

To: Councillor Ayub (Chair)
Councillors Debs Absolom, David Absolom,
Barnett-Ward, Carnell, Duveen, Ennis,
Hacker, Page, R Singh, Stanford-Beale,
Terry and Whitham

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4 June 2019

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 12 JUNE 2019

A meeting of the Traffic Management Sub-Committee will be held on Wednesday, 12 June 2019 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS		
1 (a) Questions submitted in accordance with the Panel's Terms of Reference		
2. MINUTES OF PREVIOUS MEETING - 7 MARCH 2019		7 - 16
3. DECLARATIONS OF INTEREST		
4. QUESTIONS FROM COUNCILLORS		
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		

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.

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

6. SCHOOL CROSSING FACILITY UPGRADES **BOROUGHWIDE** **17 - 22**

A report providing the Sub-Committee with an update on improvements to school crossing facilities in the Borough, following the decision of Policy Committee in February 2018 to progress savings to the school crossing patroller budget and a proposal for a controlled crossing for Caversham Primary School, which would complement the savings proposal.

7. NATIONAL CYCLE NETWORK ROUTE 422 - UPDATE **BOROUGHWIDE** **23 - 30**

A report providing the Sub-Committee with an update on key progress and milestones associated with the new National Cycle Network Route (NCN 422) between Bath Road/Greenwood Road and the Three Tuns.

8. BI-ANNUAL WAITING RESTRICTION REVIEW - 2019A PROPOSALS FOR STATUTORY CONSULTATION **31 - 60**

**ABBEY;
BATTLE;
CAVERSHAM;
CHURCH;
KATESGROVE;
KENTWOOD;
MINSTER;
PARK;
PEPPARD;
REDLANDS;
SOUTHCOTE;
THAMES;
TILEHURST;
WHITLEY**

A report inviting the Sub-Committee to approve statutory consultation and implementation for recommended new/alternations to waiting restrictions, which address the issues raised in the initial list of requests, which were agreed for investigation by the Sub-Committee at its meeting in March 2019.

9. RESULTS OF STATUTORY CONSULTATION **61 - 92**

**ABBEY;
BATTLE;
CAVERSHAM;
KENTWOOD**

- (a) Lower Caversham Resident Permit Parking
- (b) Milford Road and Meadow Road Closures and Cow Lane Corridor Speed Limit reduction

A report informing the Sub-Committee of objections and other feedback received during the statutory consultations on proposals for:

- (a) Implementing a Resident Permit Parking scheme in Lower Caversham;
- (b) Closing Milford Road and Meadow Road and reducing the speed limit on Wigmore Lane, Portman Road, Cow Lane and Richfield Avenue from 40mph to 30mph.

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| 10. | WEST READING STUDY | MINSTER;
SOUTHCOTE | 93 - 104 |
| | (a) Progress Update | | |
| | (b) Recommendation for Statutory Consultation | | |

A report providing the Sub-Committee with an update on the measures introduced to date and those measures that are yet to be implemented as part of this study.

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|------------|------------------------------------|--------------------|----------------------|
| 11. | CAR PARK TARIFF REVIEW 2019 | BOROUGHWIDE | 105 -
120 |
|------------|------------------------------------|--------------------|----------------------|

A report informing the Sub-Committee of the proposal to change the “off street” car parking orders as detailed in Appendix 1 and 2, which has come about as a result of a review of the tariffs.

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| 12. | CYCLE FORUM MEETING NOTES | BOROUGHWIDE | 121 -
124 |
|------------|----------------------------------|--------------------|----------------------|

A report informing the Sub-Committee of the discussions and actions from the Cycle Forum held in March 2019.

13. EXCLUSION OF PRESS AND PUBLIC

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”

14. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

**ABBEY;
CAVERSHAM;
KATESGROVE;
MINSTER;
PARK;
REDLANDS**

**125 -
254**

To consider appeals against the refusal of applications for the issue of discretionary parking permits.

DATE AND TIME OF NEXT MEETING:

Wednesday 11 September 2019

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.

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

Apologies: Councillor Raj Singh.

48. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

A question on the following matter was submitted, and answered by the Lead Councillor for Strategic Environment, Planning and Transport on behalf of the Chair:

Questioner	Subject
Mo McSevney	20 mile per hour zone in 'Old Redlands'

(The full text of the question and reply was made available on the Reading Borough Council website).

(2) Presentation - Local Transport Plan: Future Challenges and Opportunities

Chris Maddocks, Transport Planning Manager, gave a presentation on the Local Transport Plan (LTP): Future Challenges and Opportunities. The presentation started by providing some background in terms of the current plan and covered existing travel patterns in Reading and the wider area which would be key to consider when developing the new plan, key challenges and opportunities that would be faced and would need to be addressed when producing the new plan and the next steps. The LTP provided the basis for investment within the Borough for transport schemes and would set the strategy for transport to, from and in the Borough.

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

Resolved - That the presentation be noted.

49. MINUTES

The Minutes of the meeting of 10 January 2019 were confirmed as a correct record and signed by the Chair.

50. PETITIONS

- (a) Petition from Residents of Norcot Road, House Numbers 275 to 291 - Objection to Red Route

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition objecting to a section of the Red Route Scheme.

The petition read as follows:

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 7 MARCH 2019

'We are petitioning for the red route scheme recently implemented along the stretch of Norcot Road house numbers 275-291, to be replaced by an alternative scheme. Our houses sit back from the highway, with tarmac access to our driveways for vehicles and there are 2 pedestrian pathways (one by the road and one in front of the houses). In the past we have always parked cars on the access to our driveways or on the grass in between. (Photo attached). By parking there we didn't cause an obstruction or hazard on the highway or the pedestrian paths. Since the introduction of the red route, numerous parking fines have been incurred due to cars being parked in this way. The impact of the scheme has meant that we are now having to park cars in local side streets where space is already limited and the obvious difficulties that occur with deliveries being made.

It seems ludicrous that these areas cannot be used to park vehicles in when it causes no disruption to traffic flow or presents obstacles or hazards to pedestrians or cyclists, which is why the scheme was implemented.

Attached are details of the residents raising objections to this scheme together with contact details. We would welcome a site visit to discuss in more detail.

We understand the need for busses and cars to flow freely and the need for a scheme that stops parking on the highway. We would like the red route changed to another scheme to enable us to park outside our houses without incurring fines or an exclusion area for this stretch of the road'

The report stated that a petition had been received from residents of Norcot Road which had contained 11 signatures on behalf of 14 persons at nine different addresses.

The report explained that the western section of the Red Route, to which the petition referred, had been implemented under the experimental order and was still in the formal consultation phase. The process had invited objections and other comments that could be considered for potential alterations to the experimental, and/or final Traffic Regulation Order. Officers would record and consider the contents of the petition in the context of the consultation and would be submitting a report on the western section of the Red Route to a future meeting.

The report explained that parking on footways and verges could cause obstruction to pedestrians, particularly those with mobility aids or push-chairs, and obstructions to sightlines for users of other vehicles, whether motor vehicles or bicycles. The footways and verges were not constructed to support vehicle traffic, unless specifically indicated otherwise, and there were legislative offences that applied to obstruction, driving on a footway and damaging the public Highway. Damage could make an area look unsightly, increase maintenance costs and put members of the public at increased risk. Red Route restrictions were waiting restrictions, in the same 'family' as yellow-lines, and just like these other waiting restrictions they applied to the entire width of the Highway land, from the centre of the carriageway to the boundary on the same side of the road as the marking/signing, this included the areas of footway and verge.

At the invitation of the Chair, lead petitioner Jenny Pickett and Councillor Daya Pal Singh addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the petition and its contents be recorded as an objection to the Red Route, for inclusion in a future report on the western section of the Red Route;
- (3) That the lead petitioner be informed accordingly.

51. RED ROUTE - ROUTE 17

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the introduction of a Red Route waiting restriction along the Reading Buses Route 17 corridor. A copy of the consultation sample material was attached to the report as Appendix 1, a sample of bus journey times, east side Red Route was attached at Appendix 2 and Red Route Penalty Charge Notices (PCN) issued to the end of January 2019 was attached to the report at Appendix 3.

The report explained that the Red Route waiting restriction had been in place on the east, from the Borough boundary to the IDR, of the Reading Buses Route 17 for just over a year. The west side Red Route restriction from the junction of Park Lane with Mayfair in Tilehurst to the IDR had been in place since late summer 2018. Initial enforcement had been limited to busiest periods and had focused on drivers pulling up onto the footway. Since October 2018 enforcement had been increased to daytime operations using a camera vehicle.

Relatively few comments had been made on the use of the no stopping restriction and those that had been received were very specific to individual experiences. A sample of bus journey times that had been taken in January 2019 had been compared to the same journey in the same period in January 2018 and had shown promising benefits to public transport.

The report sought to make permanent the east side Red Route restriction and an assessment of the west side would be made and a report submitted to the Sub-Committee in June 2019.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to make the appropriate experimental Traffic Regulation Order into a permanent Traffic Regulation Order under the Road Traffic Act 1984, advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the issue of parking on the verge and footway within the Red Route as highlighted in paragraph 4.5 of the report be addressed at the next meeting;
- (4) That no public enquiry be held in to the proposal.

52. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

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

- Reading Station Area Redevelopment (Cow Lane Bridges)
- South Reading Mass Rapid Transit;
- Reading Green Park Station;
- Thames Valley Park and Ride;
- East Reading Mass Rapid Transit;
- National Cycle Network Route 422;
- Reading West Station Upgrade.

The report also gave an update on the following unfunded schemes:

- South Reading Mass Rapid Transit (Future Phases);
- Tilehurst Station Access Improvements;
- Third Thames Crossing East of Reading.

With regard to the Cow Lane Bridges the report explained that the route had been opened to two-way traffic without signals for the first time on 25 February 2019, with the full scheme, including pedestrian and cycle routes, to be completed in summer 2019. It was clarified at the meeting that the scheme was not yet complete with work on lighting, the footpath and resurfacing of the road still to be carried out and that there would be a further closure of the route over the weekend of 13 and 14 April 2019 for this work to be done. Road signage also needed to be changed and talks were ongoing with Network Rail over the removal of the height restriction signs.

The report also explained that a revised planning application to address concerns that had been raised by Wokingham Borough Council's Planning Committee in relation to the East Reading Mass Rapid Transit had been prepared, including further public consultation that had been carried out during September 2019 on possible amendments to enhance the appearance of the scheme. Fundamental structural changes were not possible as the scheme had needed to retain the core public transport, walking and cycling elements as set out in Reading and Wokingham's Planning and Transport Plans and the scheme business case, therefore hanging landscaping had been selected as the preferred option, which was consistent with the revised proposal for the Thames Valley Park Park and Ride scheme. Wokingham Borough Council's Planning Committee had refused permission for the revised scheme in December 2018. The second planning application refusal by Wokingham meant that the scheme could not be delivered in the timescales required by the funding grant conditions, therefore the Berkshire Local Transport Body had reallocated the funding to other schemes across Berkshire, including Reading West Station upgrade, Theale Station Park and Rail upgrade and Coppid Beech Park and Ride site. The Council did not intend to pursue the scheme further at the current time and would be carrying out a consultation on development of a new Local Transport Plan to invite suggestions to tackle the current and forecast congestion and air quality issues within the Borough.

Resolved -

- (1) That the progress on delivery of the programme of major transport schemes, as set out in the report, be noted;
- (2) That the opening on 25 February 2019 of Cow Lane to two-way traffic without signals for the first time be noted;
- (3) That the reallocation of funding for the East Reading MRT scheme to other schemes across Berkshire, including the Reading West Station upgrade, Theale Station Park and Rail Upgrade and Coppid Beech Park and Ride schemes be noted.

53. WAITING RESTRICTION REVIEW

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections received in respect of the traffic regulation order, which had recently been advertised as part of the waiting restriction review programme 2018B. The report also provided the Sub-Committee with the list of new requests for potential inclusion in the 2019A programme.

The following appendices were attached to the report:

Appendix 1 - Objections, support and other comments that had been received during statutory consultation for the 2018B programme.

Appendix 2 - New requests for consideration in the 2019A programme.

At the invitation of the Chair, Glenn Dennis addressed the Sub-Committee in respect of Thirlmere Avenue.

Resolved -

- (1) That the report be noted;
- (2) That the objections noted in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the following proposals made under the waiting restriction review 2018B, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:
 - Amersham Road - implemented as advertised;
 - Denby Way - implemented as advertised;
 - Lower Armour Road - implemented as advertised;
 - Thirlmere Avenue - removed from the programme;
 - Berkeley Avenue - implemented as advertised;
 - Bexley Court - removed from the programme;
 - Quantock Avenue - implemented as advertised;
 - Chiltern Road - implemented as advertised;
 - Hemdean Road - Remove the timed restriction from 8.00am to 5.00pm Monday to Friday and implement the double-yellow line only;
 - Longships Way - implemented as advertised;

- (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 respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly;
- (6) That the requests made for waiting restriction changes as shown in Appendix 2 be noted and, officers write to the Development Manager in respect of Haden Square and Reservoir Crescent in Minster Ward to find out what the objection was and subject to the removal of Culver Mews in Park Ward from the list, officers investigate each remaining request as part of the 2019A review programme;
- (7) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing an opportunity for their comments to be included in the next report submitted to the Sub-Committee;
- (8) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the recommended schemes for the 2019A programme.

54. RESIDENT PERMIT PARKING UPDATE REPORT

Further to Minute 39 of the meeting held on 10 January 2019, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the lists of requests for Resident Permit Parking, including progress of developing schemes and any new requests that had been received and revised proposals for the Wokingham Road element of the East Reading Study Area Scheme.

The comments and objections that had been received during the statutory consultation were attached to the report at Appendix 1 and the drawings showing the amendments that had been advertised were attached to the report at Appendix 2.

Requested Schemes List - Update

Appendix 1 of the report set out the list of requests that had been received for Resident Permit Parking Schemes and included the comments and objections that had been received during the statutory consultation. Where the Sub-Committee had previously allocated a priority to a scheme this had been recorded and where a request had been previously reported to the Sub-Committee but had not been allocated a priority, this had also been recorded, along with any schemes that were 'new' to the list.

Revised Proposal for Wokingham Road (East Reading Study area)

Appendix 2 of the report set out the drawings showing the amendments that had been developed by officers following consideration of the feedback from the consultation on the proposal for the bays on Wokingham Road. This included another 'shared use' type restriction, which would allow permit holders to park at any time but also allowed non-permit holders to park up to 24 hours a day, seven days a week with a Pay and Display ticket. These new proposals were intended to meet the needs of residents by providing

additional parking permit bays within the wider scheme area, but also provided flexible parking for visitors throughout the day along with the turnover and relative ease of enforcement that Pay and Display restrictions provided. It had been proposed that these restrictions would overcome the objections that had been made primarily by visitors, that the maximum stay period could be prohibitively short and limited to the 8.00am to 8.00pm period.

At the invitation of the Chair, Peter Cowling of the Earley Christian Fellowship addressed the Sub-Committee in respect of the proposals for Wokingham Road.

Resolved -

- (1) That the report be noted;**
- (2) That the priorities for scheme progression, as set out in paragraphs 4.2 to 4.4 of the report, remain on the list for future consideration;**
- (3) That the scheme for Wokingham Road, as set out in Appendix 2 attached to the report, proceed to statutory consultation;**
- (4) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and subject to no objections 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 submitted to a future meeting;**
- (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.**

55. RESULTS OF STATUTORY CONSULTATIONS - PAY AND DISPLAY MINOR CHANGES (HOSPITAL AND UNIVERSITY AREA)

Further to Minute 41 of the meeting held on 10 January 2019, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of comments and objections that had been received during the statutory consultation for the agreed proposals to amend a number of parking restrictions within the Hospital and University parking scheme area. The comments and objections that had been received during the statutory consultation were attached to the report at Appendix 1 and drawings showing the amendments that were advertised were attached to the report at Appendix 2.

The report explained that the statutory consultation had taken place between 7 February and 28 February 2019 and that those proposals that had not received objections, or other comments, would be implemented as advertised. As yet, the previously agreed changes to the scheme had not been implemented, this included the agreement to increase the Pay and Display charges by 10p per tariff. It was intended that the implementation of restriction changes in this parking scheme area would be conducted as a single scheme,

once all changes had been agreed. This approach would be more cost-effective and would ensure clarity of the restrictions across the scheme area, supporting enforceability.

Resolved -

- (1) That the report be noted;
- (2) That, having considered the comments and objections noted in Appendix 1, the proposed restrictions on Elmhurst Road around and into Marlborough Avenue be removed from the scheme;
- (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.

56. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

Further to Minute 18 of the meeting held on 12 September 2018, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors.

Appendix 1 provided the list of schemes/proposals, with officer comments and recommendations.

Resolved -

- (1) That the report be noted;
- (2) That the schemes set out in Appendix 1, attached to the report, be supported for further officer investigation.

57. 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 the item below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

58. 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 with regard to application 5 the matter be deferred to request further information on what if any parking permit provision there was for residents of 1 to 10 Kennet Side;
- (2) That with regard to application 6 the matter be deferred to request proof of residency and proof of vehicle ownership;
- (3) That, with regard to applications 7 and 8 a first discretionary resident permit be issued, personal to the applicant;
- (4) That with regard to application 9 a first discretionary resident permit be issued, personal to the applicant, on the grounds that this was a renewal of an existing permit that had been issued in error;
- (5) That, with regard to application 12 a third discretionary resident permit be issued, personal to the applicant;
- (6) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1, 2, 3, 4, 10, 11, 13, 14, 15 and 16 be upheld.

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

(The meeting started at 6.30 pm and finished at 8.40 pm).

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Agenda Item 6

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JUNE 2019	AGENDA ITEM:	6
TITLE:	SCHOOL CROSSING FACILITY UPGRADES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN / CHRIS MADDOCKS	TEL:	01189 372202 / 01189 374950
JOB TITLE:	ASSISTANT NETWORK MANAGER / ACTING STRATEGIC TRANSPORT PROGRAMME MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK / CHRIS.MADDOCKS@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report provides an update on improvements to school crossing facilities in the Borough, following the decision of Policy Committee in February 2018 to progress savings to the school crossing patroller budget.
- 1.2 This report provides a proposal for a controlled crossing for Caversham Primary School, which would complement the savings proposal.
- 1.3 Appendix 1 provides the design proposal for a new zebra crossing to serve Caversham Primary School.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to carry out the Statutory Notice procedures for the intention to install a new zebra crossing, as set out in Appendix A and Item 4.4, in accordance with Section 23 of the Road Traffic Regulation Act 1984.

2.3 That subject to the results of utility investigations, safety audit and serving of the Section 23 notice, the crossing be implemented to contribute toward the agreed savings proposal.

3. POLICY CONTEXT

3.1 Local authorities have a duty to promote road safety in accordance with Section 10, Part 1 of the Road Traffic Act 1988, meaning that a local authority is required to prepare and carry out a programme of measures designed to promote road safety, and is empowered to make contributions to the cost of measures for promoting road safety taken by other authorities or bodies.

4. BACKGROUND AND PROPOSALS

4.1 The Council works with all schools in the Borough to promote safe and sustainable travel to schools, including a programme of road safety education initiatives and the implementation and monitoring of school travel plans. This work also includes the provision of school crossing patrollers at a limited number of locations (Caversham Primary School, Redlands Primary School, Alfred Sutton Primary School and St Mary's & All Saints Primary School).

4.2 Following the decision of Policy Committee in February 2018 to progress savings to the school crossing patroller budget, the potential to make improvements to school crossing facilities at schools which currently have a crossing patroller have been investigated, as set out below.

4.3 A zebra crossing has been installed on Wensley Road, outside St Mary's & All Saints Primary School, as part of the West Reading Transport Study. This crossing provides a significant improvement on the previous raised table at this location.

4.4 Caversham Primary School is currently served by a school crossing patroller located on Kidmore Road, to the south side of the junction with Oakley Road. Due to this location being a clear desire line and on the school-side of Oakley Road, Officers have investigated a possible location for a permanent controlled crossing (a zebra crossing).

Appendix 1 shows a design proposal for this crossing and Officers are seeking approval to serve a notice of intension for the placement of this crossing facility. Officers will firstly arrange for a utility plant search and safety audit to be conducted and also seek approval to make minor amendments to the design accordingly. Should the

implementation of the crossing at this location be found to be unfeasible, a further report to the Sub-Committee may be necessary.

This is a challenging location for a crossing, due to the location of driveway accesses and a relatively narrow footway. This is, however, the existing crossing desire-line and locating the crossing to the north side of the junction would necessitate further crossing facilities on Oakley Road, for which a suitable location cannot be identified. Complimentary alterations to the give-way on Oakley Road are intended to further aid visibility at the junction.

- 4.5 Alfred Sutton Primary School is served by signalised crossings on Wokingham Road, however, we are aware of the desire for a 'controlled' crossing (e.g. zebra or signalised) on Crescent Road also.

Controlled crossings require a long stretch of clear (un-parked) road, away from junctions and accesses. Unfortunately, we do not consider that there is a suitable location for a controlled crossing on Crescent Road (between Bulmershe Road and Wokingham Road) due to the proliferation of driveway accesses along the street and up to the junctions.

Officers will investigate potential improvements that could provide some informal/uncontrolled crossing improvements.

- 4.6 There is an existing zebra crossing facility for pupils attending Redlands Primary School on Addington Road (at the junction with Hatherley Road) which is currently used by the school crossing patroller. This facility is considered to be sufficient and therefore no alterations are being recommended.

- 4.7 Opportunities to provide enhanced crossing facilities at other schools within the Borough will continue to be investigated, subject to available budgets, as part of our on-going work with schools to promote safe and sustainable travel.

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 priorities, as set out below:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 In accordance with Section 23 of the Road Traffic Regulation Act 1984, a notice of intension to install a new crossing will be placed at

its intended location on Kidmore Road, should implementation be considered feasible.

7. LEGAL IMPLICATIONS

7.1 In accordance with Section 23 of the Road Traffic Regulation Act 1984, a notice of intension to install a new crossing will be placed at its intended location on Kidmore Road, should implementation be considered feasible.

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.

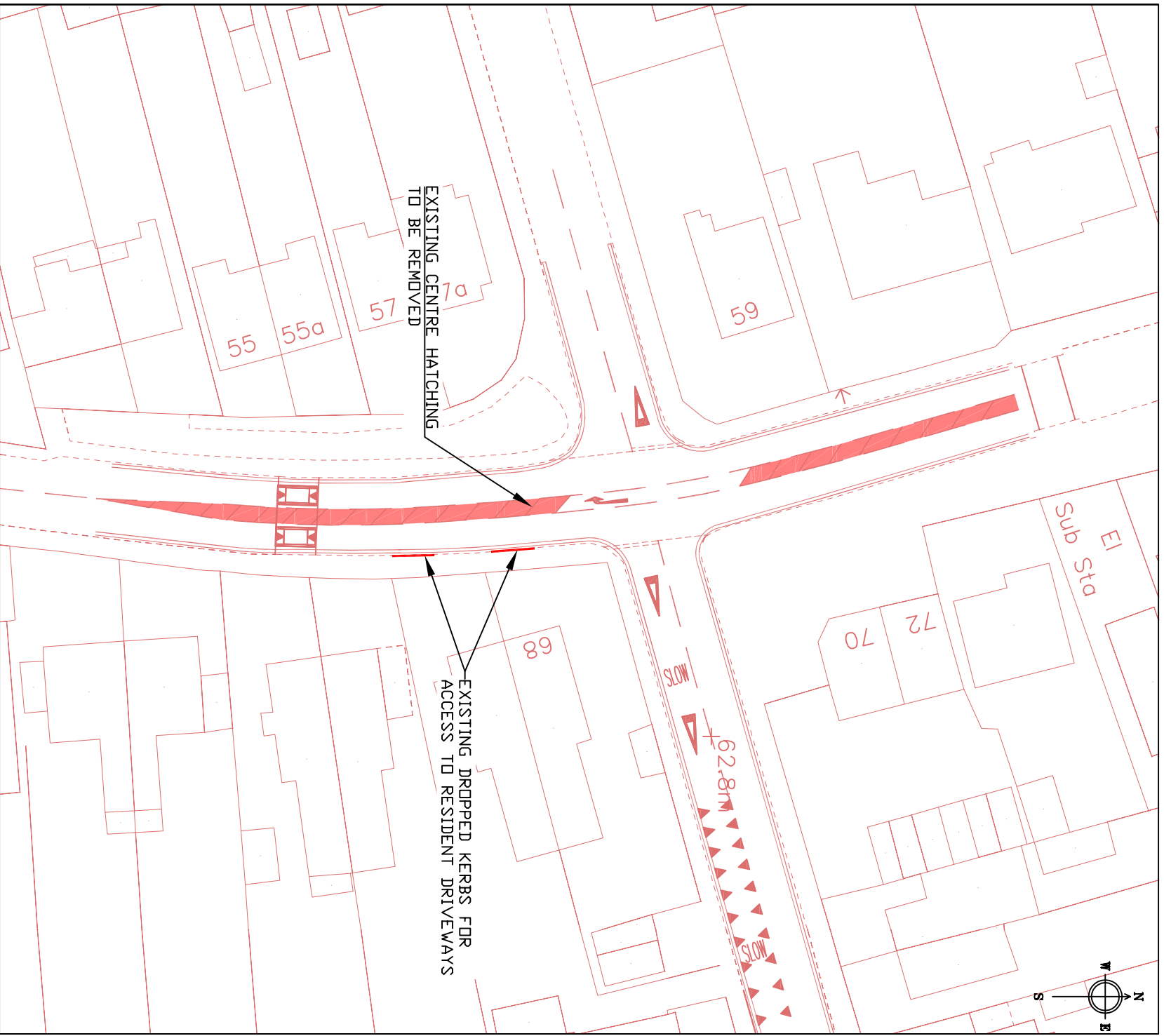
9. FINANCIAL IMPLICATIONS

9.1 Funding for the installation of the improved crossing facilities as set out within this report has been specifically identified from transport budgets to deliver the saving as agreed at Policy Committee.

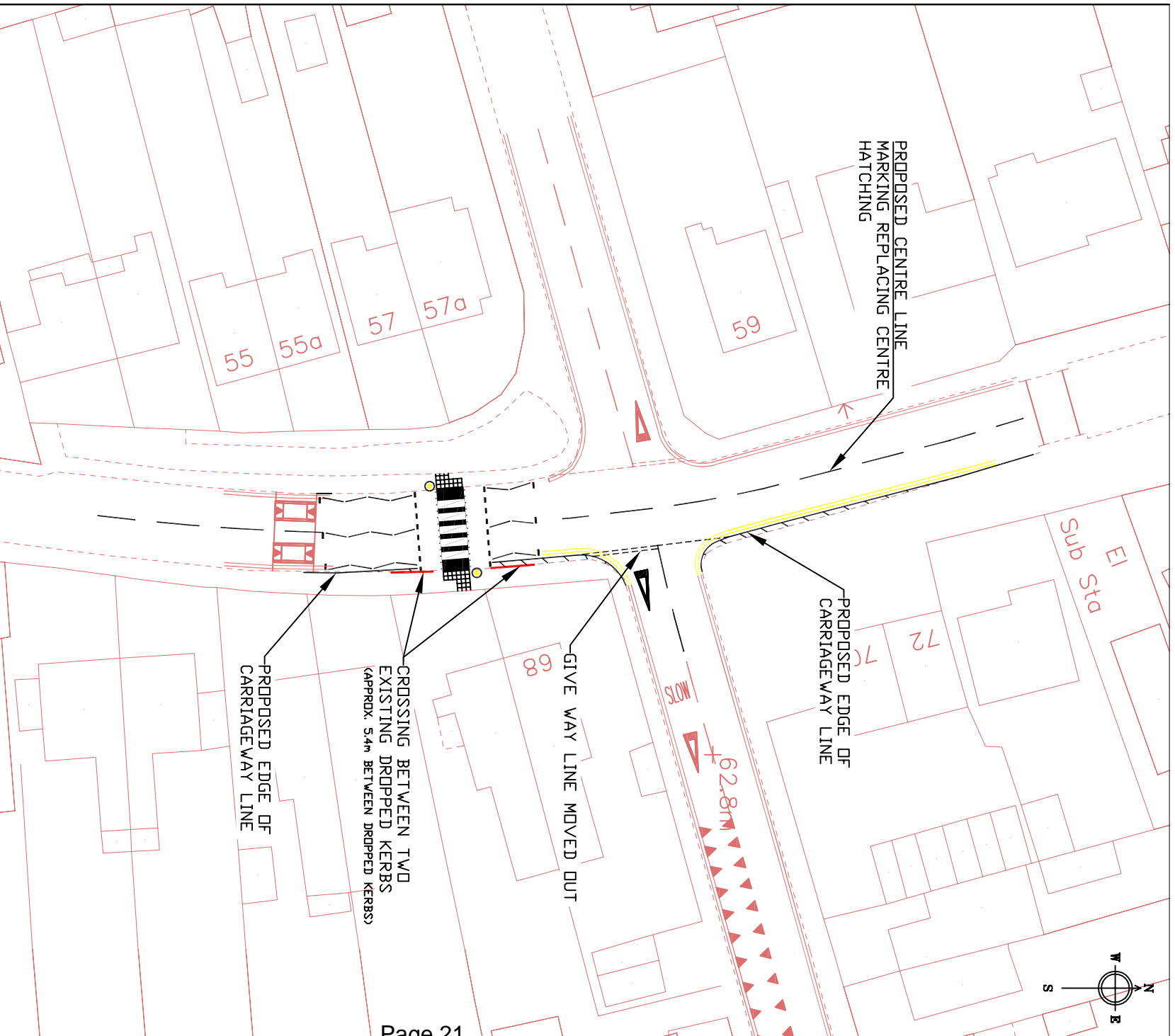
10. BACKGROUND PAPERS

10.1 School Crossing Patrol Policy (Traffic Management Sub-Committee, 12th September 2013)

10.2 Budget 2018-19 and Medium Term Financial Strategy (Policy Committee, 19th February 2018)



EXISTING LAYOUT



PROPOSED LAYOUT



Reading
Borough Council
Working better with you

Transport & Streetcare
Civic Offices
Reading
RG1 2LU

CAD Drawing Location:

scale drawn ED checked JC

1:500 approved XX

date FEB 2019

project
KIDMORE ROAD/OAKLEY ROAD
PEDESTRIAN CROSSING

drawing
KIDMORE ROAD PROPOSED PEDESTRIAN
CROSSING SCHEME

drawing no.
NM/PC/CAVERSHAM_PRIMARY_SCHOOL/
KIDMORE_RD/001

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JUNE 2019	AGENDA ITEM:	7
TITLE:	NATIONAL CYCLE NETWORK ROUTE NCN 422 - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	EMMA BAKER / LUCY PRISMALL	TEL:	0118 937 4881 / 0118 937 4441
JOB TITLE:	ACTING TRANSPORT PLANNING MANAGER / TRANSPORT PLANNER	E-MAIL:	emma.baker@reading.gov.uk / lucy.prismall@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report provides an update on key progress and milestones associated with the new National Cycle Network Route (NCN 422) between Bath Road / Greenwood Road and the Three Tuns.
- 1.2 Works are currently taking place on the final phase of the programme between London Road and Watlington Street and the Three Tuns on Wokingham Road.
- 1.3 Appendix A - NCN 422 Phase 2 - Removal of Traffic Island to west of Ashley Road.
Appendix B - Revised Plan for NCN 422 between Grange Avenue and Pitcroft Avenue.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes progress on delivering the NCN programme as set out within the report.
- 2.2 That the Head of Legal Services be authorised to carry out the Statutory Notice procedures for the removal of a traffic islands on Berkeley Avenue between Bath Road and Ashley Road, as part of the NCN 422 scheme, as

set out in Appendix A and in accordance with Section 23 of the Road Traffic Regulation Act 1984.

3. POLICY CONTEXT

- 3.1 National Cycle Network (NCN) Route 422 is a new cross-Berkshire cycle route between Newbury and Ascot. The route will 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 by the BLTB in November 2015.

4. THE PROPOSAL

- 4.1 Phase 1 of the scheme includes the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue, and was granted scheme and spend approval by Policy Committee in January 2017. The first phase of works commenced in February 2017 and was largely completed in July 2017. Improvements to a privately-own wall, between New Lane Hill and Greenwood Road, and adjacent footway widening works, are subject to further feasibility work and available budget after the completion of the final phase.
- 4.2 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, imprinting at key crossing points along Berkeley Avenue and improved signing along the route and through the Oracle. The Traffic Regulation Order for a contraflow cycle facility on Kennet Side was advertised in March, following approval at Traffic Management Sub-Committee in March 2018 and is expected to be complete June 2019.
- 4.3 A Notice of Intention is required for the removal of a traffic island on Berkeley Avenue, 35 metres west of Ashley Road (Appendix A), in accordance with Section 23 of the Road Traffic Regulation Act 1984. The removal of the traffic island will enable the existing advisory cycle lane to be upgraded to a mandatory cycle lane.
- 4.4 Phase 3 of the scheme builds on previous works delivered as part of the LSTF programme by extending shared-use facilities along Wokingham Road from Cemetery Junction to Three Tuns, and was granted scheme and spend approval by the Strategic Environment, Planning and Transport Committee in November 2018. Measures include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening.
- 4.5 Phase 3 works commenced in April 2019, and are due to be completed by summer 2019. Works completed to date have concentrated on the section

between Cemetery Junction and Palmer Park Avenue, including improved pedestrian and cycle crossing facilities at side road junctions and the conversion of the pedestrian crossing, to the east of St Bartholomews Avenue, to a tiger crossing. The in-house Highways team will now focus on improvements to the path running adjacent to Wokingham Road through Palmer Park. This phase will be further complemented by works, proposed between Grange Avenue and Melrose Avenue, as part of annual resurfacing programme.

- 4.6 Revised designs for Wokingham Road between Grange Avenue and Pitcroft Road have been finalised (Appendix B), and shared with Ward Councillors, following feedback at the Traffic Management Sub-Committee in November 2018. Further to the Committee, Officers organised a site meeting at Wokingham Road local centre, which was also attended by Councillor White and a representative from a local cycling group.
- 4.7 A Stage 1 and 2 Road Safety Audit has been undertaken on the revised design by an independent auditor and has not identified any concerns in regards to the proposed changes.
- 4.8 Further Notices of Intention have been advertised for alterations to existing traffic calming features along Wokingham Road, between Palmer Park Avenue and St Peters Road, and for converting the existing pedestrian crossing to a tiger crossing to the west of Pitcroft Avenue, both in accordance with Section 23 of the Road Traffic Regulation Act 1984 and Section 90C of the Highways Act 1980.

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:
 - Securing the economic success of Reading and provision of job opportunities.
 - Keeping Reading's environment clean, green and safe.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The National Cycle Network Route NCN 422 scheme has been communicated to the local community through user groups, press releases 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 Any objections to statutory consultation will be reported to future Sub-Committees.

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 Equality impact assessment scoping exercises have been undertaken for all phases of the National Cycle Network Route NCN 422 scheme and reported to SEPT Committee when seeking scheme and spend approval. These assessments did not highlight any negative impacts on any one user group.

9. FINANCIAL IMPLICATIONS

- 9.1 All schemes included in the current programme being delivered by the Council are included in the Council's Capital Programme. This sets out the funding sources and funding profile for each scheme.

10. BACKGROUND PAPERS

- 10.1 Major Transport Scheme Update Reports to Traffic Management Sub-Committee, from 2015 onwards.



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READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JUNE 2019	AGENDA ITEM:	8
TITLE:	BI-ANNUAL WAITING RESTRICTION REVIEW - 2019A PROPOSALS FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	ABBAY, BATTLE, CAVERSHAM, CHURCH, KATESGROVE, KENTWOOD, MINSTER, PARK, PEPPARD, REDLANDS, SOUTHCOTE, THAMES, TILEHURST, WHITLEY
LEAD OFFICERS:	PHOEBE CLUTSON	TEL:	0118 937 3962
JOB TITLES:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions, which address the issues raised in the initial list of requests, which were agreed for investigation by the Sub-Committee at their meeting in March, 2019.
- 1.2 The recommendations within this report have been shared with Ward Councillors and an opportunity provided for comment within this report.
- 1.3 Appendix 1 - Bi-Annual waiting restriction review programme list of streets and Officer recommendations, including any Councillor comments.
- 1.4 Appendix 2 - Drawings to accompany the Officer recommendations in Appendix 1.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1 and 2.
- 2.3 That subject to no objections received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.5 That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.6 That no public inquiry 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 RECOMMENDATIONS

- 4.1 Approval was given by the Sub-Committee on 7th March 2019 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.
- 4.2 Officers have investigated the issues that were raised in this list and have considered appropriate measures that could be implemented to overcome each issue.
- 4.3 In accordance with the report to the Sub-Committee in March 2019, Officers shared their recommended proposals with Ward Councillors between 13th May 2019 and 31st May 2019. This period provided Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in Appendix 1 of this report.
- 4.4 This report will seeks approval by the Sub-Committee to conduct statutory consultation on the recommended schemes, taking into consideration any Ward Councillor comments that have been received.

5. CONTRIBUTION TO CORPORATE PRIORITIES

- 5.1 This proposal contributes to the Council's priorities, as set out below:
 - Keeping Reading's environment clean, green and safe
 - Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 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 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 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. A statutory consultation will be conducted, providing 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 Funding for the advertisement requirement of the statutory consultation and subsequent implementation of agreed changes will need to be identified. It is intended that these costs will be met by the Council's Capital Works budget, with external funding (e.g. CIL or Section 106 contributions) to be used wherever possible.

9.2 The cost of the programme will be dependent on a number of factors, including the number proposals that are agreed for 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 2018B & Requests for Waiting Restriction Review 2019A / Traffic Management Sub-Committee / March 2019

APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2019A - OFFICER RECOMMENDATIONS

Ward	Street	Summary of Request	Officer recommendation
1. Abbey	Cardiff Road	Request for the shared use resident permit parking bay near the Cardiff Road closure point (south side of the street) to be converted from 8am-8pm 2 hours, no return within 2 hours and RP at all other times to a limited-waiting bay between 8am-5pm 2 hours, no return within 2 hours and RP at all other times. It is felt that this will provide a good compromise between daytime parking for customers and evening/overnight parking for residents.	Cardiff Road and its adjacent streets have elements of shared use permit parking with 2 hours free parking between 8am and 8pm. The 03R zone is currently at 89% saturated. We will continue to enforce the restriction to minimise the perceived level of abuse and do not recommend this being progressed in the waiting restriction review programme at this time.

Ward	Street	Summary of Request	Officer recommendation
2. Battle	Albury Close	Request for the double yellow lines at the junction with Loverock Road to be extended due to number of vehicles parking close to the junction which hinders access to HGVs and reduces visibility. Further comments from local businesses raise the difficulties in manoeuvring HGVs around the access to Units 1 - 17 (west side of the street), which may be aided by extending the existing double-yellow lines to the south, up to this access.	We recommend introducing a loading ban as seen in drawing WRR2019A/BA1. This loading ban will enable enforcement against any waiting/parking in these areas to the benefit of the large vehicles manoeuvring in this street.
3. Battle	Kensington Road	Non-Residents using the 2 hour parking facilities all the times, which is leaving little space for residents, request to convert this to Resident Permit holders only. Further requests to reconsider the restriction timings have also been received.	Officers have visited this site and found spaces available during the day, which majority of the vehicles belonged to residents. We will continue to enforce the restriction to minimise the perceived level of abuse and do not recommend this being progressed in the waiting restriction review programme at this time.
4. Battle	Western Elms Avenue	Request for the double yellow lines at the junction with Baron Court to be extended, therefore reducing the shared use resident permit parking bay.	Driveways have existing Access Protection Marking, by reducing the length of the bay this will remove parking spaces for residents. Therefore we recommend removing this request from the programme.
5. Battle/Kenwood	Wigmore Lane	Reported that vehicles are often being left for weeks at a time, parked in a manner that cause difficulties at the junction with Loverock Road and Stadium Way.	We recommend installing double yellow lines as seen in drawing WRR2019A/BA_KE2. This will improve visibility at the junction and ease the manoeuvre of large vehicles.

Ward	Street	Summary of Request	Officer recommendation
6. Caversham	Nelson Road	Request for existing double yellow lines at the car park for Richard Neville Court to be extended as cars parked either	This road is part of the Lower Caversham Resident Permit parking scheme, for which the results of the statutory

Ward	Street	Summary of Request	Officer recommendation
		side of the exit and obscures the visibility when leaving the car park	consultation will be reported to this meeting. It is believed that the introduction of bay markings and the introduction of permit parking will reduce the overall level and improve standard of parking in the area. It is recommended that this request is removed from this programme, but may be considered in a future programme if necessary.
7. Caversham	The Willows and St Stephens Close	Following the agreement to implement a resident permit parking scheme in these streets, residents have requested some sections of double-yellow-lines to prevent the potential difficulties that parking in these areas could cause. Officers will work with Ward Councillors to review these requests and consider a proposal to put forward.	The Resident Permit parking Scheme was implemented on 6 th May, therefore we recommend putting this request into the next programme so we can fully assess the impact of the Permit Parking scheme.

Ward	Street	Summary of Request	Officer recommendation
8. Church	Ashburton Road	Request for the double yellow lines at the junction with Totnes Road to be extended as entry into the road is becoming difficult.	The current waiting restrictions at this junction are longer than the standard requirement. Proposing any further restrictions this will reduce the space for residents and visitors to park. Therefore we recommend removing this request from the programme.
9. Church	Barnsdale Road	Request for waiting restrictions on Barnsdale Road close to its junctions with Ennerdale Road and Stanhope Road due to cars parking here during the week and not moving. This makes it difficult for residents and visitors to find a space.	Officers have visited this site a number of times and found no evidence of dangerous parking, therefore we recommend removing this request from the programme.
10. Church	Barnsdale Road	Request for double yellow lines on Barnsdale Road junction with Cressingham Road near the Tyndale Church due to cars parking on the pavement which makes it difficult to pass on the pavement.	We recommend installing double yellow lines as seen in drawing WRR2019A/CH1. The proposed restriction will deter vehicles from parking on top of the junction and on the footway improving road safety for all road users.
11. Church	Birdhill Avenue	Request for the existing double yellow lines at the junction with Cressingham Road to be extended due to poor visibility when leaving this junction.	We recommend installing double yellow lines as seen in drawing WRR2019A/CH2 as this will improve the visibility at the junction.
12. Church	Devonshire Park	Request for double yellow lines at the corners of Devonshire Park as it is often difficult for bin lorries and other deliveries to get down the road.	Officers have taken a site visit during the day and didn't find any inappropriate parking that would hinder large vehicles to navigate this road. Our waste collection team too have confirmed they haven't experienced any problems when doing bin collection duties, therefore we recommend removing the request from this programme.
13. Church	Linden Road	Request for waiting restrictions on Linden Road near the entrance of Willow Gardens as paths are being blocked at	There is already existing double yellow lines and School Keep Clear marking across the entrance leading into Willows Garden

Ward	Street	Summary of Request	Officer recommendation
		pick up/drop off times to The Ridgeway and difficult to navigate the road.	on Linden Road. There will be more traffic in the area around pick up and drop times, inevitably inconvenience the residents for a short period of the day. By proposing further restrictions this will affect the parking provisions for residents and visitors, therefore we recommend removing this request from the programme.

Ward	Street	Summary of Request	Officer recommendation
14. Katesgrove	Bourne Avenue	Request for waiting restrictions as non-residents and commercial vehicles are parking in the road overnight and weekends which is making it difficult for residents to be able to park in the area.	The only solution to this issue is for a Resident Permit Parking (RPP) scheme to be introduced, which would not be covered by this programme. A number of streets in Katesgrove are on the RPP waiting list, including Rowley Road. It seems logical for Bourne Avenue and Shenstone Road (as a minimum) to be considered as part of a wider area scheme. Therefore we recommend removing this request from the programme and adding it to the RPP waiting list.
Page 37 15. Katesgrove	Chesterman Street	Request to review the parking bays on Chesterman Street as emergency services struggle to get down the road with cars parked on both sides of the road	Officers have visited the site and found the bay widths are in accordance with the regulations. The road does allow space for cars to park on both sides of the road and for emergency vehicles to pass, provided that cars park within the marked bays. Should the opportunity arise we could look to reduce the width of the bay to help encourage drivers to park closer to the kerb. This could be done as part of a lining refreshing programme. We therefore recommend removing this request from the programme. However, this should not be necessary and may pose difficulties for the parking of larger vehicles that would not otherwise necessarily be narrowing the road to an unacceptable level.
16. Katesgrove	Sherman Street	Request to review the parking bays on Sherman Street as emergency services struggle to get down the road with cars parked on both sides of the road	We have not been contacted by emergency services on access Sherman Street. Proposals to reduce parking spaces here is unlikely to gain support where parking is at a premium. Therefore we recommend removing this request from the programme.

Ward	Street	Summary of Request	Officer recommendation
17. Kentwood/ Tilehurst	Armour Road	A Ward Councillor has received a number of complaints about the parking on Armour Road by the Victoria Recreation ground, when the bay is full and a queue waiting at the traffic signals, this causes drivers to mount the pavement to get down Armour Road. Request to shorten the bay.	We recommend shortening bay as seen in drawing WRR2019A/TI_KE1 as this will improve the traffic flow on Armour Road and provide an extra few spaces for stacking traffic.
18. Kentwood	Broomfield Road	Request for double yellow lines on bend between Glenrosa Road and Romany Lane to be extended due to parked cars restricting visibility and due to the speed that some cars travel at.	We recommend extending double yellow lines as seen in drawing WRR2019A/KE2. Majority of residents on Broomfield Road have ample of off street parking and the proposed extension of double yellow line will further improve drivers forward visibility on the bend.
19. Kentwood	Derwent Avenue and Rodway Road	Request from Ward Councillors to review parking restrictions within the road.	There's been reports of commuter parking on Rodway Road due to the vicinity of the Tilehurst Train Station and request for a Resident Permit parking scheme to improve the parking situation in a highly dense residential street. Residents are currently parking on the wide verge/footway however this will not be permitted with a permit scheme being introduced. There currently is no evidence from residents for support of a permit scheme. This will be added to the RP waiting list for consideration in the future.
20. Kentwood	Elsley Road	Request to convert the single yellow lines between Overdown Road and Ullswater Drive to double yellow lines. Many cars parking there causing visibility issues.	We recommend converting single yellow line to double yellow lines as seen in drawing WRR2019A/KE3 to address the visibility issues.
21. Kentwood	Rodway Road	Request for waiting restrictions within the road.	If a resident permit parking scheme is wanted then this can be added to the Resident Permit Parking (RPP) waiting list, however the road isn't wide enough to cope with parking on both sides of the road. Therefore we recommend removing this request from this programme and add it to the RPP waiting list.
22. Kentwood	Romany Lane	Request for double yellow lines on Romany Lane between Romany Close and Broomfield Road due to parked cars it restricts visibility	We have approval to implement double yellow lines at the junction of Romany Lane with Broomfield Road, through the 2018B Waiting Restriction Review programme, which should improve the visibility. Therefore we recommend implementing these restrictions before making an assessment on the situation and remove this request from the programme.
23. Kentwood/ Battle	Wigmore Lane	Reported that vehicles are often being left for weeks at a time, parked in a manner that cause difficulties at the junction with Loverock Road and Stadium Way.	We recommend installing double yellow lines as seen in drawing WRR2019A/BA_KE2. This will improve visibility at the junction and ease the manoeuvre of large vehicles.

Ward	Street	Summary of Request	Officer recommendation
24. Minster	Portway Close	Request for parking restrictions around the garaging area to prevent commuter parking and garages being blocked.	We recommend installing double yellow lines as seen in drawing WRR2019A/MI1 to allow the garages to be accessible by the residents.
25. Minster	Wensley Road	Request for new double yellow lines to be installed opposite the proposed location of a new inset parking layby (part of the West Reading Area Study). The layby is intended to be constructed on the south side of the street between the sites at No2 and No48 Wensley Road.	We recommend installing double yellow lines as seen in drawing WRR2019A/MI2, which will aid the flow of traffic along the street, once the layby has been constructed.

Ward	Street	Summary of Request	Officer recommendation
26. Park	Liverpool Road	Residents having trouble leaving and accessing their driveways due to people parking between Radstock Road and Manchester Road. Request for the shared use resident permit bay to be shortened with double yellow lines. The properties currently have Access Protection Markings.	As a standard, the Council will install parking bays that may continue across some dropped kerbs. These bays do not supersede laws relating to obstructive parking, but will overall maximise the level of available on-street parking and reduce signing 'clutter'. Vehicles causing obstruction to driveways is a traffic offence which can be enforced by the police. Therefore we recommend removing this request from the programme.
27. Park	Manchester Road	Shop Owner on the junction with Liverpool Road would like a nearby restriction to allow customer parking.	This location is within a shared-use resident permit parking restriction area, this allows enough parking space for customers. Therefore we recommend removing this from the programme.

Ward	Street	Summary of Request	Officer recommendation
28. Peppard	Buckingham Drive	Request for double yellow lines at the end of Buckingham Drive, in the turning head as cars often park here and makes it difficult for vehicles to turn around.	Officers have visited site during the day and found no evidence of any parking issues, therefore we recommend removing this from the programme.
29. Peppard	Grove Road	Request to extend the double yellow lines at the entrance to School Lane due to cars parking close to the exit and obscuring the visibility, as well as parking on the pavement.	We recommend installing double yellow lines as shown in drawing WRR2019A/PE1, as this will improve the visibility coming out of School Lane.
30. Peppard	Lowfield Road	Request for double yellow lines on the bends to allow free flowing traffic on the road.	We suggest implementing the restrictions that have already been agreed in the 2018A Waiting Restriction Review programme, then we can assess the impact these restrictions have had. Therefore we recommend removing this request from this programme and place it into the next Waiting Restriction Review programme.
31. Peppard	Netley Close	Request for double yellow lines on the junction with Kingsway due to non-residents parking in the road and at times across the entrance.	We recommend installing double yellow lines as show in drawing WRR2019A/PE2, as this improve visibility at the junction

Ward	Street	Summary of Request	Officer recommendation
32. Peppard	Ruskin	Request for double yellow lines at the junction with Henley Road due to vehicles parking close to the junction which makes it difficult leaving this junction.	Further to our site visit there is no evidence of vehicles parking in the vicinity of the junction therefore we recommend removing this from the programme.

Ward	Street	Summary of Request	Officer recommendation
33. Redlands	Hexham Road	Commercial vans taking up residential spaces and parking dangerously close to the junction with Northumberland Avenue.	We recommend installing double yellow lines as shown in drawing WRR2019A/RE1, to address the issue of parking close to the junction with Northumberland Avenue - this parking would be creating visibility issues at the junction . Hexham Road is on the list of requests for Resident Permit Parking.
34. Redlands	Upper Redlands Road	Request for removal of parking on the south side of Upper Redlands Road, between Alexandra Road and Eastern Avenue as parking on both sides of the road causes heavy traffic and long queues in the morning.	Changes to the Hospital and University Area Parking scheme have been promoted through this Sub-Committee, which includes alterations to Upper Redlands Road. The bays maximise parking availability in the area, provide speed calming benefits and can act as a deterrent to rat-running in this residential area. We recommend not considering further changes at this time, and remove this request for the programme.

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Ward	Street	Summary of Request	Officer recommendation
35. Southcote	Ashampstead Road	Request for double yellow lines on one side of the road, due to cars parking on both side of the road, which has become restrictive to lorries and emergency vehicles.	We recommend installing double yellow lines as seen in drawing WRR2019A/SO1 to improve the manoeuvre of the junctions due to parked cars parking close to the junction.
36. Southcote	Byefield Road	Request for waiting restrictions due to cars parking on the pavements, both sides of the road, which makes it difficult to cross the road	Footway parking is an issue in this area, this should be reviewed as part of the wider footway verge parking ban, therefore we recommend removing this from this programme and to be placed onto the TM measures list.
37. Southcote	Shepley Drive	Request for double yellow lines at the junction with Stapleford Road, due to vehicles parking closely to the junction. Emergency services and residents often struggle to gain access to the road.	We recommend installing double yellow lines as seen in drawing WRR2019A/SO2, to allow clear visibility to Shepley Drive, as people tend to park close to the access. It also gets particularly busy during school pick up or drop off times.
38. Southcote	Shepley Drive	Request for double yellow lines at the entrance to Shepley Drive Service Road as vehicles park blocking the vision when pulling out of the garages.	We recommend installing double yellow lines as seen in drawing WRR2019A/SO2, to allow clear visibility to Shepley Drive, as people tend to park close to the access. It also gets particularly busy during school pick up or drop off times.

Ward	Street	Summary of Request	Officer recommendation
39. Thames	Richmond Road	Cars park close to the junction of Richmond Road and Kidmore Road which makes it difficult to see around the junction, therefore request to have double yellow lines at this junction.	We recommend installing double yellow lines as seen in drawing WRR2019A/TH1, as this will improve the visibility at this junction.
40. Thames	Surley Row	Request for double yellow lines at the junction with Sheep Walk, which is a tight bend and people tend to leave their cars very close to the junction which is causing visibility issues.	We recommend installing double yellow lines as seen in drawing WRR2019A/TH2, as this will improve the visibility on the sharp bend and allow safer manoeuvres at this location.

Ward	Street	Summary of Request	Officer recommendation	
41. Tilehurst/ Kentwood	Armour Road	The Ward Councillor has received a number of complaints about the parking on Armour Road by the Victoria Recreation ground, when the bay is full and a queue waiting at the traffic signals, this causes drivers to mount the pavement to get down Armour Road. Request to shorten the bay.	We recommend shortening bay as seen in drawing WRR2019A/KE_TI1, as this will improve the traffic flow on Armour Road and provide an extra few spaces for stacking traffic.	
Page 41	42. Tilehurst	Bran Close	Request for double yellow lines at the junction with Corwen Road due to cars parking close to the junction which is causing poor visibility.	We recommend installing double yellow lines as seen in drawing WRR2019A/TI1, as this will improve the visibility at this junction.
	43. Tilehurst	Lower Elmstone Drive	Request for parking restrictions between Chapel Hill and Westwood Road, due to the cars parked on one side of the road makes it difficult for traffic to get through, especially the bus service.	We recommend installing double yellow lines as seen in drawing WRR2019A/TI2. This is a busy road and bus route which is often parked up. The proposals will allow the bus to properly pull into the bus stop, will improve the traffic flow and protect the speed cushion.
	44. Tilehurst	St Michael's Road	Ward Councillor received a number of complaints regarding the parking bays on St Michael's Road close to its junction with School Road, when cars are parked within the bay this can cause queues and wait a while for the traffic to clear in that direction. Request to convert these bays into 'no waiting at any time'.	Officers feel there is adequate space for vehicles to pass and wait without any queues. Drivers may have to wait for a bit before safely driving round the parked cars, but we aren't aware of any traffic problems. Therefore we recommend removing this request from the programme.
45. Tilehurst	Westwood Road	Request for waiting restrictions on Westwood Road near the Tilehurst Surgery due to cars parking on both sides of the road and buses struggle to get past.	Officers have visited the site and have found no evidence of vehicles struggling to get through due to parked vehicles, though this could occur if vehicles are parked inconsiderately. Waiting restrictions would remove a number of spaces for residents and visitors so we would recommend removing this request from the programme.	

Ward	Street	Summary of Request	Officer recommendation
46. Whitley	Exbourne Road	Issues with parking around school drop off/pick up times, causes visibility issues around the school gate (Christ the King School) for crossing the road as well as local parking issues.	In 2013 'No waiting and a part time loading ban' was introduced on this road as well as a 'school keep clear' marking in front of Geoffrey Field Junior School gate, which was to help driver visibility. We have tried to make contact with the requester for further information on the issues, however we heard no further contact. Therefore we recommend removing this request from the programme.

KEY

EXISTING RESTRICTIONS
— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS
AS LABELLED

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time



STADIUM WAY

LOVEROCK ROAD

WIGMORE LANE

127d
127c
127b
127
127
Page 43

3m

10m

10m

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Project	WAITING RESTRICTION REVIEW 2019A	Scale	Drawn
		N.T.S	PC
Drawing	WIGMORE LANE	Date	Checked
		APR 19	JC
Drawing No.		Approved	
BA_KE2_Wigmore Lane			

KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



MP 37.25 O

SL O

SL O

SLO

EXISTING:
No Waiting At Any Time

PROPOSED:
No Waiting At Any Time
No Loading At Any Time

ALBURY CLOSE

LOVEROCK ROAD

Depot

Warehouse

El Sub Sta

Works

Page 44

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Project

WAITING RESTRICTION
REVIEW 2019A

Scale

N.T.S

Date

MAY 19

Drawn PC

Checked JC

Approved

Drawing

ALBURY CLOSE

Drawing No.

BA1_Albury Close

Key:
PROPOSED RESTRICTIONS
 as labelled

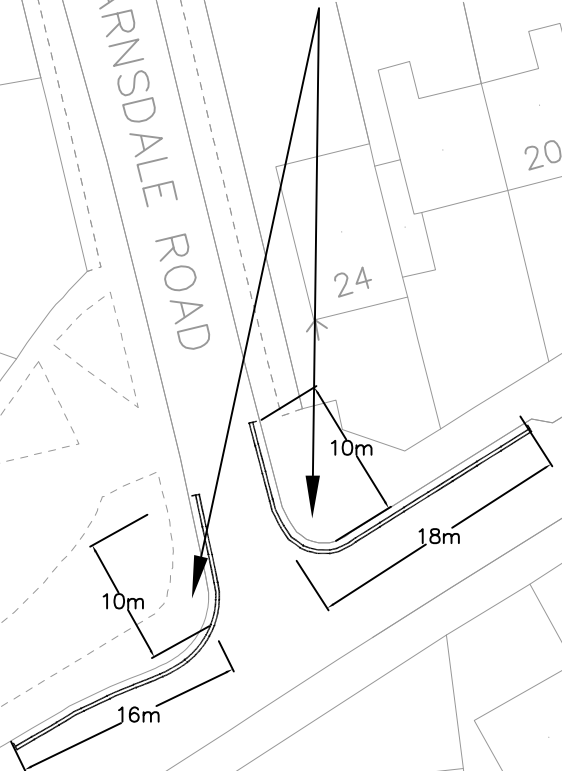
EXISTING:
 Unrestricted

PROPOSED:
 No Waiting At Any Time



BARNSDALE ROAD

CRESSINGHAM ROAD



Page 45

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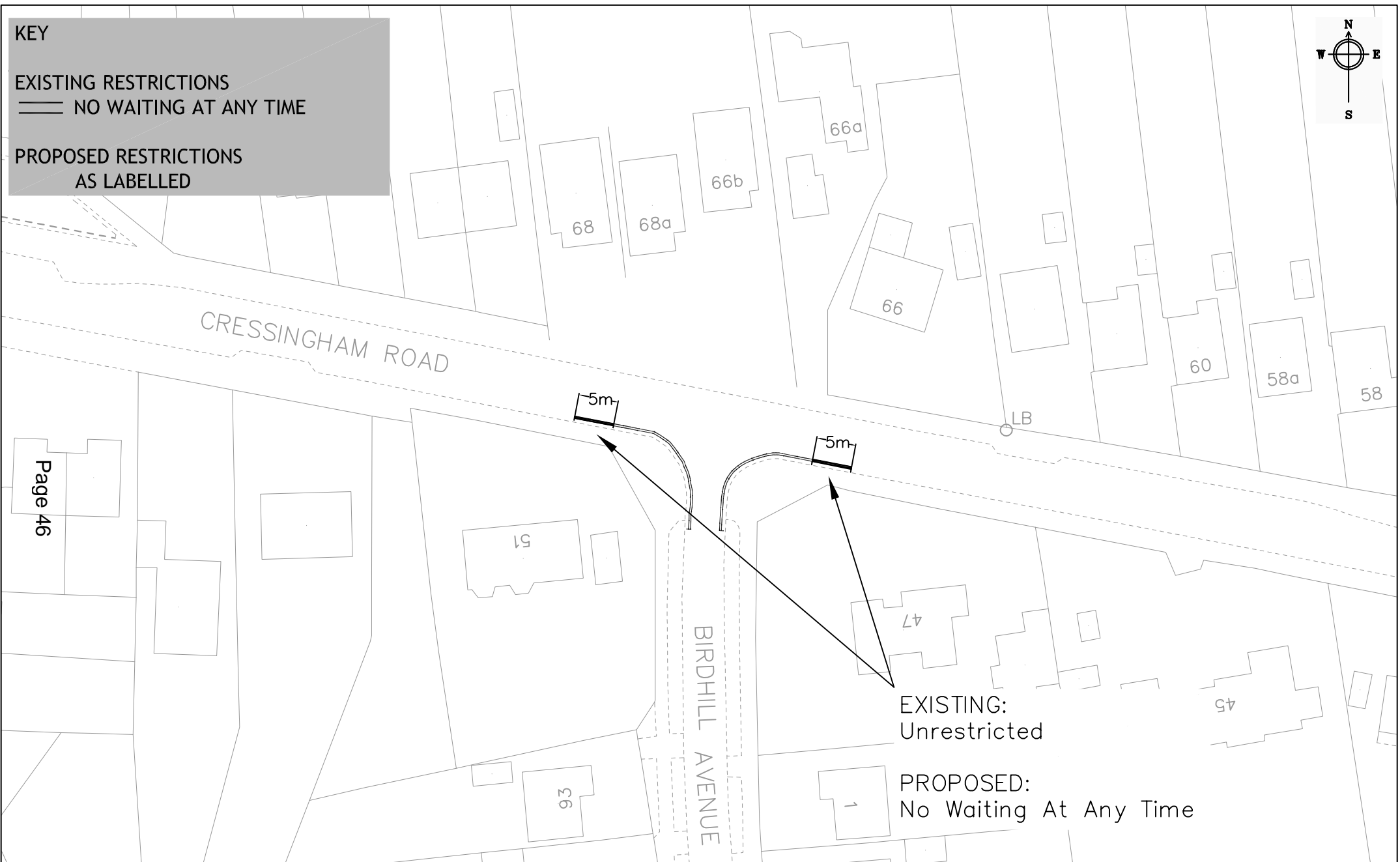
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Project	WAITING RESTRICTION REVIEW 2019A		Scale N.T.S	Drawn PC
			Date APR 19	Checked JC
Drawing	BARNSDALE ROAD		Approved	
Drawing No.			CH1_Barnsdale Road	

KEY

EXISTING RESTRICTIONS
 — NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS
 AS LABELLED



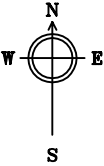
Page 46

EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time

Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date APR 19	Checked JT
Drawing BIRDHILL AVENUE	Approved	
Drawing No. CH2_Birdhill Avenue		

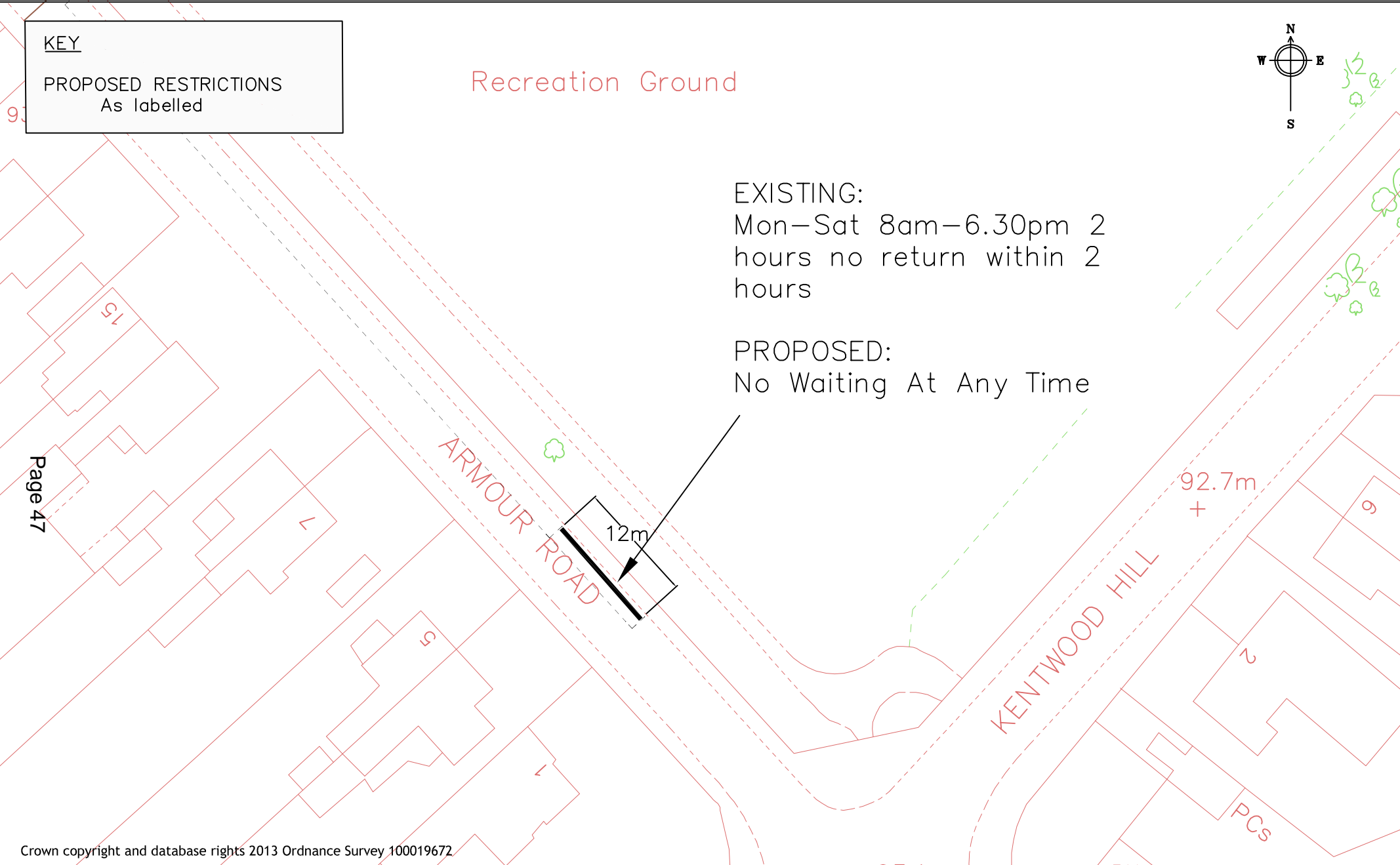
KEY
 PROPOSED RESTRICTIONS
 As labelled



Recreation Ground

EXISTING:
 Mon–Sat 8am–6.30pm 2
 hours no return within 2
 hours

PROPOSED:
 No Waiting At Any Time



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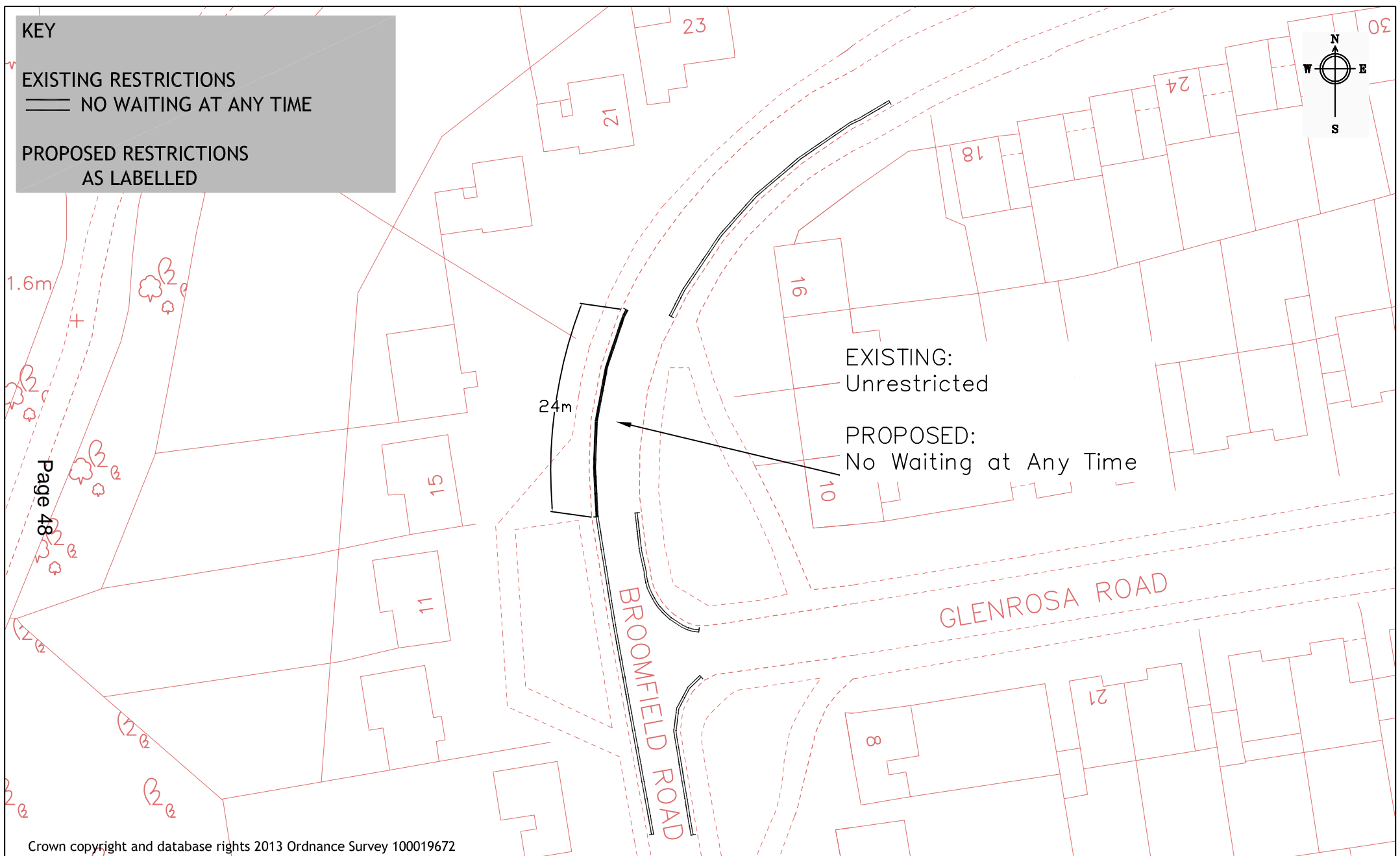
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Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date APR 19	Checked JC
Drawing ARMOUR ROAD	Approved	
Drawing No.		KE_T11_Armour Road

KEY

EXISTING RESTRICTIONS
= NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS
AS LABELLED



24m

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

BROOMFIELD ROAD

GLENROSA ROAD

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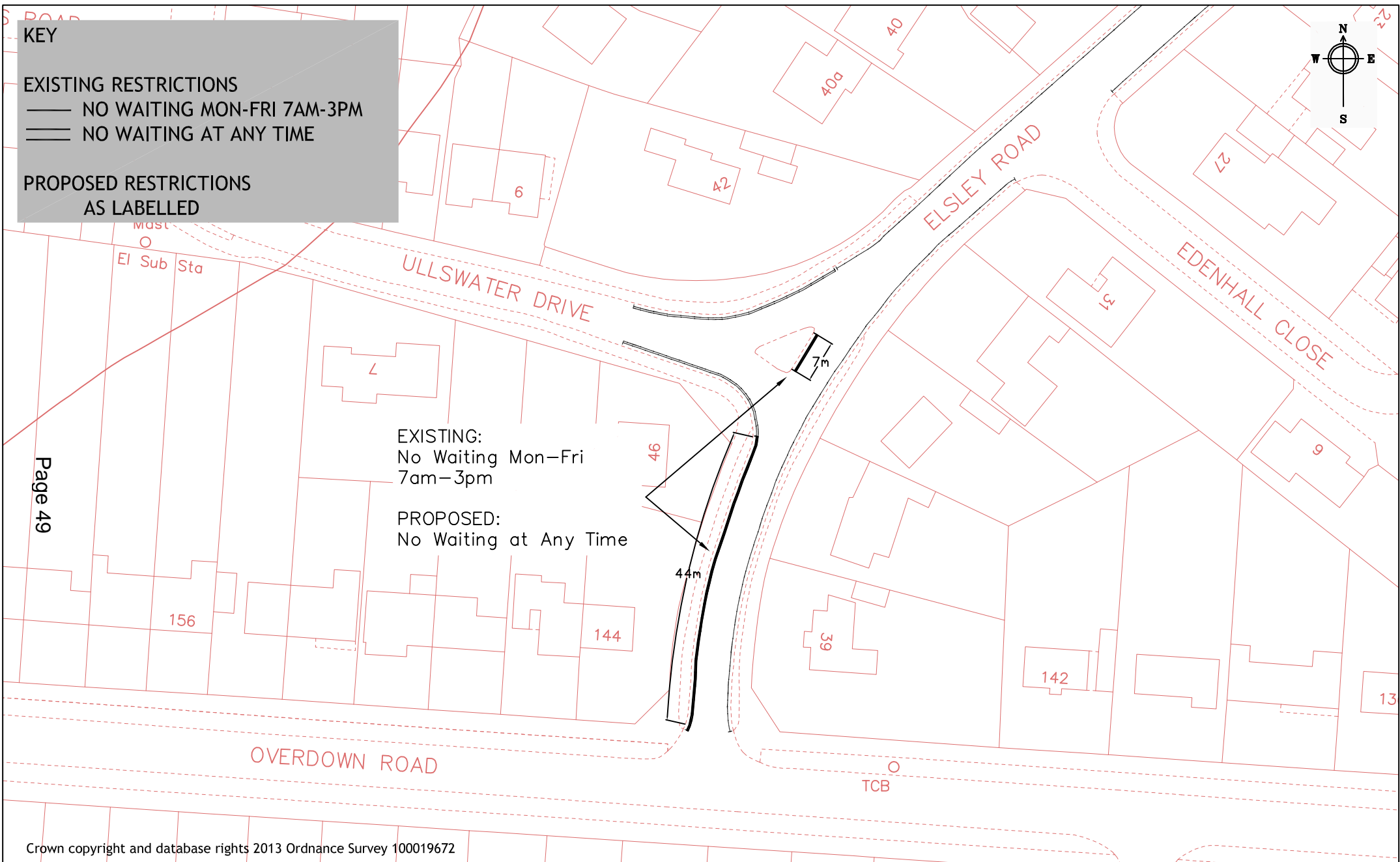
Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date APR 19	Checked JC
Drawing BROOMFIELD ROAD	Approved	
	Drawing No. KE2_Broomfield Road	

KEY

EXISTING RESTRICTIONS

- NO WAITING MON-FRI 7AM-3PM
- NO WAITING AT ANY TIME

**PROPOSED RESTRICTIONS
AS LABELLED**



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Project	WAITING RESTRICTION REVIEW 2019A	Scale	Drawn
		N.T.S	PC
Drawing	ELSLEY ROAD	Date	Checked
		MAY 19	JC
		Approved	
		Drawing No.	
			KE3_Elsley Road

Key:

PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time



PORTWAY CLOSE

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Project WAITING RESTRICTION REVIEW 2019A	Scale NTS	Drawn PC
	Date APR 19	Checked JC
Drawing PORTWAY CLOSE	Approved	
Drawing No. MI1_Portway Close		

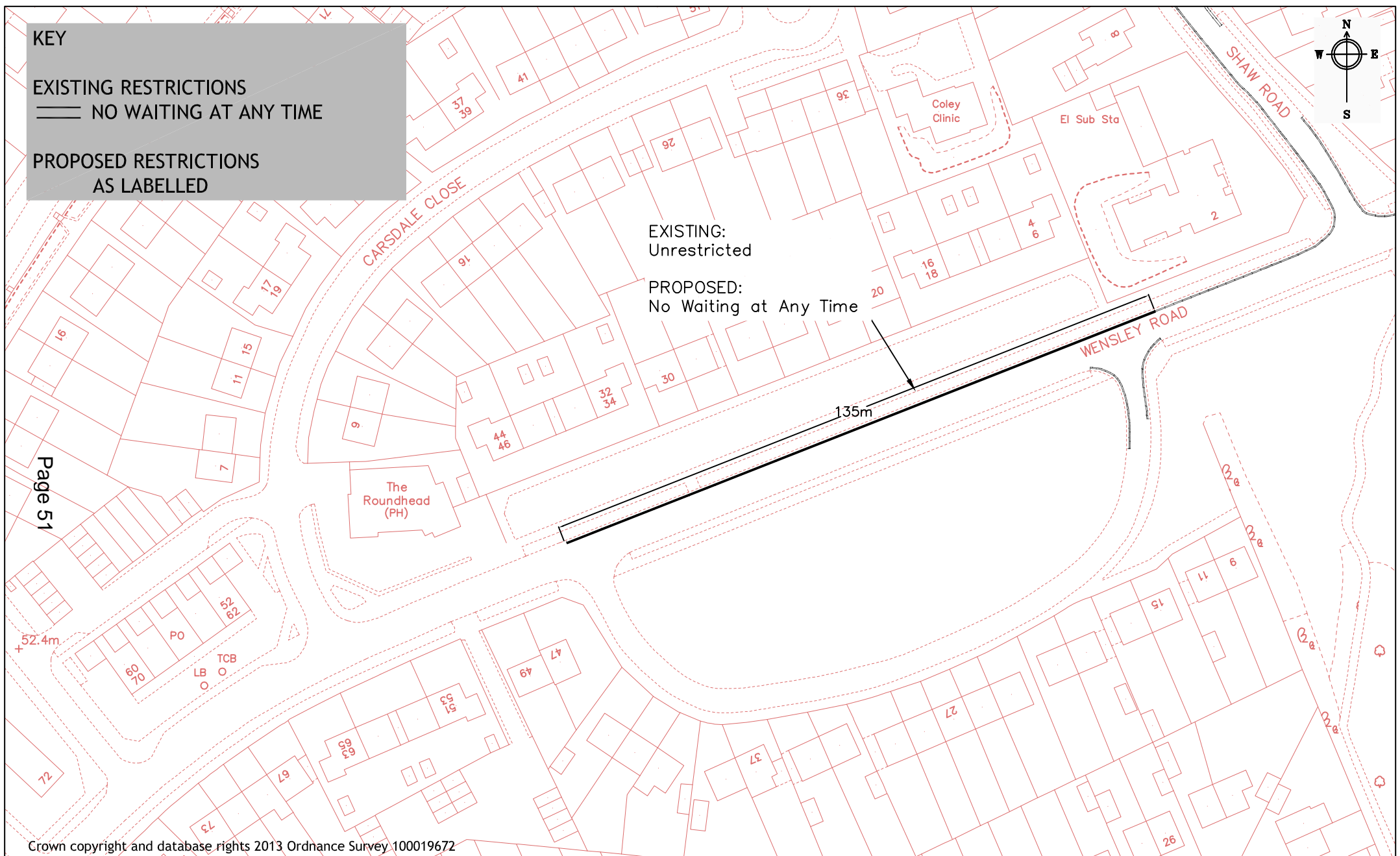
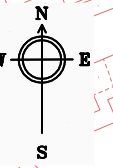
KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

135m

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Project

WAITING RESTRICTION
REVIEW 2019A

Drawing

WENSLEY ROAD

Scale
N.T.S

Date
APR 19

Drawn PC

Checked JC

Approved

Drawing No.

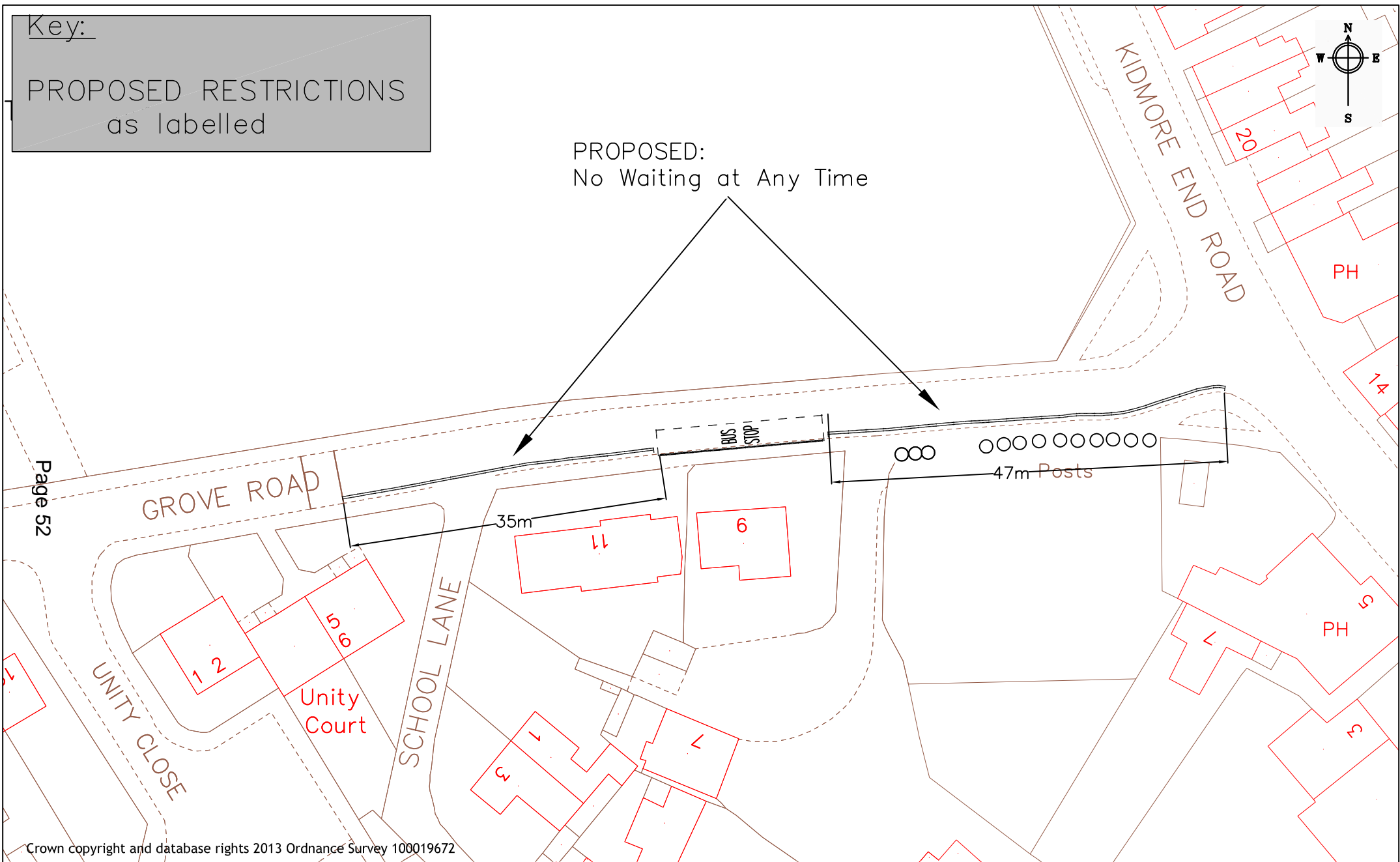
MI2_Wensley Road

Key:

PROPOSED RESTRICTIONS
as labelled



PROPOSED:
No Waiting at Any Time



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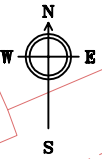


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Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date MAY 19	Checked JT
Drawing GROVE ROAD	Approved	
	Drawing No. PE1_Grove Road	

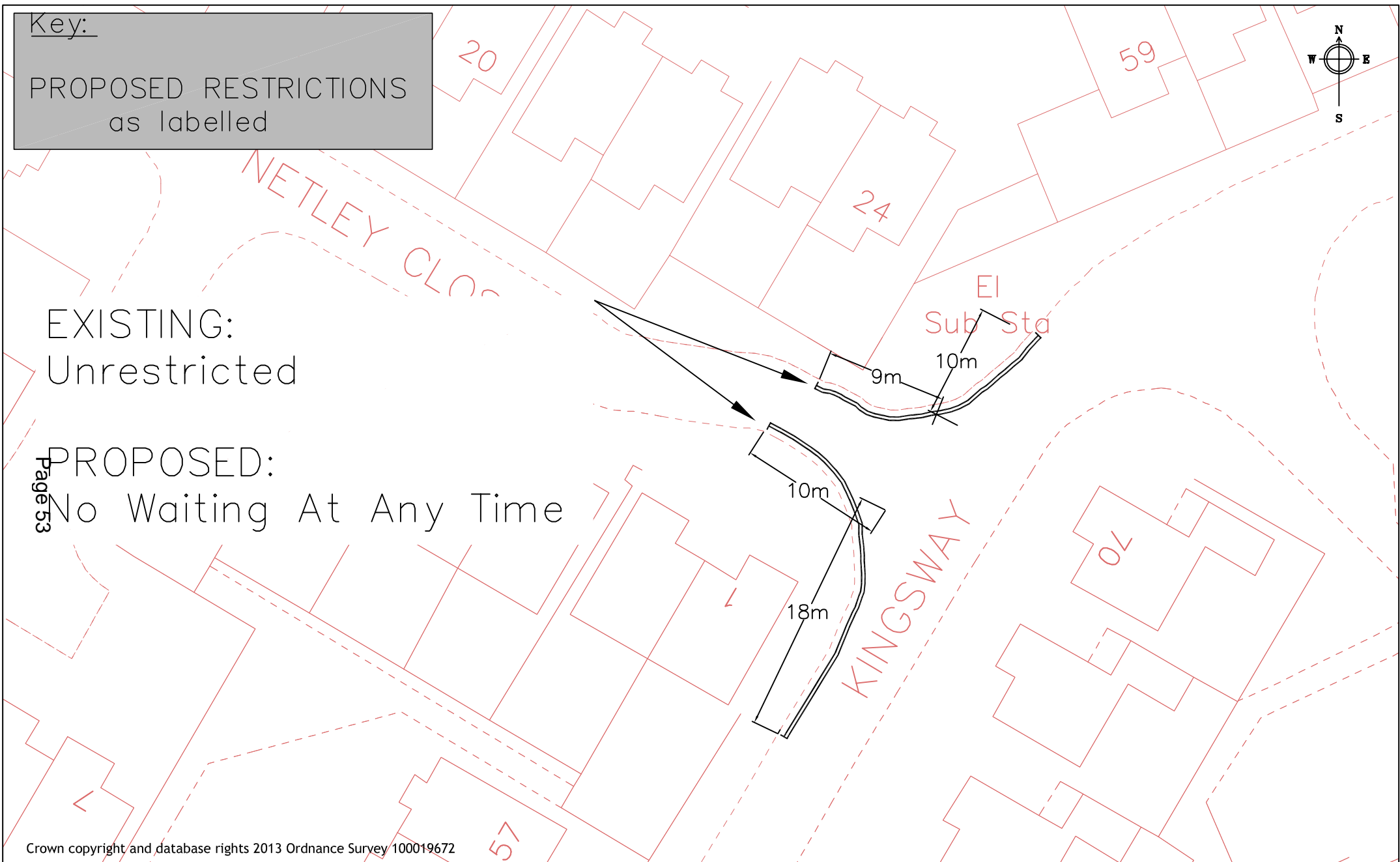
Key:
 PROPOSED RESTRICTIONS
 as labelled



EXISTING:
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 No Waiting At Any Time

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Project	Scale	Drawn
	N.T.S	PC
WAITING RESTRICTION REVIEW 2019A	Date	Checked
	MAY 19	JC
Drawing	Approved	
	Drawing No.	
NETLEY CLOSE	PE2_Netley Close	

Key:

PROPOSED RESTRICTIONS
as labeled



EXISTING
Unrestricted

PROPOSED
No Waiting At Any Time

NORTHUMBERLAND AVENUE

HEXHAM ROAD

Tanfield

116

1

11

15m

20m

20m

17m

LB

TCB

Page 54

120

2

CANTERBURY ROAD

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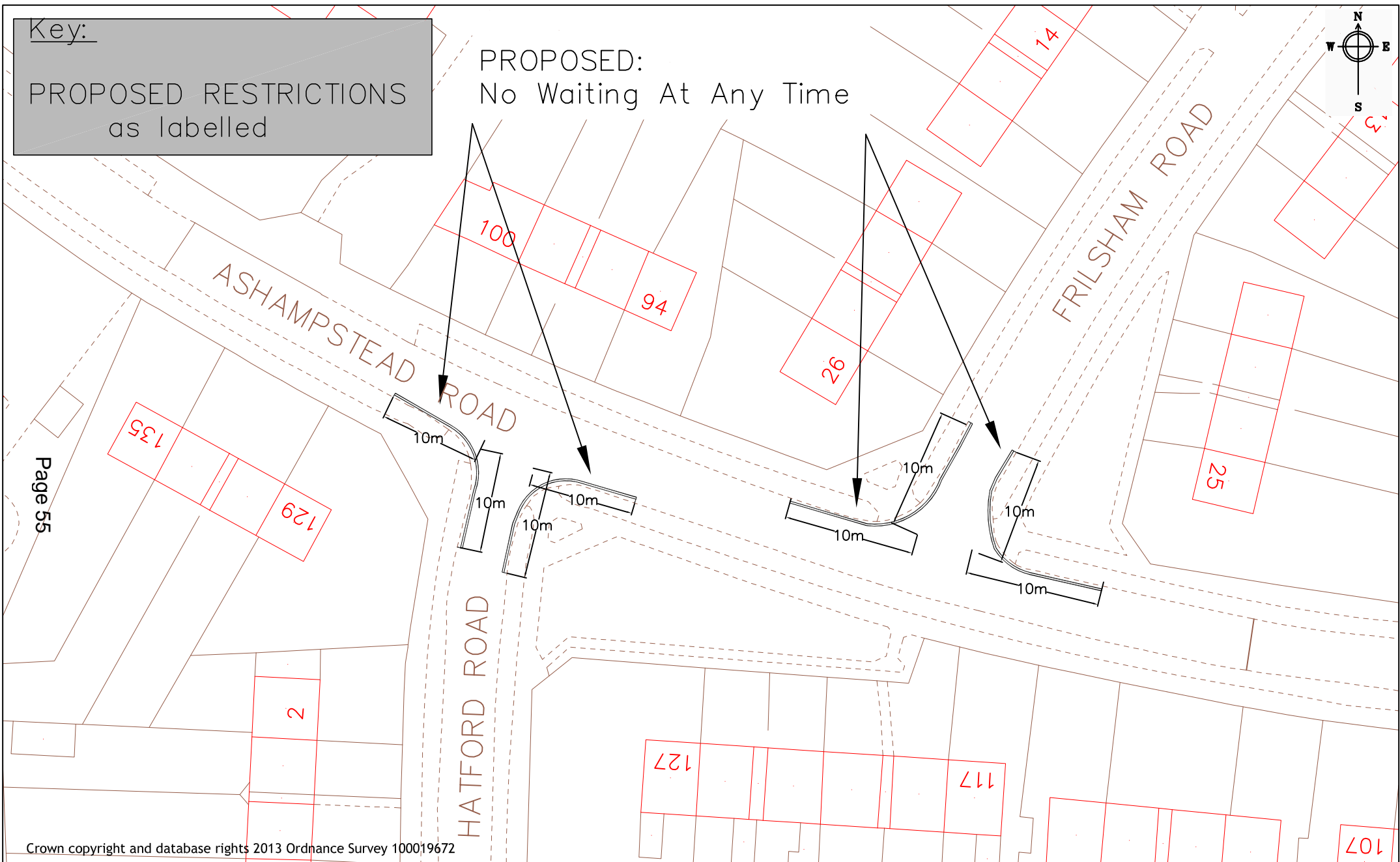
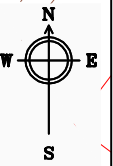
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RG1 2LU

Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date APR 19	Checked JT
Drawing HEXHAM ROAD	Approved	
	Drawing No. RE1_Hexham Road	

Key:

PROPOSED RESTRICTIONS
as labelled

PROPOSED:
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Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S.	Drawn ED
	Date APR 19	Checked JC
Drawing ASHAMPSTEAD ROAD	Approved	
Drawing No. S01_Ashampstead Road		

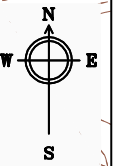
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— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED

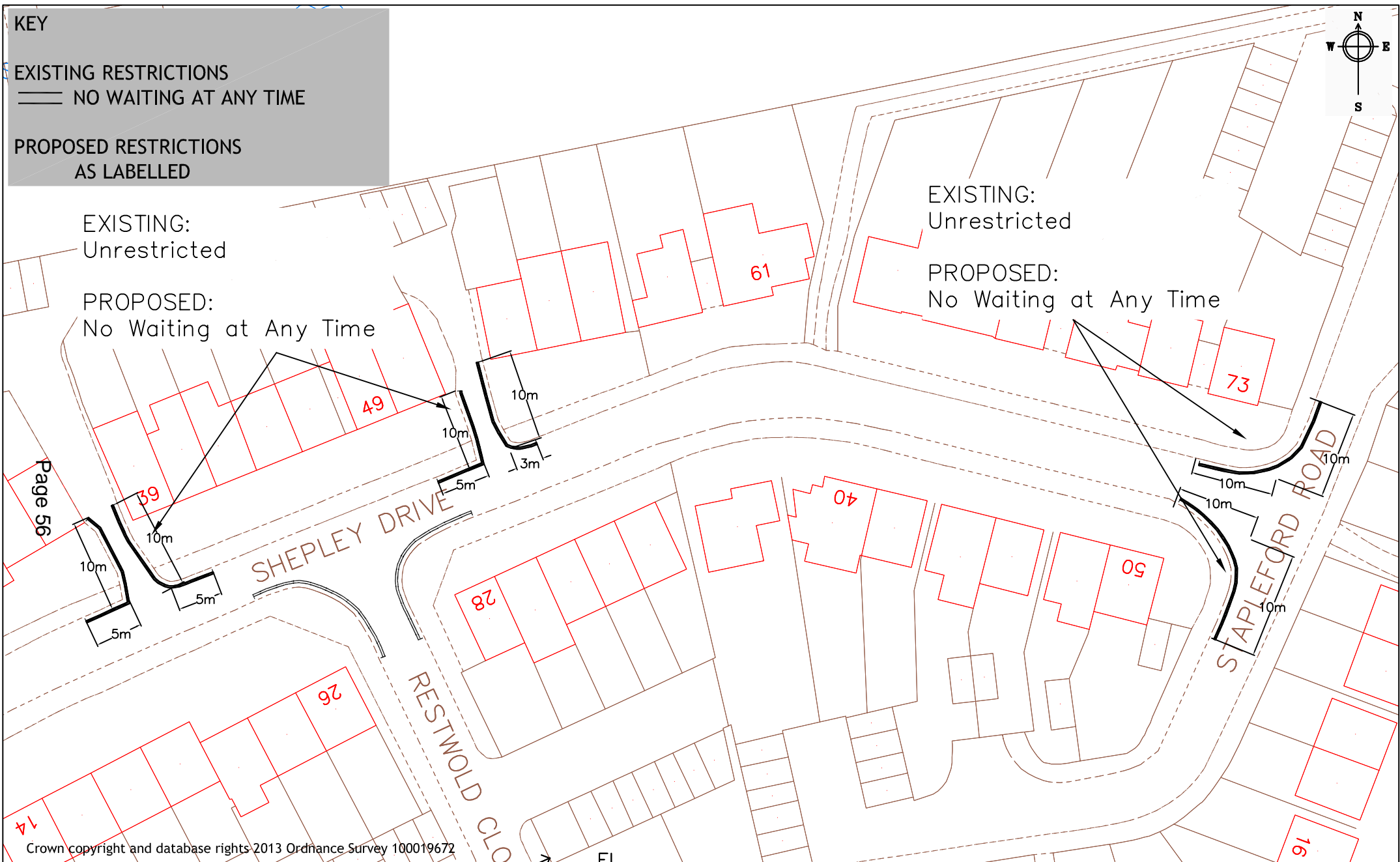


EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time



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Project

WAITING RESTRICTION
REVIEW 2019A

Scale

N.T.S

Date

APR 19

Drawn PC

Checked JC

Approved

Drawing

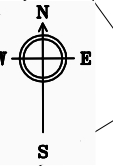
SHEPLEY DRIVE

Drawing No.

S02_Shepley Drive

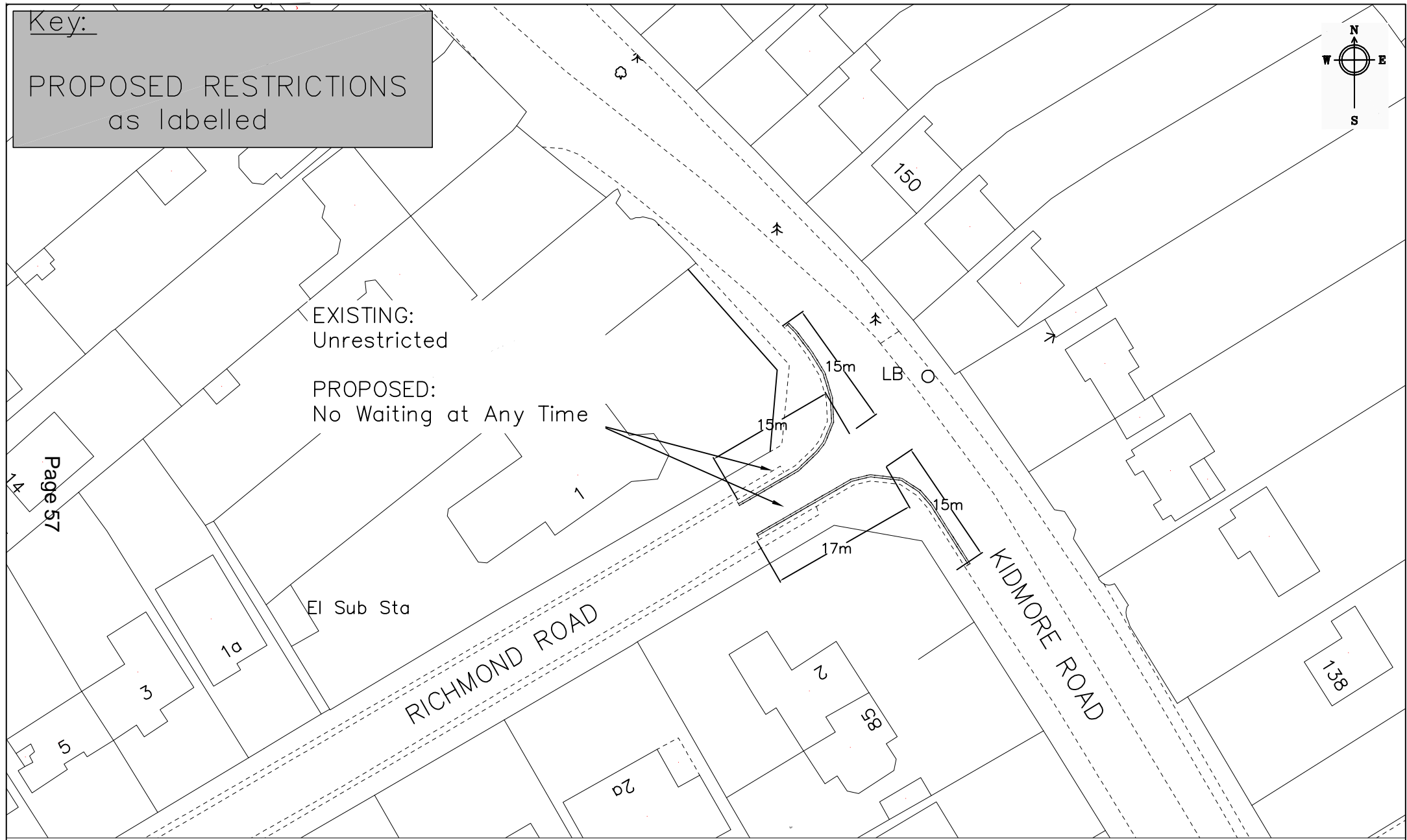
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PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
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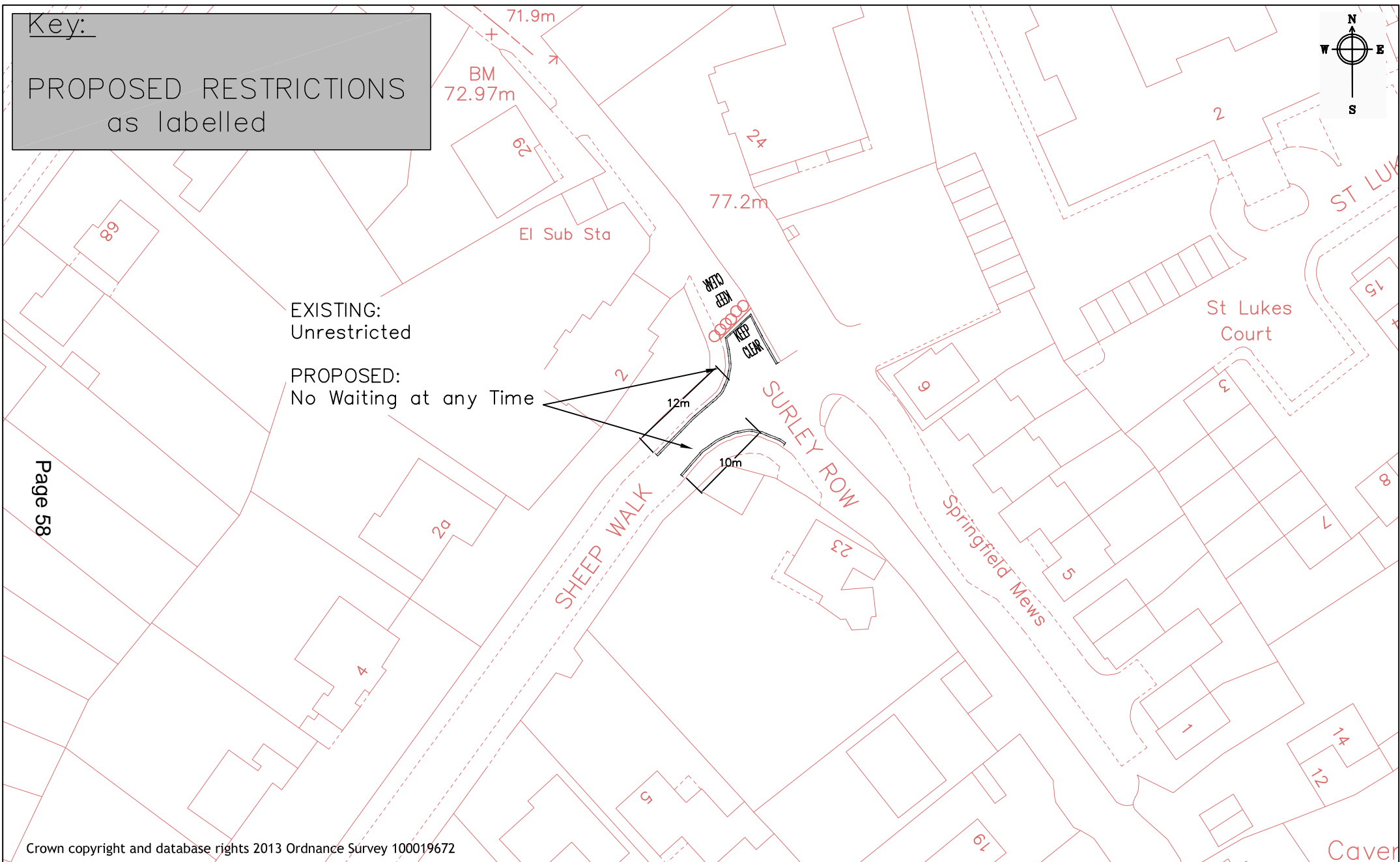
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Civic Centre
Bridge Street
Reading
RG1 2LU

Project	Scale	Drawn	PC
	N.T.S	Checked	JT
Drawing	Date	Approved	
	APR 19	TH1_Richmond Road	
WAITING RESTRICTION REVIEW 2019A		Drawing No.	
RICHMOND ROAD		TH1_Richmond Road	

Key:

PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
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Project
WAITING RESTRICTION
REVIEW 2019A

Scale
N.T.S
Date
APR 19

Drawn PC
Checked JC
Approved

Drawing
SURLEY ROW

Drawing No.
TH2_Surley Row

Key:

PROPOSED RESTRICTIONS
as labelled

EXISTING:
Unrestricted

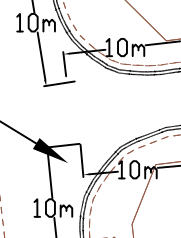
PROPOSED:
No Waiting At Any Time



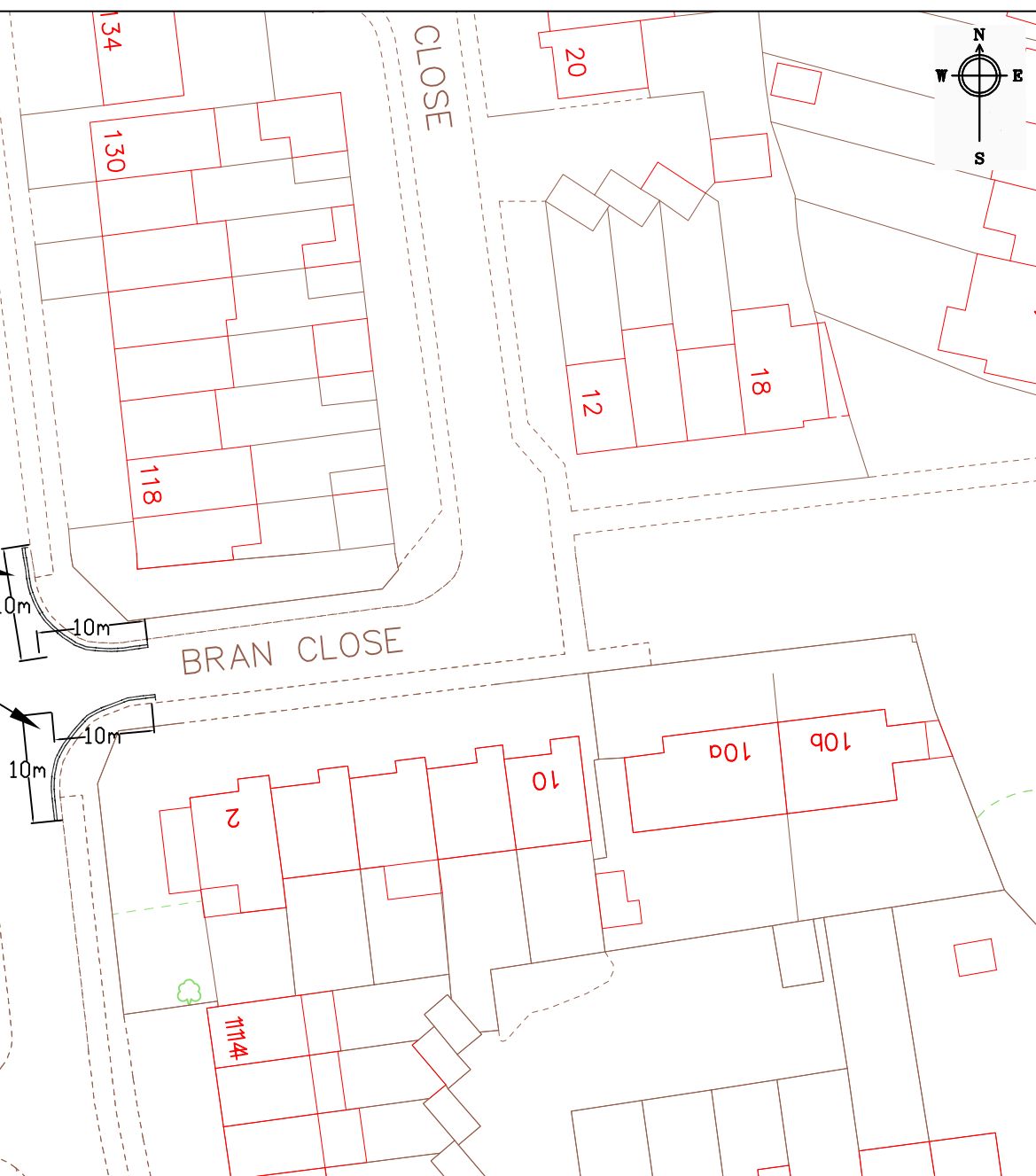
CORWEN ROAD

CLOSE

BRAN CLOSE



143 to 153
131 to 141



Page 59

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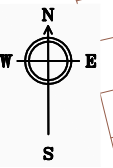


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Civic Offices
Bridge Street
Reading
RG1 2LU

Project	WAITING RESTRICTION REVIEW 2019A		Scale N.T.S	Drawn PC
			Date APR 19	Checked JT
Drawing	BRAN CLOSE		Approved	
			Drawing No. T11_Bran Close	

Key:

PROPOSED RESTRICTIONS
as labelled



ASHTON CL

BUS STOP

LOWER ELMSTONE DRIVE

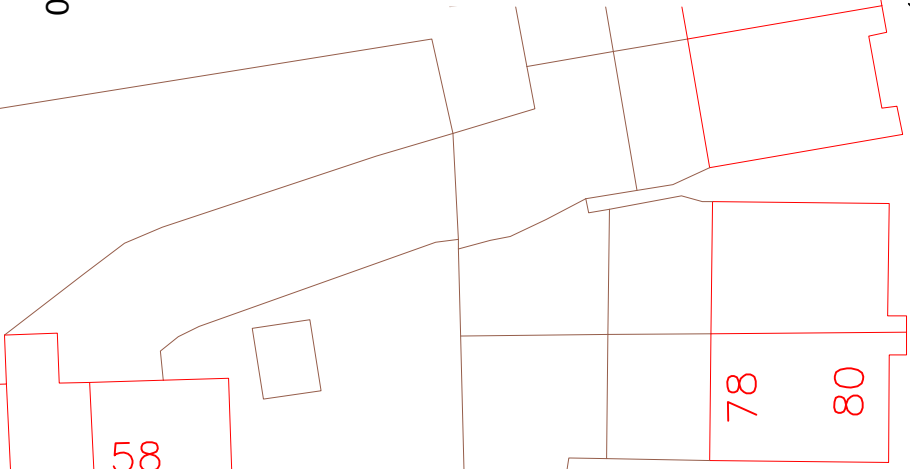
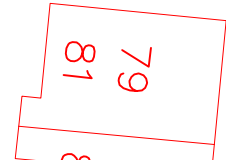
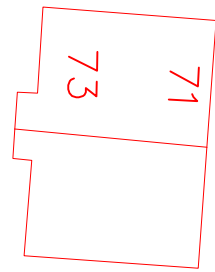
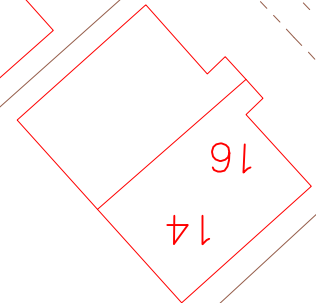
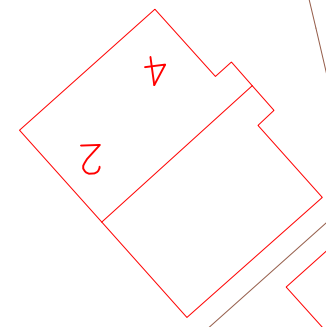
68

EXISTING:
Unrestricted

Page 60

PROPOSED:
No Waiting At Any Time

30m



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Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date APR 19	Checked JC
Drawing LOWER ELMSTONE DRIVE	Approved	
	Drawing No. TI2_Lower Elmstone Drive	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JUNE 2019	AGENDA ITEM:	9
TITLE:	RESULTS OF STATUTORY CONSULTATION a. LOWER CAVERSHAM RESIDENT PERMIT PARKING b. MILFORD ROAD & MEADOW ROAD CLOSURES AND COW LANE CORRIDOR SPEED LIMIT REDUCTION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	CAVERSHAM, ABBEY, BATTLE & KENTWOOD
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 informs the Sub-Committee of objections and other feedback received during the statutory consultations on proposals for:

- a. Implementing a Resident Permit Parking scheme in Lower Caversham; and
- b. Closing Milford Road and Meadow Road and reducing the speed limit on Wigmore Lane, Portman Road, Cow Lane and Richfield Avenue from 40mph to 30mph.

1.2 Members are asked to consider this feedback and conclude the outcome of these proposals.

1.3 Appendix 1 provides the responses to the statutory consultation for the Lower Caversham Resident Permit Parking proposals.

1.4 Appendix 2 provides the responses to the statutory consultation for the closures of Milford Road and Meadow Road and the proposed speed limit reduction on Wigmore Lane, Portman Road and Richfield Avenue.

Please note that this statutory consultation closes on Friday 7th June 2019. Appendix 2 will initially be updated with responses received up

to the time of report dispatch deadlines and then updated to include further responses received up to the close of the consultation period.

2. RECOMMENDED ACTION

- 2.1** That the Sub-Committee notes the report.
- 2.2** That the objections and other feedback noted in Appendix 1 and Appendix 2 are considered by the Sub-Committee and that the proposals be agreed for implementation as advertised.
- 2.3** That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public enquiry be held into the proposals.
- 2.4** Those respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly.

3. POLICY CONTEXT

- 3.1** The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2** The informal consultation that informed the development of the Milford Road and Meadow Road closures was in line with the Council's Corporate Plan 2016-19, involving and engaging with residents through consultation and communicating our reasons for considering changes

4. BACKGROUND AND PROPOSALS

Part a - Lower Caversham Resident Permit Parking Scheme

- 4.1** A number of requests for resident permit parking have been received from residents living in Lower Caversham. These were pulled together and an area scheme proposed, which was added to the list of Resident Permit Parking requests, which is regularly reported to the Sub-Committee. The scheme was prioritised by the Sub-Committee at their meeting in March 2017.
- 4.2** Informal consultations have been conducted to inform the desire for development of a scheme, and to allow feedback on concept designs to be considered. A public drop-in session was held also.
- 4.3** The Sub-Committee authorised the resulting proposals to proceed to statutory consultation at their meeting in January 2019. This consultation has been conducted over a 3 week period and the feedback (anonymised) has been provided in Appendix 1.

- 4.4 The Sub-Committee is asked to consider the feedback that has been provided, particularly the objections, and consider whether the scheme should be implemented.

Officers recommend that the scheme be implemented as advertised.

- 4.5 The Sub-Committee is asked to note that until a decision is made for the scheme to be implemented and the minutes of the meeting agreed, no materials will be ordered, no contractors appointed and no delivery programme can be agreed.

Part b - Closures of Milford Road and Meadow Road and reduction of speed limit on Wigmore Road, Portman Road, Cow Lane and Richfield Avenue.

- 4.6 In May 2018, Abbey Ward Councillors conducted an informal consultation on the principle of closing Meadow Road and Milford Road to through-traffic. This proposal was in the context of growing concerns about the risk of nearby residential streets being used as a rat-run, following the removal of the Cow Lane bridge bottle-neck.

- 4.7 The results demonstrated a favourable consensus toward the development of these proposals and a design was reported to the Sub-Committee at their January 2019 meeting.

This proposal included the closures, but also the removal of the width restriction on Addison Road, thus removing an access issue that could be created for a number of businesses on Cardiff Road. The removal of this width restriction would not create a rat-run and has allowed the scheme proposal to include extending nearby resident permit parking bays.

- 4.8 At the September 2018 meeting of the Sub-Committee, officers proposed a reduction of the speed limit on the Cow Lane corridor between Oxford Road and Caversham Road, taking in Wigmore Road, Portman Road, Cow Lane and Richfield Road.

The proposed reduction would reduce the speed limit from 40mph (for the majority of the corridor) to 30mph. It was proposed that this would improve access/egress to/from side roads and accesses along the corridor and improve the perception of safety for pedestrians and cyclists.

- 4.9 Both proposals were approved for progression to statutory consultation. Officers considered that both were complimentary proposals related to the vicinity of Cow Lane, so combined them into a single statutory consultation.

This consultation has been conducted over a 3 week period and the feedback (anonymised) has been provided in Appendix 2, as updated.

- 4.10 The Sub-Committee is asked to consider the feedback that has been provided, particularly the objections, and consider whether the scheme should be implemented.

Officers recommend that the scheme be implemented as advertised.

- 4.11 The Sub-Committee is asked to note that until a decision is made for the scheme to be implemented and the minutes of the meeting agreed, no materials will be ordered, no contractors appointed and no delivery programme can be agreed.

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 priorities, as set out below:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 6.2 Informal consultations were conducted for both schemes contained in this report.

- 6.3 Advance warning notices will be placed on site ahead of implementing the schemes in this report.

- 6.4 Residents within any new Resident Permit Parking zone will be provided with a letter and information pack at least 3 weeks ahead of any scheme 'going live'. This will provide an opportunity for residents to apply for their parking permits.

7. LEGAL IMPLICATIONS

- 7.1 The proposals that proceeded to statutory consultation were 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.

7.2 The resultant Traffic Regulation Orders will be sealed and advertised, following a minuted decision for the proposals to be implemented.

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 It is intended that funding for the Lower Caversham Resident Permit Parking scheme will be sought from within existing Capital budgets, prioritising that provided from external funding sources such as Section 106 or CIL funding wherever possible.

9.2 It is intended that the scheme in Part b of this report be funded directly from local developer contributions.

10. BACKGROUND PAPERS

10.1 Resident Permit Parking Update (Traffic Management Sub-Committee, January 2019).

10.2 Proposed closure of Meadow Road and Milford Road - Update (Traffic Management Sub-Committee, January 2019).

10.3 Major Transport and Highways Projects - Update (Traffic Management Sub-Committee, September 2018).

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PROPOSED RESIDENT PERMIT SCHEME, LOWER CAVERSHAM - OBJECTIONS TO TRAFFIC REGULATION ORDER
 APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

Street/Summary	Objections/support/comments received.
	Summary of responses: Objections - 50, Support - 11, Comment - 11.
1) Resident, Support Area: Montague Street	Totally 100% support these proposals. I do however have a concern that false and objections may be made as there is no way on this objection form does it ask to provide evidence of address and name i.e. entitled to have an objection, please can you confirm what the process is for making sure there aren't suspect objections??
2) Business, Comment	We are a [REDACTED] business operating out of [REDACTED] and [REDACTED]. Vehicles belonging to our customers are always on 1 of our 2 sites. Our staffs do park on the road, as a business how many parking permits can I apply for.?
3) Road user, Comment Area: General	This is the gradual erosion of any form of on street parking. Not everybody is lucky enough to be able to afford the (extortionate) station car park charges nor afford or able to get spaces in the other less expensive car parks. Some people have no choice but to park and then walk into Reading. It also requires a cost to the residents but they are still not guaranteed a space either. If, as with Patrick Road and others, which has had permit parking introduced, there are frequently empty spaces. All it does is push cars into the non-permit areas, thereby compounding the problem. It seems to me to be the wrong approach in general. Make cheaper parking more widely available so there is plenty available for all rather than this restrictive approach. I feel time/ money would be better spent on dealing with the pavement parking on Westfield Road which regular stops traffic getting through and restricts pedestrian access, particularly for the disabled (for wheelchair access) and for prams/ buggies - which would otherwise be able to get through. I do want to be contacted about this but cannot add any response to question 2 but would put in Yes if the form would let me. Also the signpost re the consultation shows the link www.consult.reading.gov.uk but if you try this it doesn't work so you cannot get to this consultation. Is this deliberate to restrict comments on the consultation?
4) Unknown, Objection	Briants Avenue east side. You plan on making these areas that you cannot park during the day to permit area. If this happens briants avenue will become a permanent traffic jam from 7am to 10 and 4pm to after 6pm every day. Currently if one car parks there now. It's down to single lane and you cannot move. This area

Area: Briants Avenue	should remain as is with the east side and the rest of the proposed acceptable.
5) Road user, Objection	I'm opposed to the resident permit. As I have to leave my car and walk in for work from here. I don't block anyone in I'm gone before it effects anyone. It's to expensive to park in reading everyday. Please don't make it permit holder area.
Area: General	
6) Resident, comments	Although the principal seems useful, our concern is that as a resident in [REDACTED], may suffer further as a result.
Area: Montague Street	We currently suffer with people visiting the school using our resident parking. I understand that this scheme will not affect resident parking - As per telecon today, we will firstly see the result of the proposal for the scheme, then see what and how it affect us once the scheme is introduced. I am not sure if the Monday to Friday scheme will have the desired affect, we regularly get commercial vehicle parking in the narrow Montague Street, which give us problems exiting resident parking. Maybe a full week scheme might be better. There is no need for contact further , however we would like to be kept up to date on the progress
7) Resident, Support	I am happy to hear that it will be permit holders only but are you guys going to charge ridiculous prices for more than one permit? please could you send over more details if you can or let me know where i can find them please, thank you.
Area: Mill Road	
8) Resident, Support	I strongly support the proposed measures.
Area: Heron Island	The incidences of nuisance parking have increased to an intolerable level recent years. Whilst the volume of non resident parking makes access very challenging, it is the inconsiderate, bordering on illegal parking which impacts life in this area. At times access along Mill Road is barely passable. Service vehicles, particularly RBC waste services cannot access side roads because of vehicles blocking junctions. Police time has been wasted trying to contact drivers of vehicles left blocking roads. This action by RBC is welcomed and will make a significant difference in the Heron Island area.
9) Resident, Objection	As someone who lives just outside the proposed scheme [REDACTED], if such a scheme were to be implemented I am concerned there may be some displacement of non-resident parking from the proposed scheme area to areas just outside the scheme area.
Area: Surrounding	I already have difficulty manoeuvring along [REDACTED], due to street parking associated with the properties in the street. These difficulties would only be increased by potential parking by commuters cars after the possible implementation of a nearby permit scheme. If implementation of the proposed scheme goes ahead and my street suffers from non-resident parking,

	would the council consider extending the scheme to include my road?
10) Resident, Objection Area: Washington Road	<p>1- there is currently no problem with parking in Washington Road or the surrounding roads. I have lived there for [REDACTED] years and NEVER not been able to park on my road.</p> <p>2- the current scheme suggests that marked bays will be placed across driveways which means that people can block access to my drive or the public highway.</p> <p>3- I have a standby commitment with work whereby I can be called in at any time day or night and so need to be able to get off my drive. Difficult if someone is parked on it.</p> <p>4- marked bays across the driveways will CREATE a parking problem because residents will park on the road just to prevent them from being blocked in. This will reduce the amount of parking available to non residents.</p> <p>5- this is just another money making scheme. We currently see none of the money we currently spent to be road users. The roads have horrendous pot holes, flood when there is too much rain and are very rarely cleaned. What's to say this will improve with residents paying to park!</p>
11) Resident, Objection Area: General	There is no problem with parking in lower Caversham this scheme is a waste of money. I am also extremely concerned about this resulting in access to my driveway being restricted or prevented by people with permits parking over my driveway - effectively blocking my in or preventing my driving back into my driveway. My husband and I work irregular hours including night shifts and on call work. We cannot have access to our drive blocked due to unfair parking schemes such as this.
12) Resident, Objection Area: Washington Road	I am a resident of Washington Road. We have lived here for [REDACTED] years, and have [REDACTED] vehicles. We both work shifts and have never had any issue with parking our vehicles on the street. There is always space be that day or night, I would argue that it's harder to park of an evening once the residents are all home rather than in the day time but regardless we always manage to get parked. As such the proposals made, albeit the best of a bad bunch, will not improve parking on the street of an evening when it is harder to park. All that will happen is during the day the street will be empty and at night the same issues will apply. Furthermore we have a dropped kerb driveway at the front of our house, as such if we struggle to park we use the space at the front of our house to park our 2nd vehicle, keeping other spaces free for other residents. My understanding is that the bays will go across our drive and if we are not parked on the drive anyone will be able to park there either with a permit or for the 2 hours without one. Potentially putting more cars on the street as I won't be able to use my drive. I also have a young child and rely on being able to park on my driveway- a drive I paid to have completed & paid to have the kerb dropped for, if I am then not able to use it freely like I currently do this will be of significant hinderance to me and make parking more difficult. We know we are not the only residents in objection to these plans and ask that further consultation be made and for our voices to be heard.
13) Resident, Objection	We live on Westfield Road and South View Avenue is the closest place we can park our car. As we're on the east side of Westfield Road we don't qualify for a permit or visitors permits, but have nowhere else to park.

Area: General	<p>If South View Avenue is made permit only, would we qualify for a permit? If not we would strongly object to this proposal.</p> <p>Having children and not being able to park outside your property is hard enough. Not being able to have visitors parking makes us rather unsociable at home. This proposal would have a hugely negative impact on our lifestyle.</p>
<p>14) Resident, Objection</p> <p>Area: South View Avenue</p>	<p>I feel very strongly that a parking permit scheme is not necessary for South View Avenue, which is where I live. While it is extremely annoying to have my drive blocked in on occasions, usually by churchgoers or parents collecting children from school, I prefer that to a permit scheme. We frequently have visitors to the house, friends and family, and them not being able to park freely would be a real shame, it would restrict our visitors and other people's visitors. Also anyone else coming to the house - workmen, window cleaners etc, would be seriously inconvenienced.</p> <p>Please add my vote to the number of people who do not want this scheme.</p>
<p>15) Unknown, Objection</p> <p>Area: General</p>	<p>I object to the proposed plans to implement permit parking areas in the lower Caversham area. The permit method Reading council uses is designed to both allow shoppers to park for free for 2 hours and walk to town. But also penalises residents guests parking in the evening thus making it costly for residents and of no benefit. This scheme DOES NOT SERVE RESIDENTS only the council finances. MOREOVER the proposed scheme seems to be a response to residents annoyance at school and church parking overflows. These are necessary things. Not only does this appear to be a money spinning scheme that penalises residents it stops parking for users of local services. This therefore serves no benefit and I object to its implementation.</p>
<p>16) Resident, Objection</p> <p>Area: Washington Road</p>	<p>We are residents on Washington Road, we have lived here for [REDACTED]. We currently have [REDACTED] car parked on the drive and [REDACTED] parked across the drive way. We object to the parking restrictions for the following reasons:</p> <ol style="list-style-type: none"> 1. We have never had issues with parking since living here, the system being proposed will create issues for all residents. We could come back from work to find we are unable to park outside our homes. 2. Where I currently park for free outside my home, I will then have to pay for a permit. This is outrageous, that I should have to pay to park in front of my own house. 3. As there will be bays across current driveways, whilst the white lines will remain, people will be encouraged to park there because they may understand the marked bay as overriding the white line. This will increase the risk of us getting home from work or just popping out to the shops for 10 mins to find we can no longer access our own drive. This becomes more of a problem when working outside of working hours. 4. Currently there is a good unofficial parking policy between residents. The likelihood with this new scheme is that people will be fearful of using/leaving their drives which will encourage more people to park on the street. This will reduce the number of parking spaces available for guests and could potentially cause frustrations between residents.

	<p>5. This is a scheme designed only to benefit the council through increased parking fines and not the residents who live in this area.</p> <p>6. We have not even been officially informed by the council of this proposal; the first we knew of it was when we were informed by our neighbour that this consultation was ongoing. This is completely unacceptable.</p>
<p>17) Resident, Objection</p> <p>Area: Washington Road</p>	<ul style="list-style-type: none"> - The area does not need controlled parking bays - The council has not justified why they are required with actual evidence - The council should spend the time and money fixing the unsafe road surfaces in the area - If tax income from council tax is not sufficient you should increase it instead of introducing a stealth tax <p>Grounds</p> <ol style="list-style-type: none"> 1. There is no issue with excessive parking of cars (I live on Washington Road and I have not seen any issues on surrounding areas) 2. The proposal to paint parking bays across dropped pavement areas will mean that access to my drive will be prevented, causing me to have no alternative than to pay for a permit as I will potentially be unable to park my car on my property; effectively disenfranchising me under duress. 3. The council has not justified why they are required with actual evidence
<p>18) Resident, Comments</p> <p>Area: Washington Road</p>	<p>PARKING IS BAD IN WASHINGTON RD BUT WORSE IN SOUTHVIEW AVE WHEN TRAFFIC CANNOT PASS TWO WAYS BECAUSE VEHICLE S PARKED BOTH SIDES. I LIVE IN WASHINGTON RD AND HAVE A DROPPED KERB AND WHITE LINES WHICH PAID THE COUNCIL A LOT OF MONEY FOR. I HOPE THIS WILL NOT BE ALTERED IN ANY WAY BY THIS SCHEME ALL THE WHITE LINES I HOPE WILL BE HONOURED AS THEY ARE NOW !</p>
<p>19) Resident, Objection</p> <p>Area: South View Avenue</p>	<p>I am a resident of South View Ave. I have lived in the property for [REDACTED] years and have NEVER had a problem with parking,</p> <p>I have [REDACTED] who have personal assistants. and [REDACTED] going out at the same time with their 1:1 carer. This will cause me a problem when they leave their cars when on shift - they would leave their car here for 4, 5 and sometimes 6 hrs. Local councillors have informed me issue of carers pass is discretionary - no guarantees - a problem. All my relatives live at a distance to me and need to park when they visit. Given that there have never been problems I believe permits are totally unnecessary. Moreover there are absolutely no guarantees that residents will be able to secure a parking spot near their home. It is my view that the council should be focussing their energies and time on other issues. People are having to agree eg on Briants Ave because they currently use side streets and those people may be saying yes to creation of a zone. Ultimately this policy is very divisive in the community. Issues with Ardler Road and their hire vehicles - [REDACTED] -</p>

	should be dealt with by the council in another way.
20) Resident, Objection	This will result in me not having guaranteed access to my drive for parking on my own property and will devalue my house.
21) Resident, Objection Area: General	<p>I object to certain elements of these proposals on the grounds that extending the O2R permit zone would result in residents who live in the current parking zone area having to compete for parking with residents who live outside the current zone.</p> <p>Queens Road, Kings Road and Coldicutt Street already suffer from a lack of availability of parking spaces. By extending the O2R parking permit zone, it seems likely that residents that live in the surrounding areas would park on these streets - for example, when traffic issues in Lower Caversham make it difficult for them to reach their own streets in a timely manner, or for other reasons relating to the convenient access to Queens Road, Kings Road and Coldicutt Street.</p> <p>Furthermore, residents who would be given the ability to park in the O2R zone may be tempted to purchase additional temporary permits and sell them to non-residents during major events (e.g. Reading Festival, Reading Beer Festival) in order to profit from the increased demand for parking. These permits might be used to park on the above roads - again, owing to their convenient location - at the expense of the residents who live on those roads.</p> <p>I would urge Reading Borough Council to create a new parking zone instead of extending the O2R zone. Thank you for your consideration in this matter.</p>
22) Unknown, Objection Area: General	<p>Parking in lower caversham prevents a huge amount of additional traffic crossing the bridges each morning into central Reading. Parking has never been an issue during the day in lower caversham and by bringing in changes will increase and force additional pollution into the town, increase standstill traffic and force already full car parks in kings meadow / hills meadow to become battle grounds for workers. It is unreasonable to think that increasing traffic over the bridges in caversham to find day time parking is reasonable. Perhaps if a park and ride was offered on the Caversham side of the bridge people would get public transport or by allowing parking to continue as is which is favourable, If anything it should continue to encourage people walking into the town not discourage it. Most houses in lower caversham have off-street parking and forcing permits will increase the cost to households & visitors. I strongly object</p>
23) Road user, Objection Area: General	<p>I object due to lack of general parking in reading. No park and ride. Pollution for additional traffic driving into town to park. Wear and tear on bridge. No parking to use the bus.</p>
24) Resident, Objection	<p>I think that this scheme is not designed around the resident and might increase frustration between residents. I would agree to this system if no bays were introduced across driveways. Usually my partner park the car on</p>

<p>Area: Washington Road</p>	<p>the driveway and I park the car across my driveway blocking her car. With the implementation of the new system I might get a parking ticket for parking in front of my own driveway. I work close to [REDACTED] and drive [REDACTED] to get home at 7pm and my partner usually come back home after 6pm. The last thing we want to find is that someone is parked across my driveway preventing me and my partner to park our cars. Furthermore, even if my partner parked on the driveway, I would need to park my car on a free bay reducing the number of parking spaces available for other residents.</p> <p>In our street, Washington road, the majority of parking frustrations are outside the working hours, and so I believe there is no need to implement this new system as it is.</p> <p>In conclusion, If there is the need to introduce a parking permit, I would suggest:</p> <ul style="list-style-type: none"> - no bays across driveways - to extend the parking regulation to evening hours
<p>25) Resident, Objection</p> <p>Area: General</p>	<p>I am concerned about the proposal as I am a Blue Badge holder and I rely heavily on my car as I struggle with walking. Also my working hours are not 9-5.</p> <p>I am concerned that I may not be able to access my driveway when I need to and may be unable to park near enough to my house to enable me to walk comfortably to my home, particularly if I have shopping.</p> <p>Whilst a disabled bay could be introduced this will simply allow other disabled people to obstruct my access. I am also a [REDACTED] with limited financial resources and [REDACTED] and I simply haven't 'budgeted' for parking charges in my [REDACTED] and would struggle to afford the cost.</p>
<p>26) Resident, Objection</p> <p>Area: Washington Road</p>	<p>I object to this proposed parking scheme on Washington road. Currently we have no issues parking when we come to visit our son and daughter in law. With the proposed plans, there will be a reduced chance of finding a parking space and when we are there we will have no longer than two hours. This is only during the day too. Outside of these hours we would not be able to park for free. The idea of permits that they can give us just doesn't work because sometimes we have to visit whilst they are not there. With bays being put across the driveways, we may not even be able to use their drive as it may well be blocked by someone parked across it in a bay.</p>
<p>27) Road User, Objection</p> <p>Area: Washington Road</p>	<p>I object to the parking permit system proposed in Washington road. It will make visiting our friends there all the more difficult due to the 2 hour restriction and we may not be able to even use their drive as someone may have parked across it in a new bay! Utterly ridiculous and purely a money making scheme</p>
<p>28) Resident, Objection</p> <p>Area: General</p>	<ol style="list-style-type: none"> 1. Peoples' driveways, for which they have already paid you thousands of pounds, will be blocked, almost certainly, by strangers which will eventually lead to personal and vehicle attacks making the problems we already have that much worse. 2. If you ensure that only the residents of each street in the scheme can park in the inhabited areas of their

	<p>street then the areas against walls or fences could be used for the overflow from the other streets, such as Gosbrook Rd, therefore forcing the people, who are currently coming from outside the area to use us as a free car park, to use your car parks instead and supply you with revenue.</p> <p>3. The above scheme would cost you less as you would only need signs at each end of the road saying, "Residents Only Parking Beyond This Point" and identifying letters on the permits in the vehicle windows ie W for Washington Road, A for Ardler Road etc. This would help with residents identifying rogue parking and requiring less Traffic Wardens.</p> <p>4. Guest temporary parking permit books would then be welcomed at any price.</p>
<p>29) Resident, Comments</p> <p>Area: General</p>	<p>This is not an objection in itself but feedback and questions re Lower Caversham main scheme including area covering Briants Avenue.</p> <p>1. I seek reassurance that all the roads included in the scheme will have equal access to all the zone covered i.e. will it be one complete zone giving all resident parking permit holders access to parking across the whole area?</p> <p>2. Can visitors using resident visitor passes park in any space?</p> <p>3. To what extent will the needs of the wider community of residents be considered in relation to further requests for dropped kerbs/creation of new additional driveways? I have noticed a recent increase in these (no doubt due to proposed creation of RPZ). I am aware this generates income and the Council has an income-generation agenda, but the concern is this reduces the amount of roadside parking as each driveway requires "lead in" space each side so often the creation of one driveway for one car can remove 3 roadside parking spaces which greatly exacerbates the parking problem.</p> <p>4. Given increase in other chargeable services to generate income beyond the cost of the service provision (e.g. garden waste) what guarantee can you give regarding the retention of the current annual fee for resident parking permit and visitor passes?</p>
<p>30) Resident, Objection</p> <p>Area: General</p>	<p>I object to the proposals for a residents parking scheme in Lower Caversham. This will cause an inconvenience to local residents who have visitors wishing to park for longer than 2hrs. Quite a few properties have off road parking and throughout the day there are numerous places to park, which aren't taken up by commuters. There should not be a residents parking scheme in this area</p>
<p>31) Road user, Objection</p> <p>Area: General</p>	<p>I think it is ridiculous to put permit parking on the streets of lower Caversham. It is not an issue and won't be. Think of those drivers who have to work in town and cannot afford expensive car parking! Leave the roads as they are.</p>
<p>32) Resident, Objection</p>	<p>I would like to make an objection to the proposed residents parking scheme in Lower Caversham. I am concerned that the parking bays, as shown on the drawing extend the whole length of the roads, and do not stop across driveways. I have looked at other Residents Parking schemes in Reading and they have a break</p>

Area: Washington Road	in the bay across driveways. Anyone who has been out on site, to Washington Road in particular, would see that a majority of the road has driveways, and therefore white lines across the driveways.
33) Resident, Support Area: General	Why do you only allow objections to the scheme? I am totally in favour of this long overdue scheme. The sooner it is introduced the better. Parking during the day is a nightmare due to drivers from outside the area using it to park and then commute to London.
34) Resident, Objection Area: Washington Road	This is not required in Washington Road. the only time there is problems parking is when parents drop their children off at school or in the evenings, when permits will not be required. If bays are marked across driveways it will only add to the problem as people will think they can park there, so residents will be unable to get on their own driveways. this appears to be just a money making scheme. Its bad enough that a traffic warden patrols on a bank holiday and issues tickets to people parked outside the school.
35) Resident, Support Area: General	I don't wish to object I think it is a great plan. Why should we have half of Oxfordshire parking in our street for free while the go to work.
36) Unknown, Comments Area: General	The situation will improve once The Heights school moves to its permanent location so I think it is better to wait for that than make a change to push the current non-residents' cars further up into Caversham. There are also no new car park facilities being made available when a substantial amount of on-road parking is being taken away.
37) Resident, Comments Area: Surrounding	I believe that putting parking permits will impact other residential areas of caversham which are not covered by the permit area. The introduction of the parking permit will therefore push the parking problem to other areas.
38) Resident, Support Area: Heron Island	As a local resident (Heron Island), I support the introduction of a resident permit scheme in lower Caversham. Cars frequently impede access to our development (which has prevented deliveries on a number of occasions) and there is already a lack of car parking available for residents, even without non-residents parking up to walk into town and to the station.
39) Resident, Objection Area:	I object to the proposals on the grounds that we have a driveway, a lowered curb with a white line outside. This works very well at the moment and I feel certain that with the proposed shared use boxes being put outside our houses this will cause problems i.e. people thinking that they can park here. I am a shift worker and finish work at ridiculous times and I am sure that I will come home to find people parked across my drive. Our road is worse than most as we have a school, a school hall, and a church to contend with and parking has never been as busy as it is now. The main problem that we suffer with in this road is trying to park in the

	<p>evenings/weekends. Other people from other roads park their cars and work vans here at night and we have evening activities at the school hall most nights. At weekends we have parties in the hall and children's activities - these parents just park anywhere with no thought about whose drive they may be blocking. We also constantly have selfish parents parking outside our houses to drop off/pick up/visit the school even though the school actively encourages their parents to use the church car park. We have people parking here whenever there is a football event over Christchurch meadows, parking all weekend when the rock festival is on etc. Evening and weekend parking in this road is getting ridiculous.</p> <p>Permit holders only parking (full-time) is the way forward to alleviate the problems that we have in this road but NOT with the allowed 2 hour non permit parking - if you go ahead with the proposed parking bays this will only make matters worse for this road!</p>
<p>40) Resident, Comments</p> <p>Area: South View Avenue</p>	<p>I live on Hampden Road and occasionally have to use South View Avenue for parking in order to access the rear of my property, which backs onto the passageway leading to South View Avenue.</p> <p>Under the current proposals, it appears that South View Avenue will be assigned to a different parking permit zone (01R) to Hampden Road (02R), meaning I will be unable to park there myself, or assign visitor permits to tradespeople, thus denying me required access to the rear of my property.</p> <p>I would suggest that the east end of South View Avenue be assigned a split permit zone (01R/02R) in order that this issue is avoided.</p>
<p>41) Resident, Support</p> <p>Area: General</p>	<p>supportive of the proposal</p>
<p>42) Resident, Comments</p> <p>Area: Surrounding</p>	<p>I understand the need for a review of the parking in the area that is being considered. However, I am concerned that the people living in & around the Kings Road, Queens Road & Caldicott Street area do sometimes have a need to park in the roads under review as the number of cars in this area far out number the spaces available, especially at night.</p> <p>I am worried that coming home later in the evening there will be no where available to park once any new restrictions are put in place. Being a single woman living alone obviously I am concerned about the safety aspect.</p> <p>I am therefore hoping that you are considering extending the zone 02R to include the new streets, which I think will resolve this issue.</p>
<p>43) Resident, Objection</p> <p>Area: Briants Avenue</p>	<p>I strongly object to the proposed new parking bays on Briant's Avenue.</p> <p>The removal of the no waiting restrictions on the northbound side of the road will cause terrible congestion, particularly at rush hour.</p> <p>I live [REDACTED] on Chiltern Road, and use Briant's Avenue a lot. At the weekend it is a challenging road to</p>

	<p>drive up as you can only get one vehicle comfortably through between cars parked on both sides of the road. During the rush hour, traffic queues down the southbound side of the road. In that scenario we would be in a position where traffic attempting to travel north would not be able to pass. In my opinion, this would make a very busy and slow road even busier and slower.</p> <p>Traffic I would presume would then start using other routes, all of which involve residential streets in the surrounding area.</p>
<p>44) Resident, Objection</p> <p>Area: Briants Avenue</p>	<p>Objection to proposed parking bays on Briants Ave which will effectively make it a one way street. How will buses cope with that? Its already very congested during peak times.</p>
<p>45) Resident, Support/Comments</p> <p>Area: Heron Island</p>	<p>We are writing to support the proposed parking scheme as we are residents of Heron island and we have to constantly battle with outside area office workers that use our streets to park in during the day. The only concern that we have is with the 'resident parking only past this point'. Will the people see the sign at the beginning of Mill Road, it will there be a few signs stating this? Also, will there be regular traffic wardens checking that people are not still parking along here.</p> <p>At the same juncture, I would like to raise the fact that you made parking for Heron island residents after working hours more difficult by painting double yellow lines on the bridge going on to Heron island, instead of single yellow lines, which I understand was the initial intention. Is it possible to change these so that residents and visitors can park after business hours?</p>
<p>46) Church, Objection</p> <p>Area: General</p>	<p>I am a member of Caversham Methodist Church which has its entrance in Ardler Road. Under the proposals there will be double yellow lines completely surrounding the church so how are weddings, funerals and church services to be held? Our car park is not big enough. Also, will people attending Sunday Service be issued with fines if they park nearby for a church service?</p>
<p>47) Resident, Support/Comments</p> <p>Area: Heron Island</p>	<p>I support the proposals in principle, but there are some details in relation to the implementation on Heron Island about which I have contacted Councillor.</p>
<p>48) Resident, Objection/Comments</p> <p>Area: Washington Road</p>	<p>Objections as follows;</p> <ul style="list-style-type: none"> - The parking restrictions on Washington Road do not go far enough. We have a big problem with people blocking residents drives and the ability to park for 2 hours will not prevent this. - The restrictions will not prevent a high number of commercial vehicles parking on the road (the majority of which do not belong to residents living on Washington Road) on an evening and weekends. These vehicles often park dangerously on the corner of Washington Road near the shop which is a hazard. We also have commercial vehicles parked on drives on Washington Road which block the pavement entirely.

	<p>- We have a big problem with litter that non-residents parking creates on Washington Road.</p> <p>- We have an issue on weekends when non-residents park on Washington Road for the football games on Christchurch Meadows or activities at St Anne's School.</p> <p>I am in favour of parking restrictions in the area but do not feel that the restrictions go far enough for the above reasons, and feel the current proposal will cost me money for limited benefit.</p>
<p>49) Resident, Objection</p> <p>Area: Send Road</p>	<p>I do not support the consultation for introducing permit parking for the Lower Caversham Area as outlined on Notice of Intention number 1097855.</p> <p>There is already not enough parking for all residents in the area, making off areas for 2 hours will reduce resident parking. My road, Send Road has a section for this 2 hour parking Monday - Sunday. A previous consultation proposed a sign at the junction of Send Road and Gosbrook Road indicating Send Road was a Resident Parking Area and permits were required, this is not the case from Notice of Intention number 1097855. There are flats on Send Road and some residents have multiple cars resulting in there have never been enough parking spaces on Send Road and surrounding roads are used, this impacts the residents on those roads.</p> <p>Introducing permit parking will move the parking issue to other parts of Caversham and Reading. I feel this is also another income generating scheme, once this is introduced it will exist till eternity.</p>
<p>50) Resident, Objection</p> <p>Area: General</p>	<p>These plans are unnecessary because I have never had difficulty finding a parking space in either Ardlar Road or South View Avenue. I live on Gosbrook Road and we have a single off street parking space. If these changes go ahead they will effectively prevent us from receiving visitors and family at weekends. The plans will also remove any alternative parking in the vicinity for us making it impossible to have essential maintenance carried out to our property as a tradesman will be unable to park in our drive since there will be no alternative parking for our car anywhere nearby.</p>
<p>51) Resident, Objection</p> <p>Area: General</p>	<p>I object to the proposals on the basis that I am a local resident of Westfield Road who is excluded from the residents' parking permit zone (zone 01R) and therefore unable to park a car or obtain visitors' permits for use in the area around my home. At present, if I have visitors on a Saturday or during the week they have to park on South View Avenue or around and walk to our home from there. While this is already inconvenient (particularly as I and most of my friends have small children), it would be far worse if the proposals go ahead, preventing parking in the surrounding area.</p> <p>While I understand that the consultation does not cover our area, I submit that the needs of the residents in the surrounding area should be considered. If parking zone 01R were to be extended so that both sides of Westfield road are covered I would have no objection to the plans. As it stands, however, the imposition of further parking restrictions will effectively prevent the residents like me who are excluded from the residents' parking zone within which they reside, from owning more than one car or having visitors.</p>

	<p>We currently have access to one parking space as we have created a driveway on our own land to the rear of our home. As above, however, we cannot park on the roads around our home. I note that many of the residents included in the proposed new controlled area also have driveways yet will presumably be entitled to residents' parking permits and visitors' permits entitling them to have visitors and to own more than one car. I submit that all residents should have equal access to parking in the area around their home and that as such Westfield Road residents' needs should be taken into account as part of the current consultation.</p> <p>It would have been useful if we had made aware that the consultation was taking place more directly and at an earlier stage. I found out about the formal stage of the consultation through signs placed on South View Avenue. I do not recall seeing any similar signs in relation to the earlier less formal consultation stage and certainly have not received any notification directly through our door, which I would have expected considering the potential impact of the proposals on our ability to park near our residence. If I had been aware of the consultation at an earlier stage I would have submitted my objections earlier and asked that Westfield Road be included for consideration.</p>
<p>52) Resident, Objection</p> <p>Area: General</p>	<p>I object to the extension of the 01R parking zone in lower Caversham.</p> <p>Currently residents of Westfield Road (east side) are excluded from 01R, presumably on the basis that they have a service road, albeit one with no parking. The service road allows for possibility of residents converting the rear portion of their gardens into drive ways.</p> <p>The exclusion from 01R has forced most residents of Westfield Road (east side) to convert their gardens into driveways; however, if a resident wishes to make use of their garden, the closest place they can park is currently Southview Avenue. The CMS/11474 proposal would force the any resident wishing to use their original garden to park over half a mile from their home. This is manifestly unfair and cannot be allowed to happen.</p> <p>Further, any visitors to properties on Westfield Road (east side) do not have access to visitors' permits. The extension of zone 01R would mean that visitors would have to park even further away that at present I would withdraw my objection to CMS/11474 is Westfield Road (east side) was included in the 01R zone.</p> <p>In support of my solution (inclusion of Westfield Road (east side) in the 01R zone, I would draw the decision-makers' attention to the following:</p> <ol style="list-style-type: none"> 1) Cromwell Road (west side) backs on to the same service road; however, it is included in zone 01R, allowing: residents to either convert their gardens into drive ways or park in 01R; access to visitor parking in 01R; and, to park a second car 2) The properties on Southview Avenue have access to driveways, which do require an incursion into their gardens; however, they are going to afforded the benefit of residents parking on their street. There is no justification for extending such benefits to Southview Avenue, whilst continuing to penalise the residents of Westfield Road

	<p>The current effect of parking zones on the residents of Westfield Road (east side) is unfair, irrational and unjustifiable. The extension of zone 01R under CMS/11474 exacerbates the impact.</p>
<p>53) Road user, Objection</p> <p>Area: South View Avenue</p>	<p>I currently park on South View Avenue during the afternoons when I collect my grandson from nursery. I am not able to park closer to his house on Westfield Road as he lives in one of the odd numbered properties that are forbidden parking permits or visitor permits.</p> <p>The on-road parking in Zone 01R does not allow visitors to stay past 5.30 p.m. and I see traffic wardens at 5.30 waiting to ticket vehicles.</p> <p>I need to be able to stay until 6.30 to 7.00 pm, when his parents get home from work.</p> <p>The implementation of these plans would make an already arbitrarily unfair situation even worse.</p>
<p>54) Resident, Objection</p> <p>Area: Surrounding</p>	<p>My fiancée and I live on the east side of Westfield Road. We are unable to obtain a parking permit because despite being within the area covered by the 01R zone our house and the other houses on this side of the road (odd numbers) are not included in the zone. The reason that we have been given by the council is that we have garages behind our houses so don't need a permit, this seems strange because the residents of Cromwell Road also have garages but are entitled to permits.</p> <p>Getting a modern family car into and out of our garage is almost impossible due to the width of the lane and the size of the garage door, and the risk of damage to both the garage and the car is high. Our insurance company charge higher premiums for parking in the garage as they consider the risk of damage greater than if the car is parked on the street.</p> <p>As we are not eligible for parking permits we are also not eligible to receive visitor permits. When we have family visiting from outside of Reading the only place that they can park (Monday to Saturday) within a reasonable distance of our house is Southview Avenue.</p> <p>We understand the frustration of the residents of Southview Avenue and we would rather not park on their street, we would rather that our house and our neighbours houses were brought into the permit scheme so that we can enjoy the same privileges as the residents of the west side of Westfield road and the residents of Cromwell Road.</p>
<p>55) Resident, Objection</p> <p>Area: Briants Avenue</p>	<p>We object to the proposal on on the below accounts;</p> <p>1. We do not believe proposal to permit the West side of Briants Avenue leaving a number of waiting areas for cars has considered the impacts on traffic of making the road, essentially a one lane road. This is in reference to the back up of traffic that will occur as a result of allowing permitted cars to park in various locations on the West side of Briants Avenue. We have concerns queuing traffic will build up along Briants Avenue and Donkin Hill causing it to back up onto Henley road - adding to the traffic chaos that occurs every</p>

	<p>morning and evening in rush hour. We have concerns queuing traffic will mean will not be able to get out of the side Road, Nelson, Montague and South View Avenue if traffic queues in front of the entrances to these roads. We have not seen any traffic modelling on the effect on traffic in Lower Caversham as a result of allowing permitted parking on both sides of Briants Avenue. Until we have seen traffic modelling which assures us that the proposal will not cause queuing of traffic to back up and further traffic chaos in Caversham particularly up Donkin Hill and out on to Henley road, we cannot be assured the proposal will not worsen the flow of traffic in Caversham by trying to resolve parking issues. We ask you to look at the traffic on St Annes Road in Caversham particularly in rush hour to see the effect of permitted parking on both sides of the road. It is dangerous to try and get out onto St Annes Road from Priest Hill - we have on numerous occasions been blocked in by queuing cars down St Annes Road unable to see through these cars - we have concerns Briants Avenue will experience the same traffic issues making it dangerous for residents to get out on the side roads .</p> <p>2. The impact on air quality of idle cars waiting to pass in the passing points and ass the cars queue up Donkin Hill and onto Henley Road has not been considered. We have seen no information that demonstrates you have considered the impact of the proposal on air quality and noise. Until we have seen evidence that the proposal will not cause deterioration in air quality in Lower Caversham from more idle cars waiting in queues we object.</p> <p>3. The impact of noise of idle cars waiting to pass in the passing points of Briants Avenue and queuing has not been considered. This is of particular concern for us living on Briants Avenue. When cars queue down Briants Avenue (which we are experiencing at the moment as a result of the SSE works in central Reading) there is added noticeable noise which we can hear inside our house of cars queuing with their engines on. There is also added frustration of drivers in queues causing them to use their horns and accelerate quickly when they can. We anticipate the same will occur as a result of the permitted parking you plan to impose on Briants Avenue. Additional noise will be a nuisance for residents on Briants Avenue, causing additional stress and preventing us being able to enjoy time in our houses peacefully. Until we see evidence you have considered the impact of the parking proposal on traffic and noise on Briants Avenue we object.</p> <p>We welcome your consideration of these issues and the further information to address our objections. We hope this additional information will give us assurance you have considered additional impacts of the proposal besides just parking in Lower Caversham.</p>
<p>56) Resident, Objection</p> <p>Area: Surrounding</p>	<p>My daughter lives in one of the odd numbered properties on Westfield Road. They have on parking space at the back of their property. When visiting I currently park in South View Avenue and walk through to Westfield Road. As they are not eligible for visitor parking permits I have very limited options. I note that residents with even numbers are allowed to have visitor permits and can therefore park more than one car, clearly an unfair situation.</p> <p>Further extending the restricted parking appears unnecessary since most residents on South View Avenue have</p>

	<p>driveways. On this basis will you be refusing to allow them visitor permits in line with your decision on Westfield Road.</p> <p>When visiting with my son I can park on the single yellow line for up to 3 hours because he has a blue badge. Bringing my daughter who has autism or delivering/collecting my grandson would be almost impossible with implementation of the proposals.</p>
<p>57) Resident, Objection</p> <p>Area: Junctions</p>	<p>We object to the amount of parking space lost at the junctions of South View Avenue, with Washington Road, Ardler Road and St John's Road plus outside nos 1 to 3 South View Avenue now proposed to be no waiting zones as this will be a reduction in the amount of parking space available.</p> <p>Currently these spaces are usually in use, I've used them myself, and losing these spaces could make the parking situation worse.</p>
<p>58) Road user, Objection</p> <p>Area: General</p>	<p>I currently park in this area from 8.45- 3.15 on days when I work in town. There are spaces as by this time as residents have gone off in their cars for work.</p> <p>I do this because:</p> <ol style="list-style-type: none"> 1. Hills Meadow car park is busy, there can be no spaces. It's expensive. If it's full where do you go? 2. Traffic volume from bottom of Donkin hill to Hills meadow can cause long delays to get to the car park 3. Bus fares are too expensive for occasional users. Plus traffic makes the journey v slow in a bus. 4. I have no parking at work. 5. I need to keep my car somewhere reasonably local so that I can meet my son from school and work the max hours that I can. 6. There is no park and ride or any where to park in north Reading. I would rather park north of Reading centre so that my car is not adding to the traffic jams the nearer you get to Caversham bridge. <p>There must be somewhere in this area that you could provide some non resident parking, for more then 2 hrs - allowing up to 6 hrs- even if it was metered.</p>
<p>59) Resident, Objection</p> <p>Area: South View Avenue</p>	<p>First and foremost I object to the proposed residents permit scheme. My reason is that parking is not a problem where I live on South View Avenue.</p> <p>As I stated in my feedback to the original consultation in September 2018, I object to the following aspects of the design proposal:</p> <ol style="list-style-type: none"> 1. The main map shows proposed no waiting at any time zones on Washington, Ardler and St John's Road junctions onto South View Avenue. Whilst I could appreciate this is in place for vehicles turning out of the three roads onto South View Avenue, vehicles do not currently have problems without a residents permit scheme. Also Ardler Road is a one-way road heading south, so extra turning space (if required) would be needed on the bends heading south and not on the straight on the northern side of the junction.

	<p>2. The proposed no waiting at any time zone at the western end of South View Avenue opposite St Anne's church looks excessively large. With the zone shown on the southern side of the road, vehicles would easily be able to turn east into South View Avenue from the church car park without the need for a no waiting at any time zone on the northern side of the road. This, and to some extent for point 1 above, would reduce parking capacity on the road unnecessarily.</p> <p>3. At the northern end of St John's Road, more needs to be done on preventing residents blocking the pavements outside numbers 70-80 and Formak/Chiltern Houses at the present time. The vehicles do not park on the roadside here, but fully on the pavement on the eastern side of St John's Road and bumped up on the pavement on the western side. If a permits zone was introduced on the western side opposite these houses, the parking on the pavement issue on the eastern side issue would only get worse.</p>
<p>60) Resident, Objection</p> <p>Area: General</p>	<p>I bought my house having researched this area quite widely and specifically chose to buy in this area because it does not have a residents' parking permit scheme. I wanted a house where visitors were able to park easily without the need for scratch cards and fear that a parking inspector would impose fines for being a few minutes over the limit. I went as far as to conduct a parking survey in different streets - I still have that data and the parking situation has not in [REDACTED] years got any worse. My visitors continue to easily find parking spaces and living here is exactly as I had intended. Where is the data from the council's own surveys to demonstrate the problem and thus the need for this solution? I suspect none has been conducted and this is simply driven by a few people who have recently moved into the area without fully understanding the parking situation. Do we understand the business of the drivers who park in this area? Is it commuters parking for the whole day to work in either Reading or travel by train to London or is it shoppers parking for a few hours? Without this data, and if we must proceed with some scheme, would it not make far more sense to have a staged build up to such a scheme ie one that firstly tackles the whole day parking first by being in operation from say 9am-12pm. If this fails to address the issue then it could be extended to longer hours to address the shopping parking issue. The current proposal is akin to using a sledge hammer to crack a walnut. This is a money-making scheme designed to extract further funds from residents - many households will need not just one permit but two, significantly increasing their annual contribution to the council's coffers. Secondly this will force more drivers to park in the, quite frankly already extortionately expensive, car parks in the town centre. This whole scheme is driven by a shortage in council funding from the central government not because the calls for such a scheme have got any louder. Whilst I recognise the awkward situation the council must be in with the funding cuts, it cannot be an acceptable solution for a council to invent a scheme imposing stealth taxes on its own residents under the auspices of an unnecessary parking permit scheme. Reducing the town centre's parking prices would solve this problem without any need for the scheme.</p>

	<p>Similarly, this concern could also be addressed if the costs and profits of the scheme were annually reviewed with any profits given to community projects in the area as voted by residents.</p> <p>A lack of clear information - is this area to be one permit zone where anyone resident in this area can park anywhere or will it be subdivided? - I suggest this has massive implications to whether this scheme would have support. Will there be a limit on the number of permits issued? I suggest the areas where the parking issues have been most intense will continue to be so. What if the scheme does not address the parking issues - will it be removed? When will it be reviewed? How will residents be involved in this review? How will the increased costs to businesses with parking in this area be addressed? To protect their parking spaces they will presumably have to employ private parking enforcement companies and pass on these costs to their customers. Has there been traffic and environmental modelling on the proposed effective width restriction to Briants Avenue? - when cars park here on a Sunday, as they are currently entitled, the road becomes effectively single lane for substantive sections - on a busier day this is likely to lead to significant traffic build up in the area with increased pollution through engine idling and potential queues. I can also see potential benefit here of reduced traffic noise and vehicles having to proceed at lower speeds but am concerned about the traffic and pollution implications. I am also concerned this is simply a rouse included to attract residents on this street but will later be dropped following this consultation. As an ambulance route - is this even allowed?</p> <p>This consultation process has been undemocratic in favouring younger, wealthier residents who have internet access to follow the web links on the yellow signs, have sufficient web expertise to read the documents and complete the consultation or who can read the miniscule writing on the laminated white posters. Many of the residents are not in these categories and have been unfairly excluded from this process. If the intention was to genuinely capture the views of the community - those proposing this scheme would have had sufficient belief in its virtues to test it by means of a local referendum. The ward has two elections over the coming month, one local and one European over the next month and could have easily run such a poll on one of these occasions to reduce the cost. The feedback from this consultation will be held behind closed doors rather than an independently verified and published voting outcome.</p>
61) Resident, Support Area: General	I live on Ardler road in lower Caversham and I support permit parkings 100%, I have enough of the fact that everyone parks on the road and there is not enough room for people to live on the road. I can't wait for the permits to be introduced! If there was anything that can be done about Caversham vehicle hire it would be great!!!
62) Road user, Objection	I live in Caversham Park Village. I run a car but cannot afford to buy a weekly bus pass as well so I park in St Johns Road/Southview Avenue area and walk to work, i.e. the Royal Berkshire Hospital which takes about 25

<p>Area: General</p>	<p>minutes walk from there. If I cannot park in Lower Caversham anymore, it means I have to walk all the way which would be one hour in each direction. The proposals mean that I wouldn't be able to park all day. There must be many residents from places such as Caversham Park/Sonning Common/Emmer Green who do the same.</p> <p>If the parking restrictions are passed, the roads around Lower Caversham will be virtually empty all day - for what reason?!! There is no point in having 2 hour parking - I can't think of why anyone would want 2 hour parking in that area. It would be better to have some restrictions but not so that no all day parking is allowed. A lot of houses have off street parking in that area anyway. I don't see that the proposals will benefit anyone apart from allow the odd resident from parking right outside their house.</p> <p>If you stop commuters from parking in this area (which is not that close to town) it means the roads and traffic on the North side of Reading will be even worse than it currently is as it will mean a lot of people will drive all the way to work.</p> <p>Please can the proposals be looked at again and not be so extensive.</p>
<p>63) Resident, Objection</p> <p>Area: General</p>	<p>Further to my email below requesting information on an impact analysis on the area surrounding the proposed parking restrictions, please see below my concerns that I would like taken into consideration for the consultation.</p> <p>I live on a street (Lower Henley Road) which is just outside the boundary of the proposed restrictions. We are already fighting for parking spaces with commuters on a daily basis, and I know that one of my elderly neighbours regularly see cars parked over her driveway and has had to confront commuters in the past.</p> <p>The cut through between Lower Henley Road and Donkin Hill regularly has cars parked on both sides, making it very difficult to pass through, and would make emergency service access difficult.</p> <p>Lower Henley Road has no traffic calming measures and is also already a speedway with cars regularly speeding and not paying attention to the roundabout at the bottom by the Co-op. I regularly see cars speeding and driving the wrong way down the very narrow one way street Star Road, coming off that same roundabout.</p> <p>My concern is that given the new restrictions, there would be a massive increase in pressure by commuters to find space on the roads immediately surrounding the proposed area, especially during the time kids are walking to school. This would increase the difficulty for residents to park, and given the lack of traffic calming measures and that many drivers already pay little attention to the roads rules at the best of times, they would be even more distracted whilst fighting for limited space during the times my kids are walking to</p>

	<p>school, thus placing them in additional danger. I also believe that this will also result in the potential for more confrontation between residents and commuters.</p> <p>Therefore, it's my concern that this is a clear Health and Safety issue and the proposals will increase the risk to local residents.</p> <p>Outside of the consultation area, if you are seriously proposing to make parking by commuters less prevalent, please consider widening the area covered by the restrictions so that this practice becomes non-viable. I would welcome similar restrictions on Lower Henley Road and further afield.</p>
<p>64) Resident, Objection</p> <p>Area: Washington Road</p>	<p>I am a home owner and long-term resident of Washington Road, having lived here since [REDACTED]. My objection to the proposed parking permit scheme is that no account is taken of the fact that residents without cars are far more reliant on car-owning visitors than people who have cars of their own. The fact that applicants for permits have to prove ownership of a vehicle means that there are households located in the parking permit area that are being denied the basic right to a parking space, something which should be available to every household.</p> <p>My own personal situation means that I will be severely disadvantaged if this scheme comes into effect, despite my [REDACTED] years of residence in this street. I am [REDACTED] years old, do not drive, do not have a driving licence and consequently do not own a car. However, I have a long-term partner who has his own home, but is a very frequent visitor to my home and has been for more than [REDACTED] years. Since my retirement he usually spends two to three days every week with me, and I rely very heavily on being able to use his car. This is the car that I have access to and he is the driver I can call on any time I need to drive anywhere.</p> <p>I have calculated that, if I were to rely on visitors' permits for his car, I would pay £110 a year for the maximum number allowable. Given the amount of time we have got used to spending together, the permits would cover us for only around 6 months of the year, and even then only on condition that I have no other visitors whatsoever. Meanwhile, my neighbours will be paying only £30 for a full year, simply because they are the owners of the cars they are registering.</p> <p>I object to the scheme in general because there is no recognition of the needs of people, particularly older people, who rely on cars other than their own, and who therefore have more 'visitors' than the permit scheme realistically allows for. I object to the Lower Caversham scheme in particular because it is all-encompassing, covering as it does every single street in the area. Consequently it will become impossible for anyone without a permit to park anywhere in the vicinity. This will include my partner, once we have used up all the visitor permits, and there will be a huge negative impact on me, my lifestyle and my access to</p>

	<p>transport. I do not believe that a scheme supposedly designed for the benefit of residents should penalise any residents at all, but this scheme has the potential to severely penalise me and any other people who might be in a similar position.</p>
<p>65) Resident, Objection</p> <p>Area: General</p>	<p>I am writing to you in response to the consultation notice for the new proposed permit scheme in Lower Caversham to highlight my concerns and objections of the current plan.</p> <p>I am a resident/owner of an odd numbered house on Westfield Road which itself sits within the existing permit scheme 01/R.</p> <p>Odd-numbered houses in Westfield Road are not entitled to permits within this scheme for reasons that no one has ever been able to explain to me, however I do know that it is oversubscribed which combined with the until now availability of nearby unrestricted parking has made discretionary permit applications futile. As a result of this residents, on the odd numbered side Westfield Road are forced to use the rest of Lower Caversham's currently unrestricted parking zones for all visitor and tradesperson parking, and second cars. This has never been an ideal situation and in addition to being a safety concern causes the residents difficulty with being able to find local traders.</p> <p>However, it is one that we have accepted over our [REDACTED] years living on the street.</p> <p>Although I agree with the need to control the use of the areas parking by station commuters, implementing the scheme in the current form will remove our access to this parking and put the residents on the odd numbered side of Westfield Road in an unsustainable and unique position within Lower Caversham.</p> <p>My suggestion as an alternative to the current plan is to move Westfield and Cromwell Road from the current 01/R permit zone into the new 02/R zone therefore moving Westfield Road into a less subscribed zone and grant equal access to permits for all residents.</p> <p>This would maintain the permit controls and allow them to maintain a workable parking situation within the area.</p> <p>The impact of the current proposal going ahead will have a significant impact on my own family as well as many others on the street, so much so that we may be forced to consider moving from the area.</p> <p>Many thanks for your consideration.</p>
<p>66) Resident, Objection</p> <p>Area: General</p>	<p>I am, writing concerning the proposed plans for south view ave ,I strongly disagree with the proposal all we need down this road is a two hour block out in the day to stop the commuters which I know works in other areas, I feel that the resident at being treated unfairly as we will have to use so many permits for our visitors, why is it permit at night and weekends as well it is just pure commuter parking in the day, our road is a mixture of ages from old people having relatives in to help them etc, grandparents who help look after there grandchildren who are dropped off, so will be forever looking to see if a warden is coming, I have lived on this road for over [REDACTED] years and feel very strongly on this ,I really do think just one 2 hour block out every day would work so please look into this, also another problem we will have is less car parking the road will</p>

	<p>return to being a rat run and this road is used for 3 schools children walking, st Anne's ,the heights and thameside.</p> <p>Looking forward to hearing from you in this very important matter</p>
<p>67) Resident, Comments</p> <p>Area: Gosbrook Road</p>	<p>I wonder if you could help me. I live at No [REDACTED] Gosbrook Road. I noticed that there are some parking restrictions coming into force around the area. Firstly, I wonder if this will affect me as currently I am able to park outside my house. This is infrequent as often I am unable to.</p> <p>I am a [REDACTED] and am required to be on call for 24 hours. I am also required to be available for work at short notice. Before I apply for a parking permit, I wondered if you could tell me of the roads in Lower Caversham that will be affected. Thank you for your time.</p>
<p>68) Resident, Support</p> <p>Area: Ardler Road</p>	<p>I live on Ardler road in lower Caversham and I support permit parkings 100%, I have enough of the fact that everyone parks on the road and there is not enough room for people to live on the road. I can't wait for the permits to be introduced ! If there was anything that can be done about Caversham vehicle hire it would be great !!!</p>
<p>69) Resident, Objection/Comments</p> <p>Area: Star Road</p>	<p>I am writing to raise a concern about the proposed alterations to parking restrictions detailed under reference CMS/11474.</p> <p>We live at [REDACTED] Star Road. Parking on our road is already very busy, with most of the road reduced to a single lane due to the number of cars parked. By not extending the proposed alterations to Star Road, we anticipate this problem will worsen as drivers are pushed further out of town, particularly due to the regular bus services (27, 29) and easy walking access to the town centre along public footpaths running near the Thames. We would therefore like to see consultation on extension of the plans to include Star Road, at least the southern part.</p> <p>We have a further issue at our address, with a wide pavement outside our property (see attached photo), which tempts some drivers to attempt to park their entire vehicle on the pavement. Previously, when cars have parked here, it has hindered access to our driveway. I am concerned that the proposed changes will lead to an increase in drivers parking on this pavement. If the proposed parking changes are put in place and not extended to Star Road, we would request the council put bollards on the pavement to prevent drivers parking here.</p> <p>I am glad that the council has recognised the parking issues faced in Lower Caversham and hope that these points will be taken into consideration. I look forward to hearing your response.</p>

<p>70) Resident, Objection/Comments Area: Star Road</p>	<p>My wife and I live at [REDACTED] Gosbrook Road, Caversham, and have seen the proposal for a new parking scheme in our area.</p> <p>We would both whole-heartedly welcome the parking scheme's introduction. We have found it increasingly difficult to park outside our home over the past few years. We notice that the stretch directly outside our property and the surrounding roads get used by local businesses and commuters as areas of free parking. I have witnessed many people parking here and walking into Reading for business (local or commuting) or to avoid paying for parking in the town centre. On occasion vehicles have been left overnight or for several days at a time.</p> <p>Hopefully the introduction of a residents parking scheme would help to alleviate this issue and allow local residents to park closer to their homes.</p>
<p>71) Resident, Objection Area: South View Avenue</p>	<p>I am writing in relation to your proposal to introduce parking permits on South View Avenue. I live at number [REDACTED] South View Avenue along with my partner, [REDACTED]. We are owner occupiers and we are both opposed to your proposal. We have experienced no problems with parking along the road and do not see any justification for your introducing such a scheme. Friends and family can always find somewhere nearby to park when they come to visit. By introducing such a scheme, you would be restricting our ability to have friends and family come to visit freely at the weekend and to park along the street. This is to the detriment of us as residents of the street.</p> <p>By far the greatest parking issue in this area is the problem generated by parents dropping off children at St Anne's School on Washington Road, who frequently park across people's driveways where there are white lines, often refusing to move their cars and sometimes locking them up and walking off, leaving homeowners on Washington Road and the part of South View Avenue near the school unable to access or leave their properties by car. I speak from experience, having previously been a home-owner on Washington Road, living there from [REDACTED]. On 2 occasions I had recourse to call the police over this, once when a driver insisted he had the right to wait on the white line outside my house for 20 minutes and refused to move his car when I told him I needed to leave my property in my car. You would be far better advised to direct resources towards sending someone to curb that anti-social behaviour. Perhaps arranging for a staggered start time for the school so that the church car park, which has been made available for school drop-off and pick-up times in the past (I'm not sure whether that arrangement is still in practice) can be used to accommodate the cars. I was previously advised by the school that the church car park was not big enough for all of their parents cars, hence the suggestion of staggered start times for different year groups.</p> <p>If you genuinely want to improve the experience of people who live in this area, you would address that</p>

	<p>problem instead of introducing a scheme for which there is no need. Luckily, we now live far enough from the school for this issue not to impact us, but just the other day I passed a poor lady outside her house on the part of South View Avenue towards the church asking a parent to move a car and it reminded me how much of an issue this is for that area.</p>
<p>72) Resident, Comments</p> <p>Area: Heron Island</p>	<p>Please find attached the highway map for Heron Island, one of the roads being included in the proposed new parking scheme.</p> <p>When Heron Island was developed in the late 1980s the driveways were shorter than would be currently accepted under the Council's standards for design of parking spaces. As a result when cars are parked on driveways they may overhang slightly (although their wheels will be on the areas designated for parking which may be partly private land and partly highway strip).</p> <p>The roads on Heron Island are narrow and do not have footpaths. It would be unacceptable if residents parking their cars in their driveways would be subject to parking enforcement if their vehicles overhang the highway, as that is how the Island was designed in 1987.</p> <p>The consultation map does not include the highway strips in the hatched areas. I have explained that these strips are not delineated from front driveways or gardens. Please can the Committee obtain a binding assurance from Highways and the Council's Legal Department that the only areas on Heron Island which will require a parking permit are those shown hatched on the consultation plan and therefore that the scheme does not affect highway strips.</p> <p>For the avoidance of doubt please can the Committee dealing with this matter confirm with the Highways Department that parking can take place on highway strips which adjoin driveways and front gardens without the requirement to have a parking permit, otherwise the unintended consequence of the scheme would be to reduce residents parking as residents would not be able to park on their own driveways.</p>

Updated: 3rd June 2019

PROPOSED Milford Road & Meadow Road Closure & Cow Lane corridor speed limit reduction - OBJECTIONS TO TRAFFIC REGULATION ORDER

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

Consultation closing date: 7th June 2019

Street/Summary	Objections/support/comments received.
	<p>Summary of responses: Objections - 1, Support - 2, Comment - 2.</p>
<p>1) Business, Comments Area: General</p>	<p>I am writing in response to the statutory consultation on the proposed closures in Meadow Road and Milford Road (Ref. CMS/11771). As far as the closures on the two roads go I have no objections in principle but as far as the closure of Meadow Road is concerned I would raise the point that the Cox and Wyman site is set for residential development and that construction access will be needed. It might therefore make more sense to close Meadow Road closer to Addison Road until the development is complete and then move the closure to where it is currently planned.</p> <p>Of far greater concern is the plan to remove the current width restriction in Addison Road at its junction with Ross Road. If the former Ayres site at the western end of Ross Road continues to be for commercial use the proposed changes to the width restrictions would mean long vehicles having to navigate the hairpin bends at the junction of Randolph and Addison Roads as well as the one at around 100 Addison Road. In addition I doubt any one would want to use the additional parking spaces in Addison Road because of the risk of vehicles being clipped by long vehicles trying to turn right from Addison Road North into the Ayres site. This turn would also be difficult for long vehicles to negotiate.</p> <p>The better arrangement to ensure access for long vehicles to the commercial site at the end of Ross Road would be to remove the width restriction in Ross Road near its junction with Addison Road, ensuring that vehicles could approach it straight on and enter and leave the area via Swansea Road, which is more easily navigable than Addison Road.</p>
<p>2) Resident, Support</p>	<p>We have lived at [REDACTED] Northfield Road for just under [REDACTED] years and would welcome the</p>

Area: Road closure	proposed road closures as above. We have also noticed the increased abuse of motorists using the one way plug in our road in the reverse direction, and are surprised there have been no accidents (that we are aware of) as they tend to increase their speed in this section. It is becoming a dangerous piece of road, especially as pedestrians tend to look one way only, knowing it is a one way section.
3) Resident, Support Area: General	<p>I support the additional parking spaces on Addison road, and request that further additional parking is added on Addison Rd near Meadow Rd. I regularly am unable to park near my house [REDACTED] and regularly end up parking on either Ross Rd or York Rd due to a lack of spaces.</p> <p>I support the closure of Milford Rd to through traffic - fast moving vehicles regularly drive through this area, which I believe is dangerous as my [REDACTED] -year-old son walks to and from school.</p>
4) Objection Area: Road closure	There is not currently a rat-run, I think with the ongoing building work and plans to build so many properties in this area, these proposals should be put on hold.
5) Resident, Support Area: General	<p>Regarding the proposed closure of Milford Road into Meadow Road and Milford Road into Cardiff Road would be most pleased to see this proposal pass as it would considerably reduce the level of traffic past our home. We have no objections either to the proposed removal of width restriction in Addison Road. We are also in agreement with the proposal to move the closed end of Meadow Road to Addison Road end during the construction phase of the cox and wyman development site.</p> <p>One question I have though is the plans put in for cox and wyman site included an entrance in Milford Road- has this now been moved to Meadow Road or is all traffic for the homes there going to go via Addison Road?</p>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JUNE 2019	AGENDA ITEM:	10
TITLE:	WEST READING STUDY a) PROGRESS UPDATE b) RECOMMENDATION FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	MINSTER, SOUTHCOTE
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 The West Reading Study was formed to consider and implement a variety of enhancements, funded from local developer contributions, in areas of Coley Park and Southcote.
- 1.2 This report provides an update on the measures introduced to date and those measures that are yet to be implemented as part of this study.
- 1.3 There is an issue of traffic rat-running along Silchester Road and Faircross Road, then turning in the junction of Fawley Road to avoid traffic on the A4 Bath Road and the bus gate on Southcote Lane. This is undesirable and also poses risks to pedestrians, particularly children traveling to school, in the morning.

This report proposes a solution to this issue and recommends that this proposal proceeds to statutory consultation.

- 1.4 Appendix 1 provides drawings to demonstrate the current issue in the vicinity of Fawley Road and the proposal to resolve the issue, which is recommended for statutory consultation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report and supports the ongoing delivery of the study outcomes.

- 2.2 That the recommended proposals in 'Part b' of this report proceed to statutory consultation.
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.5 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.6 That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.7 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 The scheme proposals are in line with Reading Borough Council's Local Transport Plan and current traffic management policies and standards.

4. BACKGROUND AND PROPOSALS

- 4.1 The West Reading Transport Study was established in June 2015, with the purpose of identifying, defining and prioritising transport schemes within Southcote and the western section of Coley Park. The overriding objective of the study is to take a balanced approach to enhancing the local area and connecting links, through measures that improve accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.
- 4.2 The West Reading Transport Study Steering Group has been established to direct progress of the study. The group is chaired by the Lead Member for Strategic Environment, Planning and Transport, and includes membership from the Ward Councillors for Southcote and Minster. Representatives of other organisations are invited to attend Steering Group meetings as appropriate.

- 4.3 To ensure best value for money and to maximise the deliverables from this study, the majority of all design, supervision and construction work has been conducted by Officers of Reading Borough Council. External resources/contractors have only been appointed when necessary.

Part a: Progress update

- 4.4 To date, the following measures have been delivered in the study area:

- New, raised, zebra crossings on Wensley Road and Southcote Lane and the raising of an existing zebra crossing on Southcote Lane.
- Two new large-area 20mph zones introduced in Coley and Southcote.
- Traffic calming (speed humps and cushions) introduced in Coley and Southcote, to complement the new 20mph zones.
- Raised crossings introduced, with herringbone surface printing, at the side-road entrances along Southcote Lane.
- Parking restrictions added on Holybrook Road to provide passing places and aid traffic flow.
- Bus stops along Southcote Lane upgraded by installing raised kerbing to assist with accessibility.

- 4.5 The following measures are being developed:

- Conversion of a strip of verge on Wensley Road into a parking layby. Complimentary parking restrictions are being proposed for statutory consultation in the 2019a Waiting Restriction Review programme and works on the construction of the layby have been instructed to contractors.
- Procedures and costings are being developed and considered for the potential Highway adoption and street lighting of the long footpath that runs between the western end of Wensley Road and Coley Avenue (south).
- Options for uncontrolled crossing facilities are being investigated for Southcote Lane, near to the junction with Fawley Road.
- Herringbone surface printing will be installed to highlight uncontrolled crossing points around the two roundabouts on Southcote Lane at Circuit Lane and Virginia Way.
- Alterations to the speed cushions on Southcote Lane, near to its junction to Burghfield Road, are being considered to increase their effectiveness.
- Signing 'tidy-up' in Southcote - removing unnecessary and damaged signing.
- Designing and sharing a 'kiss & drop' lining proposal with Southcote Primary School, which they could consider for implementation on their land to aid with school traffic flow. This will be conducted alongside the proposals in Part b of this report.

- 4.6 Requests for considering and developing Resident Permit Parking proposals for the Granville Road and Coley Avenue (south) areas have been captured in the Resident Permit Parking report that is regularly reported to this Sub-Committee.

Part b: Recommendation for statutory consultation

- 4.7 To avoid peak-time traffic on sections of the A4 Bath Road, and the eastbound bus gate on Southcote Lane, a significant number of motorists are using Silchester Road and Faircross Road to access Southcote Lane. They are turning left onto the road (there is a no-right-turn and traffic island that restricts the right-turn) and conducting a U-turn in the junction with Fawley Road, so that they may re-join the A4 Bath Road further to the east.

- 4.8 These movements pose a number of issues and concerns, namely:

- This increases traffic levels in the already-congested, residential streets around Southcote Primary School during school drop-off times. This increases risks of driver frustration, resident frustration damage to cars (including those parked along the street) and particularly risks to pedestrians wishing to access the school.
- Motorists turning at the junction with Fawley Road do so with varying levels of success and consideration of those around them. The movement poses increased risks of vehicle collisions, but particularly risks to pedestrians wishing to access the Blessed Hugh Farringdon school. Damage is also being conducted to the kerbing and verge areas around the junction.

- 4.9 Appendix 1 provides a drawing to illustrate the problem vehicle movements and the recommended solution.

- 4.10 It is proposed that the most effective method in which to stop the aforementioned rat-running and turning movements is to reverse the one-way directions of Silchester Road and Faircross Road.

The 'left-turn-only' restriction from Faircross Road onto Southcote Lane and 'no-entry' from Southcote Lane onto Faircross Road would be revoked, with a 'no-entry' from Circuit Lane onto Silchester Road and from Silchester Road onto Faircross Road also being proposed.

The Southcote Lane eastbound bus gate is very effective at reducing the volumes of traffic using Southcote Lane during the morning peak-period, when school children are arriving to the area. It is not recommended that this restriction is removed, or moved.

Reversing the one-way directions of Silchester Road and Faircross Road will remove the ability for traffic to bypass the Southcote Lane bus gate and proceed toward the town centre. This will stop the rat-run and stop the turning movements in the junction of Fawley Road for this purpose.

- 4.11 It is acknowledged that changing the one-way directions will require those wishing to access Southcote Lane in the morning by private motor vehicle, to do so via its eastern end at the roundabout with the A4 Bath Road. However, this could have some benefit to reducing the use of private motor vehicle travel and increased consideration of using other modes of transport.

Residents of Silchester Road and Faircross Road wishing to travel eastbound would also be required to join the A4 Bath Road via Circuit Lane during the times at which the Southcote Lane bus gate is operational.

- 4.12 This proposal will require statutory consultation, therefore, officers recommend that approval to conduct this consultation be granted to officers and that any objections be reported to a future meeting of the Sub-Committee so that they may be considered before a decision is made about approving the implementation. If no objections are received, it is recommended that officers be granted approval to develop the proposals, with the Steering Group, for implementation.
- 4.13 It should be noted that the proposal in Appendix 1 highlights a number of considerations, such as the movement/removal of traffic islands and adjustments to the Highway to accommodate the one-way reversals. The plan should be considered as indicative at this stage.

Pending the outcome of the statutory consultation, detailed investigations can be conducted, the design finalised and costed. There will be costs associated with this work, which officers recommend against incurring until the results of the statutory consultation and the decision of the Sub-Committee is known.

- 4.14 The Steering Group will consider the cost of the changes alongside the anticipated costs for the remaining aspects of the study. The Steering Group can then decide its delivery priorities against the remaining level of developer funding 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 priorities, as set out below:

- Keeping Reading's environment clean, green and safe

- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Informal consultation took place during the early formation of the area study. Formal, statutory consultations have taken place for those elements of the scheme that have required this process to date.
- 6.2 Further statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on Highway street furniture within the affected area.

7. LEGAL IMPLICATIONS

- 7.1 New, or changes to existing, 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 necessary changes that are required as part of the detailed design work, as per item 4.13.

- 9.2 The study is being funded by local developer contributions, which are a combination of CIL (Community Infrastructure Levy) and Section 106 contributions.
- 9.3 The Steering Group will consider its delivery priorities within the confines of available funding.

10. BACKGROUND PAPERS

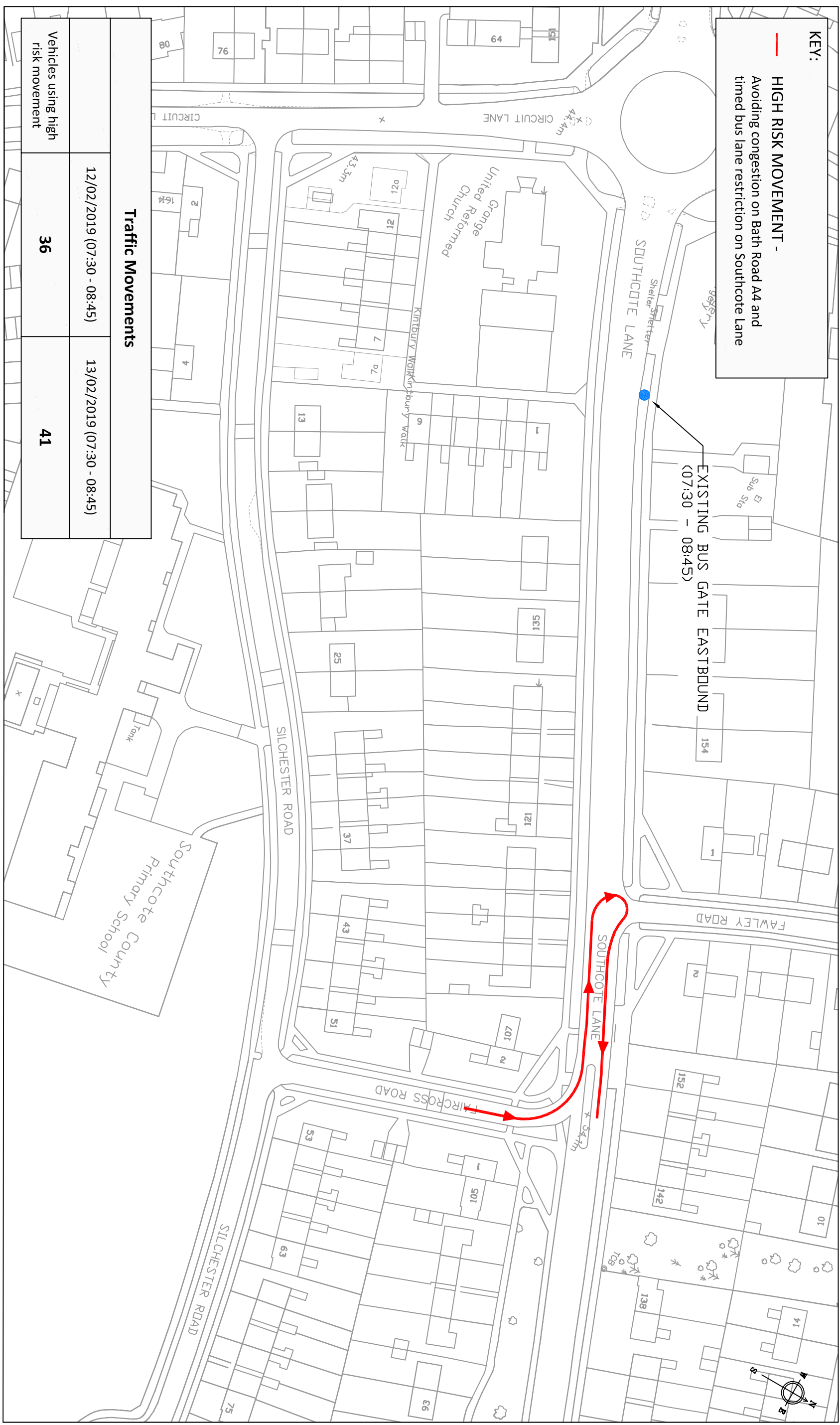
- 10.1 West Reading Transport Study - Update (Traffic Management Sub-Committee, March 2018).

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KEY:

HIGH RISK MOVEMENT -

Avoiding congestion on Bath Road A4 and
timed bus lane restriction on Southcote Lane



Traffic Movements		
	12/02/2019 (07:30 - 08:45)	13/02/2019 (07:30 - 08:45)
Vehicles using high risk movement	36	41

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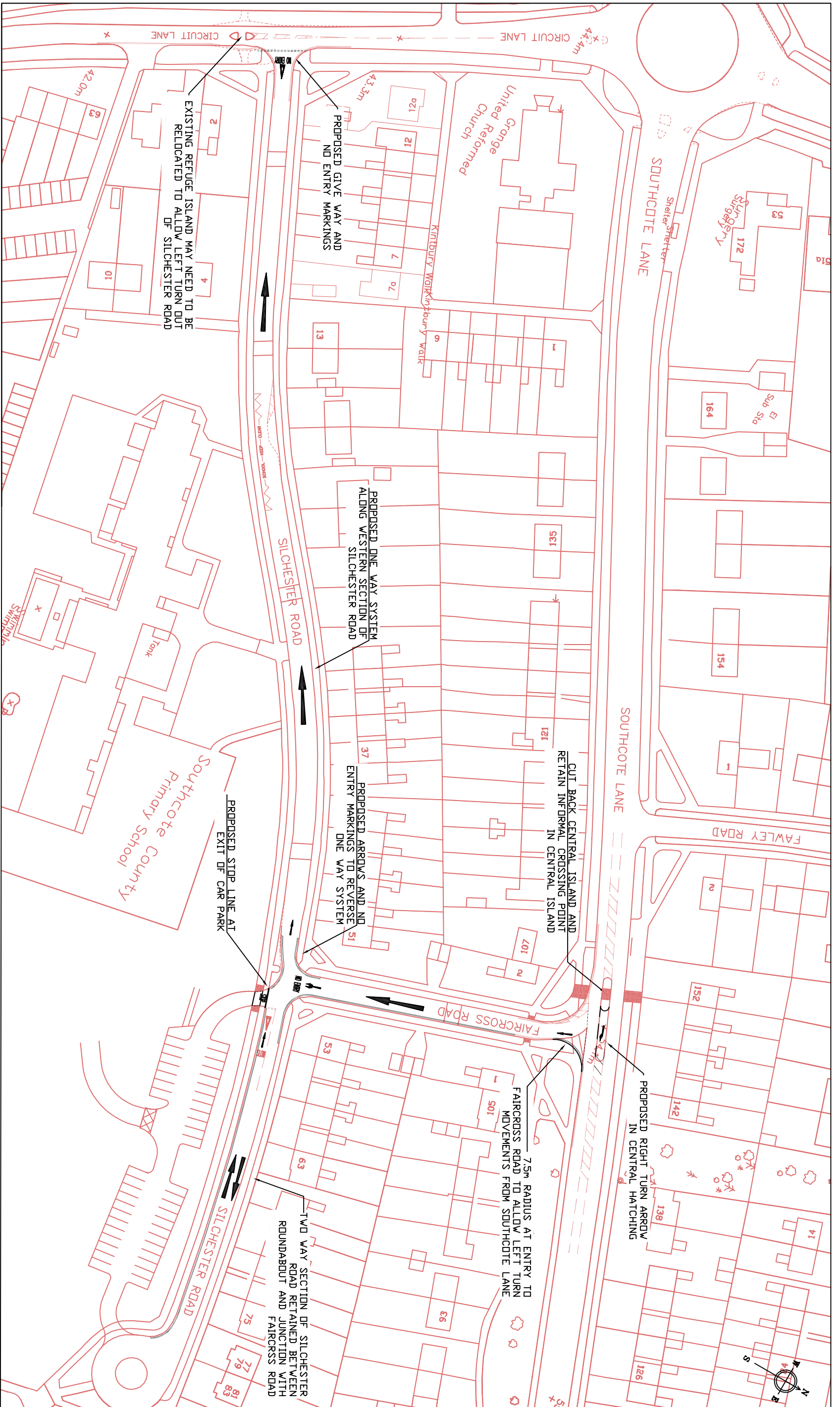


Transport & Streetcare
Civic Offices
Reading
RG1 2LU

project	WEST READING STUDY	scale	1:1000	drawn ED	checked JC
drawing	FAIRCROSS ROAD - TRAFFIC MOVEMENT	drawing no.	WRS/FAIRCROSS_SILCHESTER/DNE_WAY/004	approved	date MAY 2019

CAD Drawing Location:

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Transport & Streetcare
Civic Offices
Reading
RG1 2LU

project		CAD Drawing Location:	
WEST READING STUDY		scale	drawn ED
drawing		1:1000	checked JC
FAIRCROSS ROAD PROPOSED ONE WAY SCHEME		date	approved
		MAR 2019	
		drawing no.	
		WRS/FAIRCROSS_SILCHESTER/ONE_WAY/002	

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JUNE 2019	AGENDA ITEM:	11
TITLE:	CAR PARK TARIFF REVIEW 2019		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	LEAD COUNCILLOR FOR STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PARKING SERVICES	WARDS:	ALL
LEAD OFFICER:	PAUL ALLCOCK	TEL:	0118 937 4832
JOB TITLE:	ASSISTANT CAR PARKS MANAGER	E-MAIL:	Paul.allcock@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report advises Members of the proposal to change the “off street” car parking orders as detailed in Appendix 1 and 2. This has come about as a result of a review of the tariffs.

1.2 Appendix 1 - Proposed Car Park Tariff Charges 2019

Appendix 2 - Season Tickets 2019

Appendix 3 - Comparison of Car Park Charges 2019

2. RECOMMENDED ACTION

2.1 That the Members agree to change the car park tariff as set out in Appendix 1 and 2.

2.2 The statutory requirements for changes to the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2019 are authorised and the Head of Legal and Democratic Services is authorised to advertise the proposals. Including the renaming of the rear Cattle Market car park to Station West within the Traffic Regulation Order process

3. POLICY CONTEXT

3.1 The current parking strategy is a core element of the Local Transport Plan. The strategy aims to manage the level of long stay/commuter parking in the Town Centre. A key feature of the strategy is pricing of Town Centre parking to reflect the availability of alternatives, especially long stay parking provided by park and ride.

4. THE PROPOSAL

4.1 Current Position:

4.2 The car park tariffs were last reviewed in June 2018 with changes proposed to the tariffs in Broad Street, Queens Road, Cattle Market, Hills Meadow and King's Meadow car parks plus season tickets. The tariffs reflect the different types of off-street car parking that is available, for example with the local centre shopper's car parks charged differently to town centre car parking.

4.3 On the 4th October 2018 the management contract with NCP was terminated and the car parks were brought back in-house. None of the proposed tariff changes agreed in June 2018 meeting was implemented.

4.4 Options Proposed

4.5 Please see Appendix 1 and 2 for full listing of car park charges proposed. Should these be agreed and the associated Traffic Regulation Order be implemented, it is planned to introduce these from August/September 2019 provided there are no objections to the order.

4.6 All the car parks tariffs which has taken into account who the main customer segments are (e.g. retail, commuter), the appropriate products available, optimal pricing strategies, and reviewed financial models to understand the risks and opportunities.

4.7 Reading town centre car parks currently have spare capacity during the day (and overnight), for this reason tariffs are very competitive. Within the town centre area we have the Oracle, Q-Parks, NCP and APCOA car parks who all commercial operators are setting their tariffs on 'Supply & Demand' basis. This tariff review considers the competitive nature of parking within Reading and its objective is to offer good value for money in this competitive market. Rather than encourage increased car use we plan to increase our share of this market, this tariff review also sets the scene for setting environmental tariff. An example being electric vehicles will pay a lower tariff where higher polluting vehicle will pay a higher tariff.

4.8 Longer term opportunities include running Car Share for and increasing residential population in the town centre area alongside other initiatives like bike share hubs.

4.9 Broad Street Mall (Pay on Foot):

Car Park	Time Band	Current Weekdays	Proposed Weekday	Change	Current Weekend	Proposed Weekends	Change
Broad Street Mall	Up to 30 Minutes	Removed	N/A		£2.00	£1.00	-£1.00
	Up to 1 hour	£1.50	£1.50		£2.00	£2.00	
	Up to 2 hours	£4.00	£4.00		£4.00	£4.00	
	Up to 3 hours	£6.00	£6.00		£6.00	£5.00	-£1.00
	Up to 4 hours	£8.00	£8.00		£6.00	£6.00	
	Up to 5 hours	£10.00	£10.00		£8.00	£8.00	
	Up to 6 hours	£12.00	£12.00		£8.00	£8.00	
	24 hours	£12.00	£14.00	+£2.00	£8.00	£8.00	
	Night rate (18:00 - 08:00)	£4.00	£4.00		£4.00	£4.00	

4.10 Additional offers in this car park may include the following promotional tariffs:

“Weekly” weekday parking only £40.00

“Early Bird Offer” weekday arrive between 06.00 - 08.00 leave before 23.59 - £7.00

“Off-Peak Parking” weekday arrive between 10.00 leave before 15.00 £1.00 per hour parking, maximum £5.00. All other times normal tariff applies

4.11 The proposed tariff for Broad Street Mall will cater to the main customer segment using this car park - the shoppers.

4.12 Queens Road Car Park (Pay on Foot):

Car Park	Time Band	Current Weekdays	Proposed Weekdays	Change	Current Weekends	Proposed Weekends	Change
Queens Road	Up to 30 Minutes	Removed	N/A		£1.50	£1.00	-£0.50
	Up to 1 hour	£2.20	£2.20		£2.50	£2.00	-£0.50
	Up to 2 hours	£4.40	£4.40		£4.50	£4.00	-£0.50
	Up to 3 hours	£6.60	£6.60		£7.00	£5.00	-£2.00
	Up to 4 hours	£8.80	£8.80		£7.00	£6.00	-£1.00
	Up to 5 hours	£10.50	£10.50		£7.00	£7.00	
	Up to 6 hours	£12.50	£12.50		£7.00	£7.00	
	6-24 hours	£16.50	£16.50		£7.00	£8.00	+£1.00
	Night rate (18:00 - 08:00)	£3.50	£3.50		£3.50	£3.50	

4.13 Additional offers in this car park may include the following promotional tariffs:
 “Early Bird Offer” weekday arrive between 06.00 - 08.00 leave before 23.59 - £8.00
 “Weekly” weekday parking only £50.00

4.14 The proposed tariff for Queens Road for the weekend will cater to the main customer segment using this car park - the shoppers.

4.15 Civic “B” Car Park (Pay and Display):

Car Park	Time Band	Current Weekdays	Proposed Weekday	Change	Current Weekend	Proposed Weekends	Change
Civic B	Up to 1 hour	£1.50	£1.50		£2.00	£1.50	-£0.50
	Up to 2 hours	£4.00	£3.00	-£1.00	£4.00	£3.00	-£1.00
	Up to 3 hours	£6.00	£4.00	-£2.00	£6.00	£4.00	-£2.00
	Up to 4 hours	£8.00	£5.00	-£3.00	£6.00	£5.00	-£1.00
	Up to 5 hours	£10.00	£6.50	-£3.50	£8.00	£6.50	-£1.50
	Up to 6 hours	£12.00	£8.00	-£4.00	£8.00	£8.00	
	24 hours	£12.00	£12.00		£8.00	£12.00	+£4.00
	Night rate (18:00 - 08:00)	£4.00	£4.00		£4.00	£4.00	

4.16 Additional offers in this car park may include the following promotional tariffs: “Early Bird Offer” weekday arrive between 06.00 - 09.00 leave before 23.59 - £5.00. Please note this offer is only available as a pay by telephone tariff (via RingGo)

4.17 Cattle Market Car Park (Pay and Display)

Cattle Market	Time Band	Current Charge	Proposed Charges	Change
Sunday - Friday	Up to 2 hours	£2.60	£2.00	-£0.60
Sunday - Friday	Up to 3 hours	New	£3.00	+£3.00
Sunday - Friday	Up to 4 hours	New	£3.00	+£3.00
Sunday - Friday	4 to 24 hours	£7.00	£8.00	+£1.00
	Saturday - up to 1 hour	£0.50	£1.00	+£0.50
	Saturday - up to 2 hours	£2.60	£2.00	-£0.60
	Saturday - up to 3 hours	New	£3.00	+£3.00
	Saturday - up to 4 hours	New	£4.00	+£4.00
	Saturday - up to 24 hour	£7.00	£8.00	+£1.00
	HGVs	£10.00	£10.00	

4.18 Cattle Market is a popular car park for commuters using Reading Railway Station.

4.19 Cattle Market Car Park - Rename new car park area as Station West (Pay on Foot)

Please note the Pay on Foot part of the car park has yet to be constructed. Once complete it will be re-branded as Station West.

Cattle Market/ Station West	Time Band	Current Weekdays	Proposed Weekday	Current Weekend	Proposed Weekends
Mon-Sun, 24/7	Up to 30 minutes				£1.00
	Up to 1 hour				£2.00
	Up to 1 hour and 30 minutes				£3.00
	Up to 2 hours				£4.00
	Up to 3 hour		£3.00		£5.00
	Up to 4 hours		N/A		£6.00
	4 - 24 Hours		N/A		£8.00
	3 -12 Hours		£10.00		N/A
	12 - 24 Hours		£15.00		N/A
	Night rate (18:00 - 08:00)		£4.00		£4.00

4.20 Cattle Market is a popular car park for commuters using Reading Railway Station.

4.21 Hills Meadow Car Park (Pay and Display)

Hills Meadow	Charge Period	Current Charge	Proposed Charges	Change
Monday - Friday (6am-6pm)	Up to 2 hours	£3.00	Remove	-£3.00
	Up to 3 hours	New	£3.00	+£3.00
	Up to 24 hours	£8.00	£9.00	+£1.00
Saturday - Sunday (6am-6pm)	Up to 2 hours	£3.00	Remove	-£3.00
	Up to 3 hours	New	£3.00	+£3.00
	Up to 4 hours	£4.70	Remove	-£4.70
	Up to 6 hours	New	£5.00	+£5.00
	Up to 24 hours	£8.00	£9.00	+£1.00
Mon-Sun	Night rate (18:00 - 06:00)	New	£2.00	+£2.00

4.22 Kings Meadow Car Park (Pay and Display)

Kings Meadow	Charge Period	Current Charge	Proposed Charges	Change
Monday - Friday (6am-6pm)	Up to 2 hours	£3.00	£3.00	
	Up to 24 hours	£9.00	£10.00	+£1.00
Saturday - Sunday (6am-6pm)	Up to 2 hours	£3.00		
	Up to 4 hours	£4.70	£5.00	+£0.30
	Up to 24 hours	£9.00	£10.00	+£1.00
Mon-Sun	Night rate (18:00 - 06:00)	New	£2.00	+£2.00

4.23 Both Hills Meadow and Kings Meadow car parks are full at peak times.

4.24 The predominant customer groups for this car park are commuters for businesses within Reading Town and for the Reading Railway station.

4.25 Recreation Road Car Park (Pay and Display)

Recreation Road Car Park	Charge Period	Current Charge	Proposed Charges	Change
Monday-Saturday 06.00-18.00	Up to 30 Mins	Nil	Nil	
	30 mins to 1 hour	£0.50	£0.50	
	Up to 2 hours	£1.00	£1.00	
	Up to 3 hours	£1.50	£1.50	
	Up to 4 hours	£2.00	£2.00	
	Up to 12 hours	New	£3.00	+£3.00
Sunday	All day	Nil	Nil	

4.26 There are no plans to change Thames side Promenade, Kensington Road, Chester Street and Dunstall Close.

4.27 Season Tickets

	Current Month	Proposed	Current Quarter	Proposed	Current Charge 12 monthly	Proposed Charges 12 monthly
Queens Road	£160	£177	£440	£510	£1,600	£1,700
Hills Meadow	£140	No Change	£385	No Change	£1,400	No Change
Civic B	£130	£125	£358	£360	£1,300	£1,200
Broad Street	£138	£167	£375	£480	£1,360	£1,600
Cattle Market	£130	£135	£358	£390	£1,300	No Change
Station West		£177		£510		£1,700
Chester Street					£525	No Change
Recreation Road		£46		£135	£500	No Change
Dunstall Close					£500	No Change
Kings Meadow	£140	No Change	£385	No Change	£1,400	No Change
Kensington Road					£150	No Change

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory Notices and Advertisements will be made in advance of any changes.

7. LEGAL IMPLICATIONS

7.1 Changes to 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. FINANCIAL IMPLICATIONS

8.1 The Proposals will require additional legal advertising costs.

8.2 The overall change in income is estimated at £200K p.a. to meet the mid-term financial strategy and in particular savings DENS 30C as agreed at Council February 2019.

9. BACKGROUND PAPERS

9.1 None

10. APPENDICES

10.1 Appendix 1: Proposed Car Park tariff charges 2019

10.2 Appendix 2: Season tickets

10.3 Appendix 3: Comparison of Car Park Charges 2019

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Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Change	Current Weekend Charge	Proposed Weekends	Change
Broad Street Mall	Up to 30 Minutes	Removed	No Change		£2.00	£1.00	-£1.00
	Up to 1 hour	£1.50	No Change		£2.00	No Change	
	Up to 2 hours	£4.00	No Change		£4.00	No Change	
	Up to 3 hours	£6.00	No Change		£6.00	£5.00	-£1.00
	Up to 4 hours	£8.00	No Change		£6.00	No Change	
	Up to 5 hours	£10.00	No Change		£8.00	No Change	
	Up to 6 hours	£12.00	No Change		£8.00	No Change	
	24 hours	£12.00	£14.00	+£2.00	£8.00	No Change	
	Night rate (18:00 - 08:00)	£4.00	No Change		£4.00	No Change	

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Change	Current Weekend Charge	Proposed Weekends	Change
Queens Road	Up to 30 Minutes	Removed	No Change		£1.50	£1.00	-£0.50
	Up to 1 hour	£2.20	No Change		£2.50	£2.00	-£0.50
	Up to 2 hours	£2.20	No Change		£4.50	£4.00	-£0.50
	Up to 3 hours	£6.60	No Change		£6.60	£5.00	-£2.00
	Up to 4 hours	£8.80	No Change		£7.00	£6.00	-£1.00
	Up to 5 hours	£10.50	No Change		£7.00	No Change	
	Up to 6 hours	£12.50	No Change		£7.00	No Change	
	24 hours	£16.50	No Change		£7.00	£8.00	+£1.00
	Night rate (18:00 - 08:00)	£3.50	No Change		£3.50	No Change	

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Change	Current Weekend Charge	Proposed Weekends	Change
Civic Offices 'B'	Up to 30 Minutes	Removed	No Change			No Change	
	Up to 1 hour	£1.50	No Change		£2.00	£1.50	
	Up to 2 hours	£4.00	£3.00	-£1.00	£4.00	£3.00	-£1.00
	Up to 3 hours	£6.00	£4.00	-£2.00	£6.00	£4.00	-£2.00
	Up to 4 hours	£8.00	£5.00	-£3.00	£6.00	£5.00	-£1.00
	Up to 5 hours	£10.00	£6.50	-£3.50	£8.00	£6.50	-£1.50
	Up to 6 hours	£12.00	£8.00	-£4.00	£8.00	No Change	
	24 hours	£14.00	£12.00	-£2.00	£8.00	£12.00	+£4.00
	Night rate (18:00 - 08:00)	£4.00	No Change		£4.00	No Change	

Hills Meadow Mon - Fri (6am-6pm)	Time Band	Current Weekday Charge	Proposed Weekdays	Change	Current Weekend Charge	Proposed Weekends	Change
	Up to 2 hours	£3.00	Remove				
New Charge	Up to 3 hours		£3.00	+£3.00			
New Charge	Up to 24 hours	£8.00	£9.00	+£1.00			
Saturday - Sunday (6am - 6pm)	Up to 2 hours				£3.00	Remove	-£3.00
	New Charge	Up to 3 hours				£3.00	+£3.00
		Up to 4 hours			£4.70	Remove	-£4.70
	New Charge	Up to 6 hours				£5.00	+£5.00
New Charge	Up to 24 hours				£8.00	£9.00	+£1.00
Mon - Sun	Night rate (18:00 - 08:00)						
New Charge			£2.00	+£2.00		+£2.00	+£2.00

Kings Meadow (6am-6pm)	Time Band	Current Weekday Charge	Proposed Weekdays	Change	Current Weekend Charge	Proposed Weekends	Change
Monday - Friday	Up to 2 hours	£3.00	No Change				
	Up to 24 hours	£9.00	£10.00	+£1.00			
Saturday - Sunday	Up to 2 hours				£3.00	No Change	
		Up to 4 hours			£4.70	£5.00	+£0.30
		Up to 24 hours			£9.00	£10.00	+£1.00
Mon - Sun	Night rate (18:00 - 08:00)						
New Charge		£2.00	£2.00	+£2.00		£2.00	+£2.00

Cattle Market Pay & Display	Time Band	Current Charge	Proposed Charge	Change	Current Saturday Charge	Proposed Saturday Charge	Change
Sunday - Friday							
	Up to 2 hours	£2.60	£2.00	-£0.60			
New Charge	Up to 3 hours		£3.00	+£3.00			
New Charge	Up to 4 hours		£3.00	+£3.00			
	4 to 24 hours	£7.00	£8.00	+£1.00			
	Saturday - up to 1 hour				£0.50	£1.00	+£0.50
	Saturday - up to 2 hours				£2.60	£2.00	-£0.60
New Charge	Saturday - up to 3 hours					£3.00	+£3.00
New Charge	Saturday - up to 4 hours					£4.00	+£1.00
	Saturday - up to 24 hour				£7.00	£8.00	+£1.00
	HGVs	£10.00	No Change				

Cattle Market/Station West	Time Band	Current Weekday Charge	Proposed Weekdays	Change	Current Weekend Charge	Proposed Weekends	Change
Mon - Sunday							
	Up to 30 minutes					£1.00	+£1.00
	Up to 1 hour					£2.00	+£2.00
	Up to 1 hour 30 minutes					£3.00	+£3.00
	Up to 2 hours					£4.00	+£4.00
	Up to 3 hours		£3.00	+£3.00		£5.00	+£5.00
	Up to 4 hours					£6.00	+£6.00
	4 to 24 hours					£8.00	+£8.00
	3 to 12 hours		£10.00	+£10.00		N/A	
	12 to 24 hours		£15.00	+£15.00		N/A	
	Night rate (18:00 - 08:00)		£4.00	+£4.00		£4.00	+£4.00

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Change	Current Weekend Charge	Proposed Weekends	Change
Recreation Road							
Charging Period Mon - Sat 6am-6pm	0-30 mins	£0.00	No Change				
	30mins - 1 hour	£0.50	No Change				
	Up to 2 hours	£1.00	No Change				
	Up to 3 hours	£1.50	No Change				
	Up to 4 hours	£2.00	No Change				
New Charge	Up to 12 hours		£3.00	+£3.00			
Sunday	All Day				Nil	No Change	

Car Park	Current			Proposed		
	Annual	3 Monthly	1 Monthly	Annual	3 Monthly	1 Monthly
Queens Road	£1,600	£ 440	£ 160	£ 1,700	£ 510	£ 177
Hills Meadow	£1,400	£ 385	£ 140	No Change	No Change	No Change
Kings Meadow	£1,400	£ 385	£ 140	No Change	No Change	No Change
Chester Street	£ 525	N/A	N/A	No Change	N/A	N/A
Civic B	£1,300	£ 358	£ 130	£ 1,200	£ 360	£ 125
Broad Street Mall	£1,360	£ 375	£ 138	£ 1,600	£ 480	£ 167
Cattle Market	£1,300	£ 330	£ 120	£ 1,300	£ 390	£ 135
Station West				£ 1,700	£ 510	£ 177
Recreation Road	£ 500	N/A	N/A	£ 525	£ 135	£ 46
Dunstall Close	£ 500	N/A	N/A	£ 525	N/A	N/A
Kensington Road				£ 150		
Q Park	£3,168	£ 832	£ 290			
Oracle			£ 250			
APCOA Station	£1,850	£ 575	£ 220			

Time Band	Oracle - Holybrook	Oracle - Holybrook	Oracle - Holybrook - Premier Parking	Oracle - Riverside	Oracle - Riverside	Oracle - Riverside - Premier Parking	Q Park	NCP - Garrard Street	NCP - Garrard Street
		Weekend			Weekend				Weekend
Up to 20 Minutes									
Up to 30 Minutes								£2.00	
Up to 1 Hour				£1.70	£1.70		£1.50	£4.00	£4.00
Up to 2 hours	£4.00	£4.00		£4.00	£4.00		£4.00	£8.00	£8.00
Up to 3 hours	£6.00	£6.00		£6.00	£6.00		£6.00		
Up to 4 hours	£8.00	£8.00		£8.00	£8.00		£8.00	£12.00	
Up to 5 hours	£10.00	£10.00		£10.00	£10.00		£10.50		
Up to 6 hours	£12.00	£12.00		£12.00	£12.00		£15.00		
Up to 7 hours	£13.00	£13.00		£13.00	£13.00				
Up to 8 hours	£15.00	£15.00		£15.00	£15.00				
Up to 9 hours	£20.00	£20.00						£18.00	
Up to 12 hours	£20.00	£20.00					£16.50		
24 hours	£20.00	£20.00	£5.00	£20.00	£20.00	£4.90	£17.00	£23.00	£12.00
Night rate up to 1 hour	£1.50	£1.50		£1.50	£1.50				
Night rate (18:00 - 08:00)	£3.50	£3.50		£3.50	£3.50				

Time Band	Apcoa Reading Station	Apcoa Reading Station	Queens Road	Queens Road	Broad Street Mall	Broad Street Mall	Kings Meadow	Kings Meadow	Hills Meadow	Hills Meadow
		Weekend		Weekend		Weekend		Weekend		Weekend

Up to 20 Minutes	FREE	FREE								
Up to 30 Minutes				£1.00		£1.00				
Up to 1 Hour	£4.50		£2.20	£2.00	£1.50	£2.00				
Up to 2 hours	£8.00	£5.00	£4.40	£4.00	£4.00	£4.00	£3.00	£3.00		
Up to 3 hours			£6.60	£5.00	£6.00	£5.00			£3.00	£3.00
Up to 4 hours	£12.00		£8.80	£6.00	£8.00	£6.00		£5.00		£5.00
Up to 5 hours			£10.50	£7.00	£10.00	£8.00				
Up to 6 hours		£8.00	£12.50	£7.00	£8.00	£8.00				
Up to 7 hours										
Up to 8 hours										
Up to 9 hours	£18.00									
Up to 12 hours	£21.00									
24 hours	£24.00	£12.00	£16.50	£8.00	£14.00	£8.00	£10.00	£10.00	£9.00	£9.00
Night rate up to 1 hour										
Night rate (18:00 - 08:00)			£3.50	£3.50	£4.00	£4.00	£2.00	£2.00	£2.00	£2.00

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JUNE 2019	AGENDA ITEM:	12
TITLE:	CYCLE FORUM - NOTES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION	WARDS:	BOROUGHWIDE
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	ACTING TRANSPORT PLANNING MANAGER	E-MAIL:	Emma.Baker@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform Members of the discussions and actions from the Cycle Forum held in March 2019.
- 1.2 The Cycle Forum meeting note from 19 March 2019 is appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached minutes from the Cycle Forum held on 19 March 2019.

3. POLICY CONTEXT

- 3.1 Reading's Cycling Strategy: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan (LTP). The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling to different demographics.
- 3.2 The Local Transport Plan, under which our Cycling Strategy has been adopted, is currently being updated to reflect changes in national guidance and local priorities, including our emerging new Local Plan. As part of our revised transport strategy, we will develop new policies and schemes that support economic growth and reduce congestion through the delivery and promotion of sustainable transport measures.

4. THE PROPOSAL

- 4.1 The meeting of the Cycle Forum held on 19 March 2019 was chaired by Councillor Deborah Absolom and attended by Councillor Page, Councillor Barnett-Ward, Councillor Gittings, Reading Borough Council officers and representatives of various local groups and stakeholders. The notes of the meeting are attached.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the cycle schemes outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Securing the economic success of Reading and provision of job opportunities
- Keeping Reading's environment clean, green and safe.

5.2 The Cycle Forum notes are a record of ongoing discussions between the Council and local user groups that record progress in delivering the Cycling Strategy and address issues raised by local representatives. The development and delivery of schemes outlined in the notes therefore contribute to the following strategic aims:

- To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley
- To promote equality, social inclusion and a safe and healthy environment for all

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The Cycle Forum is attended by representatives of local cycling groups and other interested parties, businesses, Councillors and Council Officers as detailed in the notes.

7. EQUALITY IMPACT ASSESSMENT

7.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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 Equality Impact Assessments will be undertaken as part of the development of Council policies and schemes, such as those discussed in the Cycle Forum notes.

8. LEGAL IMPLICATIONS

8.1 None

9. FINANCIAL IMPLICATIONS

9.1 None at present

10. BACKGROUND PAPERS

10.1 Cycle Forum - Meeting Note, Traffic Management Sub-Committee reports from January 2016 onwards.

READING CYCLE FORUM - MEETING NOTE

Tuesday 19 March 2019, 6pm

Mayor's Parlour, Civic Offices, Reading

Attendees

Cllr Deborah Absolom (Chair)
Cllr Tony Page (RBC)
Cllr Adele Barnett-Ward (RBC)
Cllr Paul Gittings (RBC)
Rajal Khan (UoR Student)
Karen Robertson (Cycling UK - Reading)
Brian Oatway
Brian Morley (RCC)
John Lee (RCC)
Cris Butler (RBC)
James Penmen (RBC)
Lucy Prismall (RBC)
Emma Baker (RBC)

Apologies

Karen Stanbridge (UoR)
Adrian Lawson (RCC)

1. Introductions/Apologies

Cllr Absolom welcomed attendees to the meeting and introductions were made.

2. Note of the Last Meeting

The note of the last meeting was agreed: [Cycle Forum Notes](#).

3. Cow Lane Cycle & Pedestrian Route

The Forum was notified that Cow Lane bridges opened on 25th February and that Network Rail works to improve pedestrian and cycle facilities are ongoing, including the construction of refuge islands and a zebra crossing. Resurfacing works were due to take place in mid-April.

RCC raised concerns about planned crossing facilities and requested better cycle facilities.

A brief discussion also took place on the proposed secondary school near Rivermead and whether a review of transport facilities would be undertaken. Officers confirmed that there would be a review, which would include Cow Lane.

4. Reading Station Underpass

Officers gave a brief background on the current design of the station underpass and highlighted that requests to review the underpass had been received and a number of key issues are in the process of being investigated to ensure the structure is appropriate for cycling. Councillors highlighted the aspiration to allow responsible cycling through the underpass as part of the creation of a stronger North and South cycling route, which would be further supported by improvements delivered as part of key development sites that are coming forward.

5. ReadyBike

Officers highlighted the press release issued by the Council in regards to Hourbike terminating the cycle hire contract. It was noted that the scheme will therefore cease from 31st March whilst Officers investigate other options.

6. Local Transport Plan 4 & Local Cycling & Walking Infrastructure Plan

Officers gave a verbal update on the anticipated programme for the new Local Transport Plan, including a public consultation that will be held in the summer seeking views on what should be included in the next plan.

The Forum was also informed of progress on the Local Cycling and Walking Plan, including the intention to host a workshop to discuss key outputs, including proposed routes and potential measures.

ACTION - Officers to circulate date for workshop.

7. NCN 422 - Update

A verbal update was given on the overall NCN programme, including updates to Phase 3 designs which were granted approval at SEPT Committee in November 2018: <http://www.reading.gov.uk/article/11824/NCN-Cycle-Route-422>.

8. Cycle Forum - Requested Schemes List

Officers updated the Forum on progress in developing and delivering schemes identified on the requested schemes list.

9. Items Raised by Forum Members

a. Vastern Road Roundabout

Officers updated the Forum on progress in delivering improvements at Vastern Road roundabout, including spiral marking and improved signing. Works are expected to be undertaken in early summer and will be monitored post-implementation.

b. Town Centre Signing - Update

Forum members asked for an update on progress in delivering signing improvements in the town centre. Whilst some improvements have been undertaken as part of the NCN scheme others are still outstanding.

ACTION - Officers to progress ahead of next meeting

c. Funding for Cycle Schemes (reallocated East Reading MRT funding)

The Forum asked whether funding allocated to East Reading MRT could be reallocated to cycling and were advised that Thames Valley Local Enterprise Partnership would reallocate the funding to schemes on the Local Growth Fund reserve list.

Officers highlighted potential opportunities through the development of the LCWIP and the successful outcome of GWR bid for cycle security improvements.

d. Cycle facilities connecting Abbey Quarter Development to Thames Path

The Forum reiterated their request for a cycle route between Chestnut Walk and Kings Meadow via the Homebase development site and Napier Road underpass.

10. Any Other Business

None raised.

11. Date of Next Meeting

To be arranged.

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

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

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