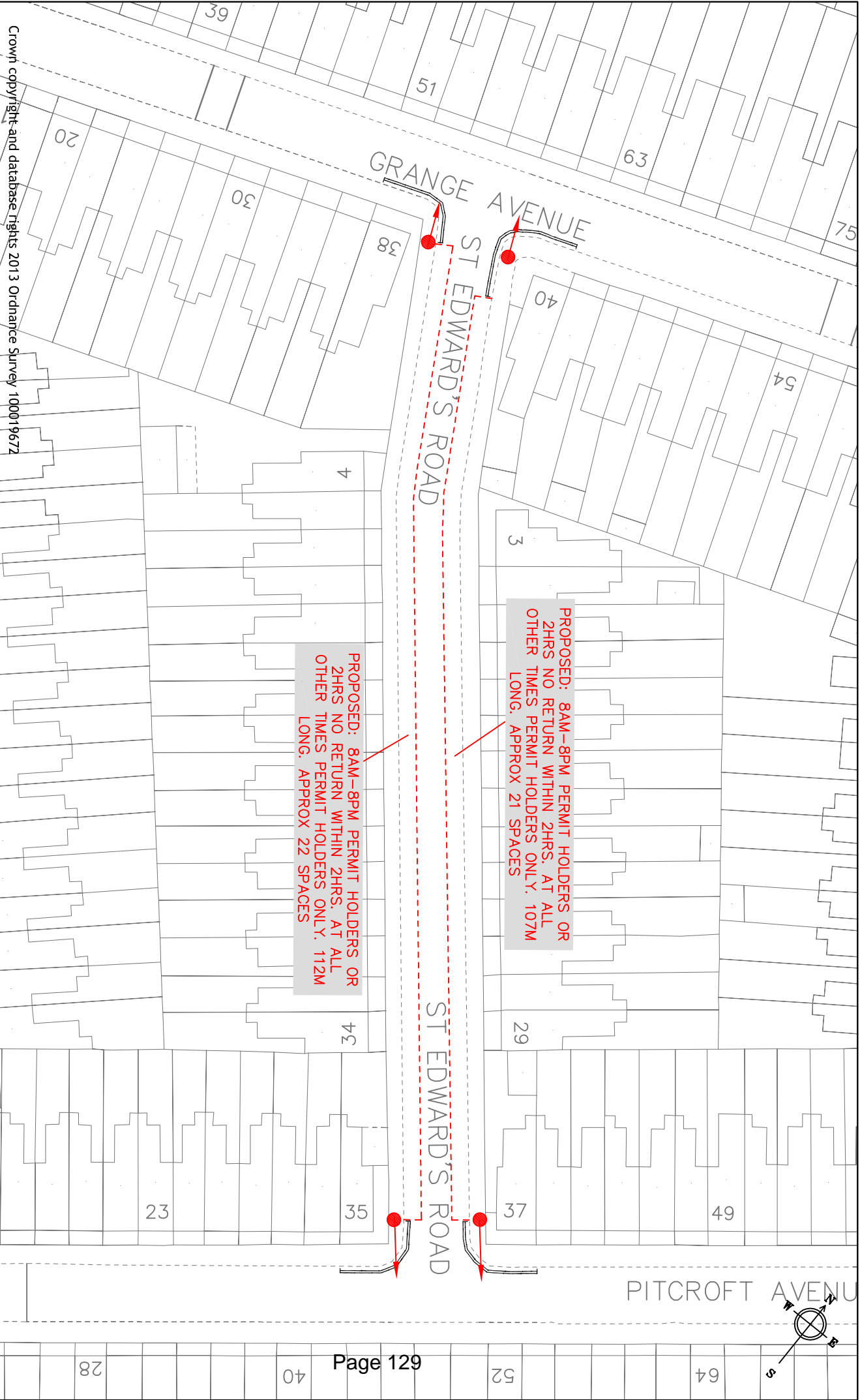
Checked

Approved

Drawing No.

ERS_Pitcroft Avenue





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Project		Scale	Drawn
EAST READING STUDY		N.T.S	JT
Drawing		Date	Checked
ST EDWARD'S ROAD		JUN 18	Approved
		Drawing No.	
		ERS_St Edward's Road	

Key:

DYL Double Yellow Line



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Project

EAST READING STUDY

Drawing

ST PETER'S ROAD 1

Scale

N.T.S

Drawn JT

Date

AUG 18

Checked JP

Approved JP

Drawing No.

ERS_St Peter's Road 1

Key:

DYL Double Yellow Line



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Project

EAST READING STUDY

Drawing

ST PETER'S ROAD 2

Scale
N.T.S

Date
AUG 18

Drawn
JT

Checked
JP

Drawing No.

ERS_St Peter's Road 2

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 250M LONG. APPROX 50 SPACES

TALFOURD AVENUE

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 250M LONG. APPROX 50 SPACES

TALFOURD AVENUE

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 250M LONG. APPROX 50 SPACES

TALFOURD AVENUE

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 250M LONG. APPROX 50 SPACES

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Project

EAST READING STUDY

Drawing

TALFOURD AVENUE

Scale
N.T.S

Date
JUN 18

Checked
JT

Drawing No.
ERS_Talfourd Avenue

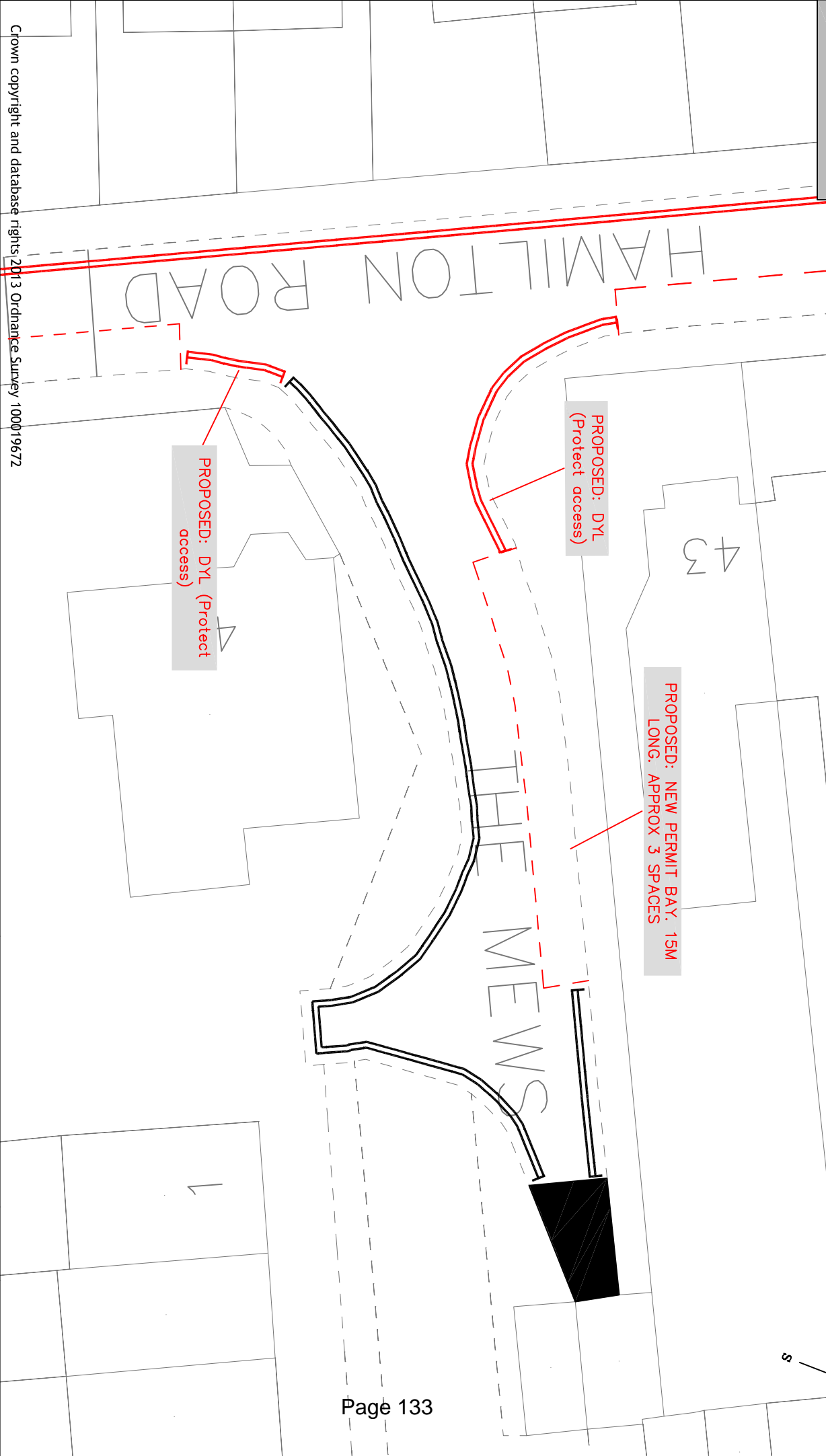
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Approved
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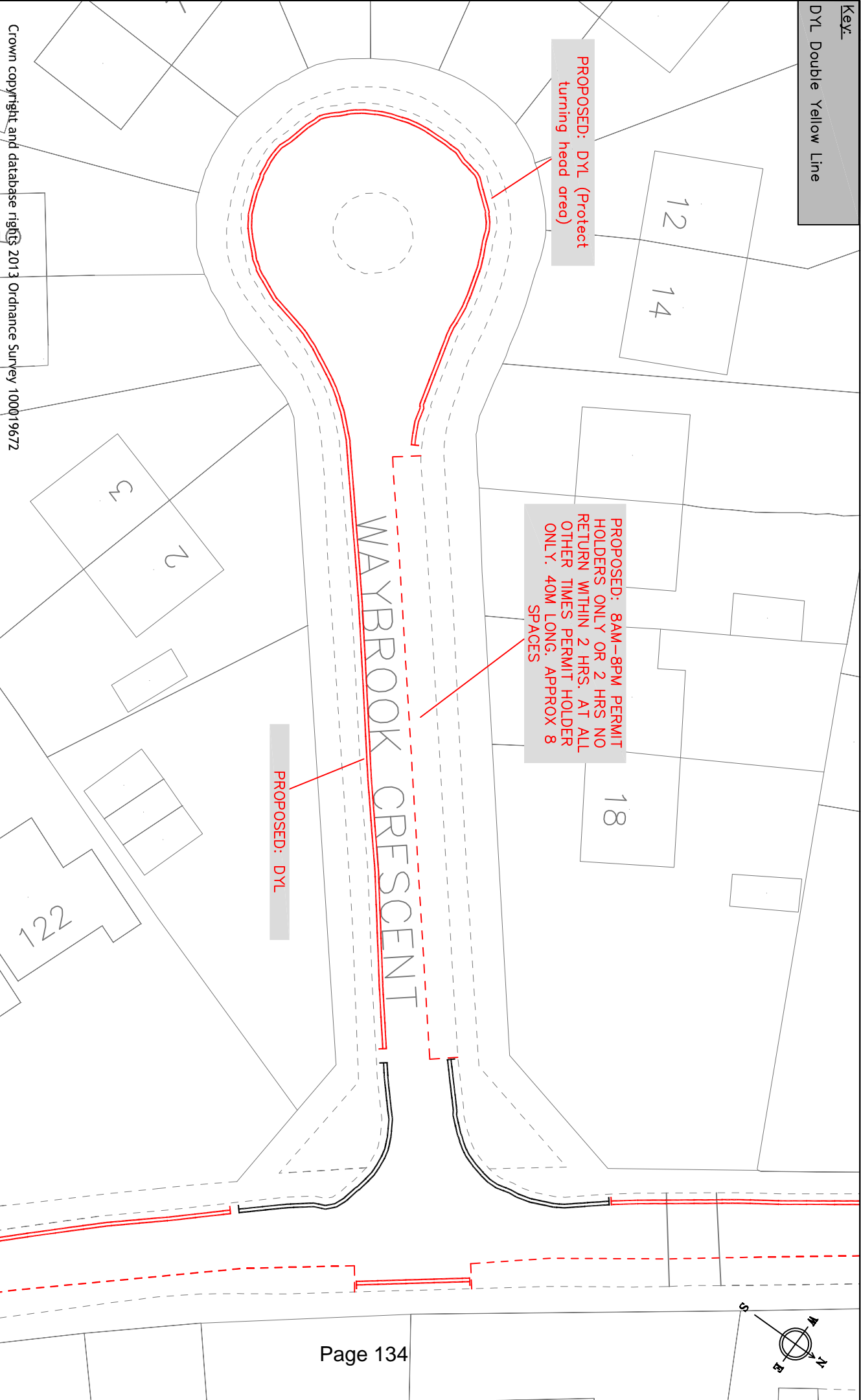
Private Land

DYL Double Yellow Line



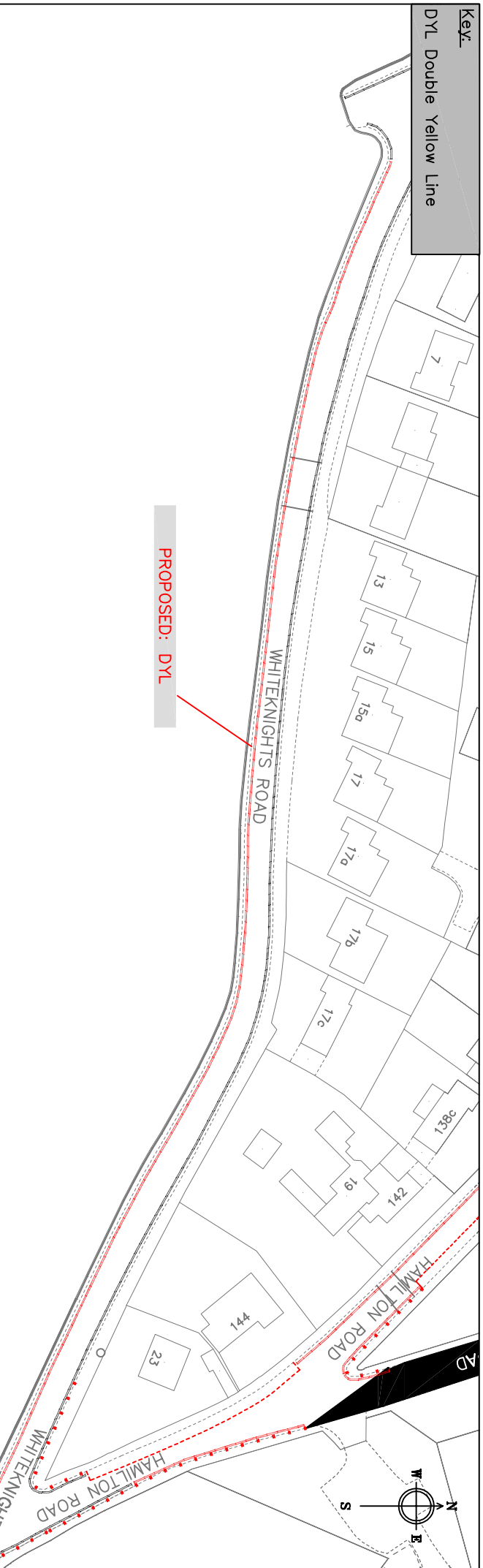
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EAST READING STUDY		N.T.S	KD	
Drawing	THE MEWS	Date	Checked	JT
		JUN 18	Approved	JT
		Drawing No.	ERS_The Mews	

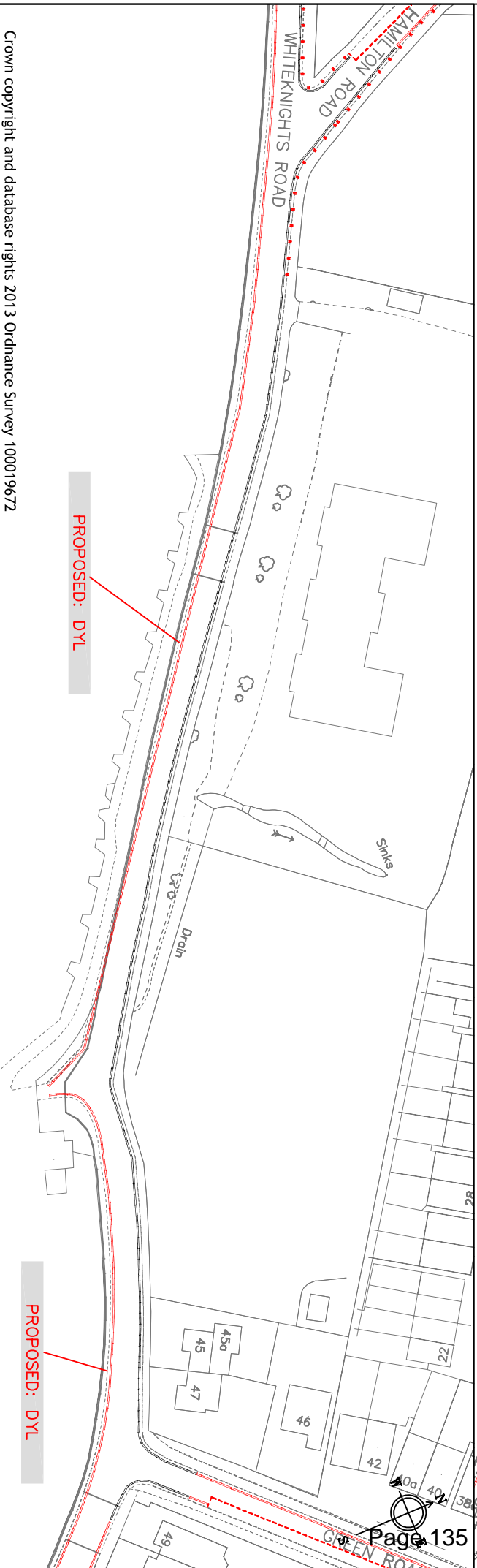


Key:

DYL Double Yellow Line



PROPOSED: DYL



PROPOSED: DYL

PROPOSED: DYL

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Project

EAST READING STUDY

Drawing

WHITEKNIGHTS ROAD 1

Scale

N.T.S

Date

JULY 18

Drawn

KD

Checked

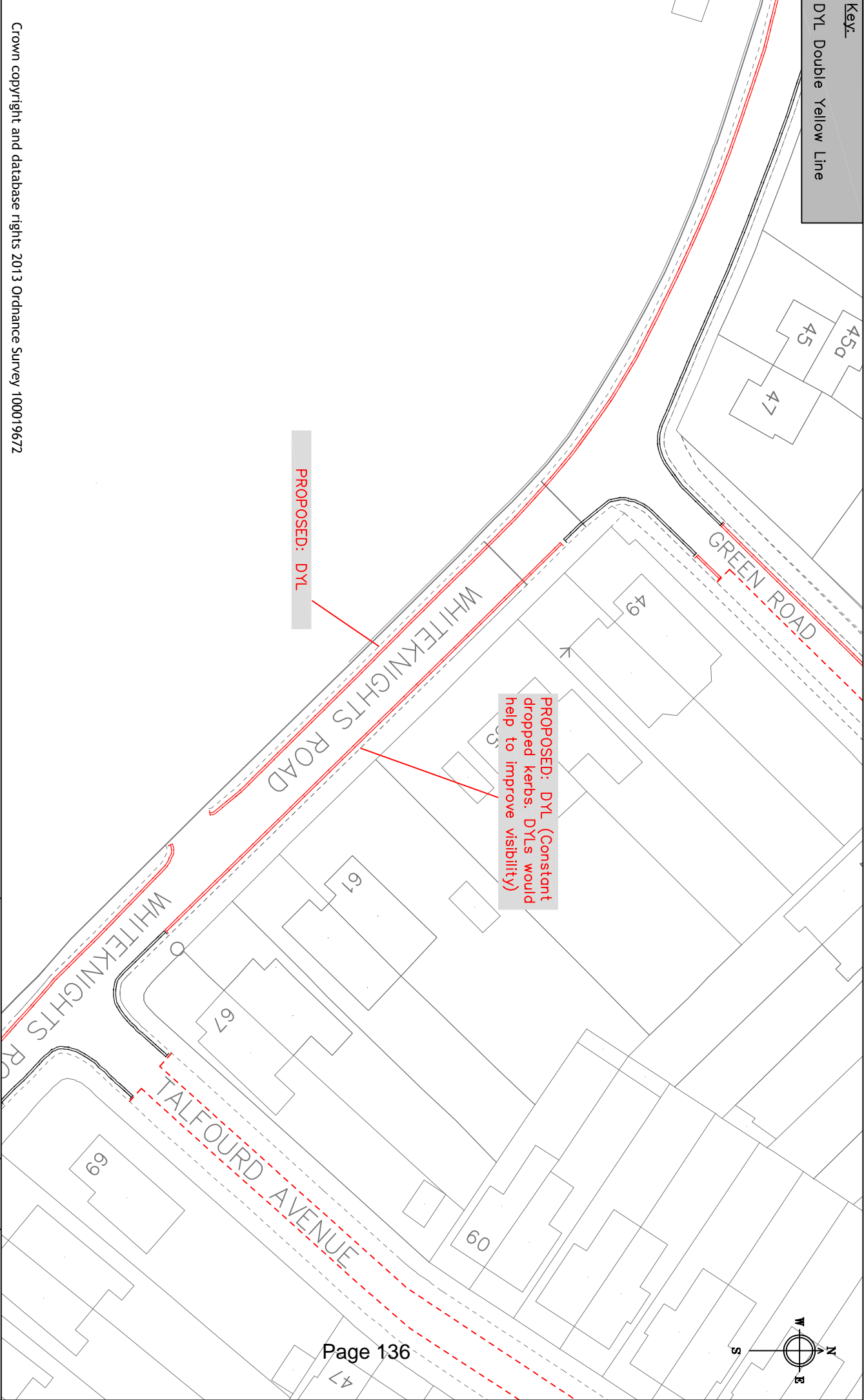
JT

Approved

JT

Drawing No.

ERS_Whiteknights Road 1



Project

EAST READING STUDY

Drawing

WHITEKNIGHTS ROAD 2

Scale

N.T.S

Date

AUG 18

Drawn

KD

Checked

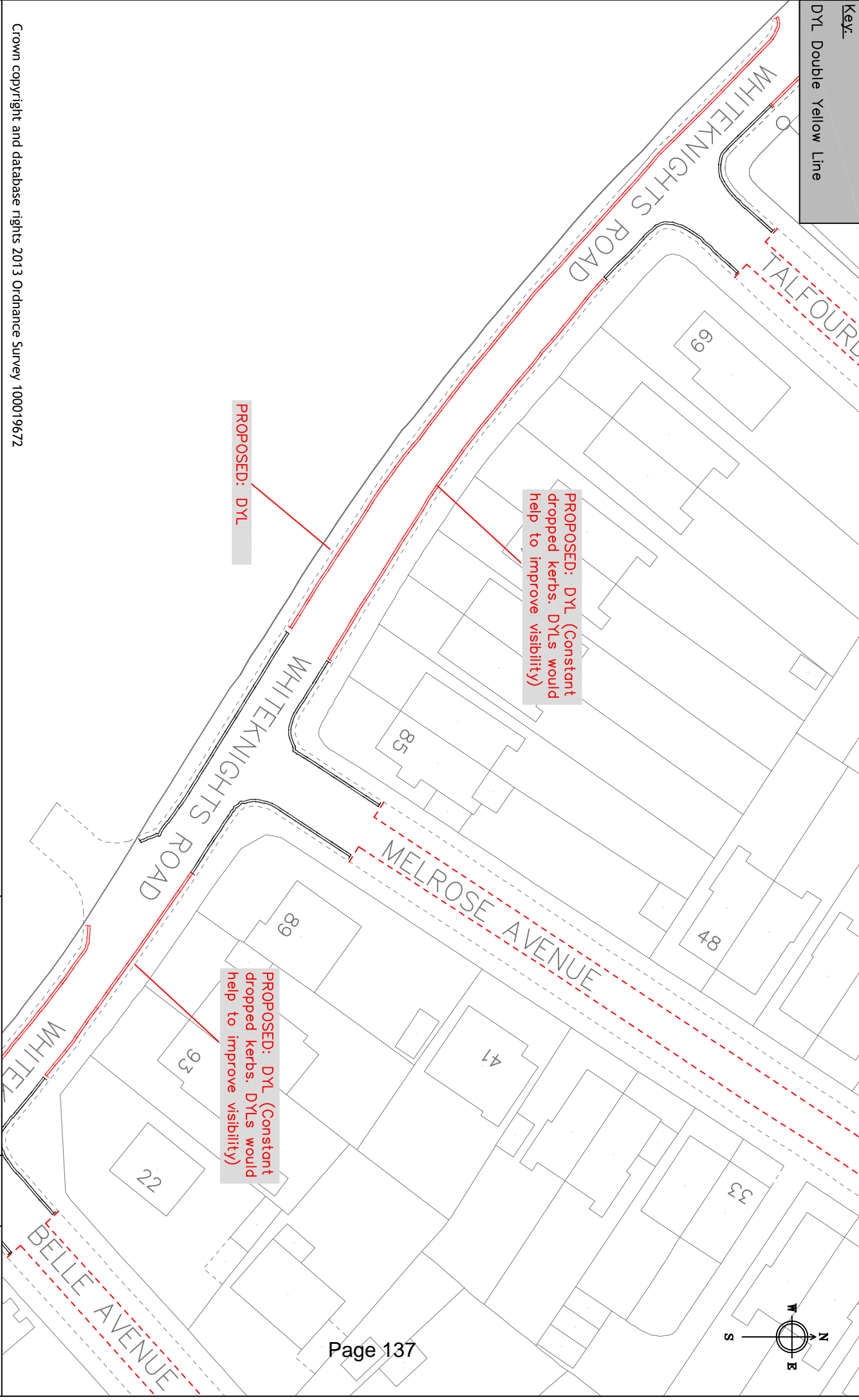
JT

Approved

JT

Drawing No.

ERS_Whiteknights Road 2



Project

EAST READING STUDY

Drawing

WHITEKNIGHTS ROAD 3

Scale

N.T.S

Date

AUG 18

Drawn

KD

Checked

JT

Approved

JT

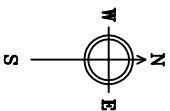
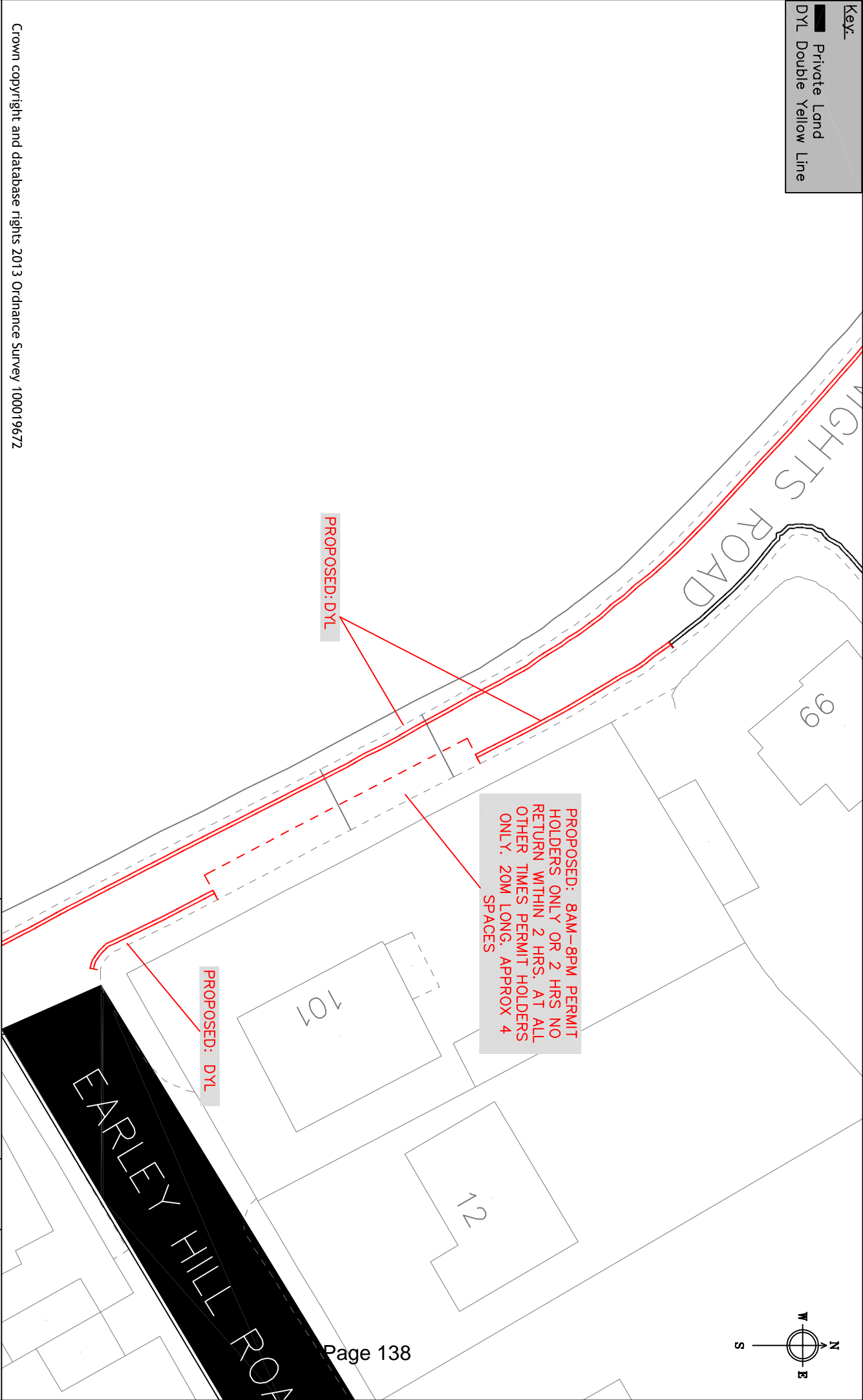
Drawing No.

ERS_Whiteknights Road 3

Key:

Private Land

DYL Double Yellow Line





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Project

EAST READING STUDY

Drawing

WHITEKNIGHTS ROAD 4

Scale

N.T.S

Date

AUG 18

Drawing No.

ERS_Whiteknights Road 4

Drawn

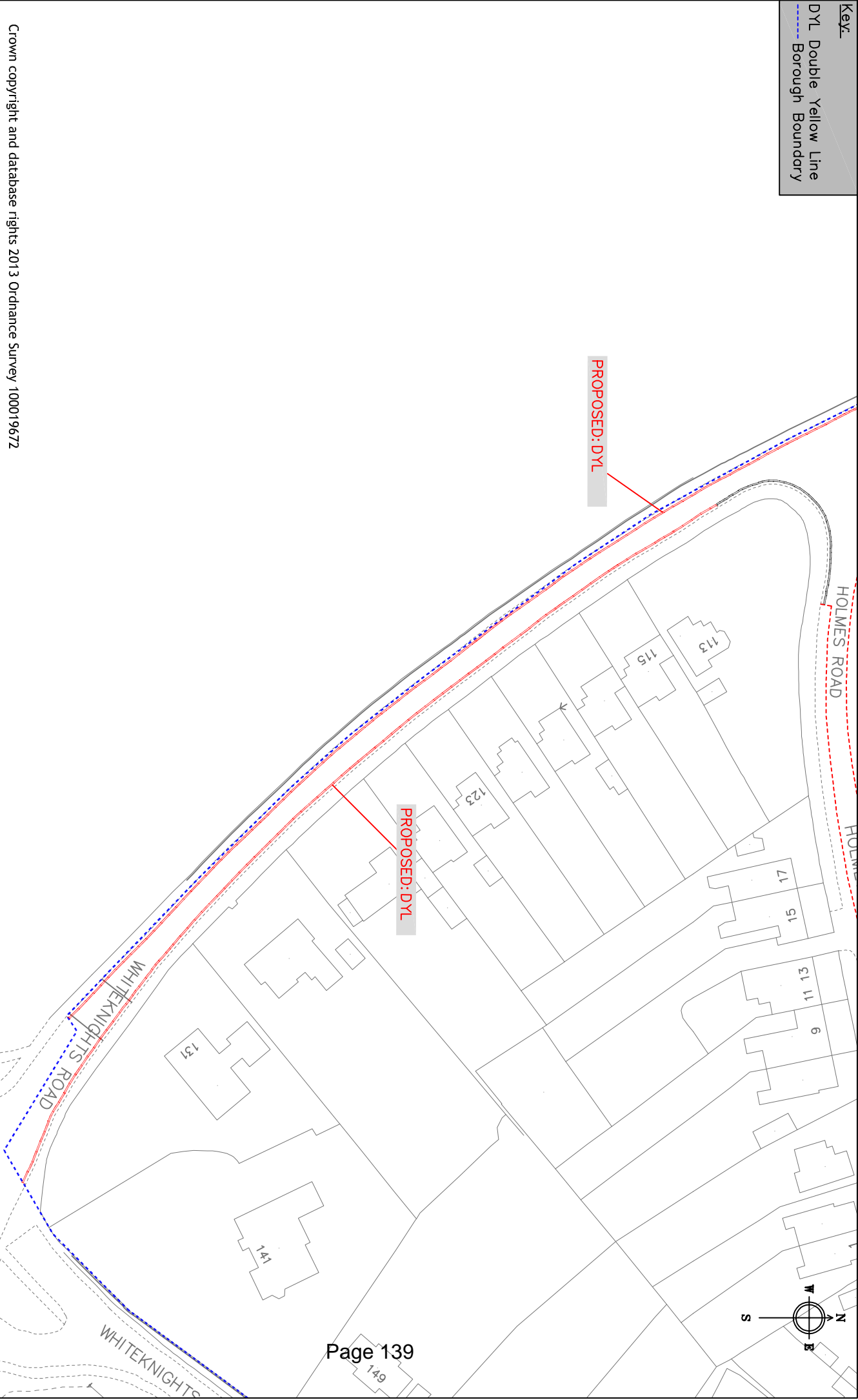
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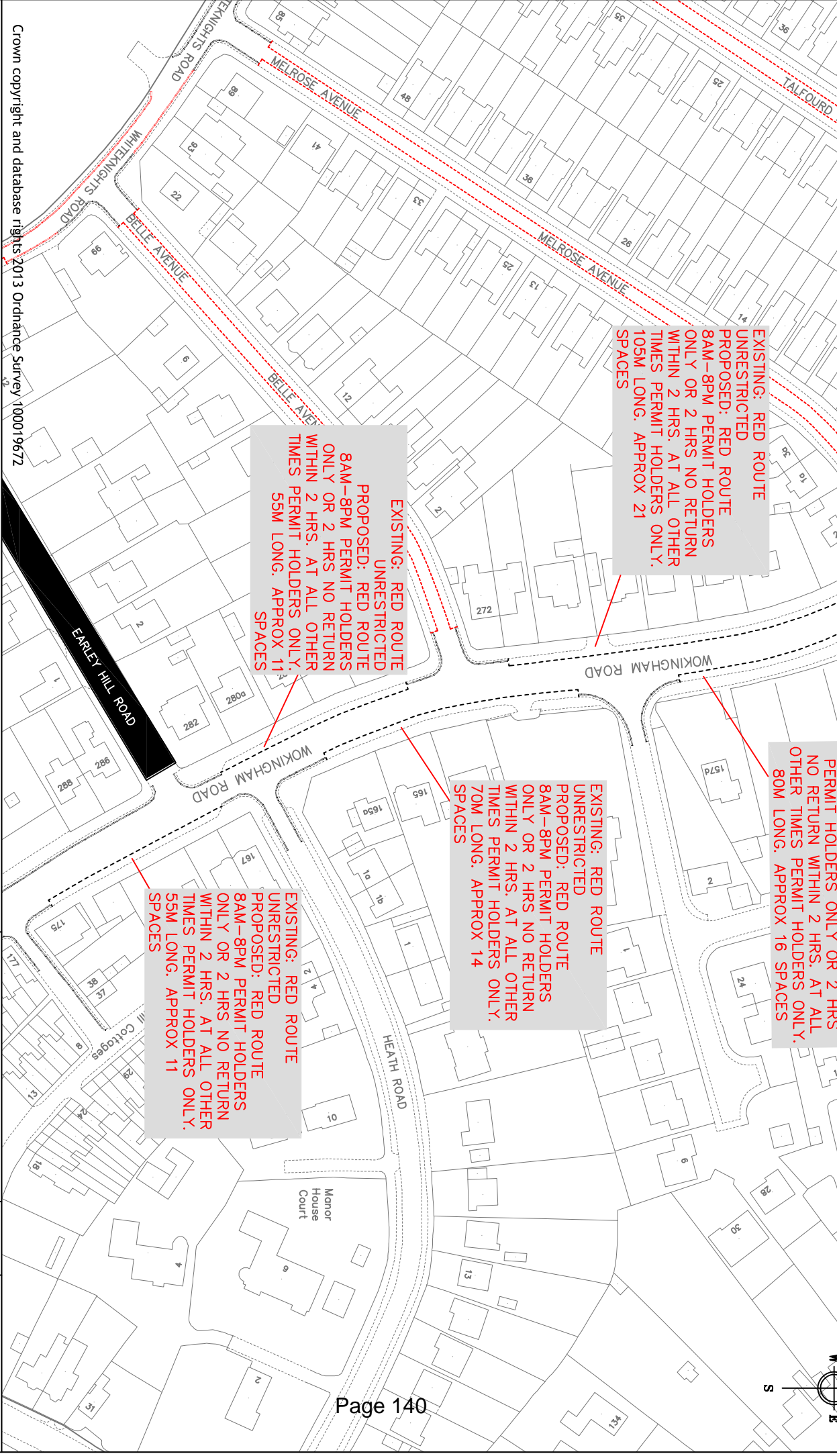


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Project	Scale		Drawn	KD
	N.T.S		Checked	JT
	Date			
	AUG 18		Approved	JT
Drawing	Drawing No.		ERS_Whiteknights Road 5	
WHITEKNIGHTS ROAD 5				

Key.

Private Land



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EAST READING STUDY

Drawing

WOKINGHAM ROAD 1

Scale

N.T.S

Date

JUN 18

Drawn

KD

Checked

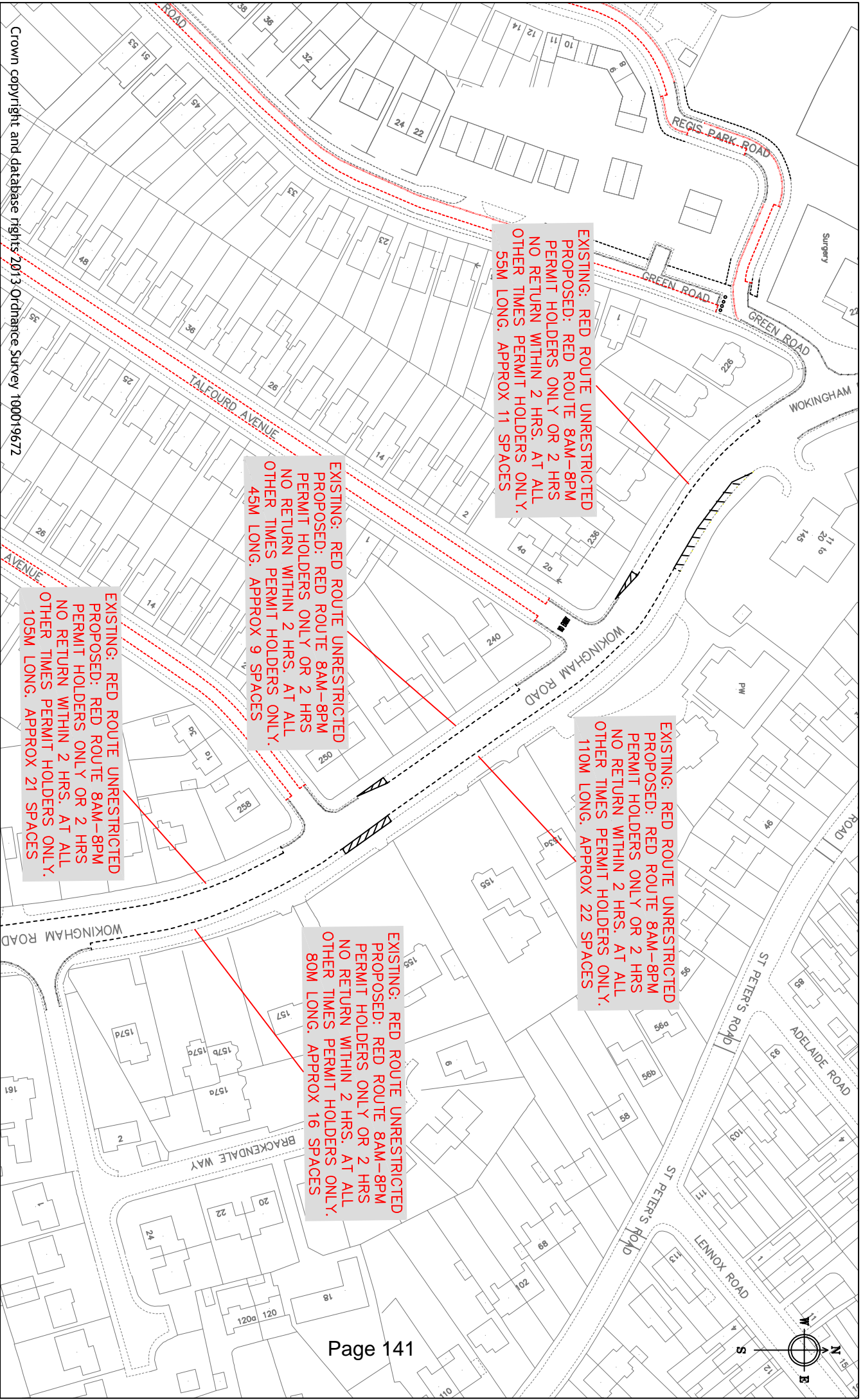
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Approved

JT

Drawing No.

ERS_Wokingham Road 1



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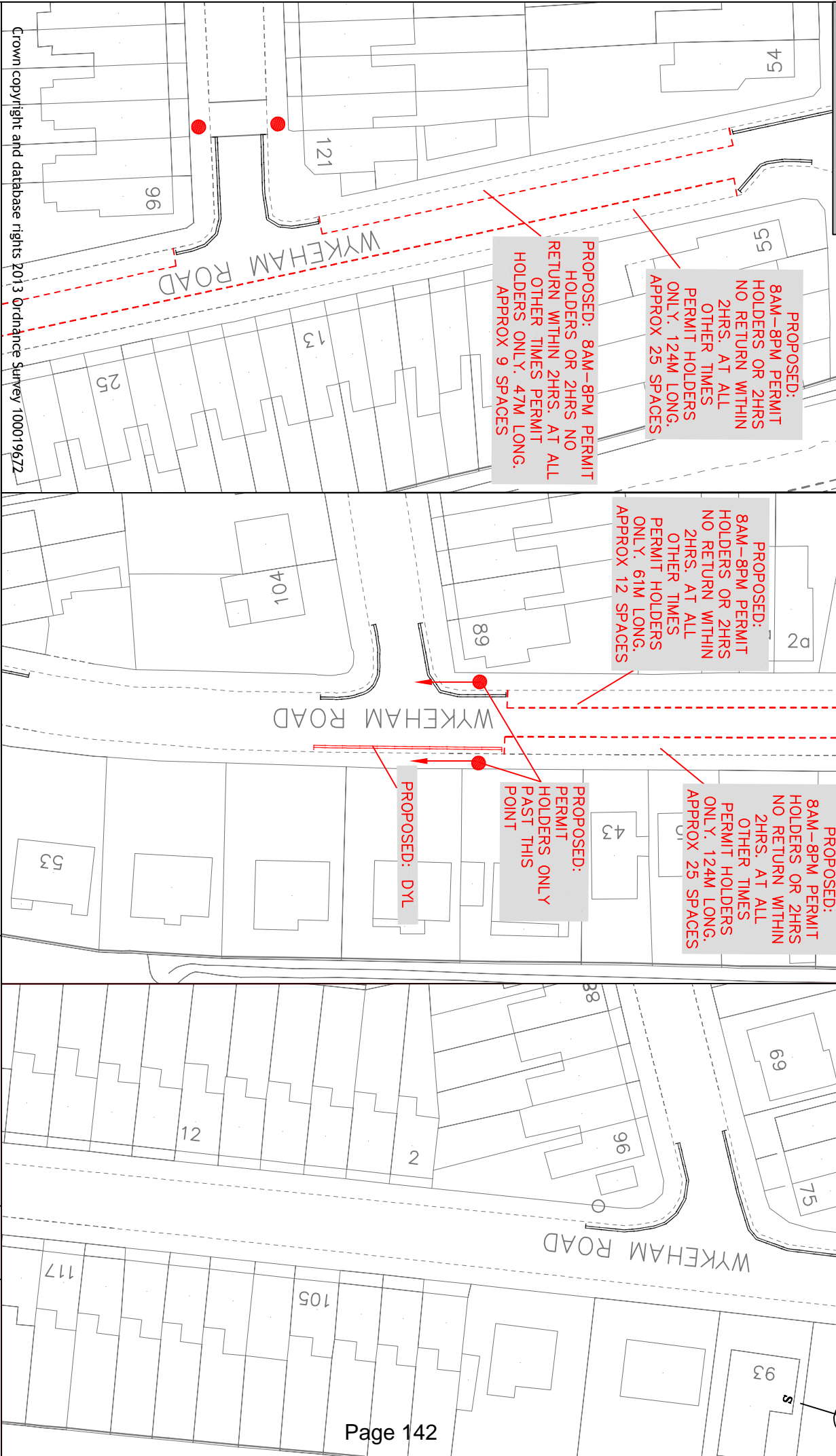


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Project EAST READING STUDY	Scale	Drawn	Drawing No. ERS_Wokingham Road 2
	N.T.S	KD	
	Date	Checked	
Drawing WOKINGHAM ROAD 2	JUN 18	JT	
		Approved	JT



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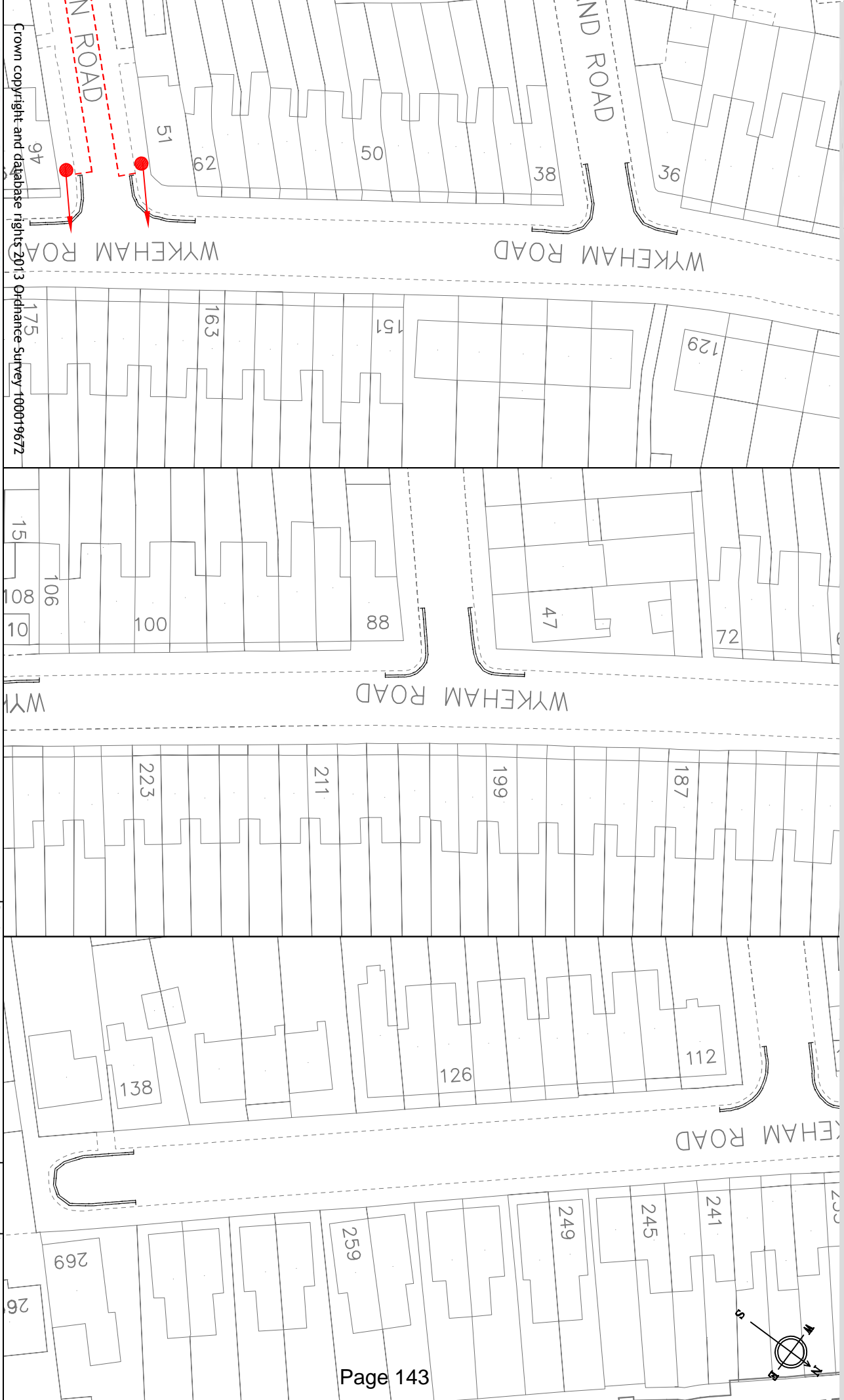


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Project	EAST READING STUDY		Scale	JT
			N.T.S	
Drawing	WYKEHAM ROAD 1	Date	Checked	
		JUN 18	Approved	
		Drawing No.		
				ERS_Wykeham Road 1

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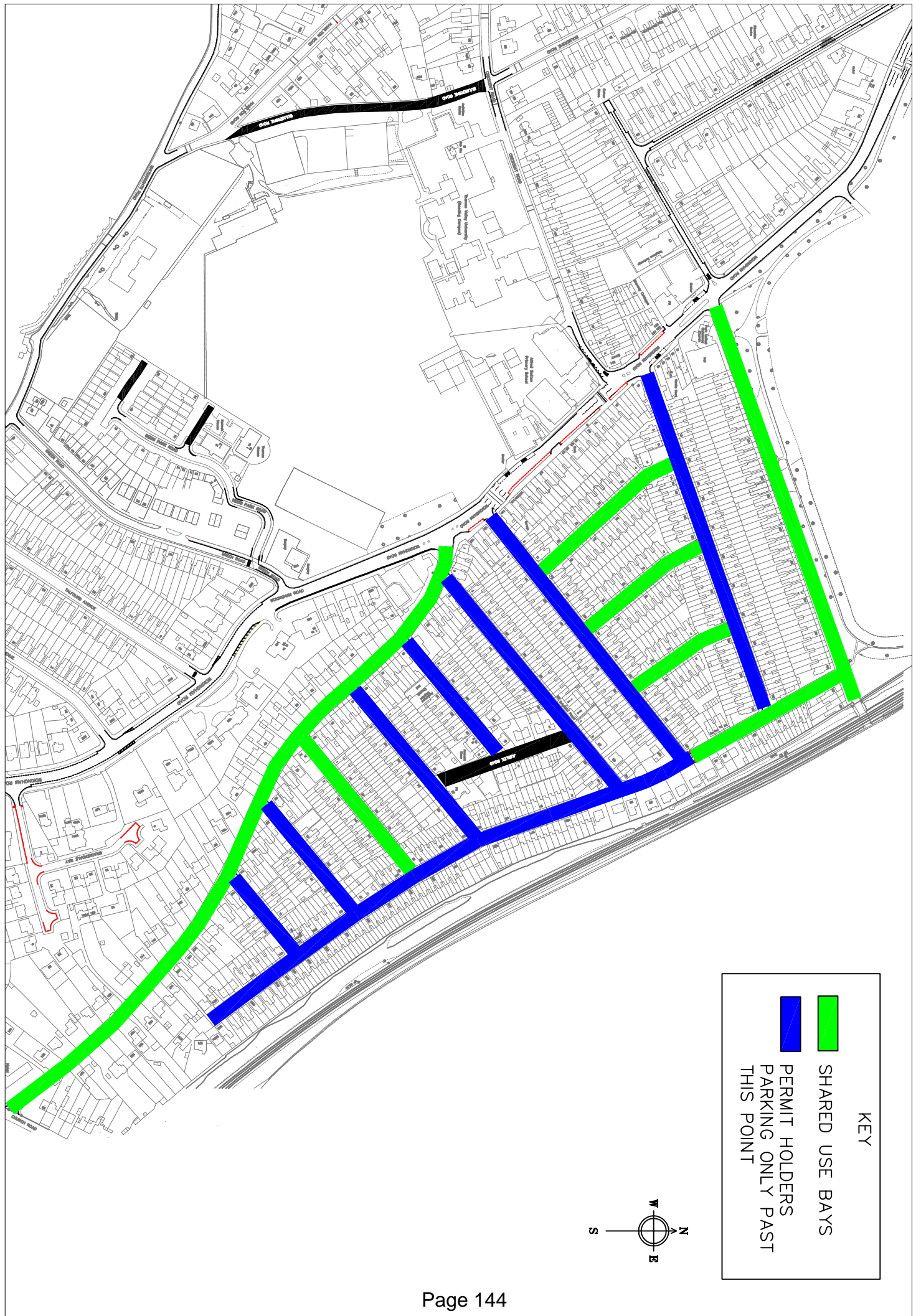


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Project	Scale		Drawn	JT
	N.T.S			
	Date	Checked		
EAST READING STUDY	JUN 18	Approved		
Drawing	Drawing No.			
WYKEHAM ROAD 2	ERS_Wykeham Road 2			



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 SEPTEMBER 2018	AGENDA ITEM:	8
TITLE:	REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	JEMMA.THOMAS@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council. These are measures that have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 Appendix 1 provides the list of schemes/proposals, with Officer comments.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee may wish to identify a number of schemes that they consider to be priorities for progression/development.

3. POLICY CONTEXT

- 3.1 Any proposals would need to be considered in line with the Borough Council's Traffic Management Policies and Standards.

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 The Council receives many requests for new traffic management measures across the borough and has a number of programmes in which they may be addressed. Such programmes include the Waiting Restriction Review, Resident Permit Parking and Road Safety Review. However, with continued central government transport funding cuts, monies for addressing general traffic management issues is harder to secure.
- 4.2 This report does not affect major strategic transport and cycling schemes that are funded as a part of any major scheme project award from central Government and/or the Local Enterprise Partnership.
- 4.3 Appendix 1 provides the current list of outstanding schemes and requests for measures, which is currently held by Officers.
- 4.4 The list contains some categorised commentary around each scheme/request, providing some contextual background information such as casualty data and indicative costs.
- 4.5 Until a scheme is fully investigated, designed and quotes have been received from appropriate contractors, it is not possible to provide detailed cost estimates. Appendix 1 provides an estimation of likely costs, ranging from 'Low', which will be hundreds-of-pounds, to 'Very High', which will be many tens-of-thousands-of-pounds.
- 4.6 It is recommended that the Sub-Committee considers the recommendations for each scheme and may wish to identify a number of schemes/requests that it considers to be priorities for delivery. Officers have summarised their recommendations as follows:
 - 4.6.1 Recommend Works - These items will remain on the list for further investigation and progression, subject to technical feasibility and funding availability.
 - 4.6.2 Forward to [Scheme/Programme] - These items will be noted, for information, in a separate section of the list. They will, however, be moved for consideration as part of a different scheme or programme, such as an Area Study.
 - 4.6.3 Remove - To remove an item from the list.
- 4.7 As the programme develops, it is intended that officers provide details about funding that may be available generally, or for specific

measures, through local contributions such as CIL or Section 106. If specific items become funded through these contributions, the Sub-Committee will be informed and the scheme can be progressed.

- 4.8 It is the desire of Officers to investigate and design schemes that the Sub-Committee has agreed to progress, prioritising those that have been identified by the Sub-Committee as priorities for development. However, this work will need to be balanced with the need to progress other works programmes, with the limited staffing resources that are available.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 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, green and active.
- Providing the infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Requests received from members of the public, or their representatives, can be added to the list of issues.
- 6.2 Requests that are progressed into active schemes may require statutory consultation or public notification.

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

- eliminate discrimination, harassment, 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.

8.2 An Equality Impact scoping exercise will be conducted as part of the detailed scheme design, prior to implementation.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

9.2 Funding will need to be identified prior to the progression and development of requests/schemes.

9.3 Funding availability for maintenance/running costs of schemes will need to be considered.

10. BACKGROUND PAPERS

10.1 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - March 2018).

APPENDIX 1 - REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

TRAFFIC MANAGEMENT SUB-COMMITTEE (SEPTEMBER 2018)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Signing	Abbey Square	Entire road	Complaint from resident. Cars coming out the back of the Forbury Hotel often turn left out of the driveway and go the wrong way.	<ul style="list-style-type: none"> • General: A signing review could be conducted to investigate signing/lining that could discourage this (and similar) movement. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Likely improvement in compliance/reduction in confusion. • Anticipated Costs: Low - High, depending on signing and illumination requirements. • Recommended Action: Recommended for further investigation.
2	Abbey	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline and reduce safety risks. Reported to March 2014 TMSC.	<ul style="list-style-type: none"> • Casualty Data: During the latest 3 year period of data (up to June 2017) there have been a number of incidents involving injury, however, 3 of these slight incidents can be attributed to lane-changing. • Benefits/Impact: Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result. • Anticipated Costs: Medium (traffic management costs will be relatively high). • Recommended Action: Recommended for further investigation.
3	Abbey	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSC referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> • General: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options, the inclusion of cycle facilities and cycle casualties on the roundabout. • Casualty Data: 1 slight injury in latest 3 year period (up to June 2017) involving pedestrian crossing the road between stationary traffic. • Benefits/Impact: Improved crossing facilities for pedestrians and cyclists, but any assisted/controlled crossing will have a detrimental effect on traffic flow. • Anticipated Costs: High to very high, depending on the solution. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4 NEW	Abbey	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints, will increase maintenance costs and will be costly to install. • Casualty Data: No reported incidents involving casualties in the latest 3 year period (up to April 2018). • Benefits/Impact: Depending on options considered, traffic speeds could be reduced by speed calming. This could impact public transport and emergency service vehicles as well as creating additional noise for residents. • Anticipated Costs: High, but will depend on the chosen feature. Vertical traffic calming features in a 30mph speed limit will require illuminated signing on the street, which will be a significant upfront and ongoing cost. There will be a relatively low cost for a speed survey to be conducted. • Recommended Action: Recommended for further investigation.
5 Page 150	Abbey	Road Marking	Vastern Road	Roundabout with George Street and Napier Road	Design and implement 'spiral markings' on the roundabout to assist with lane discipline and reduce safety risks. Reported to March 2014 TMS.	<ul style="list-style-type: none"> • General: It is intended that this be included with the necessary measures to implement the pedestrian crossing on George Street. If this scheme is not taken forward, the spiral marking scheme will remain as a standalone proposal. • Casualty Data: Over the latest 3 year period (up to June 2017), 12 incidents involving injury on the northern side of the roundabout. Of these, 11 (4 serious, 7 slight) involved cyclists and 8 of these involved a failure by vehicles to give way at the roundabout. The southern side is less consistent, with 7 incidents (1 serious, 6 slight), of which 4 involved a failure to give way and 1 involved poor manoeuvre. • Benefits/Impact: Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result. • Anticipated Costs: Medium (traffic management costs will be relatively high). • Recommended Action: Recommended for further investigation. Recommended that failures to give way are investigated as part of the Council's Road Safety programme and in the context of the requested pedestrian crossing facility on George Street.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
6	Abbey	Traffic signal refresh	Vastern Road	jcn De Montford Road	Councillor has requested the refreshment of the traffic signal equipment at this junction.	<ul style="list-style-type: none"> • General: Traffic signals are currently updated on a priority basis, depending on condition/safety of equipment, strategic importance and funding availability. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Lower energy consumption and reduced maintenance costs. • Anticipated Costs: High • Recommended Action: Recommended for further investigation.
7	Abbey	Junction improvement (pedestrians)	Watlington Street/Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> • General: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: This work would improve accessibility around the junction and enhance the street scene. • Anticipated Costs: Medium, depending on extent of works. • Recommended Action: Recommended for further investigation.
151	Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMS and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> • Casualty Data: N/A • Benefits/Impact: Improved street scene and clarity of important information. Removal of signs that no longer comply with regulations, increased footway width from removal of unnecessary poles, reduced maintenance and electrical costs relating to illuminated signs. • Anticipated Costs: Per sign/post cost - Low. • Recommended Action: Recommended for further and ongoing investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
9	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> • General: It is likely that any potential location for such a facility will be a reasonable distance away from the junction with South View Avenue (and the bend in the road) to satisfy the required forward visibility to the crossing. Surveys would need to be conducted to consider whether a crossing in such a location would be sufficiently used. Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, in the context of the proposed 20mph zone. • Casualty Data: Over the latest 3 year period (up to June 2017), 1 serious and 2 slight incidents involving injury, where pedestrians have been crossing the road. There are a number of causation factors, but all incidents are at the northern end of the street. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on chosen solution(s). • Recommended Action: Recommended for further investigation.
	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSC noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: One slight accident reported in the latest 3-year period involving a pedestrian crossing the junction (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings. • Anticipated Costs: Modelling, design and safety audit - Medium. Implementation - High • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
11	Caversham	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> • General: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017), which can be attributed to this issue/concern. • Benefits/Impact: To be investigated. Benefits to pedestrians, particularly during school arrival/departure times, from increased footway widths. The resultant narrowing of the carriageway may assist in reducing traffic speeds. • Anticipated Costs: High - Very High. Footway widening will involve reconstruction works, drainage and utility adjustments. • Recommended Action: Recommended for further investigation.
Page 153	Caversham	Pedestrian Crossing	Gosbrook Road	Linking Westfield Road park footpath with the Christchurch Meadows footpath, which leads to the new pedestrian/cycle bridge	A petition to install a zebra crossing on Gosbrook Road was reported to Jan 2016 TMSC. An update report went to March 2016 TM sub, with proposals reported to June 2016 TMSC. An outline zebra crossing design & results of parking consultation were reported at Sept 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. Details of the proposals have been reported to TMSC and Officers have agreement to proceed. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £30,000 (June 2016) • Recommended Action: Recommended for progression, as per TMSC agreement.
13	Caversham	20mph	Various	Lower Caversham and Amersham Road area	A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Benefits/Impact: Reduced speeds around this busy area of Caversham. • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
14	Caversham / Thames	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMSM for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSM noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings. • Anticipated Costs: Modelling, design and safety audit - Medium. Implementation - High • Recommended Action: Recommended for further investigation.
15 NEW Page 154	Church	Pedestrian Crossing	Pepper Lane	Between the university campus and Leighton Park School	Concerns raised regarding pedestrian safety when crossing to the bus stops and a zebra crossing has been requested.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require beacons/traffic signal equipment. Options such as a raised table with imprinting could be considered, but this would require illuminated signing for the vertical traffic calming feature. • Casualty Data: One slight accident in the latest 3 year period (up to April 2018) where a pedestrian crossed the road behind a bus. Speeding not a causation factor. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: High. • Recommended Action: Recommended for further investigation.
16	Church	Zebra Crossing	Whitley Wood Road	Desire crossing line to and from school	Councillor Pearce requested officer to investigate the possibility of a zebra crossing for access to The Ridgeway Primary.	<ul style="list-style-type: none"> • General: Delivery of the scheme is subject to funding, potential \$106 from The Ridgeway school expansion work. • Casualty Data: No incidents involving pedestrian casualties on Whitley Wood Road (in the vicinity of the school) in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Estimated £20,000 (June 2016) • Recommended Action: Recommended for further investigation

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
17 NEW	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> • General: This would be a low cost measure that could benefit residents and traffic flow on the main road. • Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to Feb 2018). • Benefits/Impact: Could prevent the hindrance of traffic flow on Whitley Wood Road. • Anticipated Costs: Low • Recommended Action: Recommended for further investigation.
18	Church / Katesgrove / Redlands	20mph zone & pedestrian crossing	Northumberland Avenue	In the vicinity of Reading Girls School	Extension of the 20mph zone beyond Reading Girls School and improved crossing facility outside the school.	<ul style="list-style-type: none"> • General: There are different pedestrian crossing options that can be considered, such as a raised-level crossing or zebra crossing. These options all have compromises (e.g. the zebra crossing beacons narrowing the footway and requiring the expensive connection to electrical supplies) and all will be subject to finding a suitable location, considering the abundance of driveways in the vicinity of the school. This will also be a consideration for any traffic calming features, as well as the street being a bus route and an (likely) important emergency service vehicle route. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise, driveway access/egress). Formalised crossing facility may reduce ad-hoc pedestrian crossing movements. • Anticipated Costs: High • Recommended Action: Recommended for further investigation.
19	Katesgrove	Signing	Elgar Road	Entrance from Pell Street	Complaint from resident stating that many HGVs come down the road, probably following a sat nav and trying to get to Elgar Road south. They then reverse the entire road and have caused damage to vehicles and obstruction of the street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing/lining that could discourage this movement. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements and reduction in risks of traffic collisions/third-party damages. • Anticipated Costs: Low - Medium. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
20 NEW	Katesgrove	20mph zone	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Vertical speed calming measures could increase noise complaints and will be costly to install and maintain. • Casualty Data: Between 2008-2018 there was 1 'slight' accident reported (in 2013), however, speeding was not a causation factor. • Benefits/Impact: Reduction in perceived speeding • Anticipated Costs: Survey: Low. Implementation: High, but will depend on the scope of the scheme. • Recommended Action: Recommended for further investigation.
21 Page 156	Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements. • Anticipated Costs: Medium - the works will likely require replacement of large strategic directional signs. • Recommended Action: Recommended for further investigation.
22	Kentwood	Road Marking	Oxford Road	Entrance to & exit from the car wash, to the side of The Restoration PH	Councillor requested, on behalf of cyclist, the installation of some markings to discourage waiting vehicles stopping across the cycleway, and to highlight the presence of the cycleway at the exit of the car wash.	<ul style="list-style-type: none"> • General: Assistance could be provided with KEEP CLEAR and other minor lining works. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) at these locations. • Benefits/Impact: Potential reduction in cycleway blocking, although this isn't enforceable, and greater clarity of the cycleway crossing upon exit of the car wash. • Anticipated Costs: Low (lining only). • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
23	Kentwood	Pedestrian Crossing	Oxford Road & Overdown Road	Oxford Road (east side of Overdown Road roundabout) & Overdown Road (near to Oxford Road roundabout)	Councillor has raised resident concerns regarding the lack of assisted (formal) pedestrian crossings at these busy locations.	<ul style="list-style-type: none"> • General: Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, to zebra crossing. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Recommended for further investigation.
24	Kentwood	Civils works	Stone Street	Between Tidmarsh Street and Pangbourne Street	Request from Councillor to remove the footway build-out to increase on-street parking provision on street.	<ul style="list-style-type: none"> • General: The build-out was initially placed to reduce vehicle speeds. It is claimed that vehicles are 'racing' to get around the feature ahead of oncoming traffic and that it is removing car parking capacity on the street. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to October 2017). • Benefits/Impact: Space for approximately 1 additional kerbside parking space, but potential of increased traffic speeds during periods where levels of on-street parking are lower. • Anticipated Costs: Medium - High • Recommended Action: Remove from the list.
25	Mapledurham	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> • General: There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to assisted crossings (e.g. zebra crossings) • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
26	Mapledurham / Thames	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> • Casualty Data: The only recorded injury incident on our database was in 1995. • Benefits/Impact: Improve the advance 'visibility' of this corner and hopeful reduction in the number of non-injury incidents and 'near-misses' that are not reflected in the casualty data, but reported by residents. • Anticipated Costs: Low. This work, as requested, will not require consultation. Signs will not require illumination. • Recommended Action: Recommended for further investigation.
27	Minster	20mph zone & width restriction	Brunswick Street and Western Road	Whole length	Petition received at September 2017 TMSC. The petition requested the implementation of a 20mph zone and a 6ft'6 width restriction installed, due to the narrowing at the junction of these two streets and the damage being caused to vehicles.	<ul style="list-style-type: none"> • General: The Traffic Management Sub-Committee agreed for Officers to investigate this request. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions lays with the Police only. • Anticipated Costs: High. • Recommended Action: Recommended for further investigation.
28	Minster	20mph	Southcote Road & Westcote Road	Entire lengths	A local resident has raised concerns about the perceived speeding of motorists along these streets.	<ul style="list-style-type: none"> • General: It is likely that Southcote Road acts as a popular rat-run between Bath Road and Tilehurst Road. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). Could deter some of the rat-running, though need to consider whether this is an issue that also requires attention. • Anticipated Costs: Survey: Low. Implementation: Medium - High, but will depend on the scope of the scheme. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
29	Norcot	Signing/Lining	Grovelands Road	At the double roundabout	Complaints from residents about vehicles speeding through the double mini roundabout. Ward Councillor has requested some amendments to emphasise the roundabouts and encourage vehicles to slow down.	<ul style="list-style-type: none"> • General: Potential for lining (potentially including some signing) alterations that could encourage vehicles to slow down and further highlight the presence of the roundabout. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Potential improvement in the compliance of the give-ways at the roundabout and a reduction in vehicle speeds on approach. • Anticipated Costs: Low - High, depending on signing and illumination requirements. • Recommended Action: Recommended for further investigation.
30	Peppard	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> • General: Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: High • Recommended Action: Recommended for further investigation.
31 NEW	Peppard and Thames	20mph	St Barnabas Road	Extension of existing 20mph scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	<ul style="list-style-type: none"> • General: There have been complaints about perceived safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been no recorded speed-related incidents involving casualties in the latest 3 year period (up to April 2018). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: Survey: Low. Implementation: Medium - High, depending on necessity for further vertical traffic calming measures. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
32	Redlands	Pedestrian Crossing	Addington Road	Between Addington / Erleigh Rd and Addington / Eastern Ave jcns	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> • General: It would be beneficial to survey this vicinity to assess the footfall and any desire line for pedestrians crossing. This is within the 20mph zone and measures from imprinting to assisted crossings could be considered, if appropriate. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on type of facility chosen, if appropriate. • Recommended Action: Recommended for further investigation.
33	Redlands	Road Marking	Morpeth Close	Entire Street	Councillor requested the investigation of installing parking bay markings to assist in easing some of the area parking issues.	<ul style="list-style-type: none"> • General: These marked bays would not have any legal waiting restriction behind them, so would not require formal consultation and a TRO. This will significantly reduce the resource requirements for the proposal. It is likely that the number of marked bays that could be installed will be lower than the number of vehicles that could park in the area at present, should they do so considerately. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Potential improvement in parking management, but could reduce the parking capacity at times, when compared with the current unmanaged area. • Anticipated Costs: Low (lining only). • Recommended Action: Recommended for further investigation.
34 NEW	Redlands	Pedestrian Crossing	Upper Redlands Road	Near to St Josephs College and at junction with Alexandra Road.	Request received for improved pedestrian crossing facilities to the east of Alexandra Road. Suggestion made for turning the speed cushions into a full-width raised crossing (with imprinting on top), although a controlled crossing is preferred. Also requested improvements at the junction with Alexandra Road to improve the crossing for pedestrians and to reduce the carriageway with the intention of reducing vehicle speeds.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. The footway widths will also be a consideration, should any beacons/posts need to be installed for a controlled facility. Footway build-outs could be costly, particularly if utility apparatus or Highway drainage is affected. • Casualty Data: One 'slight' accident involving injury in the latest 3 year period (up to April 2018) to the east of Alexandra Road. One pedestrian casualty but speeding not a contributing factor. • Benefits/Impact: Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds,

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
						<p>depending on the measures to be implemented.</p> <ul style="list-style-type: none"> • Anticipated Costs: Medium (uncontrolled) to very high (signalised). • Recommended Action: Recommended for further investigation.
35 Page 161	Thames	Speed Calming	Albert Road	Entire length	Councillor request to install speed calming measures along the length of Albert Road, following requests from residents. Also to consider 'pushing out' the Highmoor Road junction stop line. Report to TMSC in September 2017 provides indicative costs for speed calming measures.	<ul style="list-style-type: none"> • General: Previous reports to TMSC, relating to Highmoor Road/Albert Road jcn Highway safety, have identified traffic speeds and have made clear the causes of casualty and fatality incidents. • Casualty Data: Latest 3 year period (up to June 2017) show no incidents involving casualties, where speeding has been considered as a contributing factor. Speed surveys in 2016 recorded average speeds at 23.1mph (northbound) and 23.7mph (southbound). Casualty data for Highmoor Road junction have previously been reported at TMSC. • Benefits/Impact: Depending on options considered, traffic speeds could be reduced by speed calming. This could have a negative impact for public transport and emergency service vehicles and create additional traffic noise for residents. The movement of the Highmoor Road stop line could improve visibility when exiting the road. • Anticipated Costs: High. Traffic calming costs will depend on the chosen feature. Movement of the stop line will likely require planing and resurfacing of the junction to remove the existing lining and faded red surfacing. • Recommended Action: Recommended that scheme remains on this list.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
36	Thames	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £20,000 (June 2016) • Recommended Action: Recommended for progression, as per TMSC agreement.
37 NEW	Tilehurst	Pedestrian Crossing	Chapel Hill	Near to junction with Normanstead Road	Request for pedestrian crossing facility to assist with walking to/from Birch Copse primary school with complimentary speed calming measures also.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require beacons or traffic signal equipment. Options such as a raised table with imprinting could be considered, but this vertical feature would require illuminated signing in a 30mph street. • Casualty Data: No recorded incidents within the latest 3 year period (up to April 2018). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on residents (potentially increased traffic noise). • Anticipated Costs: High • Recommended Action: Recommended for further investigation.
38	Tilehurst	Pedestrian Crossing	Church End Lane	In the vicinity of Moorlands Primary School	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSC noted that potential development works at the school could realise some funding availability for implementing an enhanced crossing facility. Once this funding has been identified, it was recommended that Officers look at options with the school, which need not be controlled crossing facilities, such as a zebra crossing. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). No pedestrians involved. • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Medium to High, depending on the type of facility. It is hoped that this could be funded from proposed development works at the school. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
39	Tilehurst	20mph zone & One-way plug	Recreation Road	Entire length, considering Blundells Road also.	A petition to September 2014 TMSO requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. • Benefits/Impact: Reduced traffic volumes and reduced vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Medium - High, depending on proposals for the scheme. • Recommended Action: Recommended for further investigation.
40	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> • General: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured. • Benefits/Impact: Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Recommended for further investigation.
41	Tilehurst	Lining Alteration	The Meadway	Roundabout with St Michaels Road	Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.	<ul style="list-style-type: none"> • General: Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance. • Casualty Data: 1 serious and 2 slight injuries in the latest 3 year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors. • Benefits/Impact: Improved driver behaviour and compliance at the roundabout. • Anticipated Costs: Low - Medium. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
42 NEW	Tilehurst	Road Marking	The Triangle	Junction with St Micheal's Road	Request for review of existing road marking to highlight the no entry from St Micheal's Road. Possible hatching on both sides and remove existing centre line marking on The Triangle	<ul style="list-style-type: none"> • General: Ward councillor and residents have raised the issue of vehicle travelling against the one-way/No Entry from St Micheal's Road into The Triangle. • Casualty Data: No recorded incidents within the latest 3 year period (up to Feb 2018) • Benefits/Impact: Highlight the 'no entry' point. • Anticipated Costs: Low • Recommended Action: Recommended for further investigation.
43 Page 164	Tilehurst / Kentwood	Pedestrian Crossing	Norcot Road	o/s 101	Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.	<ul style="list-style-type: none"> • General: This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Recommended for further investigation.
44	Tilehurst / Kentwood	20mph zone	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> • General: If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: High • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
45 NEW	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require beacons/traffic signal equipment. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street - but would require illuminated signing on a 30mph street. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to March 2018). • Benefits/Impact: Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented. • Anticipated Costs: Potentially high (uncontrolled) to very high (signalised). • Recommended Action: Recommended for further investigation.
46 NEW Dee 165	Tilehurst and Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Rd to Taff Way.	Raised by ward Councillor.	<ul style="list-style-type: none"> • General: Dee Road is already included in a 20mph zone but we could expand the zone to include Stanham Road, Combe Road, Elvaston Way, Tern Close and Taff Way. It would be necessary to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been 5 'slight' incidents involving casualties in the latest 3 year period (up to April 2018) on Dee Road and Elvaston Way. Speed was not a causation factor for these incidents. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: Survey: Low. Implementation: High - Very High - this is a large area. • Recommended Action: Recommended for further investigation.

This table is arranged by Ward (A-Z), then by Street (A-Z)

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 SEPTEMBER 2018	AGENDA ITEM:	9
TITLE:	NETWORK RAIL PROPOSED WESTERN LINK TO HEATHROW - CONSULTATION RESPONSE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	EMMA BAKER/ STEPHEN WISE	TEL:	0118 937 4881 / 0118 937 3735
JOB TITLE:	ACTING TRANSPORT PLANNING MANAGER / SENIOR TRANSPORT PLANNER	E-MAIL:	emma.baker@reading.gov.uk stephen.wise@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report sets out the Council's response to the Network Rail consultation on the 'Proposed Western Rail Link to Heathrow' that seeks to improve accessibility to Heathrow Airport based on existing airport capacity.
- 1.2 Appendix A - Response to Network Rail's consultation on the 'Proposed Western Rail Link to Heathrow'.

2. RECOMMENDED ACTION

- 2.1 To note the Council's consultation response included in Appendix A.

3. POLICY CONTEXT

- 3.1 The Council's position on Heathrow expansion is set out in the Council Motion adopted in January 2014. This recognises the economic and employment benefits to Reading of Heathrow, accepts the importance of retaining the world's busiest hub airport in its current location, and accepts the need identified by Government for some expansion of airport capacity in the South East. However, the Motion includes caveats for expansion including the need for significant enhancement to sustainable surface access to the airport and the requirement for environmental concerns of local residents to be fully addressed.
- 3.2 The Network Rail consultation on a proposed Western Rail Link to Heathrow sets out plans to improve surface access to the airport and address the Council's long-term aspiration, outlined in our Local Transport Plan, for improved connectivity to Heathrow Airport from Reading Station and beyond via connecting national rail services.

4. THE PROPOSAL

- 4.1 Network Rail undertook statutory public consultation on the proposed Western Rail Link to Heathrow, which forms part of their Railway Upgrade Plan, between 11th May and 22nd June 2018.
- 4.2 The proposed link between the Great Western Mainline and Heathrow Airport, which would commence between Langley and Iwer via a 5km tunnel and merge with existing railway lines at Heathrow Terminal 5, is anticipated to generate the following benefits:
- Reduce rail journey times between Reading and Heathrow by delivering a new, faster, frequent, more reliable direct train service to Heathrow with four trains per hour in each direction. Journey times could be as short as 26 minutes from Reading and 6 to 7 minutes from Slough.
 - Significantly improve rail connectivity to Heathrow from the Thames Valley, South Coast, South West, South Wales and West Midlands.
 - Provide an alternative form of transport for passengers and the large number of people who work at the airport who are currently travelling by road.
 - Ease congestion on roads, including the M4, M3 and M25 resulting in lower CO2 emissions equivalent to approximately 30 million road miles per year.
 - Generate economic growth and new jobs across the Thames Valley and surrounding areas.
 - Reduce passenger congestion at London Paddington.
- 4.3 The Committee is asked to note the response to the Network Rail consultation as set out in **Appendix A**, which strongly supports the proposals for improved railway connectivity to Heathrow from Reading Station and its economic importance to the Thames Valley region.
- 4.4 It should be noted that the Network Rail consultation on Western Access to Heathrow is based on existing airport capacity. A separate consultation was undertaken by Heathrow on the proposed expansion and airspace principles between 17th January and 28th March 2018. Feedback from the latter consultation is currently being analysed and further consultation is expected to be undertaken by Heathrow on more detailed proposals in 2019.
- 4.5 Other surface access improvements are being considered as part of Heathrow expansion proposals in response to the draft Airports National Policy Statement (NPS). The Statement sets out the requirement for any development consent and Surface Access Strategy to include details of how it will increase the proportion of journeys made to the airport by public transport, cycling and walking to at least 50% by 2030 and at least 55% by 2040 for passengers.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of a Western Access to Heathrow supports the following Corporate Plan priorities:
1. Securing the economic success of Reading and provision of job opportunities
 2. Keeping Reading's environment clean, green and safe
- 5.2 Improved connectivity to Heathrow Airport from Reading Station also supports the strategic objective:
- To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Network Rail undertook informal consultation in 2015 and 2016, before carrying out a final round of statutory public consultation between 11th May and 22nd June 2018. Responses from the consultation are now being analysed by Network Rail, who anticipate publishing final plans and additional consultation events in early 2019.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 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.
- 7.2 It will be the responsibility of Network Rail to carry out an Equality Impact Assessment at the relevant time.

8. LEGAL IMPLICATIONS

- 8.1 None relating to this report.

9. FINANCIAL IMPLICATIONS

- 9.1 None relating to this report.

10. BACKGROUND PAPERS

- 10.1 Network Rail Consultation on Western Rail Link to Heathrow - <https://www.networkrail.co.uk/our-railway-upgrade-plan/key-projects/heathrow-rail-link/>.
- 10.2 Heathrow Expansion & Airspace Principles Consultation - Council Response, SEPT Committee, March 2018.
- 10.3 Airports Commission Interim Report - Council Motion, Council, January 2014.

APPENDIX A

WESTERN RAIL LINK TO HEATHROW CONSULTATION

Reading Borough Council has consistently supported the proposals and project development to progress the planned rail link from the Great Western mainline at Langley to Heathrow. Reading Borough Council is therefore pleased that the formal consultation is now taking place and again would like to stress the importance to the Thames Valley economic region and Reading, of the planned rail link.

Heathrow is one of the busiest airports in the world and many businesses and homes are located in the Thames Valley specifically to be near to the airport. However the success of the airport has generated huge volumes of road traffic to and from the airport in the absence currently of any direct rail link. This volume of traffic affects towns and villages not only in the area around Heathrow but at locations all along the M4 and A4 corridors through the Thames Valley. Air quality and congestion issues in parts of East and South Reading itself are adversely affected by car journeys starting out for the airport from the local area. The planned direct rail link with 4 trains an hour serving Slough and Reading and two each serving Maidenhead and Twyford will provide a new safe, fast and reliable alternative to car commuting and travel access to the airport, and help reduce emissions and improve air quality.

Reading Station has been rebuilt to provide additional capacity for new train services and to enable easy interchange from the Heathrow trains to the many other services radiating from the Reading rail hub. The new rail link will therefore provide the best connectivity possible from a vast area of the western Thames Valley and throughout the West of England and Wales to Heathrow, in the most energy efficient and least polluting way possible.

The introduction of the Heathrow to Reading service will provide a further stimulus on economic prosperity and UK wealth generation in the least environmentally polluting and damaging way possible. It is expected that the service will significantly reduce the numbers of cars accessing the airport from all across the Thames Valley region.

Reading Borough Council enthusiastically supports the scheme and looks forward to its swift and efficient construction and delivery. In the context of scheme delivery Reading Borough Council notes the dilatory way in which electrification of the GWML has been carried out and would encourage Central Government to ensure that adequate checks and supervision processes are in place to ensure that the Heathrow rail link is constructed and delivered in the most time and cost efficient way possible, together with causing the least amount of disruption to those living and working close to the construction sites. The construction of Reading Station showed that such working and project management is possible and thus we would encourage close collaboration with the local authority to ensure a similar outcome.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 SEPTEMBER 2018	AGENDA ITEM:	10
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CRIS BUTLER / CHRIS MADDOCKS	TEL:	0118 937 2068 / 0118 937 4950
JOB TITLE:	ACTING HEAD OF TRANSPORTATION & STREETCARE / ACTING STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	cris.butler@reading.gov.uk / chris.maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 This report provides an update on the current major transport and highways projects in Reading, namely:

- Reading Station Area Redevelopment (Cow Lane bridges).
- Thames Valley Berkshire Growth Deal Schemes - South Reading Mass Rapid Transit, Green Park Station, TVP Park & Ride, East Reading Mass Rapid Transit and National Cycle Network Route 422.
- Unfunded schemes - Reading West Station upgrade and Third Thames Bridge.

1.2 This report also advises of any future key programme dates associated with the schemes.

2. RECOMMENDED ACTION

2.1 That the Committee notes the contents of the report.

2.2 That a statutory consultation be conducted on the proposal to reduce the speed limit on Richfield Avenue, Cow Lane and Portman Road to 30mph, as per Item 4.5.

- 2.3 That the Head of Legal and Democratic Services be authorised to carry out the statutory consultations and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.5 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

4. THE PROPOSAL

Reading Station

Cow Lane Bridges - Highway Works

- 4.1 This scheme will unlock the historic bottle neck at Cow Lane by providing two lanes for traffic alongside a continuous shared path for pedestrians and cyclists. The scheme was originally intended to be delivered as part of the Reading Station Area redevelopment scheme, however as previously reported to the Traffic Management Sub-Committee the need to undertake a Compulsory Purchase Order (CPO) process significantly delayed implementation of the scheme. This also lead to increased scheme costs as the original estimates to deliver the scheme were based on utilising Network Rail's existing contractor responsible for the viaduct, who were already mobilised on-site between the two bridges.
- 4.2 Network Rail undertook a value engineering exercise for the scheme which the Council was involved in, primarily to ensure the essential elements of the scheme (such as the new footway on the east side of the southern bridge) were retained. The value engineering exercise identified some potential areas where the project scope could be reduced without affecting the overall project objectives. The main points to note relate to the pedestrian facilities to cross the road between both bridges and a subsequent new layout to include a zebra crossing (instead of a pedestrian refuge) and a request by Network Rail to close Cow Lane throughout the duration of the works, which was rejected by the Council.

- 4.3 Network Rail has appointed a contractor to deliver the scheme and construction works commenced on-site in November 2017. The contractors have encountered significant issues with unforeseen ground conditions, drainage issues and uncharted buried services on the site, resulting in the full opening of the new scheme having to be delayed by up to six months. The temporary one-way traffic flow under Cow Lane bridge which was implemented in December 2017 returned to two-way in July 2018 as part of the revised programme. Traffic under the bridge will then remain under traffic light control until the full works are completed, anticipated to be in early 2019.
- 4.4 Following completion of the Network Rail scheme, the Council intends to deliver a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor.
- 4.5 It is recommended that a statutory consultation is conducted on a proposal to lower the existing speed limit on Richfield Avenue, Cow Lane and Portman Road to 30mph. It is considered that this proposal will improve access/egress to/from side roads and accesses along this corridor and improve the perception of safety for pedestrians and cyclists using the area.

Thames Valley Berkshire Growth Deal Schemes

South Reading Mass Rapid Transit

- 4.6 South Reading Mass Rapid Transit (MRT) is a series of bus priority measures on the A33 corridor between MereOak Park & Ride and Reading town centre. The scheme will reduce congestion and journey times, improving public transport reliability on the main growth corridor into Reading. The scheme will not reduce existing highway capacity along the A33 as additional capacity for public transport will be provided.
- 4.7 Phases 1 & 2 of the scheme, from M4 J11 to Island Road, were granted full funding approval from the Berkshire Local Transport Body (BLTB) in November 2015. Construction of Phase 1A was completed in December 2016, consisting of a new southbound bus lane between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11. The scheme is achieved predominantly by utilising space in the central reservations and realigning existing lanes where required.
- 4.8 Construction of Phases 1B and 2 of the scheme was undertaken between April and November 2017. This involved the creation of outbound bus lanes between the A33 junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures were required to facilitate the construction work and the scheme was opened in December 2017.

- 4.9 Phases 3 and 4 of the scheme were granted full financial approval by the BLTB in November 2017. The scheme includes the following elements:
- Extension of the inbound bus lane on Bridge Street;
 - Outbound bus lane on London Street;
 - Upgrade of the traffic signals on the Oracle roundabout to a MOVA method of control;
 - Outbound bus lane on the A33 approach to Rose Kiln Lane;
 - Outbound bus lane on the A33 between Rose Kiln Lane and Lindisfarne Way (Kennet Island);
 - Inbound bus lane on the A33 between Imperial Way and South Oak Way;
 - Inbound bus lane on the A33 between Longwater Avenue and Island Road; and
 - Upgrade of the traffic signals on the Bennet Road gyratory to a MOVA method of control.
- 4.10 Construction of the town centre sections of the scheme commenced in March, initially on Bridge Street and subsequently moving to London Street. Procurement of a contractor for the A33 elements of the scheme is complete and enabling works commenced on-site in August.

Green Park Station

- 4.11 Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange will significantly improve accessibility and connectivity to this area of south Reading which has large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the Royal Elm Park mixed use development.
- 4.12 The scheme was granted financial approval by the BLTB in November 2014. The funding package includes £9.15m from the Local Growth Fund, £4.6m from private developer Section 106 contributions and £2.3m from the New Stations Fund 2, which was announced by the DfT in July 2017. The additional funding will enable enhanced passenger facilities to be provided at the station to help cater for additional demand from the significant level of proposed development in the surrounding area.
- 4.13 The concept designs for the station have been produced by Network Rail, and Balfour Beatty has been appointed to undertake the detailed design and construction of the station, which is being progressed in partnership with Network Rail and Great Western Railway (GWR) to ensure the station complies with the latest railway standards. Design work for the multi-modal interchange and surface level car park has been completed and enabling works commenced on-site in March 2018, including a fill operation to bring the ground up to the required levels and utility diversions.

- 4.14 An indicative programme for delivery of the station by summer 2019 has been agreed with the DfT, Network Rail and GWR. The revised programme is due to delays with the concept design work which was undertaken by Network Rail, and the change in scope of the project due to the additional funding from the New Stations Fund.

TVP Park & Ride and East Reading Mass Rapid Transit

- 4.15 Thames Valley Park (TVP) Park & Ride is a proposed park & ride facility off the A3290 being led by Wokingham Borough Council. East Reading Mass Rapid Transit (MRT) is a proposed public transport, walking and cycle link between central Reading and the TVP park & ride site, running parallel to the Great Western mainline, being led by Reading Borough Council. Both schemes were granted programme entry status by the BLTB in July 2014.
- 4.16 A consultation was undertaken by Wokingham Borough Council during November 2015 regarding the TVP park & ride proposals, and planning permission was granted by Wokingham Borough Council in November 2016 with enabling works commenced on-site in summer 2018.
- 4.17 A consultation for the MRT scheme was undertaken during July 2016, including a public drop-in session at the Waterside Centre in close proximity to the route. The exhibition was also on display at the Civic Offices and on the Council's website.
- 4.18 Preparation of the full scheme business case for the MRT scheme is complete and financial approval was granted for the scheme by the BLTB meeting in November 2017. The business case demonstrates that the scheme represents 'high value for money' in line with central Government guidance and will provide significant benefits to Reading and the wider area.
- 4.19 The MRT scheme planning application was submitted in July 2017 and further public exhibitions took place to raise awareness of the scheme. Subsequently a number of amendments were made to the scheme to enhance the mitigation measures proposed as a result of feedback received through the planning process. Reading's Planning Applications Committee resolved to grant planning permission for the scheme on 30th March, however Wokingham's Planning Committee refused permission in June 2018. A revised planning application to address the concerns raised by Wokingham's Planning Committee is being prepared, with submission due for autumn 2018.

National Cycle Network Route 422

- 4.20 National Cycle Network (NCN) Route 422 is a proposed cross-Berkshire cycle route between Newbury and Windsor. The route would provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough. The scheme was granted full funding approval from the BLTB in November 2015.

- 4.21 Preferred option development has been undertaken and the detailed design for Phase 1 of the scheme is complete, which is the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue. The first phase of works commenced in February 2017 and was largely completed in July 2017. An additional crossing upgrade on Bath Road, to the east of Circuit Lane, is expected to be complete late September.
- 4.22 Phase 2 of the scheme, from Bath Road/Berkeley Avenue through the town centre to east Reading, was granted scheme and spend approval at Policy Committee in September 2017. Completed works include the installation of two tiger crossings on Duke Street and Yield Hall Place, alterations to an existing raised table at the junction of Watlington Street. Improved signing through the Oracle is expected to be complete Autumn 2018, along with on-carriageway cycle facilities on Berkeley Avenue and a contraflow cycle facility on Kennet Side.
- 4.23 Design work on the final phase of the NCN programme is currently being finalised and is expected to be reported to Committee in October 2018. The proposed scheme builds on works delivered as part of the LSTF programme by extending shared-use facilities along Wokingham Road from Cemetery Junction to Three Tuns. Measures include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening, including proposed changes to the existing pedestrian crossing on Wokingham Road to the east of St Bartholomews Road.

Unfunded Schemes

Reading West Station Upgrade

- 4.24 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for improved passenger facilities at Reading West Station. The proposals include accessibility improvements including lift access to the platforms from the Oxford Road and enhancements to the path from the Tilehurst Road, provision of a station building on the Oxford Road and associated interchange enhancements such as increased cycle parking. It also includes improvements within the station itself including wider platforms, longer canopies, enhanced lighting and CCTV coverage, and improvements to the entrance from Tilehurst Road including provision of a gateline and ticket machines.
- 4.25 Delivery of the scheme is split into two distinct phases, with Network Rail currently implementing Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. These works include provision of a stepped access from the town centre side of the Oxford Road to the outbound platform (for services towards Basingstoke), and removal of the existing footbridge within the station. The second phase of works is currently unfunded, however the Council will

continue to explore potential funding sources for the scheme alongside Network Rail and GWR.

Third Thames Bridge

- 4.26 A Third Thames Bridge over the River Thames is a longstanding element of Reading's transport strategy to improve travel options throughout the wider area, and to help relieve traffic congestion north of the river and in the town centre. A working group has been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP.
- 4.27 Preparation of the Outline Strategic Business Case for the scheme is complete and was discussed at a Summit meeting called by the MP for Reading East in September 2017. The business case shows there is a strong case for a two lane traffic bridge in this location, with the full documentation available on Wokingham Borough Council's website here - <http://www.wokingham.gov.uk/parking-road-works-and-transport/transport-and-roads-guidance-and-plans/>
- 4.28 The Cross Thames Travel Group is currently exploring options to fund the next stage of scheme development work, which includes production of the full scheme business case. In the interim, the working group is developing options for a high-level feasibility study to consider the buildability, outline costs and programme for the proposed crossing, and mitigation measures on the existing road network.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
 - Providing infrastructure to support the economy.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The projects have and will be communicated to the local community through public exhibitions and Council meetings.
- 6.2 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.
- 6.3 Objectors to statutory consultations will be contacted with the decision of the Sub-Committee, following publication of the agreed meeting minutes.

7. LEGAL IMPLICATIONS

- 7.1 The creation of - and changes to existing - Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, 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.
- 8.2 At the relevant time, the Council will carry out an equality impact assessment scoping exercise on all projects.

9. FINANCIAL IMPLICATIONS

- 9.1 There will be a relatively low cost in order to advertise the statutory consultation in printed newspapers. Funding for this will be identified from within existing Transport budgets.

10. BACKGROUND PAPERS

- 10.1 Major Transport Scheme Update reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee, from 2015 onwards.

By virtue of paragraph(s) 1, 2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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