

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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3 September 2019

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

**NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 11 SEPTEMBER 2019**

A meeting of the Traffic Management Sub-Committee will be held on Wednesday, 11 September 2019 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<b><u>ACTION</u></b>	<b><u>WARDS AFFECTED</u></b>	<b><u>Page No</u></b>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF PREVIOUS MEETING		7 - 16
3. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS		17 - 20
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.		
4. PETITIONS		
4 (a) Petition for Parking Restrictions in Rissington Close	KENTWOOD	21 - 26

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To report to the Sub-Committee the receipt of a petition asking the Council to introduce parking restrictions to deter non-resident parking in Rissington Close.

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|-------|---|-------------|----------------|
| 4 (b) | <b>Petition to Reinstate Pelican Crossing on Wokingham Road outside Palmer Park</b> | <b>PARK</b> | <b>27 - 30</b> |
|-------|---|-------------|----------------|

To report to the Sub-Committee the receipt of a petition asking the Council to reinstate the pelican crossing on Wokingham Road outside Palmer Park.

**4 (c) Other Petitions**

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

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|---------|--|-----------------|----------------|
| 4(c)(i) | <b>Petition to Re-Gravel Wardle Avenue with correct materials as compensation to Road Closure on Armour Hill</b> | <b>KENTWOOD</b> | <b>31 - 34</b> |
|---------|--|-----------------|----------------|

To report to the Sub-Committee the receipt of a petition asking the Council to re-gravel Wardle Avenue with correct materials as compensation to Road Closures on Armour Hill.

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| 5. | <b>RED ROUTE - ROUTE 17</b> | <b>BATTLE;<br/>KENTWOOD;<br/>TILEHURST</b> | <b>35 - 52</b> |
|----|-----------------------------|--|----------------|

To provide the Sub-Committee with an update on the introduction of a *Red Route* waiting restriction along the Reading Buses Route 17 corridor.

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|----|-------------------------------------|--------------------|----------------|
| 6. | <b>WAITING RESTRICTION REVIEW -</b> | <b>BOROUGHWIDE</b> | <b>53 - 90</b> |
|----|-------------------------------------|--------------------|----------------|

## Objections to Waiting Restriction Review 2019A

## Requests for Waiting Restriction Review 2019B

A report informing the Sub-Committee of objections received during statutory consultation for the agreed proposals that formed the 2019A programme and providing the Sub-Committee with the list of new requests, for potential inclusion in the 2019B programme.

<b>7.</b>	<b>RESULTS OF STATUTORY CONSULTATION - MANAGEMENT OF PALMER PARK CAR PARK</b>	<b>PARK</b>	<b>91 - 120</b>
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A report providing the Sub-Committee with the results of the statutory consultation that has been undertaken, which proposed management of the car park (including charges) by Traffic Regulation Order (TRO) at Palmer Park.

<b>8.</b>	<b>REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES</b>	<b>BOROUGHWIDE</b>	<b>121 - 156</b>
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A report informing the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council.

<b>9.</b>	<b>RESIDENT PERMIT PARKING UPDATE REPORT</b>	<b>BOROUGHWIDE</b>	<b>157 - 182</b>
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a. New and Outstanding Requests

b. Proposals for Informal Consultation

A report providing the Sub-Committee with an update on the list of requests for Resident Permit Parking (RPP), including the progress of developing schemes and any new requests that have been received and providing outline areas proposed for informal consultation, as part of an expedited scheme development programme for previously reported scheme requests.

<b>10.</b>	<b>EXCLUSION OF PRESS AND PUBLIC</b>		
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The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

**11. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS      BOROUGHWIDE      183 - 272**

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

**12. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS      ABBEY; BATTLE; MINSTER; PARK      273 - 396**

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

DATE AND TIME OF NEXT MEETING:

Thursday 14 November 2019



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**Present:** Councillor Ayub (Chair)

Councillors Debs Absolom, David Absolom, Barnett-Ward, Carnell, Duveen, Ennis, Hacker, Page, R Singh, Stanford-Beale, Terry and Whitham.

## 1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

### (1) Cleaner Air and Safer Transport Forum

Councillor Barnett-Ward explained that there was no presentation in the Former Transport User's Forum section of the meeting, and that a Cleaner Air and Safer Transport Forum was in the process of being set up by the Council, which she would be chairing.

### (2) Questions

Questions on the following matters were submitted, and as the questioners were not present at the meeting, answers were provided in writing in accordance with Standing Order 9 (5):

Questioner	Subject
Josey Njoroge	Safety Issue on Upton Road Tilehurst
Adam Hewitt	Pedestrian Crossing on Pepper Lane
Adam Hewitt	20mph Zones in Reading

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

## 2. MINUTES

The Minutes of the meeting of 7 March 2019 were confirmed as a correct record and signed by the Chair.

## 3. SCHOOL CROSSING FACILITY UPGRADES

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing 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. The design proposal for a new zebra crossing to serve Caversham Primary School was attached to the report at Appendix 1.

The report explained that, following the decision at Policy Committee on 19 February 2018 (Minute 75 refers) to progress savings to the school crossing patroller budget, the potential to make improvements to school crossing facilities at schools which currently had a crossing patroller had been investigated. A zebra crossing had been installed on Wensley Road, outside St Mary's and All Saints Primary School, as part of the West Reading

Transport Study, which had provided a significant improvement on the previous raised table at the location.

Caversham Primary School was currently served by a school crossing patroller located on Kidmore Road, to the south side of the junction with Oakley Road and, due to this being a clear desire-line and on the school side of Oakley Road, officers had investigated a possible location for a permanent controlled crossing (zebra crossing). Officers were seeking approval to serve a notice of intention for the placement of the crossing facility. Officers would first arrange for a utility plant search and safety audit to be conducted and also sought approval to make minor amendments to the design accordingly. This was a challenging location for a crossing, due to the location of driveway accesses and a relatively narrow footway. However, this was 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 could not be identified. Complementary alterations to the give-way on Oakley Road were intended to further aid visibility at the junction.

Alfred Sutton Primary School was served by signalled crossings on Wokingham Road but officers were aware of the wish for a 'controlled' crossing on Crescent Road. This type of crossing required a long stretch of clear road, away from junctions and accesses. Unfortunately, there was not a suitable location for a controlled crossing on Crescent Road due to the proliferation of driveway accesses along the road and up to the junction. Officers would investigate potential improvements that could provide some informal/uncontrolled crossing improvements.

The report explained that there was an existing zebra crossing facility for pupils attending Redlands Primary School on Addington Road which was currently used by the school crossing patroller. This facility was considered to be sufficient and therefore no alterations were being recommended.

Opportunities to provide enhanced crossing facilities at other schools within the Borough would continue to be investigated, subject to available budgets, as part of the Council's ongoing work with schools to promote safe and sustainable travel.

It was suggested at the meeting that this could include investigating formalising the implied crossing at the bottom of Oakley Road by the Hemdean Road roundabout, to also assist Highdown School pupils in crossing Oakley Road, and officers agreed to include this possibility in their further investigations.

**Resolved -**

- (1) That the report be noted;
- (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 on Kidmore Road, to the south side of the junction with Oakley Road, as set out in Appendix A and paragraph 4.4, in accordance with Section 23 of the Road Traffic Regulation Act 1984;
- (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.

#### **4. NATIONAL CYCLE NETWORK ROUTE 422 - UPDATE**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing 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. A plan showing the removal of the Traffic Island to the west of Ashley Road was attached to the report at Appendix A and a revised plan for the route between Grange Avenue and Pitcroft Avenue was attached to the report at Appendix B.

The report explained the progress on Phases 1 and 2 of the NCN 422 scheme and that a Notice of Intention was required for the removal of a traffic island on Berkeley Avenue, 35 metres west of Ashley Road, in accordance with Section 23 of the Road Traffic Regulation Act 1984. The removal of the traffic island would enable the existing advisory cycle lane to be upgraded to a mandatory cycle lane.

Phase 3 of the scheme built on previous works that had been delivered as part of the Local Sustainable Transport Fund programme by extending shared use facilities along Wokingham Road from Cemetery Junction to the Three Tuns and had been granted scheme and spend approval by the Strategic Environment, Planning and Transport Committee on 21 November 2018 (Minute 30 refers). Measures included improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening. Phase 3 works had commenced in April 2019 and were due to be completed by summer 2019. Works that had been completed to date had 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 would now focus on improvements to the path running adjacent to Wokingham Road through Palmer Park. This phase would be further complemented by works proposed between Grange Avenue and Melrose Avenue, as part of the annual resurfacing programme.

The report explained that revised designs for Wokingham Road between Grange Avenue and Pitcroft Avenue had been finalised and had been shared with Ward Councillors. A Stage 1 and 2 Road Safety Audit had been carried out on the revised design by an independent auditor and had not identified any concerns in respect of the changes that had been proposed. Further Notices of Intention had 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.

It was requested at the meeting that the Ward Councillors be briefed on the removal of the traffic island on Berkeley Avenue.

#### **Resolved -**

- (1) That the progress on delivering the NCN programme as set out within the report be noted;**
- (2) That the Assistant Director of Legal & Democratic Services be authorised to carry out the Statutory Notice procedures for the removal of a traffic island 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, subject to a briefing being provided for the Ward Councillors.**

**5. BI-ANNUAL WAITING RESTRICTION REVIEW - 2019A PROPOSALS FOR STATUTORY CONSULTATION**

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

The following appendices were attached to the report:

Appendix 1 - Bi-Annual waiting restriction review programme, list of streets and officer recommendations, including any Councillor comments.

Appendix 2 - Drawings to accompany the officer recommendations in Appendix 1.

The report explained that approval had been given at the meeting on 7 March 2019 (Minute 53 refers) to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions. Officers had investigated the issues that had been raised in the list and had considered appropriate measures that could be implemented to overcome each issue. Proposals had been shared with Ward Councillors to provide them with an opportunity to informally consult with residents, consider the recommendations and provide any comments.

**Resolved -**

- (1) That the report be noted;**
- (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;**
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;**
- (5) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;**
- (6) That no public inquiry be held into the proposals.**

**6. RESULTS OF STATUTORY CONSULTATION**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections and other feedback that had been received during the statutory consultation 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.

The responses to the statutory consultation for the Lower Caversham Resident Permit Parking proposal were attached to the report at Appendix 1 and the responses to the statutory consultation for the closure of Milford Road and Meadow Road and the proposed speed limit reduction on Wigmore Lane, Portman Road and Richfield Avenue were attached to the report at Appendix 2.

The statutory consultation period for the second proposal had closed on 7 June 2019, after publication of the papers for the Sub-Committee, so an updated version of Appendix 2 had been produced after the close of the consultation period and circulated prior to the meeting.

a) Lower Caversham Resident Permit Parking Scheme

The report explained that a number of requests for resident permit parking had been received from residents living in Lower Caversham. These had been pulled together and an area scheme had been proposed, which had been added to the list of Resident Permit Parking requests. The scheme had been prioritised by the Sub-Committee at its meeting on 13 March 2017 (Minute 77 refers). Informal consultations had been conducted to inform the desire for development of a scheme and allow feedback on concept designs to be considered and a public drop-in session had also taken place. The resulting proposals had been agreed by the Sub-Committee to proceed to statutory consultation at its meeting on 10 January 2019 (Minute 39 refers). The consultation had been carried out over a three week period.

At the invitation of the Chair, Jennifer Loucaides addressed the Sub-Committee on the Lower Caversham Resident Permit Parking Scheme.

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

The report explained that the results of an informal consultation that had been carried out by Abbey Ward Councillors in May 2018 on the principle of closing Meadow Road and Milford Road to through traffic had demonstrated a favourable consensus toward the development of the proposals and a design had been submitted to the Sub-Committee on 10 January 2019 (Minute 40 refers). The proposal included the closures and 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 had allowed the scheme proposal to include extending nearby resident permit parking bays.

The report explained that at the Sub-Committee on 12 September 2018 (Minute 20 refers), officers had proposed a reduction of the speed limit, from 40mph to 30mph, on the Cow Lane corridor between Oxford Road and Caversham Road, taking in Wigmore Road, Portman Road, Cow Lane and Richfield Road, which would improve access/egress to/from side roads and accesses along the corridor and improve the perception of safety for pedestrians and cyclists.

Both proposals had been approved for progression to statutory consultation and officers had considered that they were complementary proposals relating to the vicinity of Cow Lane and therefore had combined them into a single statutory consultation. This consultation had been conducted over a three week period.

**Resolved -**

- (1) That the report be noted;
- (2) That, following consideration of the objections and other feedback noted in Appendix 1 and Appendix 2, the proposals for the Lower Caversham Resident Permit Parking Scheme and the Closures of Milford Road and Meadow Road and reduction of speed limit on Wigmore Road, Portman Road, Cow Lane and Richfield Avenue be agreed for implementation as advertised;
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public enquiry be held into the proposals;
- (4) That the respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly.

**7. WEST READING STUDY**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing an update on the measures that had been introduced to date and those measures that were yet to be implemented as part of the West Reading Study. It also explained an issue of traffic rat-running in the vicinity of Fawley Road and proposed a solution to this issue. Drawings that demonstrated the current issue and the proposal to resolve the issue, which was recommended for statutory consultation, were attached to the report at Appendix 1.

The report explained that the West Reading Transport Study had been 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 was to take a balanced approach to enhancing the local area and connecting links, through measures that improved accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.

**a) Progress Update**

The report set out measures which had been delivered in the study area and the following measures which were being developed:

- Conversion of a strip of verge on Wensley Road into a parking layby;
- Procedures and costings were being developed and considered for the potential Highway adoption and street lighting of the long footpath that ran between the western end of Wensley Road and Coley Avenue (south);
- Options for uncontrolled crossing facilities were being investigated for Southcote Lane, near to the junction with Fawley Road;



- Herringbone surface printing would 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, were 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.

b) Recommendation for statutory consultation

The report explained that, 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 were using Silchester Road and Faircross Road to access Southcote Lane. They were turning left onto the road (there was a no-right turn and traffic island that restricted the right-turn) and conducting a U-turn in the junction with Fawley Road so that they might re-join the A4 Bath Road further to the east. These movements posed a number of issues and concerns as follows:

- It increased traffic levels in the already-congested residential streets around Southcote Primary School during school drop-off times;
- Motorists turning at the junction with Fawley Road did so with varying levels of success and consideration of those around them.

The report proposed that the most effective method to stop the rat-running and turning movements was 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. Reversing the one-way directions of Silchester Road and Faircross Road would remove the ability for traffic to bypass the Southcote Lane bus gate and proceed toward the town centre. This would stop the rat-run and stop the turning movements in the junction of Fawley Road for this purpose.

The report acknowledged that changing the one-way direction would 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 was operational.

The report explained that the proposal would require statutory consultation and therefore recommended that authorisation to conduct the consultation should be granted to officers and that any objections should be reported to a future meeting. If no objections were received, the report recommended that officers be granted authority to develop the proposals for implementation, with the West Reading Transport Study Steering Group.

The report noted that the proposal, set out in Appendix 1, highlighted a number of considerations, such as the movement/removal of traffic islands and adjustments to the

Highway to accommodate the one-way reversals, so the plan should be considered as indicative at this stage. Pending the outcome of the statutory consultation, detailed investigations could be carried out, the designed finalised and costed. The Steering Group would consider the cost of the changes alongside the anticipated costs for the remaining aspects of the study and the Steering Group could then decide its delivery priorities against the remaining level of developer funding available.

**Resolved -**

- (1) That the report be noted and the ongoing delivery of the study outcomes be supported;**
- (2) That the recommended proposals for reversing the one-way directions of Silchester Road and Faircross Road in 'Part b)' of the report proceed to statutory consultation;**
- (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;**
- (4) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;**
- (6) That the Head of Transport, 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.**

**8. CAR PARK TARIFF REVIEW 2019**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on a proposal to change the 'off-street' car parking orders which had come about as a result of a review of the tariffs. A copy of the proposed car park Tariff Charges 2019 was attached to the report at Appendix 1, details of Season Tickets 2019 were attached at Appendix 2 and a comparison of car park charges 2019 was attached at Appendix 3.

The report explained that the car park tariffs had last been 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 reflected the different types of off-street parking that was available, for example, the local centre shoppers' car parks were charged differently to town centre car parking. On 4 October 2018 the management contract with NCP had been terminated, the car parks had been brought back in-house, and none of the proposed tariff changes that had been agreed at the 13 June 2018 meeting (Minute 7 refers) had been implemented. A further review of the tariffs had since been carried out.

The review of the car park tariffs had taken into account who the main customer segments were (for example, retail or commuter), the appropriate products available, optimal

pricing strategies and reviewed financial models, to understand the risks and opportunities. The full listing of proposed car park charges was set out in Appendices 1 and 2 and, subject to the changes being agreed, and the associated Traffic Regulation Order being implemented, it was planned to introduce them from August/September 2019, provided there were no objections to the order.

The report stated that town centre car parks currently had spare capacity during the day, and overnight, and for this reason tariffs were very competitive. Within the town centre area, the Oracle, Q Parks, NCP and APCOA car parks were all run by commercial operators who set their tariffs on a 'supply and demand' basis. This tariff review had considered the competitive nature of parking within Reading and its objective was to offer good value for money in this competitive market. Rather than encourage increased car use, the plan was to increase the Council's share of the market, and the tariff review also set the scene for setting an environmental tariff; for example, electric vehicles would pay a lower tariff and higher polluting vehicles would pay a higher tariff. Longer term opportunities included running car shares for an increasing residential population in the town centre alongside other initiatives like bike share hubs.

The report set out the current and proposed tariffs for each of the car parks and explained that, as well as the existing Cattle Market Pay and Display Car Park, a new Pay on Foot Cattle Market car park area would be constructed, to be re-branded as Station West once completed, as the Cattle Market was a popular car park for commuters using Reading Railway Station.

**Resolved -**

- (1) That the changes to the car park tariffs as set out in Appendices 1 and 2 be agreed;**
- (2) That the statutory requirements for changes to the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2019 be agreed and the Assistant Director of Legal and Democratic Services be authorised to advertise the proposals, including the renaming of the rear Cattle Market car park to Station West, within the Traffic Regulation Order process.**

## **9. CYCLE FORUM MEETING NOTES**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 19 March 2019, the meeting note of which was appended.

**Resolved - That the notes from the Cycle Forum held on 19 March 2019 be noted.**

## **10. EXCLUSION OF PRESS AND PUBLIC**

**Resolved -**

**That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 11 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.**

## **11. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS**

The Executive Director for Economic Growth 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 19 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 the applicant's case and on the possible impact of adding their profession to the list of approved professions to be allowed to be issued with Healthcare Professional Permits;**
- (2) That, with regard to applications 2, 4, 7, 11 and 12, a first discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs where not already provided;**
- (3) That, with regard to application 18 a second discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs;**
- (4) That, with regard to applications 9, 10, 14, 16, 17 and 19, a third discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs where not already provided;**
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 3, 6, 13 and 15 be upheld;**
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 8 be upheld, but the applicant be advised that, if they had an appropriate medical reason, they could apply for a disabled person's badge.**

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

(The meeting started at 6.30 pm and finished at 8.01 pm).

#### QUESTION NO. 1

Councillor Whitham to ask the Chair:

#### School Crossing Patrol Saved

Green Councillors are opposed to cuts to school crossing patrols. In Redlands Ward where I am a Councillor the crossing patrol was going to be cut on Addington road on the way to Redlands primary school. The same was due to happen in Park Ward on Crescent Road outside Alfred Sutton. I understand that following our campaigning the Council has had a change of heart. Please can the Council confirm that these crossing patrols are not being cut ?

**REPLY by the Chair of the Traffic Management Sub-Committee.**

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

**REPLY by Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:**

I thank Cllr Whitham for his question.

The Council works with all schools in the borough to promote safe and sustainable travel to school through a comprehensive programme of initiatives, including:

- The provision of Bikeability cycle training for children aged 10 onwards and Bikeability Plus additional training modules which include cycle maintenance courses and Learn to Ride sessions for younger children.
- Road safety roadshows for primary schools and the Safe Drive Stay Alive annual road safety event for secondary schools.
- No idling campaigns to improve air quality outside schools.
- Membership of the Modeshift Stars national accreditation scheme to provide resources and incentives for schools to develop, implement and monitor school travel plans to encourage active travel to school and promote healthy lifestyles.
- Infrastructure enhancements to create safer routes to school including the implementation of 20mph zones, safe crossing facilities and enhanced street lighting.

This programme also includes working with schools to provide school crossing patrols, usually through employing local residents with connections to the school given the short hours involved with the position. However, the take-up rate for these positions has been low, with only two patrols currently operating in the borough at Caversham Primary and Redlands Primary Schools. Historically patrols have also been provided at Alfred Sutton and St Mary's & All Saints Primary Schools.

In view of the low take-up rate, and in order to ensure the Council remains financially sustainable, in February 2018 Policy Committee approved a review of possible savings to the school crossing patrol budget as part of the overall Medium Term Financial Strategy (MTFS) for the Council.

This review of the Council's policy for the provision of patrols and safe crossing facilities on routes to school is on-going. Progress was reported to this Sub-Committee in June, which highlighted the new crossing facilities being implemented at St Mary's & All Saints and Caversham Primary Schools, and investigations into the feasibility of providing enhanced crossing facilities at Alfred Sutton Primary School. No changes to the provision of existing school crossing patrols in the borough are proposed while this review is being undertaken.

QUESTION NO. 2

Councillor Whitham to ask the Chair:

Pause Implementation of Wokingham Road Cycle Scheme

Green Councillors raised many concerns about the new Wokingham Road cycle scheme with transport planners. We organised a meeting on site with the Council, Councillor Rob White and a representative from the cycle campaign where more concerns were raised. These issues were not listened to and so Green Councillor Josh Williams voted against the scheme when it went to the Strategic Environment, Planning and Transport Committee. Sure enough now it is being implemented residents are raising more road safety concerns as we have seen with the Wokingham Road Tiger crossing petition this evening. Will the Council agree to pause implementation of this scheme so it can be improved ?

**REPLY by the Chair of the Traffic Management Sub-Committee.**

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

**REPLY by Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:**

I thank Cllr Whitham for his question. His assertion in the question that Cllr Williams voted against the scheme at the SEPT Committee last November is incorrect and not borne out either in the minutes or in viewing a webcast of the whole of this item.

The new National Cycle Network (NCN) 422 scheme is being implemented with over £1 million of external funding secured by the Council from the Local Enterprise Partnership and developer contributions through the planning process. We are working in partnership with neighbouring authorities to deliver the full scheme which will run across Berkshire from Newbury to Ascot.

In Reading, the scheme will provide significantly enhanced cycle facilities from the east to west of the Borough, linking to existing NCN routes which run north to south. The scheme has been developed in three phases, including consultation undertaken with the public, ward councillors and local interest groups. The final designs for each phase have been approved by Committee for implementation.

The final designs for the third phase of the scheme on the Wokingham Road were approved by the Strategic Environment, Planning and Transport Committee in November 2018, and implementation is on-going. The scheme has been refined in response to comments received where this has been feasible, including within the Wokingham Road local centre and retention of the existing refuge island near the junction with Melrose Avenue. In addition, it should be noted that no concerns regarding the new tiger crossing outside Palmer Park were received during the consultation on the designs of the scheme.

Specifically regarding the tiger crossing, a road safety audit was undertaken by independent experts in July which was attended by Thames Valley Police and

Council officers. Concerns raised by members of the public following implementation of the crossing were shared with the independent road safety experts prior to the audit taking place.

The audit did not recommend any fundamental changes to the crossing, however it did set out three recommendations which are currently being progressed: (1) the application of anti-skid surfacing on the approach to the crossing; (2) additional tactile paving outside the park to warn those with visual impairments that cyclists are joining the foot/cycle way; and (3) reducing the overhang of the tree on the northern footway outside the park to improve visibility of pedestrians/cyclists to eastbound traffic.

It is not considered necessary to pause implementation of the scheme and the remaining elements will be delivered in the autumn, including the completion of on-carriageway cycle facilities on Berkeley Avenue and Wokingham Road. In addition, outstanding works to widen the footway for the initial phase of the scheme on the Bath Road, at the pinch point between the junctions with Greenwood Road and New Lane Hill, will be undertaken when the preferred engineering solution for the existing retaining wall in this location has been identified. This will create a shared facility and complete the route in Reading, linking directly to the shared facility in West Berkshire.

Following completion of the scheme, on-going monitoring will be undertaken in line with the Road Safety Audit process to ensure the facilities remain fit for purpose, as is standard practice with all new schemes delivered in the borough.



## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2019	AGENDA ITEM:	4(a)
TITLE:	PETITION FOR PARKING RESTRICITONS IN RISSINGTON CLOSE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	KENTWOOD
LEAD OFFICER:	JIM CHEN	TEL:	0118 9372198
JOB TITLE:	NETWORK MANAGEMENT ASSISTANT ENGINEER	E-MAIL:	<a href="mailto:NETWORK.MANAGEMENT@READING.GOV.UK">NETWORK.MANAGEMENT@READING.GOV.UK</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to introduce parking restrictions to deter non-resident parking in Rissington Close.
- 1.2 Appendix 1 shows a location plan for Rissington Close

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the issues raised by the petition be considered as part of the Waiting Restriction Review Programme 2019B.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

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

#### 4. THE PROPOSAL

- 4.1 At the time of writing we haven't received any signatures just the petition itself.
- 4.2 The wording of the petition reads: 'We, the residents affected by parking issues in Rissington Close are petitioning for the council to provide a solution to prevent non-residents parking in the close. The reason for this is that it causes obstructions for people going up and down the (very steep) hill and is dangerous as sight lines are affected and this could potentially cause accidents. Also, some of the residents rely on Readibus and Hospital Transport and it can make things difficult negotiating around parked cars. In particular when Dustbin / Recycling lorry come twice a week. One of the vehicles (a white van) has been parked in the Cul de sac on a daily basis (weekdays) for over a year now and we know that he uses the train each day. We would like to find a solution such as - residents parking only (permits?), double yellow lines or single yellow line to say that parking is not allowed between particular hours of the day (therefore preventing people parking for the day and longer -sometimes a whole weekend).'
- 4.3 The Sub-Committee is asked to note the petition and approve the issues raised by the petition to be reviewed as part of the Council's Bi-annual waiting restriction review (WRR 2019B). Officers will report back the results of their investigations to a future meeting of the Sub-committee as part of WRR 2019B programme.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Ensuring the Council is fit for the future

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

## **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to proposing the introduction of any changes to waiting restrictions.

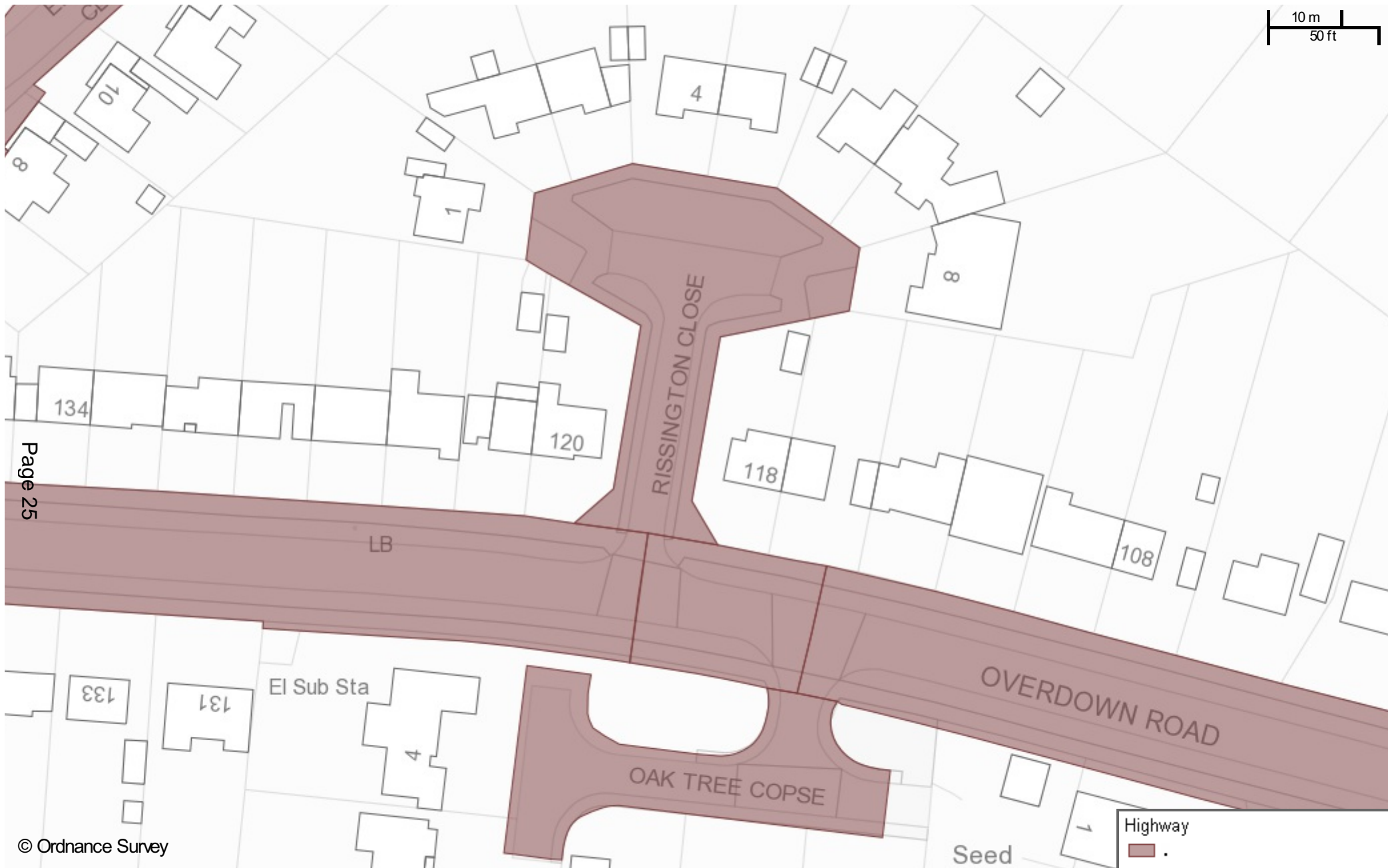
## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 None.

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## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2019</b>	<b>AGENDA ITEM:</b>	<b>4(b)</b>
<b>TITLE:</b>	<b>PETITION TO REINSTATE PELICAN CROSSING ON WOKINGHAM ROAD OUTSIDE PALMER PARK</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>PARK</b>
<b>LEAD OFFICER:</b>	<b>JIM CHEN</b>	<b>TEL:</b>	<b>0118 9372198</b>
<b>JOB TITLE:</b>	<b>NETWORK MANAGEMENT ASSISTANT ENGINEER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to reinstate the pelican crossing on Wokingham Road by Palmer Park.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request to reinstate the pelican crossing be investigated and the results of the investigation reported to a future meeting of the Sub-Committee.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

- 3.1 The provision of a pelican crossing is specified within the existing Traffic Management Policies and Standards.

#### **4. THE PROPOSAL**

- 4.1 The Council has received a petition with a total of 194 signatures at the time of writing. The petition is raising safety concern of a newly constructed parallel crossing facilities forming as part of the National Cycle Network (NCN) scheme on A329 Wokingham Road.
- 4.2 The wording of the petition reads: 'Reinstate the pelican crossing on Wokingham Road by Palmer Park'.
- 4.3 The Sub-Committee is asked to note the petition and Officers will report back the results of their investigation to a future meeting of the Sub-Committee.

#### **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Ensuring the Council is fit for the future

#### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

#### **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

#### **8. EQUALITY IMPACT ASSESSMENT**

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 The Council will carry out an equality impact assessment scoping exercise prior making any alterations to the Highway.



**9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

**10. BACKGROUND PAPERS**

10.1 None.

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## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2019	AGENDA ITEM:	4(c)
TITLE:	PETITION TO RE-GRAVEL WARDLE AVENUE WITH CORRECT MATERIALS AS COMPENSATION TO ROAD CLOSURE ON ARMOUR HILL		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	KENTWOOD
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<a href="mailto:NETWORK.MANAGEMENT@READING.GOV.UK">NETWORK.MANAGEMENT@READING.GOV.UK</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to re-gravel Wardle Avenue with the correct materials as compensation for the road closure on Armour Hill.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request to re-gravel Wardle Avenue be investigated and considered and the results reported to a future meeting of the Sub-Committee.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

- 3.1 It is a privately owned road, for which the highway authority doesn't have a policy. This is a matter for the landowner(s).

#### **4. THE PROPOSAL**

4.1 The Council has received a petition with a total of 45 signatures at the time of writing.

4.2 The wording of the petition reads: *‘Since the section on Armour Hill in 2018, we (the “residents of Wardle Avenue”) have noticed a large increase in traffic including heavy vehicles on Wardle Avenue which has resulted in a rapid deterioration of the road. As you may be aware, Wardle Avenue is a private thoroughfare road and is not designed for huge volumes of traffic.*

*With the likelihood of the road falling into more disrepair as Armour Hill continues to stay closed, we would like to see your assistance in requesting for Reading Borough Council to re-gravel the road with the correct materials, as compensation. If Reading Borough Council had installed a ‘Road Ahead Sign’ at the junction of Wardle Avenue and Armour Road in 2018, I believe the road would not be in the state it is now’.*

4.3 The Sub-Committee is asked to note the petition and Officers will report back the results of their investigation to a future meeting of the Sub-Committee.

#### **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Ensuring the Council is fit for the future

#### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

#### **7. LEGAL IMPLICATIONS**

7.1 None arising from this report.

#### **8. EQUALITY IMPACT ASSESSMENT**

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior making any alterations to the Highway.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 None.

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**READING BOROUGH COUNCIL  
REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD  
SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2019</b>	<b>AGENDA ITEM:</b>	<b>5</b>
<b>TITLE:</b>	<b>RED ROUTE - ROUTE 17</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>TILEHURST, KENTWOOD, BATTLE</b>
<b>LEAD OFFICER:</b>	<b>SIMON BEASLEY</b>	<b>TEL:</b>	<b>0118 937 2228</b>
<b>JOB TITLE:</b>	<b>NETWORK &amp; PARKING MANAGER</b>	<b>E-MAIL:</b>	<b>simon.beasley@reading.gov.uk</b>

## **1. EXECUTIVE SUMMARY**

- 1.1 To update the sub-committee on the introduction of a *Red Route* waiting restriction along the Reading Buses Route 17 corridor.
- 1.2 The *Red Route* waiting restriction has been in place on the west side Reading Buses Route 17, from the junction of Park Lane with Mayfair in Tilehurst to the IDR, since late summer 2018.
- 1.3 Initial enforcement was limited to busiest periods and focused on drivers pulling up onto the footway. Since October 2018 enforcement has been increased to daytime operations using the camera vehicle.
- 1.4 Relatively few comments have been made on the use of the no stopping restriction and of those that have been received they are very specific to individual experiences.
- 1.5 A sample of bus journey times taken in March 2019 and comparing them to the same journey in the same period in March 2018 shows promising benefits to public transport.
- 1.6 This report seeks to make permanent the west side *Red Route* restriction which has been in place and camera enforced for just under a year.
- 1.7 This report also addresses a petition submitted to TM Sub-committee in March 2019 from residents of 275 to 291 Norcot Road, which contains 11 signatures, on behalf of 14 persons at 9 addresses.

1.8 Appendix 1 - consultation sample material used

Appendix 2 - requests for change.

Appendix 3 - Bus journey times from the east side

Appendix 4 - Proposed amendments to the Red Route for statutory consultation (Norcot Road and Oxford Road)

## **2. RECOMMENDED ACTION**

2.1 That the Sub-Committee note this report.

2.2 That the Sub-committee agree to:

2.2.1 The Assistant Director 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 Regulation Act 1984, advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.2.2 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 permanent implementation of the parking bays (Norcot Road) and loading bay (Oxford Road) within in Appendix 4.

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.

2.2.4 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

2.2.5 That the Head of Transportation, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.

2.2.6 That no public enquiry be held into the proposal.

## **3. POLICY CONTEXT**

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



## 4. THE PROPOSAL

- 4.1 The west side *Red Route* restriction from the junction of Park Lane with Mayfair in Tilehurst to the IDR has been in place since late summer 2018. Appendix 1 is a sample of the material used during the initial consultation of the Red Route.
- 4.2 As this west side of the Reading Buses Route 17 *Red Route* has been in place for around a year the initial objection period has now elapsed. The restriction remains under an experimental order where the council now needs to decide whether it shall become permanent or the experimental order be allowed to elapse at 18 months. On completion of the west side *Red Route*, enforcement had been increased to cover the busiest periods of the day by the camera vehicle. The increase of enforcement commenced in October 2018. Since commencement of enforcement action over 2200 penalty charge notices (PCNs) have been issued to the west side of the route. A *Red Route* is a no stopping restriction and enforcement initially focused on drivers pulling up and stopping on the footway. The current PCN issue is broken down as: Oxford Road 1761; Norcot Road 259; School Road 221; Park Lane 8.
- 4.3 In the main the *Red Route* replaced yellow line restrictions already in place to manage parking and permitted stopping activities. Many of the double yellow line restrictions along the whole corridor included loading bans either at all times or during the busiest periods of the day. The replacement of the yellow line restrictions with the *Red Route* is intended to improve the management of parking and journey times along this important public transport corridor. The number of PCNs issued demonstrates the level of abuse of the waiting restrictions that, in essence, have existed for many years. However, a part of Norcot Road did not have any restriction present prior to the Red Route and as the initiative has to be continuous this part of the *Red Route* is entirely new. As a result of enforcement this prompted a petition from residents of 275 to 291 Norcot Road submitted to the March meeting of the Sub-committee.
- 4.4 Relatively few comments have been made on the use of the no stopping restriction when considered within the overall context of the route and the diversity of the communities that it passes through. Of the comments received most are very specific to loading/unloading activities alongside the concerns raised by the residents of Norcot Road who petitioned against the restriction applying to the verge outside their homes. Where additional consideration is required for loading/unloading activities special authorisation may be granted. Appendix 2 is a summary of requests for change received since the introduction of the *Red Route* to the west side of the Route 17.
- 4.5 Parking on the footway or verge has been raised by residents of 275 to 291 Norcot Road through a petition. Prior to the *Red Route* residents routinely parked on the highway verge and outside of their own property boundary. Driving onto the pavement to park is illegal, but there is an issue about how widely this is enforced as it is a criminal offence (i.e. enforced by the police) rather than a civil offence (enforced by us under civil enforcement powers). Almost all other parking offences are now civil ones. Although parking is generally permitted at

the side of the road, except where there are restrictions or a specific offence has been committed, driving onto the highway verge (pavement or footway) (with the intention to park or otherwise) is an offence under section 72 of the Highways Act. Determining illegal parking within the highway verge is often linked to obstruction where the police and local authority both have powers to remove obstructions. However, wilful obstruction of the public highway by parking on a grass verge is defined as an offence within case law: Parking for five hours on a grass verge between the footpath and the wall was held to cause an unnecessary obstruction in *Worth v Brooks* [1959]. Waiting restrictions apply to the whole of the highway consequently the *Red Route* now renders parking on the grass outside numbers 275 to 291 Norcot Road enforceable under civil enforcement powers through the issue of a penalty charge notice (PCN).

As a local highway authority we could create parking bays to allow parking but these cannot be applied to grass for obvious reasons. We have, however, created some on-street bays close to this area providing unrestricted parking. Appendix 4 shows the current bay locations and part of our recommendation, for completeness, is for these bays - and the loading bay on Oxford Road - to proceed to statutory consultation.

- 4.6 Once the experimental Order is made permanent, future alterations to this section of the Red Route restrictions may be considered in the Waiting Restriction Review programme.
- 4.7 Appendix 3 is a sample of bus journey times for the east side *Red Route* taken in January 2019 and comparing them to the same journey in the same period in January 2018. These samples of actual journeys made show promising benefits to public transport. As can be seen public transport journeys have improved and, most importantly, journey times are more consistent. Consistent journey times are significant to public transport operators in providing a reliable service. These are just sample counts and it is a little early to make any meaningful assessment. As is demonstrated by the numbers of PCNs being issued there is significant abuse of the restriction with vehicles stopping on the *Red Route*. This will only improve through enforcement but the expectations are journey times for all users will continue to improve. It has been difficult to demonstrate the benefits of the *Red Route* to the west side due to the Cow Lane works. It is clear that the route 17 has significantly improved since the opening of Cow Lane following the disruption caused by the works themselves. The PCN issue rates shows the amount of contravention where in the main the Red Route replaced load bans previously employed as a yellow line restriction.
- 4.7 In conclusion; with relatively minimal feedback, little formal objection and signs of improved public transport journey times the recommendation is to make the west side *Red Route* restriction permanent and consult on free to park bays within Norcot Road and the loading bay on Oxford Road (Appendix 4).

## 6. CONTRIBUTION TO STRATEGIC AIMS

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

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

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

7.1 Initial informal consultation and feedback from events as previously reported. A year of use of the west side *Red Route* has provided the opportunity for users to comment and object.

## **8. LEGAL IMPLICATIONS**

8.1 The Order will be made, and the statutory consultation conducted, under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **9. EQUALITY IMPACT ASSESSMENT**

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

- eliminate discrimination, harassment, victimization and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2 The Council has carried out an equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## **10. FINANCIAL IMPLICATIONS**

10.1 The making permanent of the Traffic Regulation Order (TRO) will be funded from within existing transport budgets.

## **11. BACKGROUND PAPERS**

11.1 Policy Committee 20<sup>th</sup> July 2015, TM Sub-committee March 2017, TM Sub-committee September 2017. TM Sub-committee March 2018.

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Why do we need a Red Route?

'Purple 17' is by far Reading's busiest and best used bus service. More than 4.5 million individual journeys were made on 'purple 17' bus route last year – that's more than 90,000 trips every week.

It is also Reading's longest bus route. It runs from Tilehurst in the west, along Norcot Road and the Oxford Road and through the town centre. It then runs east along the Kings Road, through Cemetery Junction and along the Wokingham Road.

Reading continues to grow. We need to encourage even more people to choose public transport as a way of getting around town. One way of doing that is to keep bus services quick, easy and reliable by giving buses priority and reducing delays for bus passengers. A Red Route along this important bus corridor will help us achieve that by preventing drivers from stopping or parking along this busy route and disrupting the flow of traffic for buses and for other road users.

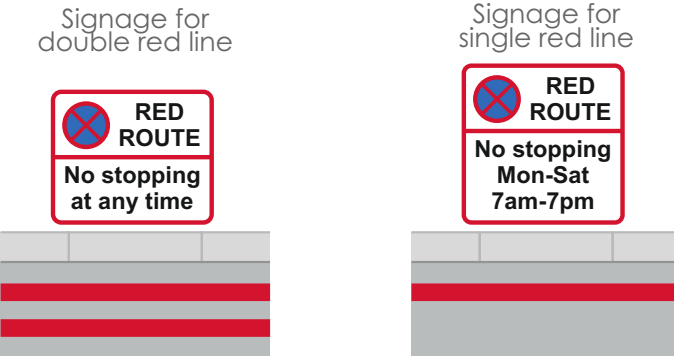
The Council also regularly lobbied on safety concerns from residents and road users relating to vehicles double-parking along the busy route, or cars illegally parking or part-parking on pavements. The introduction of a Red Route will help prevent this through more effective enforcement, which will create a safer environment for local residents, pedestrians and cyclists.

How will the Red Route Work?

Where double red lines are marked, it means **no stopping at any time, even for short periods of loading or unloading.** The restriction would apply 24 hours a day, 7 days a week and 365 days a year. Restrictions would be enforced by CCTV cameras positioned along the route. Penalty Charge Notices (PCN) could be issued to vehicle drivers who ignore the restriction.

Only disabled blue badge holders and hackney carriages (black cabs) would be permitted to stop on the double red lines to allow for boarding and alighting only, as well as emergency services.

Where single red lines are marked, drivers can only stop or park in accordance with the signed restrictions on that stretch of road. Again, the restrictions would be enforced by CCTV and penalty charge notices would be issued to vehicles ignoring those restrictions. Below are examples of each type of signage:



Working with:



Where can people park or stop?

The Council knows that parking bays are an essential part of any red route scheme. Again, it is important to note that the Council intends to retain all existing parking, loading and disabled bays along the length of the route wherever possible as part of the red route proposal.

People will therefore be able to park and stop in existing parking bays along the length of the route in accordance with local restrictions. These restrictions are outlined on signposts located nearby.

Where there is a single red line, drivers can only stop or park in accordance with the signed restrictions on that stretch of road.

There is no parking or stopping on double red lines at any time (unless for boarding and alighting for disabled blue badge holders or Hackney Carriages)

As part of the informal consultation process, the Council will look to identify opportunities to introduce additional loading or parking bays, or more flexible parking restrictions, where possible and where they may benefit local businesses or residents.

Where can you Load/Deliver?

Loading bays are an essential part of any red route as they allow local businesses (and the public) to make deliveries and receive them. Existing loading bays will be maintained along the length of the route as part of the Red Route proposal. Existing loading bays along the Number 17 route have variable time restriction, and this will remain the case where possible.

Apart from existing loading bays, no loading or unloading would be permitted along the Red Route.

As part of the informal consultation process, the Council will look to identify opportunities to introduce additional loading bays, or more flexible loading bay restrictions, where possible and where they may benefit local businesses or residents.

Permits for Special Activities

Red Routes are used to prevent delays to all other road users and keep traffic moving. If you stop or park your vehicle on a Red Route outside permitted hours you are likely to receive a penalty charge notice (PCN).

The Council understands there will be particular activities where special dispensation may be needed however. Examples may include residents moving house, businesses receiving or making bulky deliveries or people undertaking building works.

As part of the Red Route proposals, the Council proposes to create a permit scheme (which will be free during the experimental phase). The permits will offer either residents or businesses the opportunity to carry out these special activities outside of the permitted restrictions.

Permits would be required to either load or unload for longer than a bay's time limit, or to park on red lines during restricted hours.

Permit applications will be made to Reading Borough Council.

RED ROUTE - READING

Red Route proposal for bus route 17

The Council is proposing to introduce a red route along the length of the number 17 bus route. This is to help keep key public transport moving, prevent delays for bus passengers and improve safety for pedestrians and cyclists and local residents.

Red Routes are 'no stopping' restrictions which have been successfully used in London for many years to help reduce delays along important bus corridors.

The proposal in Reading is for a red route made up of a combination of double red and single red lines, which would mirror the existing single yellow and double yellow lines along the route.

Double red marking would mean no stopping at all times – Monday to Sunday – including for short periods of loading or unloading. Single red lines would mean stopping during permitted hours only.

**It is important to note that the Council wherever possible intends to retain all existing parking, loading and disabled bays along the length of the route as part of the proposal. There will also be the opportunity to introduce additional parking bays and more flexible parking along certain sections of the route, where it would benefit local businesses or residents.**

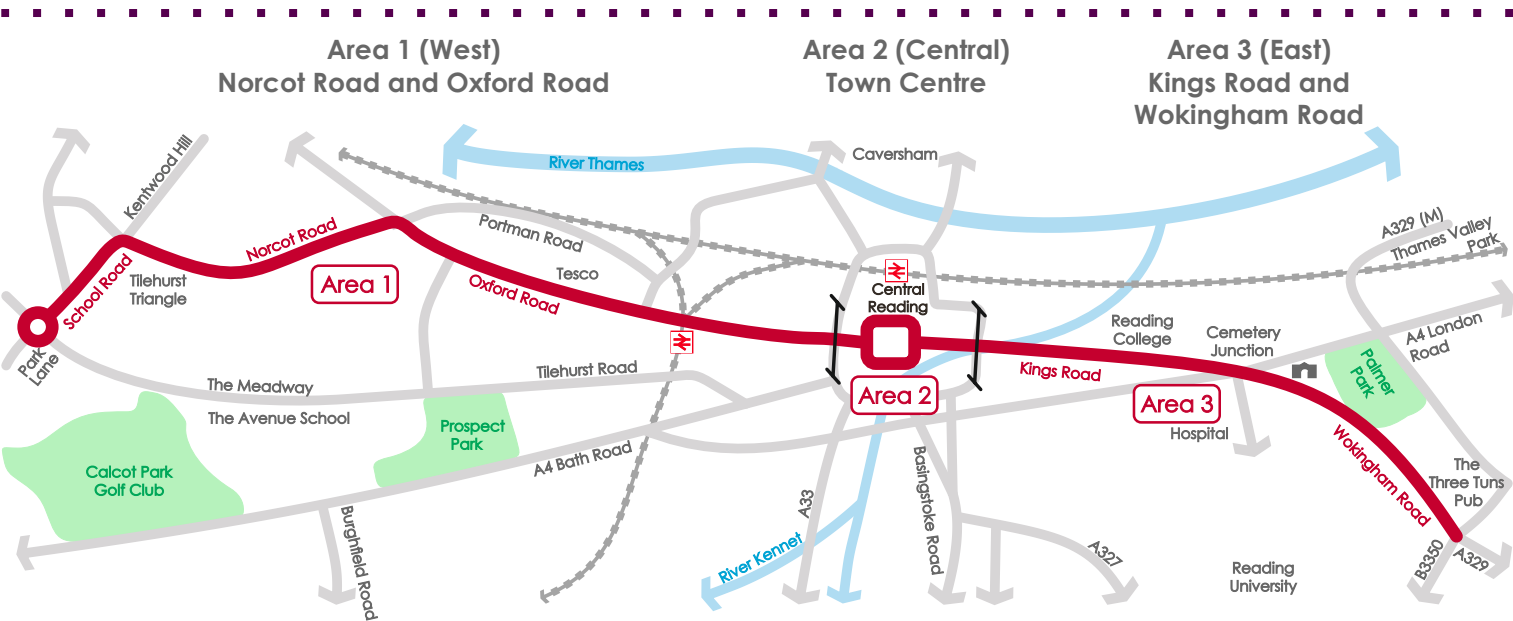


Informal Consultation

The Council is now carrying out an informal consultation process to get people's views at an early stage, and in advance of introducing an experimental red route from Autumn 2017.

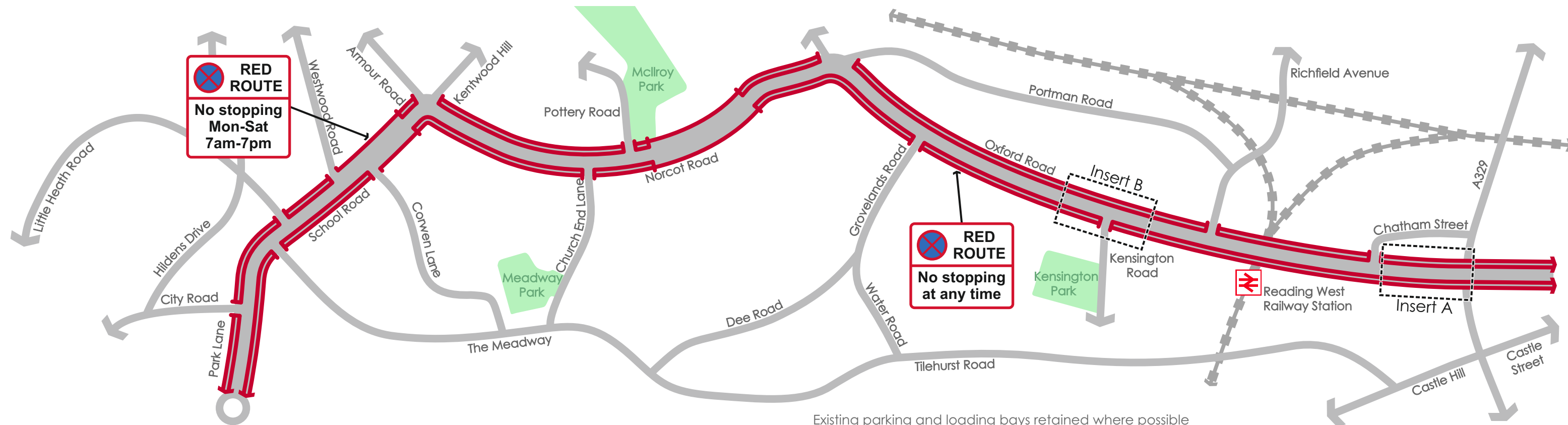
Due the length of the 'purple' 17 bus route – which is the longest bus route serving Reading - the Council is presenting the proposal in three separate sections. This is to make it easier for residents and businesses to identify and to consider local issues in their areas. The three sections are marked on the map below.

Informal consultation to run from 12<sup>th</sup> June to 21<sup>st</sup> July.



Please read this leaflet for more, or go to [www.reading.gov.uk/redroutes](http://www.reading.gov.uk/redroutes) for more information on the three sections of the proposed Red Route and to feedback your comments.

RED ROUTE - AREA 1 WEST READING



Area 1 – Western Corridor – Norcot Road and Oxford Road

The majority of current bays and restrictions along this corridor will be retained as per the current restrictions, however the difference is that they will now fall under the Red Route order.

The proposals in Area 1 do not propose to remove any of the current bays along this corridor. Bays which are not within 'layby style' parking areas however, will have their times of operation changed from 8am to 6:30pm to 7am to 7pm.

As vehicles cannot stop or park outside of the existing parking bays, the proposed scheme recognises the need for additional bays to be considered in key areas. This is to predominantly assist in loading and unloading.

To create these additional loading bays, the proposed scheme seeks to make use of a range of options. These include on-street, half-path/road, off-road and side road parking locations.

These additional parking bays will form part of the Red Route order and will not be accessible between the hours of 7am to 10am and 4pm to 7pm. Outside of these times the bays can be used for loading and unloading.

Maximum stay restrictions will mirror those of loading and unloading restrictions, which means a maximum stay of 20 minutes only. If they are shared usage bays to include parking, again this will be for 20 minutes only, with no return.

Have Your Say

At this stage, the Council is carrying out an informal consultation process. This is so that any feedback can be taken into account at an early stage and in advance of an experimental Red Route scheme being designed and implemented. The current timetable is for the experimental scheme to go live is Autumn 2017 for a period of 18 months.

In order to tailor the informal consultation to a local neighbourhood level, the Council is also hosting a manned public exhibition in each of the three areas. They will be held at:

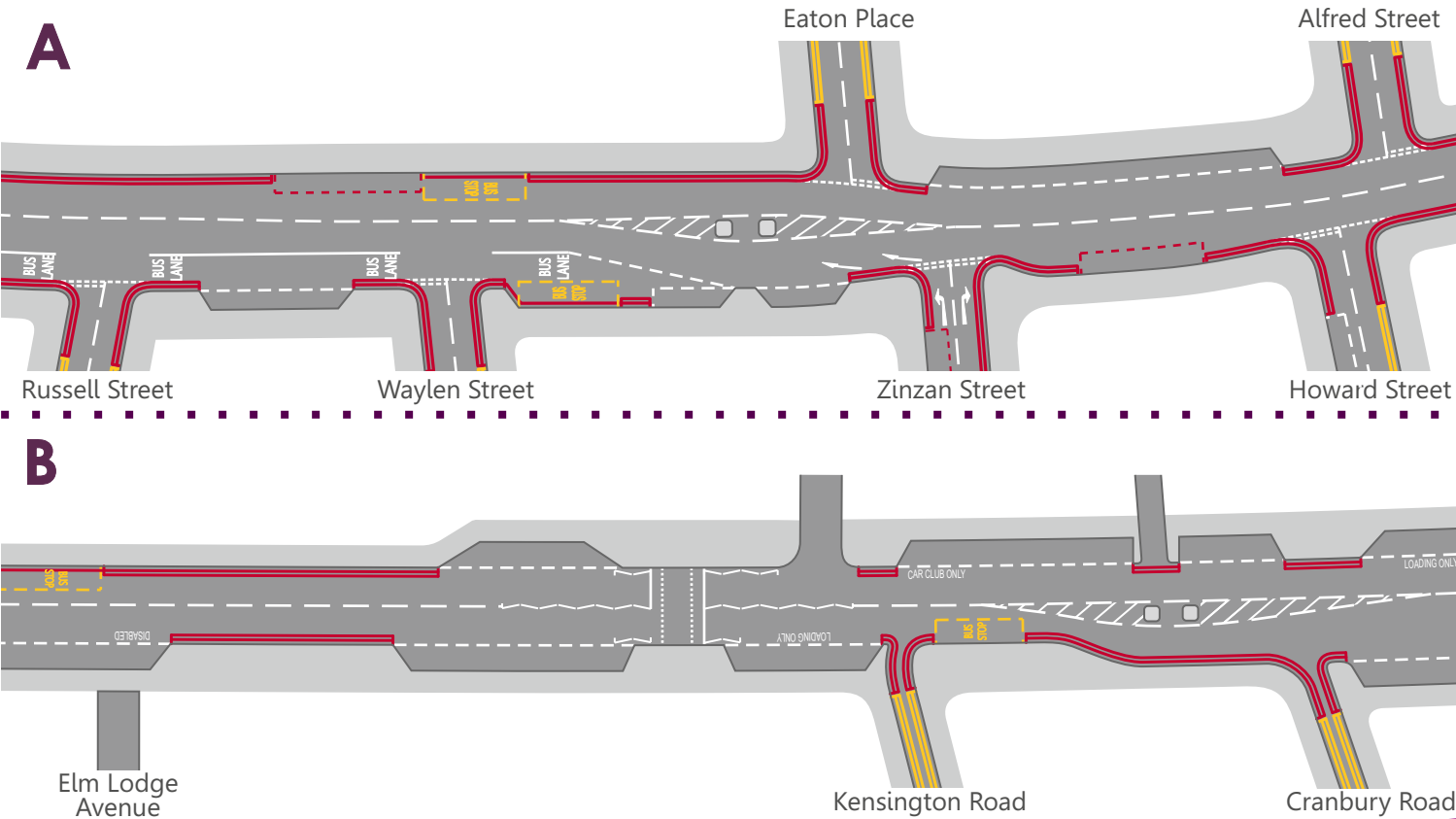
- Battle Library - Tuesday 20<sup>th</sup> June
- Tilehurst Library - Thursday 22<sup>nd</sup> June
- Palmer Park Library - Tuesday 27<sup>th</sup> June
- Civic Centre - Tuesday 4<sup>th</sup> July

The public exhibition is the opportunity for people to view the proposals in person and ask any questions they have. The three sets of proposals can also be viewed in detail at [www.reading.gov.uk/redroutes](http://www.reading.gov.uk/redroutes)

The Civic Centre unmanned Exhibition to run from 12<sup>th</sup> June - 21<sup>st</sup> July.

Using the feedback section on the same webpage is also the easiest and quickest way people can respond to the consultation. Alternatively, people can email [network.management@reading.gov.uk](mailto:network.management@reading.gov.uk) or write to Network Management & Parking Services, Reading Borough Council, Civic Offices, Bridge Street, Reading, RG1 2LU.

Residents and businesses will get another opportunity to have their say after the experimental scheme goes live in the Autumn as part of a formal statutory public consultation process.



Working with:



## Appendix 2 - Requested Changes to Red Route-Western Section

1. Tidmarsh Street, a single red line has been implemented effectively removing 5 parking places, which has limited parking for residents. A loading bay has been implemented on the other side of Tidmarsh Street, which has removed a further 4 parking places. Parking can take place within this loading bay from 7pm-7am
2. At the bottom of Shaftesbury Road a loading bay has been implemented, there used to be 4 businesses at the bottom of this road however there is only one now. This loading bay is preventing residents from parking in the road and is felt that this bay isn't required. Parking can take place within this bay from 7pm-7am
3. Through the red route scheme we refreshed the lining of the bays on School Road. However since this has been done the bays between Corwen Road and Recreation Road are regularly getting used which some residents are experiencing being blocked in. A number of properties along this stretch of road have Access Protection Marking.
4. The Loading bay on Alma Street isn't really needed as it barely get used and takes out a number of parking spaces for residents, the businesses in the area have their own car parks for loading and unloading. Resident would like to see this become resident parking or disabled.
5. Comment/Objection from resident: 'The Oxford road is heavily congested mainly due to the fact the frequent 16 and 17 buses cannot pull in to drop off and collect passengers and so cause massive delays because drivers cannot pass them whilst they hold up all the traffic. Reading needs some sensible town planning like removing some of the parking areas or the huge areas of redundant outstretched paving areas which occur in many places at the upper end of the Oxford road where I live. These new double red lines will make the businesses and residents life a misery and achieve absolutely nothing at all apart from generating huge revenue in unfair fines for the council from the people they should serve. When you have heavy shopping or are moving house you have to stop on the Oxford Road in non-peak times whilst ensuring you are not obstructing traffic and in the many years i lived on the Oxford road I here never had a problem with people loading causing a problem preventing traffic flow apart from the buses which cause chaos every day in peak hours when loading is not permitted in any case. The roads behind the Oxford road are double parked on both sides and choc-a-block so without blocking the entire road I could be easily a 5 minute walk to find a parking place where i can unload heavy shopping or heavy loads. There may be short sections of the road where the road is narrower and red



lines maybe appropriate such as where there are bollards but if people do park where there were already double yellow lines causing an obstruction they should not be on the road in the first place and deserve to be fined. I see absolutely no benefit to anyone for the red lines and it will also lower my house price on top of all the other inconveniences it will cause and I am utterly disappointed with the council coming up with such an over the top idea which I feel is entirely inappropriate for the Oxford Road'

6. Objection: 'You have recently extended the Red Route into the Tilehurst area, significantly disfiguring the area. I consider that this was a waste of time and money. To my knowledge there never has been a significant problem with parked vehicles delaying the no 17 bus in the new Tilehurst Red route. If you wanted to dramatically improve congestion on the no 17 bus route, you should correct the design of the bus stops along Oxford Road. The bus stops used to be in lay-bys allowing traffic to flow past stopped buses. The bus stops have been moved into the carriageway, log jamming Oxford Road. I can understand that moving the bus stops allows the buses to exit the bus stop easier, but the stationary bus blocks the road. Stopping other buses from moving along Oxford Road. Causing massive, permanent congestion. Please remove the Tilehurst Red Zone and reinstate the bus stop lay-bys in Oxford Road.

Attached is a photo of the West bound bus stop near Tesco Express. You can see the old kerb line behind the new bus stop kiosk, thereby moving the bus into the carriageway. If the bus stop was moved back to the original position, buses would be able to move much easier along Oxford Road. This was done all along Oxford Road.





7. Hello I hope that you do keep the western section of the Red Route, I still think it should go all the way to the water tower, I suggest a few tweaks can be made, I have heard that there have been issues with cars parking near schools because people cannot park on the Red Route I suggest extend the Red lines on Side Roads where Schools are.

Next not all bus stops are marked as bus stop on the road so I suggest marking all bus stops

Next the bottom of Norcot Hill when you come down the Hill there is a grass bank on the left in this section of the Red Route from Romany Lane to Norcot/Oxford Road Round about there is nowhere for delivery vans etc to stop and deliver goods now I know that vans or lorries do need to stop on this section to deliver shopping etc to the house that are at the top of the embankment, so my suggestion is in 1 or 2 places of the embankment cut the embankment back long enough and wide enough so a 40ft lorry can stop there move the path over that currently runs next to the road so that a new Loading unloading layby is next to the road.

Next near there shops at the bottom of Norcot where the traffic comes out to join the main Road there are Double Red lines there but no Signs to say Red Route no stopping so signs are needed.

Next possibly make it no stopping on the whole length of Norcot Hill on Sunday's as well but say from 10am to 6pm on Sundays.

Next I have noticed all along the Red Route where there is a Road that is off of the main Red Route roads the Red lines on some of the side Roads only go up to about 3 metres into the side road and some the red lines go up to 15 metres into the side roads, I suggest extending all the side roads where the red lines stop at about 3 metres and extend them up to 10 to 15 metres.

8. My concern was that at the meeting to approve the red route it was presented that of the people who provided written response (40) that these were evenly split for and against. This was not accurate as the majority were against it. As the only formal recording of people's feelings on the matter it is worrying that these have been basically ignored. I appreciate that people attended the consultations and it is disappointing that some measure of their feeling was not captured.

Justification - If I understand it correctly, this experiment has been justified almost entirely on anecdotal evidence. I find this very worrying in times of financial constraints that this money is to be spent without any in-depth of

analysis of whether it will (potentially) deliver any benefits, I fully appreciate that the results cannot be proven until put into practice but that does not explain why detailed analysis was done.

Trial - It is good to hear that the trial will produce some measurable stats. Can you share with me what stats are going to be captured? I assume that the value of these stats before the change have been captured and would appreciate seeing those as well. As you mentioned No17 has a wide range of different parking restrictions, and so should provide some evidence on the impact on each type of parking restrictions. This of course would involve capturing the stats along the various sections of the route, rather than an overall stat for the whole.

Parking - Can you confirm that the all the existing resident parking bays along Norcot Road are to remain in place with the same rules as they have now i.e. no parking restrictions

9. It is a stupid ridiculous and ill thought out idea which is causing our church a number of problems. There is a single red line outside the church which means no one can stop there but we have elderly people who need to be dropped off at the church gates and picked up there. Sometimes the driver may have to wait a short while for the parishioner to come out. The son of one parishioner has just been given a one thousand pound fine which is quite outrageous. We also need to have oil delivered to our oil tank for heating in the church but again the tanker cannot stop. When I complained to the council I was told we have to apply for a dispensation which has to be done online. I filled in the form until I got to the last two questions which were what is the colour of the vehicle and the number? How would anyone know that even the oil company wouldn't know until the day which tanker was going where.

This red line idea does not speed up the buses at all. With three bus lines on that route we still get buses running in procession and they have to stop at pedestrian crossing all the way from Norcot to the town, a couple of dozen at least. You are still allowed to park along the Oxford Road and motorist do anyway where ever they feel like it. No real thought has been given to businesses which need deliveries at all. The whole idea is on trial and should be scrapped forth with..

Route 17 Time Comparisons 2018 - 2019

Scheduled Time	Journey No.	Journey	Travel Time Taken (minutes)						
			23/01/18	24/01/18	25/01/18		22/01/19	23/01/19	24/01/19
07:35 - 07:58	39	Three Tuns > Town Centre	23	20	20		20	20	20
07:50 - 08:15	38 / 36	Town Centre > Three Tuns	28	28	21		21	18	21
09:20 - 09:42	71 / 67	Three Tuns > Town Centre	24	18	19		18	16	17
09:26 - 09:48	66 / 62	Town Centre > Three Tuns	21	20	20		20	20	18
14:00 - 14:22	149 / 141	Three Tuns > Town Centre	17	20	18		18	19	18
14:42 - 15:06	156 / 144	Town Centre > Three Tuns	20	22	20		20	22	21
17:20 - 17:42	207 / 193	Three Tuns > Town Centre	20	NO DATA	16		21	19	23
17:53 - 18:18	210 / 198	Town Centre > Three Tuns	26	29	21		18	22	21

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KEY:

— NO STOPPING  
MON-SAT 7AM-7PM

KEY:

— NO STOPPING  
MON-SAT 7AM-7PM



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NORCOT ROAD

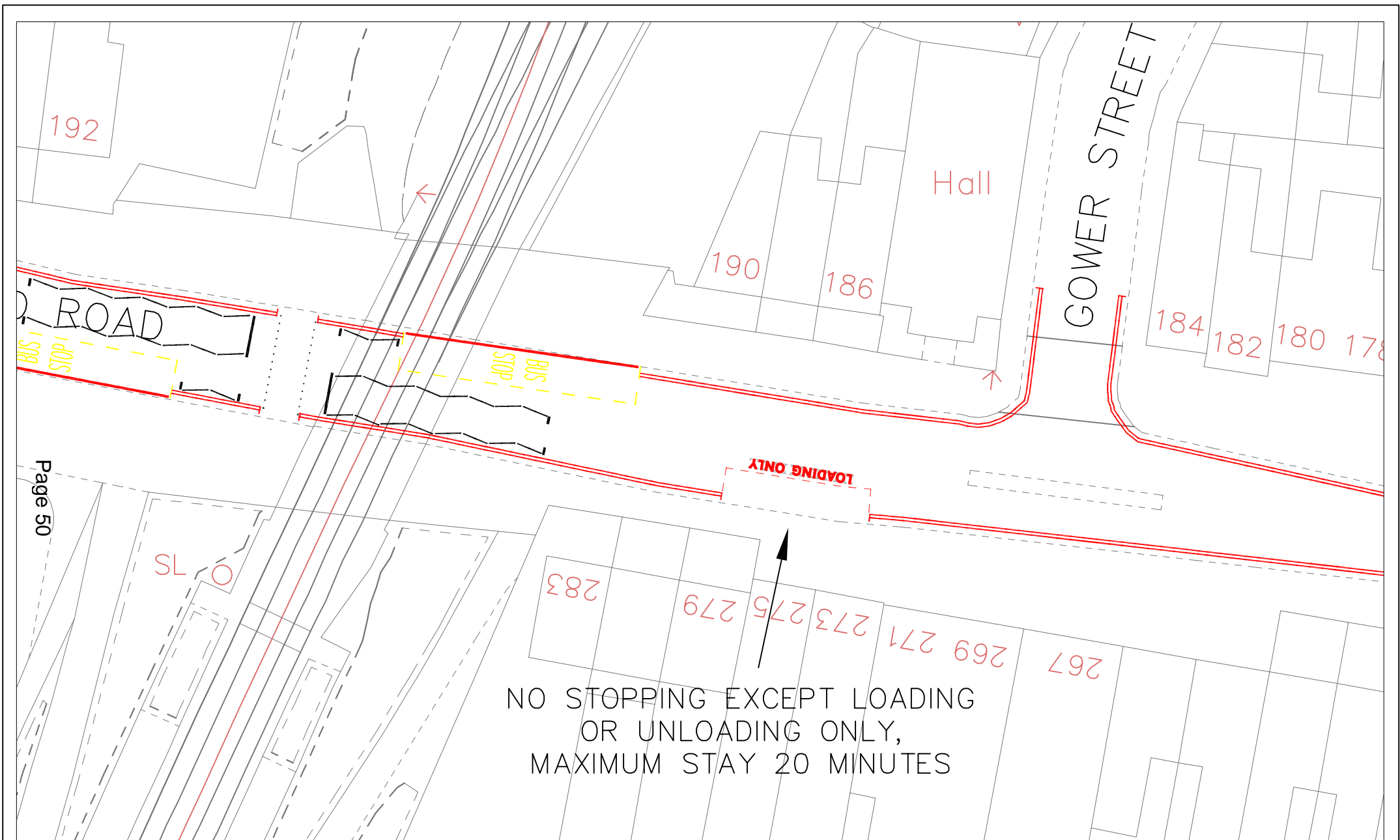
NO STOPPING EXCEPT  
PARKING AT ANY TIME

LINKS DRIVE

LINKS DRIVE

LAWRENCE ROAD

BIRCH AVENUE



Page 50

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**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project

RED ROUTE AMENDMENT

Drawing

273-275 OXFORD  
ROAD LOADING BAY

Scale

NTS

Date

AUG 18

Drawn PC

Checked JP

Approved JP

Drawing No.

NM/REDROUTE/LOADINGBAY/OXFORD  
ROAD

Red Route West Side

Route 17 journey times

Water Tower to Waylen Street

Time of day: 07:00 to 09:30

	2018 Tues 12 <sup>th</sup> March	2019 Tues 13 <sup>th</sup> March	Improvement
mins:secs	28:18	25:58	+2:20
	Weds 13 <sup>th</sup> March	Weds 14 <sup>th</sup> March	
mins:secs	27:40	25:22	+2:18
	Thurs 14 <sup>th</sup> March	Thurs 15 <sup>th</sup> March	
mins:secs	27:08	24:14	+2:54

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## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2019</b>	<b>AGENDA ITEM:</b>	<b>6</b>
<b>TITLE:</b>	<b>WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2019A&amp; REQUESTS FOR WAITING RESTRICTION REVIEW 2019B</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICERS:</b>	<b>PHOEBE CLUTSON</b>	<b>TEL:</b>	<b>0118 937 3962</b>
<b>JOB TITLES:</b>	<b>NETWORK MANAGEMENT TECHNICIAN</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

#### 1. EXECUTIVE SUMMARY

- 1.1 Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2 This report informs the Sub-Committee of objections received during statutory consultation for the agreed proposals that formed the 2019A programme. Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2019B programme. Members are asked to consider the requests and whether the investigation of these requests and potential development of design proposals, should be resourced as part of this next review programme.
- 1.4 APPENDIX 1 - Objections, support and other comments received during statutory consultation for the 2019A programme. Please note that personal information and details that are considered to potentially identify the respondent have been removed from this appendix.
- 1.5 APPENDIX 2 - New requests for consideration in the 2019B programme.

## **2. RECOMMENDED ACTIONS**

- 2.1 That the Sub-Committee notes the report.**
- 2.2 That objections noted in Appendix 1 are considered and the Sub-Committee agrees to either implement, amend or reject the proposals.**
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.**
- 2.4 That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.**
- 2.5 That the Sub-Committee considers the requests made for waiting restriction changes in Appendix 2 and agree whether each request should, or should not, be investigated by officers as part of the 2019B review programme.**
- 2.6 That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for their comments to be included in the next report to the Sub-Committee.**
- 2.7 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to conduct the Statutory Consultation on the recommended schemes for the 2019B programme.**

## **3. POLICY CONTEXT**

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

## **4. BACKGROUND AND RECOMMENDATIONS**

### Objections to Traffic Regulation Order - 2019A programme

- 4.1 Approval was given by the Sub-Committee in 7<sup>th</sup> March 2019 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.**
- 4.2 Investigations were carried out and a recommendation for each scheme was shared with ward councillors between 13/5/19 and 31/5/19 for their comments.**
- 4.3 A further report went to the Sub-Committee in 12<sup>th</sup> June 2019 seeking approval for officers to conduct a statutory consultation for these recommended schemes. The statutory consultation took place between 1<sup>st</sup> August 2019 and 22<sup>nd</sup> August 2019. The objections, support and other comments received for the proposals are contained in Appendix 1.**

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

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

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

#### Bi-annual waiting restriction review - 2019B

4.5 Appendix 2 provides a list of requests that have been received for potential consideration in the 2019B programme. The Sub-Committee is asked to consider whether each request should, or should not, be considered in this next programme.

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

4.7 Officer recommendations will be shared with respective ward Councillors for a suitable period (ideally 4 weeks) prior to reporting deadlines for the Sub-Committee meeting in January 2020 and will be the recommended schemes for the programme. This period provides Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in the recommendations report to the Sub-Committee.

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

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

## **5. CONTRIBUTION TO STRATEGIC AIMS**

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

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

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

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

## **7. LEGAL IMPLICATIONS**

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

## **8. EQUALITY IMPACT ASSESSMENT**

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

## **9. FINANCIAL IMPLICATIONS**

- 9.1 It is intended that these works will be funded from within existing transport budgets. Officers will seek external funding for schemes - from developer contributions, for example - wherever this funding is available.
- 9.2 The cost of the programme will be dependent on a number of factors, including the number proposals that are agreed for investigation, the number progressed to statutory consultation, the number agreed for implementation and the extent/complexity of the schemes. 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).
- 10.2 Bi-Annual Waiting Restriction Review - 2019A Proposals for Statutory Consultation (Traffic Management Sub-Committee - June 2019).

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[Waiting Restriction Review 2019A]- OBJECTIONS TO TRAFFIC REGULATION ORDER  
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 23/08/19

Street/Summary	Objections/support/comments received.
<b>BA1_Albury Close</b>	Summary of responses: Objections - 2, Support - 0, Comment - 0, Mixed Response - 0.
1) Business, Objection	Good afternoon. I am writing in response to the attached notice displayed in Loverock Road. Our business units are based off Aldbury Close <b>[REDACTED]</b> and we take deliveries in on a daily basis, a couple of which are palletised items delivered on curtain sided vehicles. These vehicles park up outside our gates and are unloaded by a fork truck. If it is a full load this can take up to 20 minutes. There are no other feasible delivery options for these goods (palletised reels of cable and palletised boxes of Cat5e cable). The restriction would effectively stop us carrying out business. We respectfully request that the restriction is not put in place within Aldbury Close.
2) Business, Objection	<p><b>[Car Dealership]</b> would like to log a strong objection to the RBC above proposal to introduce “no waiting or loading at any Time” in the surrounding areas to our Eden Reading business premises address as above</p> <ul style="list-style-type: none"> <li>• <b>[Car Dealership]</b> is the largest <b>[Car Dealership]</b> dealership in the Thames Valley area - Well established since 2008</li> <li>• For our business to be able to operate <b>[Car Dealership]</b> often have 9 car transporters arriving to unload vehicles. As it is the case we do not have sufficient space on our premises for the lengthy vehicle to enter/ unload this needs to be done on the nearby road area - your proposal , should it go ahead, would give the transporter drivers no option but to unload the vehicles on the main extremely busy Portman Road, which you would agree would cause major traffic disruption / delays and traffic bottleneck on one of the busiest routes through Reading area. The traffic hold up may well tail back as far as Oxford Road area - also vehicles over taking and the transporter driver unloading would potentially cause serious H&amp;S implications. Please also note the below points</li> <li>• The side road of Little Johns lane has double yellow lines on one side so the transporter cannot go there</li> </ul>

	<ul style="list-style-type: none"> <li>• Due to the extended double yellow lines recently added to Loverock Road there is no where to offload our cars except Allbury Close</li> <li>• Allbury close backs on to our business to our back gate and this road is only used by local businesses only and is not used by the public so it has no disadvantages to the health and safety of the public</li> <li>• The drivers do park considerably not to block the road to other users</li> <li>• This is a business area and has no residential status so cannot see any advantages to the no loading being placed on this road</li> </ul>
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Street/Summary	Objections/support/comments received.
<b>BA_KE2_Wigmore Lane</b>	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Support	Support

Street/Summary	Objections/support/comments received.
<b>CH1_Barnsdale Road</b>	Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.
1) Resident, Support	Where are the restrictions for the end of Northcourt Avenue and Cressingham Road? Since the approval of yet another convenience store, there will be cars all over the place, it's an accident waiting to happen. The restrictions at the top of Barnsdale need to be at the bottom too, to stop parking on the bend into Ennerdale road.
2) Resident, Support	I believe that this restriction should be carried out, and that NO WAITING signs are needed at this junction. I live in Barnsdale Road and have some near misses with traffic at the top of Barnsdale Road turning off Cressingham Road on the wrong side of the road due to the constant parking of cars at the top of Barnsdale Road both sides of the road. It is about time the road was made safer by stopping this parking and giving traffic unobstructed access to Barnsdale Road. This parking is due to people parking at the top of Barnsdale Road and then going into work or town on the bus and leaving their cars parked in the way as there are NO restrictions or parking meters!!



Street/Summary	Objections/support/comments received.
<b>KE2_Broomfield Road</b>	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	<p>The proposal would force motorists to park or stop on the bend at [REDACTED], which introduces risk of accidents, particularly for us as homeowners at No [REDACTED] and our ability to get off our driveway safely, to see and be seen. This has been our experience of what happens when vehicles park on this bend. The current restrictions are working and are adequate and being used sensibly by motorists. We have observed motorists parking in the current spaces which causes no problems. The current arrangements allow motorists, trades people, visitors, delivery people, to park safely in the vicinity of their requirements, eg. Royal Mail, Fedex, meals on wheels, etc. We have lived in Broomfield Road since [REDACTED] and there were no parking restrictions at all for many years which caused no accidents. We were not aware of the consultation when the present restrictions were laid otherwise we would have objected to the ones outside of No 9 and No 11. This new proposal will cause loss of parking on Broomfield Road and introduce unnecessary risk of accidents on the bend. When vehicles are parked on the bend at [REDACTED], visibility is drastically reduced to see and be seen and this is going to badly affect us as homeowners getting off our driveway safely, as motorists are being forced to park or stop outside [REDACTED]. The new proposal causes more vehicles to be clustered in a smaller space, which is truly unpleasant for [REDACTED] homeowners. The proposed takes away parking outside No 15 and No 17 which currently appears to be safe parking as visibility is clear. We are not aware of any accidents or incidents on this end of Broomfield Road to warrant changes. There are a few parking spaces at the Norcot Road section of Broomfield Road but these are often now being taken by motorists who cannot park on Norcot Road Red Route, so to reduce loss of parking on Broomfield is unhelpful to Broomfield Road residents.</p> <p>In conclusion, having lived in Broomfield Road since [REDACTED], we can honestly state that the traffic and usage of Broomfield Road has had no significant change [REDACTED] and we strongly object to the new proposal which removes valuable parking and benefits for residents and the spending of Council Tax on road restrictions which we consider unnecessary and a waste of Council Tax money. Broomfield Road was and remains a fairly quiet road.</p>

Street/Summary	Objections/support/comments received.
<b>KE3_Elsley Road</b>	Summary of responses: Objections - 6, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	As the owner of [REDACTED] Overdown road, I live [REDACTED]. I feel that the proposed changes to the

	<p>waiting time is a complete waste and only makes things worse for me and my neighbours. I feel strongly that this is penalizing my family. We don't have many visitors but from 3pm they are able to park fairly close to our house. The current system works well and in the [REDACTED] years that I have lived here I have not seen anything dangerous enough to warrant such a change. On many occasions me and my neighbours have had trouble with impatient road users, beeping or staring, who cannot wait whilst we either enter or exit our driveways. The proposed changes do nothing to help with this. This seems to me to be quite a waste of time and money.</p>
2) Resident, Objection	<p>I wish to take this opportunity to object very strongly to the proposed introduction of the "No Waiting at Anytime" on Elsley Road. As a resident of Overdown Road on the only part which has no "Waiting Restrictions" of the entire part of this road which comes under Reading Borough Council, I consider if this proposed change takes place it can only make the situation in my immediate neighbourhood even more unbearable than it is at present. A proposed scheme sometime ago to extend the "Waiting time Restrictions" which are on Overdown Road at present to the Reading Council boundary at Brooksby Road was dropped due to objections I believe. Currently this short part of Overdown which has no parking restrictions has become extremely frustrating for the residents as cars are parked all day and in some cases for days at a time which leads to congestion and traffic chaos. If this proposed change in Elsley road goes ahead it can only lead to an increase in the number trying to park on Overdown. Currently, at peak times it is virtually impossible to access or egress your private driveway because of traffic queues. It is also extremely annoying when your visitors cannot find a place to park.</p> <p>I personally do not see any logical reason for this change, as Elsley Road is not a main route as it has a "width restriction" at the Oxford Road end or I don't believe there is any Safety implication to warrant this. Although not part of this review, I consider that the parking situation on Overdown Road should be revisited as it is now a main arterial route, with both Buses and HGVs adding to the mayhem. It also does not help that a semi detached house has been converted to a house of "multiple occupancy" with the residents of this dwelling domineering the "on street" parking with cars sometimes not moving for 2 to 3 days at a time. I trust due consideration will be given to my objection for the reasons given.</p>
3) Resident, Objection	<p>One such consultation is introducing double yellow lines on the junction of Overdown and Elsley Roads, culminating at Ulswater Drive. This appears to be nonsensical. The route is not a major traffic artery, it has no bus route, it is not used as a major emergency vehicle route nor does it have delivery lorries passing through (the opposite to Overdown Road). The result of this action will push any cars parked in this area down onto Overdown Road causing yet more congestion on the stretch between Elsley and Brooksby Road. I therefore would like to object to this restriction and again bring forward restricting the cars parking on Overdown Road between Elsley and Brooksby Roads for the reasons stated above.</p>
4) Resident, Objection	<p>i live at [REDACTED] Overdown road and have requested with numerous correspondence with my counsellor</p>

	<p>and Reading Borough Council the effect that double yellow lines along Overdown Road stopped at 151 to Brooksby Road. [REDACTED]. Cars are parked with people walking to the station or catching the bus into Reading. The proposal of Double Yellow lines in Elsley Road will only make The short area in Overdown Road even more congested.</p> <p>I strongly object to these proposals.</p>
5) Resident, Objection	<p>I strongly object to the proposed "No waiting at any time" in Elsley Road.</p> <p>I [REDACTED] have not noticed any undue parking problems even during the morning rush hour. If this comes into force it will make motorists, if any, park in Overdown Road between nos. 151 and 167. This is already a hotspot for parking including opposite the inbound bus-stop at the junction of Brooksby Road. Also No. 154 is a house of multiple occupancy with 5 cars vying for a parking spot. Only recently there were three cars parked outside 155 and 157 Overdown Road which made it difficult for myself and neighbour to exit our driveways. It would be interesting to know why this "No Waiting at any time" is proposed.</p>
6) Resident, Objection	<p>Request to convert the single yellow lines between Overdown Road and Ullswater Drive to double yellow lines. Many cars parking there causing visibility issues.</p> <p>Objection on the grounds that very seldom does anyone park there and if they do it is a delivery or very short stay. We have enough parking restrictions on this road and have found that when family or friends visit THERE IS NO WHERE TO PARK.</p>

Street/Summary	Objections/support/comments received.
<b>MI1_Portway Close</b>	<p>Summary of responses:</p> <p>Objections - 20, Support - 0, Comment - 0, Mixed Response - 0.</p>
1) Resident, Objection	<p>Dear Council,</p> <p>I object to this proposal as the existing cars that are parking in this space, will ultimately lead to increased congestion further down the close. Going forward, can you please control the parking in Portway Close through a permit scheme as used in streets in and around the town centre, as residents are unable to park cars due to workers at the private hospital parking their cars in our close. There is far too many cars parking in this close, who have no business parking there, and often do so access the town to do shopping.</p>
2) Resident, Objection	<p>We object to the proposal for three reasons:</p> <p>1) The proposed area is adjacent to the alley which gives access to the rear of properties at 10 to 24 (evens) Portway Close. When heavy items are needed to be delivered to the rear of the properties above the proposed area is used for unloading. If vehicles are not permitted to stop and unload this will cause severe difficulties for deliveries and occupiers, and inhibit the use of the alleyway significantly.</p> <p>2) Stopping cars parking in the proposed area will likely mean that vehicles will disperse to other parts of Portway Close which is already getting quite congested. This could cause a problem as there is a Nursery at</p>

	<p>the entrance to the Close.</p> <p>3) When cars are parked in the proposed restricted area we are not aware that this causes any problems. We walk past the area twice a day (in the morning and evening).</p>
3) Resident, Objection	<p>We object to the proposed waiting/parking restrictions to the northern end of Portway Close 24-27 (as shown in the plans above) and also the eastern end (as stated in the Council notice attached to the lamp post by No 24) because the proposed new restrictions apply only to parts rather than to the whole of the close. These partial restrictions would intensify parking and cause more parking issues in those parts of the close that are not restricted, particularly on the pavements along the north of the close, impeding pedestrians, mothers with buggies, and blocking access to drive ways and garages. Each house in the close has its own drive way and its own garage, which provides adequate parking for two cars per household. Therefore we would support the new waiting/parking restrictions if they were applied to the whole close, so that there is no parking at all on either side of and along the whole length of Portway Close, from the junction with Berkeley Avenue up the hill and round to the northern end 24-27, with double yellow lines and signs to show the restrictions.</p>
4) Resident, Objection	<p>Reference to your proposal to have no waiting on the northern part of Portway Close will just move the problem of people parking their cars to the Southern end of the road. Already many people use it as free parking &amp; go to work &amp; leave their cars all day or longer. This is because many roads near us already have waiting restrictions already, so they use our road instead. On a weekday there are so many cars parked either side of the road, that emergency vehicles would not be able to get up the road. I think that having the whole road as 2 hours waiting only, would deter many people from parking there all day, thus reducing the congestion in the road.</p>
5) Resident, Objection	<p>I am the resident and owner of [REDACTED], Portway Close Reading RG16LB. I am responding to the consultation in progress to restrict parking outside houses 24-27 Portway Close I would like to strongly object to this proposal for the following reasons and would sincerely request the council to reconsider this proposal. I am registering my objection via this email The houses 24-27 have no other place to park our car other than right outside the house. Unlike other houses in Portway close who also have driveway and drop kerb and multiple cars per house, we have no other place to park. I have no other option but to avail parking right outside. None of our cars block anyone or hinder any traffic movement as it is a quiet cul-de-sac I would request you to please not go ahead with this proposal as it will cause a lot of inconvenience and hassle as we will be left with no place to park anywhere around our vicinity or even in Portway Close! Instead, you should give us designated parking outside for owners of 24-27 Portway Close as it's impossible to park anywhere else due to reasons above</p>
6) Resident, Objection	<p>I object to the introduction of the proposed parking restrictions on Portway Close. I do not believe that the imposition of such measures will have any tangible benefit for the residents of Portway Close. Indeed I believe</p>

	<p>it will restrict access and create problems elsewhere both on Portway Close and on other local roads. In addition I believe it may have an impact on the value of the properties as I am led to believe that access to parking is a key component for house buyers. I understand, as a resident since 2001, that there has been an increase in the amount of parking traffic on Portway Close but I firmly believe that imposing restrictions on any part of the road is not the answer. In fact the issue is an symptom of parking issues across local business and the town centre. Fix that rather than constrain residents.</p>
7) Resident, Objection	<p>I object to this proposal for the following reasons.</p> <p>1. There are several multi occupancy houses in this road and we often have an issue when we have visitors as there is limited available parking. We have a drive for one car and yet either side of our terraced house cars are parked on the road and the pavement. We always suggest that visitors park in the bay either end of the street. I would like to know the reasons for this proposal.</p>
8) Resident, Objection	<p>I am contacting you to object to the proposed introduction of double yellow lines behind and to the side of numbers 24-27 Portway Close. Properties 24-27 Portway Close are the only ones in the road that have no off-road parking, so vehicles have to be parked on the road. I am particularly concerned about how this will impact my parents who live at [REDACTED] Portway Close for the following reasons:</p> <p><b>[REDACTED].</b></p> <p>They need to attend appointments at the hospital and require hospital transport to collect them, which also needs to be able to park at the side of the property as my parents have reduced mobility.</p> <p>My wife and I do weekly shopping for my parents, which usually consists of ready meal containers, tins and other heavy or bulky items, so we need to park by the property to be able to off-load and deliver their shopping.</p> <p>I do not understand why you need to install double yellow lines on a residential street, but if there some need for parking restrictions then, as with other residential streets in West Reading, could you consider parking permits or 'no return within 2 hours' instead?</p>
9) Resident, Objection	<p>I am writing to object to the parking restrictions outlined in CMS/12267, Portway Close, RG1 6LB.</p> <p><b>[REDACTED]</b> with my local councillor for Minster Ward however, the planned changes would make the situation even worse as the majority of properties on Portway Close have their own drives with dropped kerb as well as space to park adjacent to this kerb. However, house numbers 24-27 <b>[REDACTED]</b> do not have these parking spaces therefore, these four properties can only park across from our garages which is a problem, as the other residents who have several vehicles, use this space to park subsequently restricting our access to park in the garage should we wish to.</p> <p>The proposals set out in the consultation do not address the problem, rather they will make it worse for these four properties. Possible solutions to this would be to either allocate parking spaces for these four properties or display a sign 'do not block access to garages', or perhaps parking permits for these four properties only?</p>

	I believe the planned changes should not go ahead as this will make the situation and rather, you consider one of the solutions set out above.
10) Resident, Objection	I don't think this is going to help parking issues in Portway Close in general. I object to the restrictions. It may help residents in nos 24 - 27 get their cars out of the garage. The main issue is employees from Spire Hospital on Bath Road parking in the road. It has got slightly worse since the Harrow Court restrictions. It is also a fact that many houses in the close have 2 or even 3 cars per household, so blocking parking for a few cars in one area isn't going to make the close any safer or make more parking places. It will make it worse if anything.
11) Resident, Objection	I object the proposal on the ground that we don't currently have a parking issues on that road, so therefore we don't need local authority to restrict in any way our road. By imposing restriction the values of our properties will decrease and our livelihood will be disturbed.
12) Resident, Objection	OBJECTION: Objection under the grounds of the proposed drawing for Portway Close. Double yellow lines are proposed only to east hammerhead of Portway Close. Residents agree that the WHOLE Close becomes heavily congested on weekdays with Reading town centre and London commuters using the Close as a public car park. Come weekends, the congestion dramatically reduces; only the residents' cars remain on the Close. Council's recently introduced parking restrictions on Tazewell Court, Harrow Court and Epsom Court has added to more commuters now parking on Portway Close. Introducing full time parking restrictions on Portway Close east hammerhead will make congestion even more unbearable, not only for resident parking, but other legitimate users of Portway Close, such as: visitors, carers, emergency vehicles, refuse vehicles, delivery vehicles, trades vehicles etc. Surely it is not that hard to think outside of the box when proposing these ideas, rather than just looking on Google Street View, but considered monitoring parking intensity over a period of time and then propose suitable suggestions that works for the whole Close.
13) Resident, Objection	Thank you for the opportunity to comment on Waiting Restrictions Review 2019A, in particular Drawing M11_Portway Close. Having examined the above drawing we believe the proposal is over enthusiastic in its scope, by suggesting indefinite parking restriction to east hammerhead of Portway Close; for the following reasons:  <ol style="list-style-type: none"> <li>1. Demographic.</li> <li>2. Non-resident parking.</li> <li>3. Houses in Multiple Occupation.</li> <li>4. Council's parking restrictions on neighbouring streets.</li> <li>5. Lack of verge maintenance.</li> </ol>

	<p><b>Demographic</b> Many of the residents moved into Portway Close properties when newly built, these residents are now elderly and or disabled; under the council's admirable scheme to provide adult care to residents in their own homes, there is a daily demand for carers parking who attend up to four times a day, seven days a week.</p> <p><b>Non-resident Parking</b> In addition to carers parking needs noted above, there is a need for ambulance parking for the health needs of elderly residents, visitor parking, trades parking, home deliveries parking and the contentious issue of Portway Close being used as business car park for neighbouring offices, nursery and private hospital; last point aggravated by the council's recently introduced parking restrictions on neighbouring streets, as noted below.</p> <p><b>Houses in Multiple Occupation</b> A number of properties on Portway Close are privately let and some of these properties are registered or non-registered houses in multiple occupation, with occupation ranging from small HMO of 3 adult occupants to large HMO of up to 6 adult occupants; often each adult occupant has a vehicle adding to the demand on on-street parking.</p> <p><b>Council's Parking Restrictions on Neighbouring Streets.</b> The council has introduced the following restrictions on neighbouring streets in recent years: A. Epsom Court: Timed restriction. B. Tazewell Court: Permanent restriction of no waiting at any time. C. Harrow Court: Residents' permit parking restriction. The impact of the council's parking restrictions at these locations has shifted parking for non-residents to other local streets, namely Portway Close.</p> <p><b>Lack of verge maintenance</b> The east verge on entry to Portway Close from Berkeley Avenue is believed to be highway land, this verge has not been maintained and allowed to overgrow with vegetation that now encroaches on the public highway; resulting in road width reduction. Cars staggered parked at peak time making it impossible for emergency vehicle to get passed parked vehicles. The issues highlighted above can to some extent be alleviated by careful management of on-street parking, keeping junctions clear and removing vegetation road width reduction. We would suggest refuse vehicle turning at east hammer head giving access to bin collection point of less than</p>
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	<p>15m distance,by introducing parking restrictions at corners of junctions and timed restriction along east verge on entry to Portway Close from Berkeley Avenue.</p> <p>A photograph diary was kept for a week from 3 August to 9 August 2019, photographs taken at mid-day at four different vantage points. As this consultation has taken place during the month of August when both residents and non-residents are generally on holiday; the impression given in the photographs is of ample on-street parking availability. However, during most of the year, on-street parking is fully used up causing access issues for emergency and congestion for residents.</p> <p>We sincerely hope the council will reconsider the wholesale removal of on-street car parking on east hammerhead and consider a more measured approach of keeping corners of junctions clear to enable refuse vehicles (who regularly need access) to turn around at junctions; restrict vegetation growth on east verge and introduce time restriction along the length of the east verge to ensure emergency vehicle access at all times.</p>
14) Resident, Objection	<p>I would like to object to No Parking at Any Time parking restriction on east hammerhead of Portway Close. There is demand for no on-street parking from other road users than residents only.</p> <p>There is a need to improve access for emergency and refuse vehicles during times of parking congestion caused by business staff using Portway Close as a business car park, however, this can be achieved by considering the whole Close and not only one end.</p> <p>I hope the council reconsiders their suggestion for Portway Close.</p>
15) Resident, Objection	<p>As a resident of Portway Close for over [REDACTED] years, I do not believe that there are any parking problems in the area of Portway Close indicated. Implementation of this proposal would inconvenience residents and their visitors. I therefore disagree with the proposal.</p> <p>However, problems are caused at the first part of Portway Close prior to its junction with Berkeley Avenue. These problems are caused by parking on both sides of the carriageway where one side has overgrown vegetation. If parking was restricted to one side only, then easy access should be available for all vehicles, including emergency vehicles.</p>
16) Resident, Objection	<p>I object to this proposal. Portway Close is a residential area with a constant flow of cars through out the day. By introducing parking restrictions in the section suggested will cause an over flow of cars along the areas where cars can be parked. These areas are busy throughout the day as members of the public that work in offices along Bath road park their cars here when stuck for places to park in their work places. The area suggested to have parking restrictions has elderly people living along it and this is going to cause them issue with having to walk a longer distance to get to their property. Portway close has a nursery at the bottom of the close and there are times in the year when the nursery holds events for the parents. As the nursey does not have enough parking places, the parents tend to park in the close. By have the restrictions, this is going to cause bigger issues as there will be a lot of congestion along the close, Staff members of the nursery park</p>



	<p>along the close as well. And by restricting the number of parking spaces more issues be arise. We have a [REDACTED] in close, who has carers coming in 3-4 times a day. The cares work on very tight shifts anyway and by restricting the number of parking spaces, this is going to add more stress for them for having to find parking. Portway Close is a very peaceful neighbour hood and I am concerned that by introducing these restrictions, the peace and harmony of our small community is going to be disrupted. It would be interesting to understand why these parking restrictions have been suggested so that we could collectively come up with a more favourable and accommodating solution.</p>
17) Resident, Objection	<p>i would like to object to this parking restriction. [REDACTED] and parking spaces on portway close are precious at the best of times and now imposing these restrictions it is going to prove even more difficult for me to be able to find a parking spot for my car. There are a number of elderly and disabled people living in this close. The proposed parking restrictions are going to hinder them getting to their properties. Portway close is a friendly and accommodating neighbourhood. By introducing these parking restrictions, people will scramble for parking spaces and this may turn out to bring the worst in people. Please do not spoil our peaceful neighbourhood!</p>
18) Resident, Objection	<p>I would like to object to the proposal for "no waiting at any time" on part of Portway Close. It would compound what is already an awful situation with regards to parking. The current parking in Portway Close is bad at all times. During the day the Spire private Hospital appears to be sending its staff to Portway Close to park. While at night the demand for spaces is huge; many of the houses are rented out and many of the tenants have cars.</p>
19) Resident, Objection	<p>I must confess that I struggle to comprehend the rationale for the proposed parking restrictions at the Eastern and Northern End of Portway Close near the Green. The Close is a cul-de-sac, and given the general speed of traffic, I doubt if these proposals are based on either highway safety or demand from residents. I therefore wish to express my strongest objections to proposals that seem ill-conceived and extremely inconvenient for the residents. The grounds for my objections are as follows:</p> <p>The demand for parking is mainly driven by residents, the proposed parking restrictions do not reduce the demand but displaces it. This is more likely to create demand problems in the rest of the Close and possibly to create additional hazards. Such an outcome would be detrimental to the interests of the residents.</p> <p>The proposed parking restrictions seem odd. Why the designated area only? If parking restrictions are necessary, and I do not believe that to be the case, then, such restrictions should apply to the whole Close and not just a section. The proposed restrictions make parking extremely difficult for careers, tradesmen, family and friends who visit the residents impacted by the proposed parking restrictions. If [REDACTED] to visit and decide to stay and park outside on the pavement next to my house, then based on the proposed restrictions, they would be illegally parked. Similarly, the careers who attend [REDACTED] at least four times a day. Where will the nurse, builder, plumber, window cleaner or gardener park when they come to</p>

	carry on their business for residents in the proposed restrictive parking area? Reading Borough Council are creating a parking problem for residents in the proposed restrictive area that do not currently exist. Parking in Portway Close is often challenging and these proposed parking restrictions exacerbate the problem. It does not appear that the interests of the residents have been considered in drafting these proposals. Some residents have daily careers, others have children who visit regularly. If these proposed parking restrictions stand, these residents are being adversely impacted. These proposed parking restrictions unfairly discriminate against the residents located in the affected area. In concluding, the proposed parking restrictions are ill-conceived, disproportionately impact the residents at the Eastern and Northern End of Portway Close and should not be implemented.
20) Resident, Objection	Why were all the residents of Portway Close not notified in writing about an application of parking restrictions? All the residents of Portway Close are subjected to the road being treated like a car park by non residents often delivery vans and workmen cannot get close to the houses they are visiting. Cars cannot drive safely up/down the road. Taxi drivers complain to me that negotiating the road is a problem. My driver has been blocked in numerous times. If parking restrictions are imposed as per CMS/12267 it will make the problem for the rest of the close impossible. The answer parking restrictions for the entire road.

Street/Summary	Objections/support/comments received.
<b>PE2_Netley Close</b>	Summary of responses: Objections - 2, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	I am an [REDACTED]. Whilst I understand the importance of preventing people from parking on the corners of the Netley Close/Kingsway junction I do not understand why you would continue the double yellow lines so far up Netley Close and along Kingsway. I also object to having double yellow lines [REDACTED] did not have double yellow lines across their driveway when they were put in place recently. I feel that should these plans go ahead they could seriously affect my business as people would be unable to park anywhere near [REDACTED] Kingsway is a HMO and as a result has many cars who park in the area, if they all move their cars to areas without parking restrictions there will be no parking locally for anyone else.
2) Resident, Objection	Due to the lamp post outside of our house we are unable to park two cars on our drive. Up to now this has been ok because we have been able to park one car on the drive and one on the road outside but now there is going to be nowhere to park. There will also not be any room for visitors to park. I also believe this is going to lead to the top of the road becoming quite congested as this is where people are going to start parking.

Street/Summary	Objections/support/comments received.
<b>S02_Shepley Drive</b>	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	This is a problem created by Reading Council. You thought you'd solve the problem of school parking in Silchester Road by deliberately pushing it into Shepley Drive/Stapleford Road. Instead you spread the misery and made things worse. I don't want yellow lines in my street. I want you to stop the school traffic and everything that comes with it: The thoughtless, inconsiderate drivers; the noise; the pollution. You've blighted our street, and painting some yellow lines won't alter that.

Street/Summary	Objections/support/comments received.
<b>TH2_Surley Row</b>	Summary of responses: Objections - 1, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Objection	In theory we support the plan to make the road safer. Parking on the corner of Sheep Walk has been an issue for sometime. The restrictions will be beneficial to the pedestrians using this thoroughfare (especially the young people going to Highdown school). Our concern is with regards to the lack of clarity shown on your plans with respect to the entrance to [REDACTED] property at [REDACTED]. Will the proposed 12 m markings and lines wholly or partially restrict parking outside [REDACTED] driveway? It would also be helpful to know where the intended street furniture (signage etc) will be located with respect to the entrance to [REDACTED]. If the plans are clarified, we might be fully supportive of the proposed restrictions.
2) Resident, Support	Fully support the proposal. We live on sheep walk and cars parked at this tight junction make the turning very dangerous. In fact I think the whole of Surley row conservation area should have a form of restricted parking.

Street/Summary	Objections/support/comments received.
<b>T11_Bran Close</b>	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Support	Support as its almost impossible to see oncoming traffic when you try to pull out of bran close.

Street/Summary	Objections/support/comments received.
<b>T12_Lower Elmstone</b>	Summary of responses:

<b>Drive</b>	Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	<p>There is a proposal to restrict parking within 30 metres of the approach to a bus stop on Lower Elmstone Drive (Project: Waiting Restriction Review 2019A, Drawing No. T12 Lower Elmstone Drive).</p> <ol style="list-style-type: none"> <li>1. At present 5 vehicles park within that 30 metre space.</li> <li>2. Is there really a need to deprive law abiding tax-paying residents of the right to park outside their own homes? I doubt it. I have observed buses parking at the bus stop and the bus drivers seem to have no problem parking there even when cars are parked only a few feet from the bus stop area.</li> <li>3. Where are the affected residents to park? The nearby side-streets of Ashton Close and Little Oaks Drive are already fully occupied with vehicles belonging to the residents who live there and the residents of Lower Elmstone Drive who cannot park on the side of the street affected by the proposal. Also, the hard-standing area adjacent to the bus stop is likewise filled with parked vehicles.</li> <li>4. 30 metres seems an excessively long distance (almost 3 bus lengths), 4 bus lengths when the bus stop itself is included. 4 bus lengths to park one bus and deprive 5 home owners of the right to park outside their own homes. Excessive.</li> </ol> <p>Alternative Proposal:  Allow residents to park outside their homes by removing the grass verge and converting it to a parking area.  This will have the following beneficial effects:-</p> <ol style="list-style-type: none"> <li>1. Allow the unimpeded flow of all road vehicles</li> <li>2. Prevent the inevitable reduction of property prices that will occur when yellow lines prevent residents parking outside their homes.</li> </ol>

# 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 73

3m

10m

10m

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Project

WAITING RESTRICTION  
REVIEW 2019A

Scale  
N.T.S

Date  
APR 19

Drawn PC

Checked JC

Approved

Drawing

WIGMORE LANE

Drawing No.

BA\_KE2\_Wigmore Lane

# KEY

## EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

## PROPOSED RESTRICTIONS

AS LABELLED



EXISTING:  
No Waiting At Any Time

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

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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

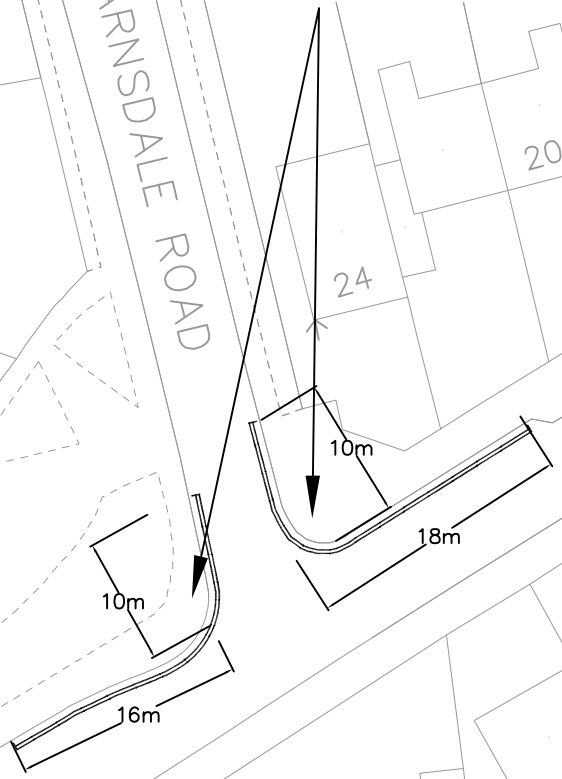
EXISTING:  
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PROPOSED:  
No Waiting At Any Time



BARNSDALE ROAD

CRESSINGHAM ROAD

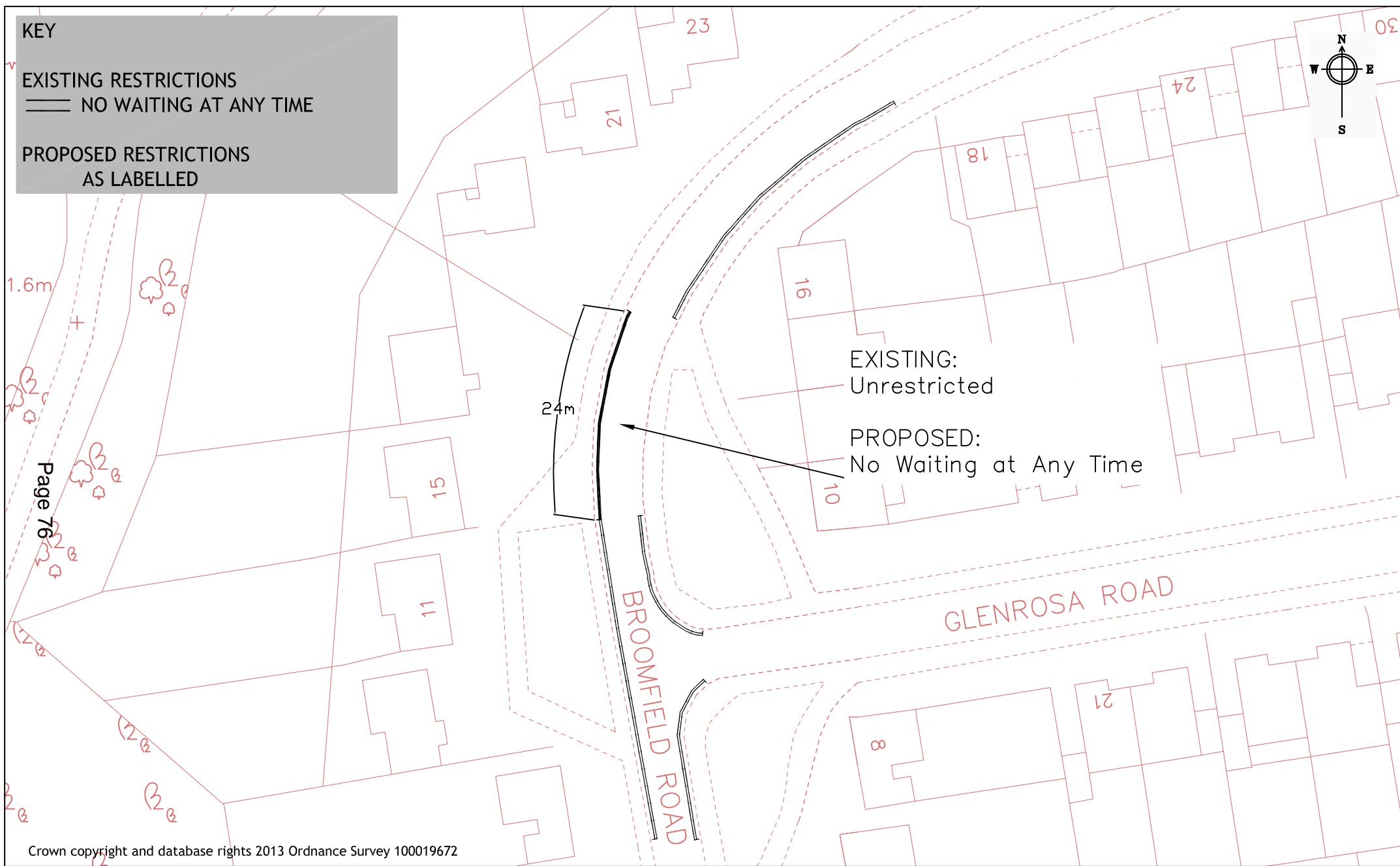
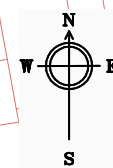


Project  WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date APR 19	Checked JC
		Approved
Drawing  BARNSDALE ROAD	Drawing No.  CH1_Barnsdale Road	

**KEY**

EXISTING RESTRICTIONS  
 NO WAITING AT ANY TIME

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	Date APR 19		Checked JC
Drawing		Approved	
BROOMFIELD ROAD		Drawing No. KE2_Broomfield Road	



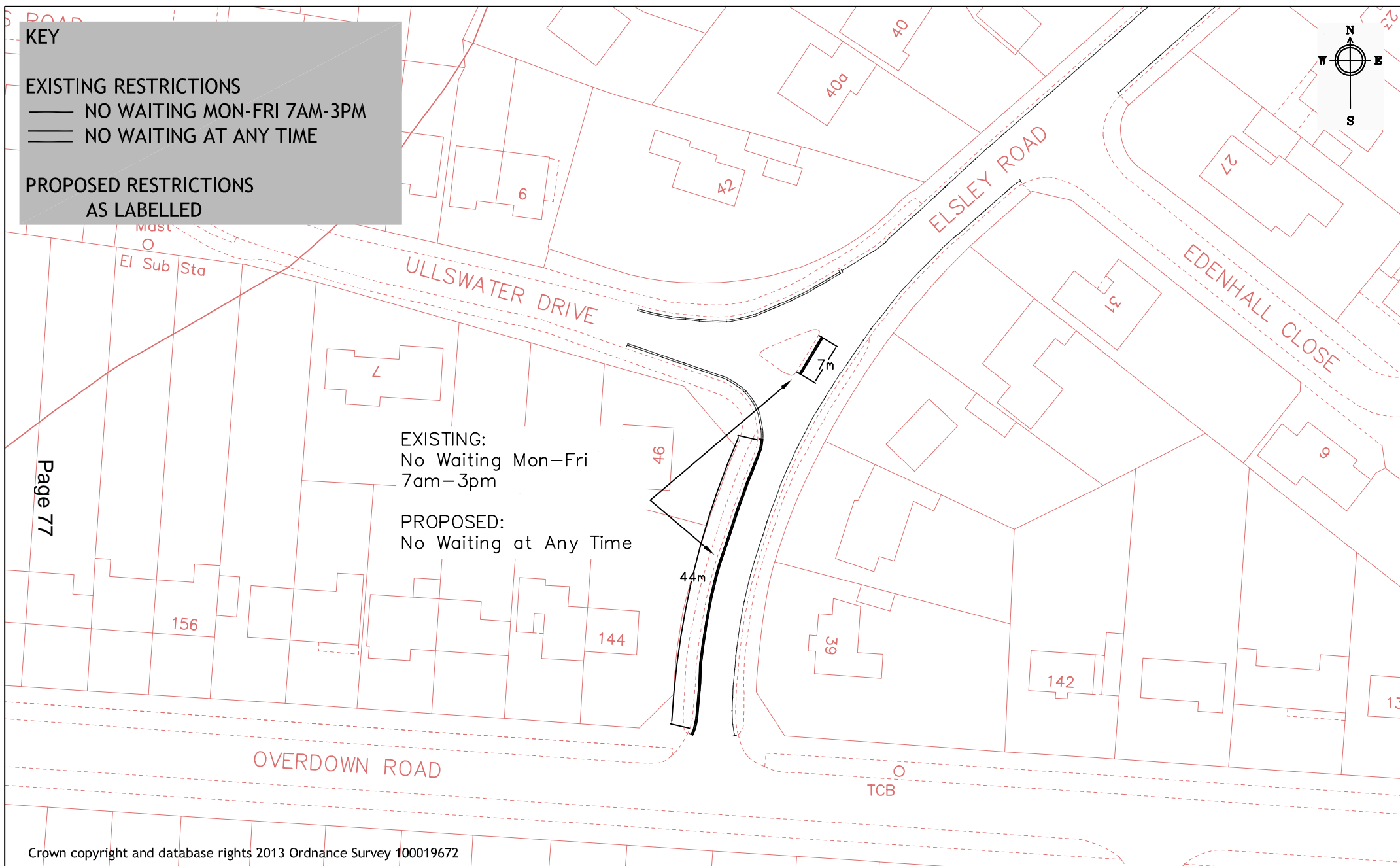
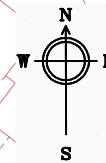
# KEY

## EXISTING RESTRICTIONS

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

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ELSLEY ROAD

Scale

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Date

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KE3\_Elsley Road

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PORTWAY CLOSE

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PORTWAY CLOSE

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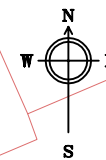
Approved

Drawing No.

MI1\_Portway Close

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NETLEY CLOSE

Scale

N.T.S

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Drawing No.

PE2\_Netley Close

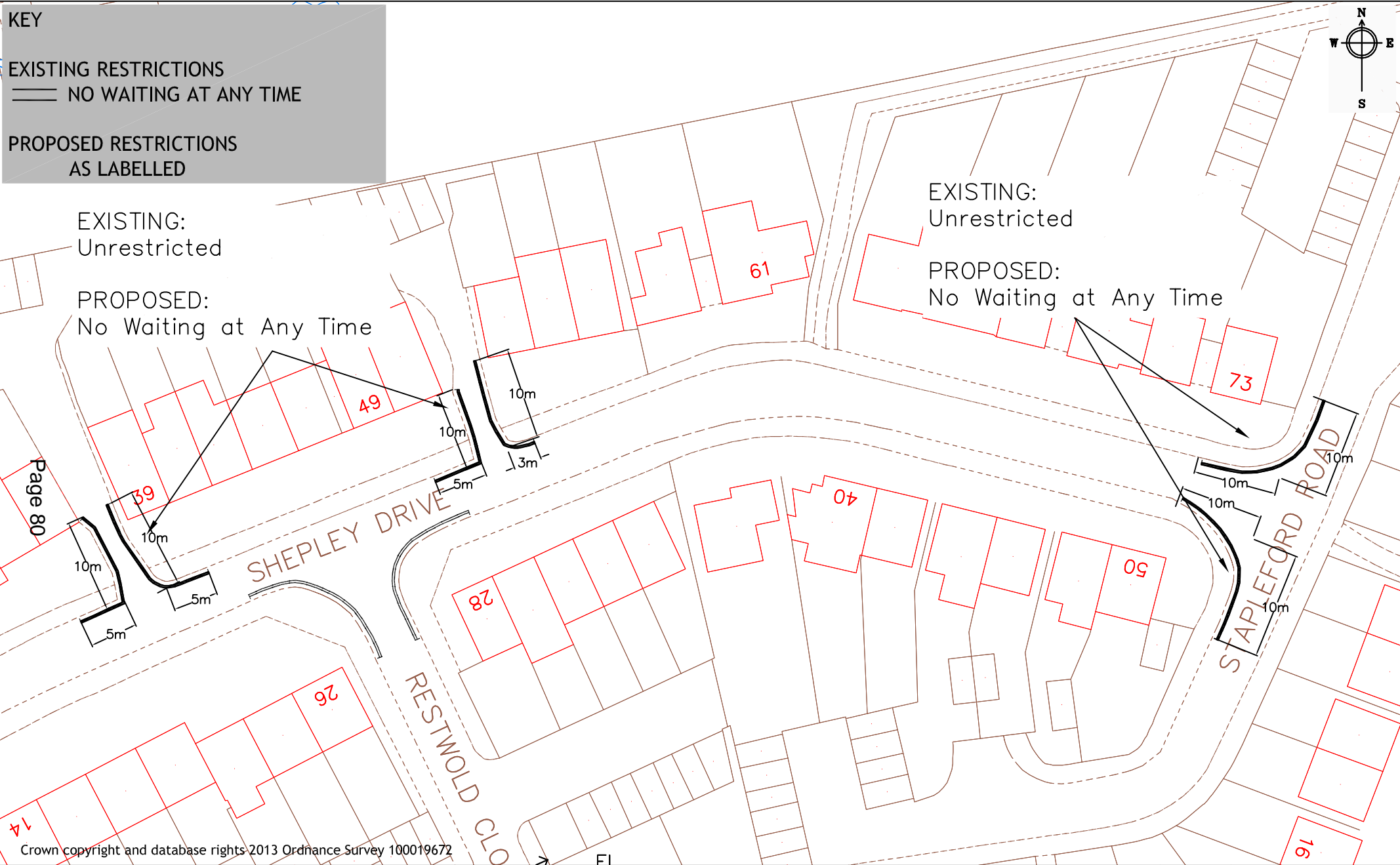
KEY

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Project	WAITING RESTRICTION REVIEW 2019A		Scale	N.T.S	Drawn	PC
			Date	APR 19	Checked	JC
Drawing					Approved	
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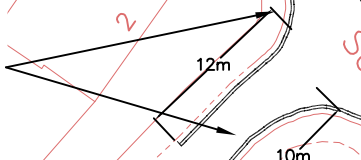
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as labelled



EXISTING:  
Unrestricted

PROPOSED:  
No Waiting at any Time



Project

WAITING RESTRICTION  
REVIEW 2019A

Drawing

SURLEY ROW

Scale

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Date

APR 19

Drawn PC

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Drawing No.

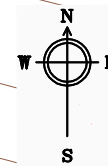
TH2\_Surley Row

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PROPOSED RESTRICTIONS  
as labelled

EXISTING:  
Unrestricted

PROPOSED:  
No Waiting At Any Time



CORMEN ROAD

CLOSE

BRAN CLOSE

10m

10m

10m

10m

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



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PROPOSED RESTRICTIONS  
as labelled



ASHTON CL

BUS  
STOP

LOWER ELMSTONE DRIVE

EXISTING:  
Unrestricted

PROPOSED:  
No Waiting At Any Time

30m

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WAITING RESTRICTION  
REVIEW 2019A

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N.T.S

Date  
APR 19

Drawn PC

Checked JC

Approved

Drawing

LOWER ELMSTONE DRIVE

Drawing No.

T12\_Lower Elmstone  
Drive

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# APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2019B

UPDATED: 28/08/19

Ward	Street	Requested By	Summary of Request
Abbey	Cardiff Road	Industrial business	Request for double yellow lines at the junction with Weighbridge Row due to amount of cars parking and blocking the entrance/exit to industrial estate.
Battle	Elm Park	Resident	Request for waiting restrictions due to number of large vehicles and vans parking in the area which regularly blocks access to properties and pavements to pedestrians
Battle	Hilcot Road	Resident	Request for waiting restrictions to prevent off street parking getting blocked or vehicles parking in the area causing obstruction
Caversham	Amersham Road	Resident	Request for extension of existing double yellow lines between Clonmel Close and Mead Close, near the bollards, due to commercial vehicles parking in this location which hinders the view of oncoming traffic
Caversham	Donkin Hill	Resident	Request for double yellow lines at the junction with Elmleigh Court due to vehicles parking close to the junction
Caversham	Elmleigh Court	Resident via Ward Councillor	Request for double yellow lines around the turning head to maintain access to properties
Caversham	George Street	Resident via Ward Councillor	Request for waiting restrictions on George Street due to lorries parking on the road and impacting the traffic flow and causing congestion
Caversham	Henley Road	Resident	Request for waiting restrictions on Henley Road between Chiltern Road and Rossendale Road due to vehicles parking on both side of the road and is impacting the traffic flow and emergency vehicles.
Caversham	Honey Meadow Close	Resident	Request for double yellow lines on the bend of the Close due to vehicles parking there which restricts the view, creates a blind corner and blocks the road
Caversham	Montague Street	Resident	Request for 'School Keep Clear' restriction to only apply during school time to allow cars to park outside of school time
Caversham	Rufus Isaac Road	Resident	Request for double yellow lines in the turning head, which is a shared access road, due to the vehicles that park in this section of the road residents and emergency vehicles struggle to gain access to their properties
Caversham	The Willows and St Stephens Close	Ward Councillor	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.
Church	Christchurch Road	Councillor	Request for a loading bay outside the shops on Christchurch Road between Whitley Park Lane and Northcourt Avenue, so that a loading facility is available without vehicles sticking out into the road

Ward	Street	Requested By	Summary of Request
Church	Exwick Square	Resident	Request for waiting restrictions within the Square to improve visibility
Church	Foxhays Road	Resident	Request for waiting restriction within the Road
Church	Hillbrow	Resident	Request for waiting restrictions on the road due to the volume of vehicles that park on this road during school pick up and drop off times, which has hinders the exit and entrance on to the road
Church	Totnes Road	Resident	Request to review the waiting restrictions within Totnes Road due to non-residents parking here during the week, which hinders emergency access and the refuse collection service.
Katesgrove	Elgar Road South	Thames Valley Police	Request for double yellow lines at the Makro goods entrance onto Elgar Road South due to poor visibilties  <b>Officer note:</b> <b>This area may also be included in an area RP scheme, being progressed separately.</b>
Katesgrove	Elgar Road South	Thames Valley Police	Request for double yellow lines from Waterloo Meadows Allotment access road onto Elgar Road South  <b>Officer note:</b> <b>This area may also be included in an area RP scheme, being progressed separately.</b>
Kentwood	Armour Hill	Resident	Request for double yellow lines on both sides of Armour Hill by the junction with Armour Walk, as vehicles park both side of the road and junction which narrows the road and residents struggle to manoeuvre out of their driveways and gaining access or leaving Armour Walk as this restricts visibility
Kentwood	Oak Tree Road	Resident	Request for double yellow lines at the junction of Carlisle Road with Oak Tree Road due to vehicles parked at the junction which hinders the visibility.
Kentwood	Overdown Road	Residents	Request for waiting restrictions on Overdown Road between Brooksby Road and Oxford Road, due to vehicles parking opposite or next to driveways and impacting on traffic flow
Kentwood	Rissington Close	Residents via Petition	Request for waiting restrictions within the Close as non-residents park all day or at weekends on the hill which makes it difficult for motorists and emergency vehicles to negotiate.
Kentwood	Rockbourne Close	Resident	Request for double yellow lines in the turning circle to help with access to driveways due to vehicles parking and blocking the access
Kentwood	Rydal Avenue	Resident	Request for waiting restrictions within the road, particularly at the junction with Forest Hill due to number of vans that park on the road which are non-residents and take up parking spaces of the residents of this road. Also park close to the junction which causes a visibility and safety concern.
Kentwood	Thirlmere Avenue	Ward Councillor	Request for waiting restrictions to prevents vehicles parking on top of the roundabouts

Ward	Street	Requested By	Summary of Request
Mapledurham	Pinewood Drive	Resident	Request for double yellow lines in the turning area due to vehicles parking in the area and large vehicles or refuse trucks struggle to turn around
Minster	Downshire Square	Resident	Request for double yellow lines at the entrance to the Spire Dunedin Hospital car park to allow better visibility exiting the car park.
Minster	Parkhouse Lane	Resident	Request for double yellow lines on the northern side of the road to prevent cars parking on the pavement, also narrows the road which emergency and refuse vehicles have difficulty accessing
Minster	Pennyroyal Court	Resident via Ward Councillor	Request for waiting restrictions within Pennyroyal Court due to vehicles parking and is impacting drivers visibility and access issues
Minster	Rembrandt Way	Resident	Request for waiting restrictions within the road due to large vehicles parking overnight which blocks the road to residents and can't pass safely.
Minster	Rose Kiln Lane	Residents	Request for waiting restrictions to deter parking on the footway of Rose Kiln Lane (Service Road) causing obstruction to pedestrians.
Minster	Wensley Road	Resident via MP	Request for double yellow lines at the junction with North Lodge Mews due to vehicles parking obstructing the junction and driveways
Norcot	Taff Way	Resident	Request for waiting restrictions due to the cars parking on the path, double parking which can block the road and driveways
Park	Hamilton Road	Resident	Request to extend the double yellow lines instead of the Resident Permit parking bay outside 144 Hamilton Road
Park	Tuns Hill Cottages	Resident	Request for extension of double yellow lines as vehicles park in unrestricted area which block access to driveways and hinders emergency access
Park	Wokingham Road	Ward Councillor	Request to extend the parking bay on Wokingham Road near the junction with Melrose Avenue
Peppard	Galsworthy Drive	Resident	Request for double yellow lines on the bend near the junction of Jordan Close as this is a blind corner
Peppard	Lowfield Road	Resident	Request for additional double yellow lines on the bends to allow free flowing traffic on the road.
Peppard	Montpellier Drive	Resident	Request for double yellow lines at the junction with Pevensey Avenue due to vehicles parking on the junction and hinders the visibility
Peppard	Quantock Avenue	Resident	Request for extension of double yellow lines at the junction with Montpellier Drive due to vehicles parking close to the junction and hindering visibility
Redlands	Allcroft Road	Resident via Councillor	Request for extension of double yellow lines at the junction with Redlands Road to aid access and exit from driveways

Ward	Street	Requested By	Summary of Request
Redlands	Cintra Close	Resident	Request for double yellow lines on the bend of Cintra Close before the turning head due to vehicles parking here which makes it difficult to navigate the road, including emergency and refuse vehicles.  <b>Officer Note:</b> <b>It is recommended that this be addressed as part of the potential RP scheme for this street and, therefore, removed from this programme.</b>
Redlands	Donnington Road	Resident via Councillor	Request for a loading ban at the top of Donnington Road near the junction with Erleigh Road due to the number of vehicles that park on the double yellow lines and block the road reducing the visibility when entering the road
Redlands	Erleigh Road	Resident	Request to reduce the Resident Permit shared use pay and display bay opposite the junction with De Beauvoir Road as the parking reduces visibility to cyclists and pedestrians
Southcote/Battle	Tilehurst Road	Resident	Request for double yellow lines on the north side of the road, opposite English Martyrs Catholic Church due to vehicles parking wholly on the verge which obstruct the pavement or road users
Thames	St Peters Avenue	Resident	Request for extension of double yellow lines at the junction with Wychotes to stop vehicles parking in St Peters Avenue all day for access to town centre
Thames	Victoria Road	Resident	Request for waiting restrictions on Victoria Road and the surrounding roads to prevent obstructive parking, double parking and pavement parking and improve traffic flow
Tilehurst	Combe Road	Residents via Ward Councillor	Request to extend the double yellow lines at the junction with The Meadway due to the heavy parking close to the junction, larger vehicles such as emergency or refuse find it harder to enter or exit the road.
Tilehurst	Combe Road	Resident	Request for double yellow lines on Combe Road opposite the junction of Hardwick Road as residents have difficulty exiting the block of flats due to the parked cars on the corner of the road
Tilehurst	Corwen Road	Residents via Ward Councillors	Request for waiting restrictions on the east side of Corwen Road from No.122/124 to the build out to improve traffic flow
Tilehurst	Corwen Road	Resident	Request for double yellow lines on Corwen Road between Ogmore Close and Bran Close due to vehicles parking on the road impacting on visibility
Tilehurst	Elmstone Drive	Resident	Request for waiting restrictions due to number of vehicles parking on the road, particularly over night and weekends, which is blocking driveways and access to properties and hindering emergency services access to the road
Tilehurst	Elvaston Way	Resident via Ward Councillor	Request for waiting restrictions within the road to encourage more considerate parking especially with cars parking on the bend which impacts on traffic flow and visibility
Tilehurst	School Road	Resident	Request to shorten the bay on School Road opposite the junction of Corwen Road, near to Tilehurst Library, due to driveways and properties being blocked by parked cars

Ward	Street	Requested By	Summary of Request
Tilehurst	Walnut Way	Ward Councillor	Request for double yellow lines around the junction with Tye Road to prevent dangerous parking
Whitley	Falmouth Road	Resident	Request for waiting restrictions on Falmouth Road due to grass verge parking
Whitley	Hartland Road	Resident	Request for waiting restrictions on Hartland Road in the vicinity of John Madejski Academy roundabout due to non-residents leaving vehicles over the weekend which impacts on residents finding parking spaces and difficulty navigating their driveways and visibility issues due to the parked vehicles.

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## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2019</b>	<b>AGENDA ITEM:</b>	<b>7</b>
<b>TITLE:</b>	<b>RESULTS OF STATUTORY CONSULTATION: a. MANAGEMENT OF PALMER PARK CAR PARK</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>0118 9372 2202</b>
<b>JOB TITLE:</b>	<b>ASSISTANT NETWORK MANAGER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING .GOV.UK</b>

#### 1. EXECUTIVE SUMMARY

- 1.1 This report provides the results of the statutory consultation that has been undertaken, which proposed management of the car park (including charges) by Traffic Regulation Order (TRO) at Palmer Park.
- 1.2 Appendix 1 provides a plan to show the area covered by the advertised TRO.
- 1.3 Appendix 2 provides the responses that we have received to the statutory consultation.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the objections noted in Appendix 2 are considered and the Sub-Committee agrees to either implement or reject the proposals.
- 2.3 That, considering tariff-related objections received, the tariff be adjusted in the resultant order to extend the free parking period from 2 hours to 3 hours. The remainder of the tariff would have the timings adjusted, to resume from hour 4 onward (see Item 4.10).

- |  |
|--|
| <p>2.4 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.</p> <p>2.5 That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.</p> |
|--|

### **3. POLICY CONTEXT**

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

### **4. BACKGROUND AND PROPOSALS**

- 4.1 Parks & Open Spaces car parks are utilised by a diverse audience, many of whom derive social and health benefits from the use of associated park land and sports facilities. It is felt important to balance the needs/interests of user groups with the requirement to deliver services in a sustainable manner and tackle some of the issues that arise from inappropriate use of the parking facilities.
- 4.2 Palmer Park attracts parking from the surrounding area and a suspected level of daytime commuter parking, leaving little or no car parking for legitimate users of the leisure facility. There is additional concern that this issue will increase with the further introduction of parking management schemes in east Reading.
- 4.3 The Council's Parking Services Team already directly manages several Leisure car parks in-house, such as Kensington Road and Thameside Promenade.
- 4.4 A report to the January 2018 meeting of the Sub-Committee recommended that a Traffic Regulation Order be advertised for the proposed management of Palmer Park car park, including modest Pay & Display charging to assist with this management and to contribute to the costs associated with enforcement.

Officers proposed a tariff as follows:

- Free of charge - 1 hour
- 2 hours - 60p
- 3 hours - £1.50
- 24 hours - £10.00
- Night time - £2



4.5 The Sub-Committee agreed that the statutory consultation could be undertaken, but with the Pay & Display charging rates altered to the following:

- Free of charge - 2 hours
- 3 hours - 50p
- 4 hours - £1
- Each additional hour (or part, thereof) - +50p

There was no proposed alteration to the night time charge, but officers were asked to informally consult with groups/clubs/users of the park facilities and devise a permit/season ticket/exemption offering.

4.6 A statutory consultation has been undertaken, which finished on 5<sup>th</sup> September 2019. The night time rate has been applied between the hours of 8pm and 6am and Appendix 1 shows the area to which the TRO applies.

4.7 The area covered by the proposal is currently the paved/hard-standing areas on the park. Officers are reviewing enforcement/management options for some grassed areas of the park, which are occasionally opened for overflow parking.

These areas are Public Open Space and are likely to require additional legislative and consultation processes to be completed, for the same restrictions to be applied.

4.8 Officers are developing a parking permit facility that can be applied to certain established activities that take place at the Palmer Park facilities.

4.9 The Sub-Committee is asked to consider the comments of objection and support in Appendix 2 and agree to either implement the restrictions as advertised, or to withdraw the proposals.

4.10 The results of discussions that have taken place with established clubs and users of the facilities, in addition to the consultation responses received, have indicated a high level of demand for an increase to the 'free' period of parking. It is recommended that the restrictions be implemented with an adjusted tariff, which allows for 3 hours free parking, as follows:

- Free of charge - 3 hours
- 4 hours - 50p
- 5 hours - £1
- Each additional hour (or part, thereof) - +50p
- Night time - £2

It should be noted that parking during the ‘free’ period will still require purchase of a Pay & Display ticket, although the charge will be £0.

## **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 The statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **7. LEGAL IMPLICATIONS**

- 7.1 The statutory consultation was advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, 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 The Council does not consider that the proposals will have a direct impact on any groups with protected characteristics. Informal and statutory consultations provide opportunities for objections/support/concerns to be raised and considered prior to a decision being made on whether to implement a scheme and these proposals do not remove parking availability for any user.

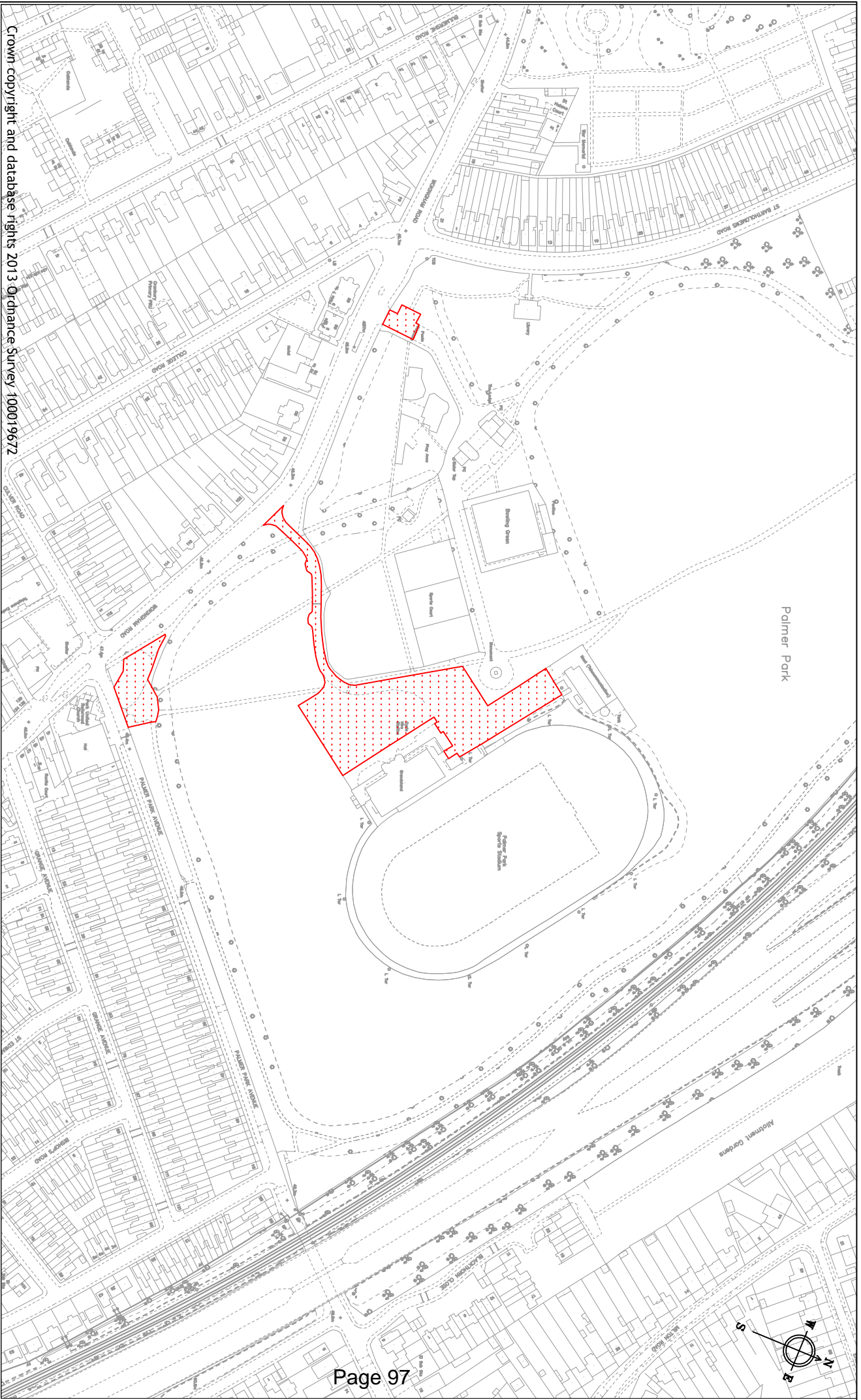
## **9. FINANCIAL IMPLICATIONS**

- 9.1 It is intended that the scheme be funded using Transport Capital funding, which will include developer contributions (e.g. Section 106) wherever possible.
- 9.2 This proposal is designed to be self-financing, through revenues raised by the tariff and any enforcement action, and through increasing parking availability for users of the facilities, encouraging new members and continuation of existing memberships.

## **10. BACKGROUND PAPERS**

- 10.1 Off-Street Parking Management at Leisure Sites - Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2018).

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Palmer Park P & D		N.T.S	Checked	JP
		Date	Approved	
Drawing	Drawing No.			
P & D CHARGING LOCATION PLAN		NM/CAD/PALMER/001_R2		

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# PROPOSED PALMER PARK PAY & DISPLAY- OBJECTIONS TO TRAFFIC REGULATION ORDER

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

Street/Summary	Objections/support/comments received.
	<p>Summary of responses: Objections - 63, Support - 8, Comment - 4.</p>
1) Church user, Objection	<p>I am writing with reference to the parking charges that are being proposed at Palmer park opposite the church been teaching [REDACTED] in the church hall for over [REDACTED] years and have many students who park in the parking area (including myself) whilst we hold our classes.</p> <p>To impose a charge on us when we are actively supporting and hiring the halls seems very unfair. There are many reasons why I feel this new proposal to charge for parking needs to be rethought out.</p> <ol style="list-style-type: none"> <li>1. I and others that regularly hire and use the halls need somewhere secure and safe to park</li> <li>2. I could not leave a class mid-way to pay for parking tickets particularly when they are young children being left under my care.</li> <li>3. Parents will be driven away from attending [REDACTED] when they have more cost to pay and then I will lose numbers of income, and then of course the church will also lose income/hirers if class numbers drop and as a result classes will have to be cancelled. This will cause a knock-on effect of problems and issues arising out of imposing this charge on people that are using the local community facilities.</li> <li>4. Maybe a permit scheme could be set in place for all hall hirers to have a special badge and we could perhaps list our members so they can also be covered with a list of cars/regs numbers??</li> <li>5. I do understand that you want to stop random parking on the park grounds but to target us (the regular users of the church halls) seems unfair.</li> </ol> <p>I am not sure... but I do know that the council need to understand that teachers such as myself need a place to park whilst using the local facilities and should not be penalised or made to pay more when the hire charges are already very high.</p> <p>My job only generates a very small, low income, and I keep my class charges to just a few pounds a lesson, however, I teach because I enjoy helping the local children to give them a chance to learn [REDACTED]. This area is also not a very affluent area so extra charges will drive parents away from signing their children up to</p>

	<p>learn within my classes and I really just cannot afford to have a pay additional costs just to park my car to use the church every week.</p>
2) Church user, Objection	<p>I am shocked to find you are attempting to charge users of the Park Church building parking in the church car park.</p> <p>Free use of this has been established for over 100 years; custom and practice has long since been established.</p> <p>Secondly it has been signed prominently as the “Church Car Park” for the 19 years I have been using it and this was never objected by the Council.</p> <p>Thirdly this affects all sorts of community groups in addition to church goers:</p> <ul style="list-style-type: none"> <li>• The disabled,</li> <li>• Mothers with small children</li> <li>• Ethnic minority groups who by the eclectic nature of their organisation come from a distance.</li> </ul> <p>Which would effectively be pushed out.</p> <p>Forthly, I am delighted to hear that you have asked the Police, who said it was ok, but they are not actually parking there and I guess you are not going to be charging police cars but targeting softer targets like old ladies of limited mobility and less likely to argue.</p> <p>I look forward to the prompt and complete withdrawal of this threat.</p>
3) Church user, Objection	<p>It has been brought to attention that there is a proposal to charge for parking in the designated area for Park Church, Palmer Park. As the leader of a [REDACTED] who meet weekly at Park Church I wish to express my extreme concern at this proposal.</p> <p>I’m quite sure you are aware that isolation among members of our society is a major issue that leads not only to the detriment of their social wellbeing but also restricts physical activity with resultant physical and mental health issues. At a time when, as a society, we are encouraged to be aware of and support those around us who may have become isolated due to ill health, financial constraints...etc. This action to charge for parking a center that provides a wide range of social activities for all ages, is likely to have a major effect on the social and physical wellbeing of very many people. Certainly, the older “pensioner” attendees of the group I lead have very limited funds.</p>



	<p>Park Church does what it can to support community groups such as the one I lead but, like everyone, they have ever increasing overheads and other financial pressures. This proposed added financial burden could have major implications for the local community as a whole as well as Park Church. Due to downright hard work and immense dedication of the many volunteers and community leaders who help to run Park Church and its activities, it has become a most valuable and much-love community venue. I ask that you reconsider this proposal and abandon any ideas to charge for parking.</p>
4) Church user, Objection	<p>I'm writing to you about the Palmer Park Pay and Display consultation, in particular the area of land on the corner of Wokingham Road and Palmer Park Avenue currently used by the Park United Reformed Church for car parking.</p> <p>As a [REDACTED] group that puts on one production a month, we regularly use the halls and rooms at Park URC for rehearsal space and production meetings. We are opposed to the proposed car park charges as this would add a significant cost for any of our members who drive in from outside Reading to rehearse in the evenings and weekends. This cost would prevent some of our members from being able to participate in our productions due to the sudden extra expenditure.</p> <p>I have myself participated in and directed rehearsals there, as well as performing chaperoning duties for another local [REDACTED] group that was performing there, so I have personal experience of how important these facilities are and what a valuable contribution they make to the community.</p> <p>We understand that Park URC are also disappointed with the prospect of the car parking charges due to be imposed on their church members, as well as the other groups that regularly use their halls, and we would add our strong concerns to theirs.</p>
5) Church user, Objection	<p>I'm writing to you regarding the Palmer Park Pay and Display consultation, in particular the area of land on the corner of Wokingham Road and Palmer Park Avenue currently used by the Park United Reformed Church for car parking.</p> <p>As a [REDACTED] group that puts on one production a month, we regularly use the halls and rooms at Park URC for rehearsal space and production meetings. We are opposed to the proposed car park charges as this would add a significant cost for any of our members who drive in from outside Reading to rehearse in the evenings and weekends. This cost would prevent some of our members from being able to participate in our productions due to the sudden extra expenditure.</p>

	<p>We understand that Park URC are also disappointed with the prospect of the car parking charges due to be imposed on their church members, as well as the other groups that regularly use their halls, and we would add our strong concerns to theirs.</p>
6) Palmer Park user, Objection	<p>I would like to object to any imposition of charges in Palmer Park stadium car park</p> <p>I am a part time employee of Palmer Park and coach the [REDACTED] during the summer, from mid March to end of September. Sometimes i also cover Tuesday evenings. We have cyclists arriving in cars about half hour before their session starts at 8.15pm lasting until 9.45pm. The session is only 1.5 hrs but they need time before and afterwards to pay and get organised for the session then pack their gear afterwards and load bikes back into the cars. They will need longer than 2 hrs free parking. 3hrs would be better.</p> <p>I also arrive about [REDACTED] for the session and leave about [REDACTED] so I'm there for 2.5 hrs and don't wish to pay a charge for the privilege of working there. Again i need 3 hrs on Thursday evenings.</p> <p>I also act as a [REDACTED] League through the summer which runs 7 - 9.30pm with riders arriving around 6pm to get ready and often not getting away before 10pm so that's 4 hrs. Riders and officials won't be able to run out halfway through the evening to put money in a machine and get a ticket for their car. Some officials often arrive before 6pm, I usually arrive about [REDACTED]</p> <p>Imposing charges on Riders for this event will cause a catastrophic drop in numbers and probably make running the Track League impossible. Riders have other opportunities and will take them up</p> <p>If you must make charges you need to make it free for people who pay and use the track or set a sensible free limit of at least 4hrs which would be more realistic. Anything that imposes further charges on cyclists will cause them to vote with their feet and do something else for which there are plenty of opportunities out there. The stadium will lose bookings and customers which will be counter-productive given the drive to get people more active. I will have to consider whether it's worth my while working there unless you give staff a free parking pass.</p> <p>I agree there are people who use the car park simply as a car park, the drug dealers at night and people who park there then get a bus into town. If you could separate them and charge only them that would be fine but i don't know how you would do that, or which part you would separate, the car park is often very busy anyway, particularly at change over times when parents are collecting child athletes and cyclists are staring to arrive for their session.</p>

	<p>Another option might be to make the car park free after 6pm which would help a lot of people.</p> <p>I hope you will understand that this is an impossible suggestion which will be counter-productive for the use of the stadium and track.</p>
7) Church users, Objection	<p>I am a [REDACTED]. [REDACTED] and I hold a [REDACTED] church service on every Sunday hiring a room in Park united reformed church and our people park in the car park opposite to the church . I understand that the council is having a consultation to arrange a pay and display for the particular car park.</p> <p>I would like to give our collective views on this consultation, as a community we are around 40 people and we gather regularly on every Sunday to worship. The following are the issues we might have on the changes to the car parking service</p> <ol style="list-style-type: none"> <li>1. Difficulty in parking which affects the people interest to gather for worship</li> <li>2. we might have to look for somewhere else and this might affect the revenue of the park united church itself</li> <li>3. we also have big gatherings for festivals , having car park charges will affect people community</li> </ol> <p>We would be grateful if this is not initiated which will enable us to worship and commute with our community.</p>
8) Palmer Park users, Support	<p>Consideration around parent and child use of parking for the park facilities. If paying for parking as a visitor to the play area, I would expect a clean and safe well equipped play area. Unfortunately, the park is very dirty with lots of old litter embedded within the greenery.</p>
9) Objection	<p>The Park should be free to all users except for people parking all day to visit Reading centre</p>
10) Palmer Park user, Objection	<p>Paying for parking will limit use by the community.</p>
11) Objection	<p>Parking permits are just an easy and unimaginative way for Reading Council to raise money and then waste it on more unnecessary bus lanes. You shouldn't be charging people who use the park for leisure or keeping fit activities. Why not take a proper look at how the IDR works, who uses it and how, e.g. Traffic crossing the town for school drop offs etc. Making Sidmouth St one way towards the station would mean two lanes could turn right off London Road and ease the turning right queue and stop the engine idling. Penalise people who double park outside the shops in Wokingham Road opposite Alfred Sutton School.</p> <p>Reading Councils lack of imagination and poor economic management will catch up with them in the next</p>

	elections.
12)Objection	<p>I object this proposal.</p> <p>The parking in Palmer Park is the only free parking available around East of Reading. Are we limiting sports and socialising to two hours? And why should there be night charges? If these charges get implemented, what happens to visitors to the area who stay more than one day? Are they getting reduced charges? Please consider that Reading is a very multicultural town, with many regular visitors from Europe who do come by car. What will happen to the collected money, does it get fed back to the park e.g to collect rubbish?</p>
13)Resident, Objection	<p>We live locally but have friends who attend events regularly at Palmer Park - these events last approx 2 hrs plus arrival/depart. They also use Palmer park stadium and the cafe. I think putting a levy on this people already contributing will be short sighted. We also have vouchers for people to park in our street that already is permit only. Issue we have is that quite often there isn't any parking so they use the stadium at that time Will the money generated from parking be specifically ring fenced for Palmer Park improvements and upkeep?</p>
14)Palmer Park user, Objection	<p>I object to the proposal of parking fees at Palmer Park.</p> <p>I do not think it is right to charge people to visit the park. It will stop me and my family visiting the park for longer than 2hrs.</p>
15)Support	<p>Parking at Palmer Park should be for users of the park not for local residents or businesses vehicles.</p>
16)Palmer Park user, Objection	<p>I do not support this at all.</p> <p>We are a family of [REDACTED] who love using the centre and the park and for that to be taken away and start paying is just a slippery slope for all our leisure centres and parks to start charging which is unaffordable. The best thing is that it's free to park there and we can spend afternoon at the park! As usual the council have decided to punish us for something we enjoy...if you start charging it will mean less people come to the park and ruin the community feel of Palmer park. (Feels accessible to all)</p>
17)Church user, Comments	<p>I think it is a good idea to have this scheme in the stadium carpark but think an alternative needs to be found for the church carpark as it will have a big negative impact on groups that use the hall. Could exemption permits be issued to the church so that people who are using the hall can still park in that carpark? Anyone without a permit would then be subject to the new arrangements as per the stadium carpark. Alternatively could the free period in the evenings for the church carpark only be three hours instead of two as lots of meetings run for just over 2 hours?</p>
18)Church user,	<p>While I understand the motivation to prioritise facilities users, it seems that short shrift has been given to the</p>

Objection	adjacent church hall, which acts as a community hub for a great many groups in Reading. The area is not well served by public transportation from anywhere save a few specific directions, and accessing it is therefore difficult without driving. Continuing to add and increase parking charges in the Reading area without providing efficient, affordable alternatives will simply cause people to stop visiting the areas entirely.
19) Church user, Objection	<p>I am the [REDACTED] of Park United Reformed Church which uses the small car parking area in the corner of Palmer Park Avenue and Wokingham Road. My objections to the scheme being proposed are as follows</p> <ol style="list-style-type: none"> <li>1. It was the understanding of the Church that this area was set aside for Church and hall users use. Cabinet Agreement was sought and Approved  <a href="http://committee.reading.gov.uk/TROVEPROGS/TROVEIIS.DLL?/IS=17683983/LI=Committee+Minutes+Library/ID=40/OS=14+76+105/DI=3814/DS=3822/LO=1/RW=2560/RH=1080/CD=32/VD=committee/WV=7/ST=ac/AC=AP/FI=442/HU=EmptyURL">http://committee.reading.gov.uk/TROVEPROGS/TROVEIIS.DLL?/IS=17683983/LI=Committee+Minutes+Library/ID=40/OS=14+76+105/DI=3814/DS=3822/LO=1/RW=2560/RH=1080/CD=32/VD=committee/WV=7/ST=ac/AC=AP/FI=442/HU=EmptyURL</a> Item 192</li> <li>2. Failure by Council Officers to implement this Decision should not disadvantage the Church and users of the premises.</li> <li>3. If such a scheme were to be implemented this would seriously jeopardise the viability of the church to attract hall users as many are minority groups with members travelling to meetings. Many of the events are held in the evenings which add further complexities to journeys.</li> <li>4. The funding for the development of the church building was based on the understanding that car parking would be available, hence the seeking of the Lease Agreement. The church continues to pay for the cost of loans for the development and if charges are implemented and the church incurs a loss of income this will have serious financial consequences.</li> <li>5. As a way forward the Church would welcome the opportunity to discuss future arrangements particularly the evening charge of £2 for a stay longer than 2 hours and any possible permit scheme which would enable our staff and Trustees/Elders to carry out their duties without charge.</li> </ol>
20) Church user, Objection	<p>As a user of park United Reformed Church I think that introducing car parking charges will have a severe detrimental effect on the church. Not only for worshipers, but for other user in the community that use it for many other purposes. The list of organisations that use the church is too long to mention here but the premises are in constant use by the community.</p> <p>A significant portion of church users are elderly or disabled as well as young parents with push chairs and babies. Car parking charges would probably put these people off from using the church premises</p>
21) General, Objection	<p>I have three objections to the proposal as written:</p> <ul style="list-style-type: none"> <li>- The park was granted to the people of Reading not the Council. What is the legal basis for the Council</li> </ul>

	<p>charging the people of Reading for use of their park?</p> <ul style="list-style-type: none"> <li>- An area of the park has been identified and agreed to be used as parking for Park United Reformed Church and has been for decades. Charging said Church users for that car park breaks this agreement.</li> <li>- Related to the point above, the Park United Reformed Church and its building is used extensively as a community asset. It particularly serves women, ethnic minorities and people on low incomes. The charge proposal negatively affects these already disadvantaged groups significantly.</li> </ul> <p>I request that the proposal is amended to nullify or mitigate the impact on legitimate users of the park and Park United Reformed Church. Perhaps a permit system could be used or the amount of free time extended eg. 3 hours free parking and/or free parking on weekends.</p>
22) Church user, Additional comments	<p>I have written already to the council in respect of this proposal objecting.</p> <p>In further consideration I should like to add that Park URC has provided amenities to many in our local community who then use our premises. In fact, our premises are in nearly constant use throughout the week. This proposal, with the offer of 2 hours free parking is helpful. Should that free period be increased to 3 hours, then most of problems of objection could be resolved.</p>
23) General, Objection	<p>It is the earlier actions of Reading Borough that has resulted in these proposals. This knock on effect will cause distress to those residents and users in and around Palmer Park. A proper overall policy should be considered before attempting to resolve issues in a piecemeal approach that will not gain support.</p>
24) Church user, Objection	<p>As a longtime member of Park United Reformed Church, I would be very concerned that charging for parking will have a detrimental impact on the service that we provide to many groups from all sections of the community. Our Sunday worship and many of our other activities extend over two hours, and this would cause an issue with your proposed charging policy, as a minimum could the free period be increased to three hours? I also believe that the Church had been granted a 25 lease on the car park, but we have been waiting for a significant time for completion of the paperwork by the council. In the meantime the condition of the car park has significantly deteriorated to the extent that it is potentially dangerous to our elderly and infirm users, we would be very grateful if this issue could be resolved.</p>
25) Church user, Objection	<p>I am a member of Park United Reformed Church and I understand that the church has recently been informed that there will be car parking charges imposed on all parking in Palmer Park including our own 'designated' area. It had been our understanding that this area would be excluded from the scheme, as we had negotiated but not signed a 'Lease' agreement. Although I do not now own a car myself, I believe that this will adversely affect our church members and hall users. One of our main aims at Park URC is to be as inclusive as</p>

	possible to the whole community which I believe is key to everyone's spiritual and physical health and wellbeing. I urge you, please, to ensure that our church members and hall users are still able to use our premises with as much ease as possible.
26) Church user, Objection	I think users of the Palmer Park Church Hall should be able to display some sort of permit or something to park for free. It makes it a much less desirable space to hire if parking charges are applied.
27) Church user, Objection	Park URC is part of the community, those attending it should be able to park freely in order to worship God.
28) Church user, Objection	I am a [REDACTED] working with [REDACTED] at Park United Reformed Church on a weekly voluntary basis and my car would be parked in the facility adjoining Palmer Park Avenue for more than two hours each week. I feel that as volunteers I and my other leaders should not have to pay to park our cars; nor should I have to take the funds out of the subscription which the children pay termly as this money is there for us to run the meetings and provide activities etc for the children's benefit. I would like to think that if the proposed charge is introduced there would be some exemption for volunteers at Park United Reformed Church.
29) Church user, Objection	<p>As a member and Elder of Park United Reformed Church, I regularly visit the church and use the parking facility adjacent to Palmer Park Avenue. My business at the church often involves 2 or 3 visits a week, either during the day or evenings, sometimes for 3 or more hours at a time. There are days when a number of church members will be involved in activities at the church that last for most of the day.</p> <p>I am also responsible for setting up and running [REDACTED] exams on behalf of the [REDACTED] - these are held at Park Church for three sessions during the year (approx 5 weeks in each session), during which time I again make use of the car park from around 8.30am to 5.30pm each day. Visiting music examiners will be there for a similar amount of time.</p> <p>I understand that this area of the car park was made available for users of Park Church some years ago, and as there is no other long-term parking available in the vicinity of the church I hope very much that the existing arrangement can be retained, maybe with the introduction of permits for church users. I object strongly to any suggestion that those participating in voluntary and charity-based work should be forced into a position where paying for parking is the only option.</p>
30) Church user, Objection	I am a member of Park United Reformed Church and regularly use the Church car park for church related activities. Parking charges would be a problem because there are certain Church events where members (myself included) would be at Church for more than 2 hours and would thus have to pay for parking which I would object to. This is clearly different to people who park in the main Palmer Park Car park for the leisure facilities who would probably nearly always be there for less than 2 hours. We also have a number of Scout and guide organisations (as well as other charities) which meet at our premises where leaders regularly drive

	and stay for more than 2 hours and would therefore have to stay for more than 2 hours. I feel it is unfair for them to have to pay for parking when they are volunteering their time to benefit the young people of Reading.
31)Church user, Objection	I am a regular user of the park United reformed church. I do not agree with having to pay to park every week to attend a place of worship or activity in the week. The car park had been designated as a church car park for years and the church community has taken full responsibility for the upkeep of this car park.
32)Church user, Objection	A lot of community projects that use the church and need access for parking either for people with disability, the elderly and for carrying heavy objects to and from the halls. It is also not felt as a safe area and having a car helps instead of walking and you are hitting peoples wallets who can't afford to pay for things like this when the group they go to is for free and offers support in great need.
33)Church user, Objection	<p>I am a member of Park United Reformed Church and we are very fortunate to be able to use the car park at the bottom of Palmer Park Avenue free of charge. I believe the church has had discussions with the council in the past and an agreement was reached whereby the car park was leased to the church free of charge. Despite several requests by the church, the council never provided written documentation of this agreement, however I do believe the agreement was minuted in meeting notes. It would be very difficult for me and many other church users to be charged car parking after 2 hours. On a Sunday morning, and once a month on a Sunday afternoon and evening, we are often on the premises and therefore using the car park for over 2 hours, and at other times things can easily over run and go over the 2 hours. You can appreciate that when we are offering community services to those in need, you cannot call 'time' on someone who needs our time! I see from your description, that the parking arrangements should help people use the amenities - surely that applies to us? I completely understand the need to combat those that take advantage of parking areas, especially to avoid paying for parking - we have this problem in our car park - although we have a sign that clearly states that people parking there should be users of the car park, often other people use it. I'm sure that you also can appreciate that, as a large premises, we hire out our rooms at very reasonable costs to bring in money to pay for the upkeep and running of those premises, and car parking charges may dissuade people from hiring.</p> <p>To me, there seem to be several fair options, if the car parking charges go ahead:</p> <p>1) Give church users passes/permits to display in their windscreens so that they are exempt from charges</p> <p>2) If 1) was not possible, cancel parking charges at the weekend.</p>
34)Church user, Objection	As a regular user of Park URC church, both for services and community groups, I am concerned that the car park area currently used by Park URC church has been included in the pay and display proposals. A lot of community groups and charities use the church premises as well as church members/visitors attending church services.
35)Church user,	I am concerned that these parking charges particularly in relation to the area designated to Park United



Objection	Reform Church will adversely impact on regular churchgoers and those communities using the church halls. As a council RBC should be encouraging and supporting these activities and not, as it appears putting obstacles in the way.
36)Palmer Park User, Objection	<p>Other sports centres I use which have pay car parks do not charge their users to park.</p> <p>As I am both a user and a volunteer at Palmer Park I would resent paying parking in either scenario if it increases my costs (meaning activities cost more or I'm forced to pay to volunteer on top of my travel costs which I don't get refunded).</p> <p>Also both of the activities listed above normally last longer than 2 hours.</p> <p>If I was to use the car park outside of the above two use cases I would not have an issue with paying, there are already too many commercial vehicles dumped in there overnight, so anything to get rid of them is acceptable - maybe just a ban on overnight parking which is enforced.</p> <p>Based on the current wording I therefore object.</p>
37)Palmer Park User, Objection	<p>Why discourage people from attending the stadium to participate in sports events?</p> <p>At any rate, a 2 hour free period is insufficient for certain events eg Monday night cycling where a 4 hour period is more appropriate.</p> <p>And why the need to charge after 6pm?</p>
38)Palmer Park User, Objection	<p>I object to the proposal to only give free parking for 2 hours. As a regular user of the velodrome at Palmer Park, this is not long enough for most sessions e.g. Monday evening track league. I would support a 3 or 4 hour period - still short enough to stop people parking there for the day.</p> <p>If parking charges are introduced, there should be a permit scheme to help race officials and helpers, although this would not assist me personally.</p>
39)Palmer Park User, Objection	Whilst I appreciate parking charges are necessary, this will impact users of the facility disproportionately. A 2 Hour threshold might be adequate for gym users, but not for users of the athletics track of velodrome, where a session is invariably longer than two hours. Much larger grace periods are usual for those competing or training at equivalent facilities.
40)Palmer Park User, Objection	While I understand the issues driving the proposed changes, 2 hrs of free parking is not sufficient for most of those attending cycling events in the stadium. Monday night sessions are more than 2 hours if you include set up/put away time (training or track league). Saturday morning sessions are at least 2 hours, more for those taking part in different sessions and coaches/officials.

	To avoid issues it would be better to have a longer free period of up to 4 hours, but have shorter out of hours periods to avoid overnight stays and reduce use by non-stadium users.
41)Palmer Park User, Support	I understand the need to introduce charges as the new residents' parking scheme in the roads off Wokingham Road will lead to more people wanting to take advantage of free parking in the park. I think that the charges are reasonable and fair but I think there should be an exemption for members of the Palmer Park Bowls club. Many taking part in matches will need more than 2 hours, and they do not all come from the local area. However many do so I doubt that this would have a significant impact
42)Palmer Park User, Objection	I ride track league at Palmer Park Stadium which starts @ 7pm and finishes around 9:30pm so allowing for sing on and warm up for track league I'd need to park for approximately 3:30 hours. As a user of the stadium I wouldn't expect there to be an extra cost to park.
43)Palmer Park User, Objection	<p>The suggested free parking period of 2 hours is too short for many of the activities that take place at the park. As a family, we are involved in a number that would see us incurring charges.</p> <ol style="list-style-type: none"> <li>1. Palmer Park Velo sessions on Saturday mornings in the velodrome - as a [REDACTED] involved in running these sessions I am routinely there from 8.45 until 12.30-13.00. Even if I was not coaching, as one of our more senior riders, my son is often there for all the sessions we run across the morning. This applies to a number of our members including families who have riders attending different sessions.</li> <li>2. Monday night track league - Racing at track league typically involves arriving at 18.30 for a 19.00 start with the racing finishing at around 21.30 giving a minimum duration of 3 hours. For organizers, this can be longer.</li> <li>3. Thursday night Cyclocross training in the park - As riders, we typically arrive at 18.45 and leave around 21.00. Again for the volunteer coaches who run this session, this can be longer.</li> </ol>
44)Church user, Objection	<p>The car park on the corner of Palmer Park Avenue should not be changed to incur car park charges. The church premises are a huge part of the surrounding community, used by many different groups for many different purposes and are in constant use seven days a week throughout the year. It was agreed with the council some years ago that users of the church premises at Park United Reformed church would have use of this area due to restricted parking in the surrounding area and that the church would help maintain this small part of the park.</p> <p>It would also be very unsympathetic when a funeral for instance is taking place to expect family members and friends to pay - as you would not be charging for people to attend services at the crematorium. Likewise for weddings.</p> <p>For people with limited mobility and for parents with very young children who are attending events in the premises, this would add an extra layer of danger whilst trying to make the necessary payment.</p>

	As the premises are a vital part of the local and wider part of the community, I ask you not to introduce payment to this small but necessary area of the park.
45)Palmer Park User, Support	<p>As the Reading Branch of the British Sub Aqua Club (Reading BSAC) our issues are probably very modest compared with those around a big sporting event at the stadium itself. We lease from RBC, part of the Palmer Park Depot Compound.</p> <ul style="list-style-type: none"> <li>● We meet every week, at least once, but usually on a Thursday evening, when we have up to about 40 people. Say 30 vehicles.</li> <li>● Occasionally, we have larger meetings with guest speakers.</li> <li>● We have weekend training meetings, often over Saturday and Sunday, where 30 people may attend.</li> <li>● About four of our Committee Members can spend a couple of days a week at our clubhouse, working on our boats and other equipment, or on our clubhouse. This is irregular.</li> </ul> <p>It would be very useful if this small number of Club Officers did not have to pay full parking charges on every occasion we visit for half a day.</p> <ul style="list-style-type: none"> <li>● We have concerns about the parking of large vans at Palmer Park, as this has increased over time, and it is not always simple to get our boats in and out.</li> <li>● Will there be charging for parking after 1800 hrs?</li> <li>● We also have concerns about Disabled Parking, at times such as over the last few months, when the Palmer Park Compound has been rather full of materials and equipment of a construction contractor</li> </ul>
46)Church user, Objection	Many of those connected with Park URC not only attend church services, but also take part in events held in the building throughout the week. It will prove very costly for them to have to pay each time they use the car park.
47)Palmer Park user, Objection	2 hrs is not sufficient free parking for the sports events I do at Palmer park.
48)Palmer Park user, Support	<p>At Reading BSAC, we have now seen your specific proposals, of 15 August 19, as regards parking charges.</p> <p><a href="https://consult.reading.gov.uk/dens/palmer-park-pay-and-display-">https://consult.reading.gov.uk/dens/palmer-park-pay-and-display-</a></p>

	<p>consultation/supporting_documents/Palmer%20Park%20Notice%20.pdf</p> <p>We have already submitted comments, and this is additional.</p> <p>8 pm to 6am "no parking charge for 2 hours" will be quite limiting on our Thursday club nights. We often have a group of people for 4 hrs +.</p>
49)Palmer Park user, Objection	<p>While I agree that the car park should be safeguarded for leisure centre and park users, this needs to allow for users who are there for an extended time period. Users of the cycling track (for training and racing events), athletics track (for training and competition) and even the parkland itself can often need to be there for a whole morning, afternoon and occasionally all day.</p> <p>A better system might be similar to that employed in some hotels, where users of the centre can input their registration in order to be allowed free parking for the duration of their stay.</p>
50)Palmer Park user, Objection	<p>If the council is truly trying to encourage an active lifestyle, charging for using sports and leisure facilities is acting against this goal.</p>
51)Palmer Park user, Objection	<p>I ride regularly at the velodrome, both evening track meets and open meetings at weekends.</p> <p>The current proposals will mean that I have to pay a lot for parking.</p> <p>For instance, on a Monday night I may arrive as early as 5pm and not leave until 9pm.</p> <p>Track meet timings are variable, but can last all day.</p> <p>Competitors already pay high entry fees and should not have to pay for parking. Neither should officials, many of whom are volunteers and give generously of their time.</p> <p>No other velodrome charges competitors at all.</p>
52)Palmer Park user, Objection	<p>We run a soccer school in half terms at Palmer Park &amp; we have coaches who are there from 09:30 until 15:30, this will have an effect on how much we charge for coaches as they will have the added expense.</p>
53)Palmer Park user, Objection	<p>Parking charges should not apply to people using facilities in the park, such as the Leisure Centre, Sports areas, the Café, The Library, or visiting the council provided refuse and recycling bins. Additionally, the designated area for the Park United Reform Church should not incur charges - this area is used by both members of the congregation and also users of the church's facilities where a number of groups / clubs regularly meet for various activities such as rehearsals, club meetings etc.</p> <p>The only people who should incur charges are those members of the public who park in these areas simply for convenience with no connection to the facilities provided.</p>
54)Palmer Park user, Objection	<p>I am writing as [REDACTED] of Palmer Park Velo, a youth cycling club based at Palmer Park Stadium. We run sessions on Saturday mornings, Monday evenings, Tuesday evenings and Thursday evenings.</p> <p>We note the reasons why RBC are looking to introduce parking charges at Palmer Park. However, the stated</p>

	<p>charges (2hours free and then a charge) will impact our ability to deliver sessions to our members.</p> <p>All our sessions are at least 2 hours long, and with time to arrive and leave, they would all fall outside of the 2hour free parking timeframe. This will add parking costs to the session fees for our members, potentially impacting their participation in sport.</p> <p>It will greatly impact the ability of our volunteers to deliver sessions to the riders. Our volunteer coaches, helpers etc all arrive before the session starts, and leave after everyone has gone, being well outside the 2hr free time limit. They will end up paying to park, when they are delivering sessions for free.</p>
55)Palmer Park user, Objection	<p>Is there evidence than non users are parking there? It sounds like a preemptive measure where a problem does not exist. There are times it is very busy but that is due to lots of things going on, eg Wednesday evening there are classes, football and running.</p> <p>Would it be free for a certain amount of time so that users of the facilities can continue to park for free? Some sessions are all morning or evening eg paler park Velo, Reading track league.</p> <p>What about all day events? Cycling and athletics would be affected.</p> <p>Would users get refunded?</p>
56)Palmer Park user, Objection	<p>What follows is Palmer Park Bowling Club's submission to Council Officers at the meeting with other Palmer Park based clubs held at Palmer Park Stadium.</p> <p>Palmer Park Bowling Club</p> <p>(a) The need for car parking charges at Palmer Park.</p> <p>The expanding local residents' Permit Parking and on-street parking charges increases the likelihood that public car parks, such as Palmer Park, need to impose restrictions and appropriate charges.</p> <p>(b) The principal reason for introducing Parking Restrictions at Palmer Park.</p> <p>The principal reason for imposing Parking Restrictions is to ensure, as far as possible, that only bona fide or legitimate park users use the car park.</p> <p>(c) Who benefits from the proposed parking charges.</p> <p>The proposed charges mean that anyone using the car park for two hours or less will have free parking. The scheme allows for free parking for all of the 37 Reading Sport and Leisure (RSL) classes held at Palmer Park Stadium and the Children's Activity Parties that can be provided. Five- a- side footballers and other users such as Café visitors and dog walkers are also likely to benefit from 2 hour free parking.</p> <p>(d) Palmer Park Bowling Club is a special case. (Acknowledging that all Park-based clubs have their own case to argue.)</p> <p>1. Palmer Park Bowling Club has been at the 'Heart of the Park' since 1910.</p>

2. The Club is managed, maintained and funded by its membership. This includes maintenance and repair of the clubhouse, cutting of the green (3 times a week), maintaining the outside area including flower beds and internal fencing. Members volunteer throughout the winter to ensure this facility is maintained to a high standard. The extended clubhouse and the internal alterations were funded by members and the work was carried out by club members.

3. Lawn Bowls is a competitive and social sport.  
Club matches against other teams can take place 5/6 times a week. Weeks vary because the club also plays away from home. Matches will take between 4 and 6 hours to complete. Many individual players will find themselves playing matches 3/4/5 times a week quite easily. (This does not take into account being in Palmer Park for Club and County competitions, plus maintenance, green preparation and other club requirements.) Many individuals will be attending the Club at least three times a week, and each time will be incurring a parking charge. Lawn Bowling from April to September is not a once a week activity.

4. Parking Charges and the effect on playing bowls at Palmer Park.  
Under current proposals, it is apparent that Lawn Bowls will inevitably incur parking charges every time Bowls is played. Is that fair?  
It is known that Parking Charges, when added to other playing fees, is often the last straw for visiting clubs. The result is that players are reluctant to play at some venues and fixtures can suddenly not be fulfilled. Without fixtures, Clubs become non-viable.  
Palmer Park Management Committee manage the facility, on behalf of its members and the community, for the current and future generations of bowlers and do not want to see 110 years of existence disappear. Parking charges may be a critical factor in Palmer Park Bowling Club's survival unless special provision is made.

5. Currently, the age range of members is 50 to 97 years. 60 -70 members. Bowls is a game that is often characterized as being played by old people. Well it is! Palmer Park encourages all ages to try bowls as it is definitely a sport for all ages. Rather than apologizing for our age profile, Palmer Park embraces it and believes that Lawn Bowls provides healthy exercise, promotes wellbeing, confidence, self-esteem and social connectedness of tremendous benefit to all ages especially the older generation.  
Palmer Park Bowling Club is an excellent example of a local park bowling club. It should be recognized as such and given all the support it needs to survive and prosper.  
Reading Borough Council should be proud of the Bowling Club that is, as it says, at the 'Heart of the Park'.

6. What Reading Borough Council Gains from supporting Palmer Park Bowling Club.  
A sport and leisure facility for elderly people that promotes health and wellbeing, social and community connectedness at no cost to Reading Borough Council.

A self-sustaining bowling club that manages an area of an historic park at no cost to Reading Borough Council. A visible, welcoming, high standard facility that is managed and open to all people, community groups and organisations who would like to experience the sport of bowls. A facility that is well kept and an important historic part of the park at no cost to Reading Borough Council.

Reading Borough Council Pride in continuing to support a Bowling Club that has existed since 1910 on a Green that the Local Authority officials and councillors opened in 1908.

7. What we want.

Sufficient car parking provision, free of any charge at any time, for Bowlers or Club Members attending Palmer Park Bowling Club to fulfil its purpose or function. For example; bowls matches, competitions, grounds and green maintenance, clubhouse maintenance, management meetings, social and other events.

What we think would work is for the club to be able to issue Permits for those people engaged in Bowls Club matches etc. at any given time. The permits would be returnable to the club and re-issuable on any given day. On some days, the club might need say, 10 car park permits and in the normal course of events it would be very unlikely to go beyond 30 car park permits. Some days it could be few and far between. Special events parking will need to be discussed or managed as and when required. The flexibility and control of issuing such permits is best managed by the club itself to enable it to be self-sufficient and no cost to the council.

The other Club suggestion is that the old entrance to the park to be made accessible by club members and a Club Car Park be established and controlled by Club officials on the driveway, or between the café and the Green.

What the Club offers is to co-operate, manage and oversee a system that serves to meet our wants and needs in order to be self-sufficient and no cost to Reading Borough Council.

Additional concerns:

More than one stay in car park on the same day.

Further to this paper, it is apparent that there is likely to be an issue regarding a person making more than one visit to the car park on any given day. As the Bowling Club is self-managed it is quite probable for members to be involved in maintenance of clubhouse, Green and surrounds as well as a match later in the day. Sometimes Bowlers may have an afternoon and evening commitment. How will the system cope with re-entry on the same day?

As Bowls is a Sport and Social Activity it is quite likely that on occasions members and guests will be leaving the car park after 10pm or might accidentally return to car park at 10.05pm. From what I understand, for those 5 minutes the charge would £2 BUT, having not paid that in advance I presume a fine would be imposed. This

	<p>is not and will not be appropriate for Bona fide users of an established club within Palmer Park.</p> <p>As there has been no follow up to our joint Park-based Clubs discussions and not knowing what provision is to be applied to allow the function and survival of Palmer Park Sports Clubs, I am left in the position of having to Object to the proposal.</p> <p>I use this facility as a volunteer on Monday night cycling and spend average of 4 hours, which involves setting up and packing up. Two hours free parking will not be enough</p>
57) Church user, Objection	<p>As a member of Park United Reformed Church, I wish to object to the proposal to introduce car parking charges in Palmer Park. This car park is used for many church and social activities by a number of people, including the elderly and the young. Despite the fact that the first 2 hours would be free, a parking charge could well exclude many vulnerable people from being able to participate in longer activities which are their only form of social interaction and support. I hope you will consider the wellbeing of the many affected people when coming to your decision. Sincerely, Pam Booth</p>
58) Objection	<p>I do not understand why this is needed. I never have a problem parking to use the facilities, which are quite expensive already.</p>
59) Palmer Park user, Support	<p>I don't mind paying for parking as long as there are enough ways to pay. I.e. Ringo Parking or pay by phone or text options available.</p> <p>Would there be cost reductions to people who are at Palmer Park stadium of scheduled events and training that can last from 2-4 hours?</p>
60) Support	<p>Support, however there should also be punitive charges on those who stay more than 24 hours</p>
61) Objection	<p>It is getting way too expensive in Reading. I live in the villages and already try to avoid coming into town.</p>
62) Palmer Park user, Objection	<p>The children and adults who specifically use the velodrome are very often required to stay longer than 2 hour at the track due to the nature of the sport.</p> <p>Please could we introduce a system where those using the track can still park without having to pay for more than 2 hours or getting a penalty? I often spend from 8 am to 12 noon at the track on Saturday morning supporting my son. It is the only sport he does now and I am keen for him to remain active. I do not want to have to pay parking for an additional 2 hours each week.</p> <p>I would be happy to get a stamped ticket from reception to put on the dashboard to indicate that I am a velodrome user. One possibility?</p>
63) Palmer Park user, Objection	<p>If the aim is truly to provide car parking for legitimate users of the leisure facility, then the free evening time of up to 2 hours is not quite enough to cover time spent using the facilities if you were to attend a 1hr45 session allowing for before and after time for changing clothing, setting up of equipment, packing away of equipment etc.</p>



	<p>If there was some mechanism for claiming parking costs back, or a lengthened free parking time then I would welcome this proposal.</p> <p>I travel from [REDACTED] to use Palmer park, as it is my closest Velodrome. At no point have I had issue getting a parking space, and when I leave the car park is almost empty.</p>
64)Palmer Park user, Support	<p>Reading Branch of the British Sub Aqua Club (Reading BSAC)</p> <p>A number of our Members have enquired as to what the Blue Badge Parking arrangements might be, once RBC introduces Pay and Display Parking at Palmer Park.</p> <p>And they have specifically asked if there will be Blue Badge Parking Spaces at the RBC Depot/Compound end of the Car Park, where our Clubhouse is situated, and not just outside the Stadium. We have former Members who visit and need Blue Badge parking. A former Member visits regularly in a Carer's car, and always has with a Wheelchair.</p> <p>Thank you for considering the less-Mobile amongst us.</p>
65)Palmer Park user, Comment	<p>Night fees only cover two hours - what about stadium events in the evening greater than two hours?</p>
66)Palmer Park user, Objection	<p>I am a user of Palmer Park Stadium velodrome and took out RSL [REDACTED] membership in order to make best use of the facilities. If I am now to pay extra for parking I will consider terminating this. Parking should be included as all users pay to use the Velodrome and often for over 2 hours. I believe that users who pay for facilities or volunteer their time to run these facilities should get unlimited free parking. As a cyclist I only drive there if it is too far to cycle and have no intention of leaving my vehicle there for longer than it needs to be.</p>
67)Palmer Park user, Objection	<p>We (Reading Velodrome Racing) organise a weekly event on Monday evenings. Bike riders will be on site between 3 1/2 and 4 hours, officials probably four hours. Which means everyone will be paying £1 on top of the session fee. In the case of youths that is an additional cost of 25 percent. Not long ago we have had to reduce our charges to make the sessions viable. Not to mention the officials who are giving up their time having to pay for the privilege. Therefore we object to the proposal as it stands at the moment.</p>
68)Palmer Park user, Objection	<p>This proposed action is clearly aimed at illegal use of the parking facility, particularly by commercial vehicles. It is a sledgehammer approach to a simple problem which has the unfortunate side effect of penalising legitimate users of the stadium, - who are already paying to use the facility. For this reason I object to the proposal in its present form.</p> <p>This anomaly could be mitigated by issuing car badges/stickers to legitimate track/stadium customers.</p>

69)Palmer Park user, Objection	<p>In regards to charging for the small car opposite Park URC, I would object to any charging on the following basis;</p> <ul style="list-style-type: none"> <li>- this car park is mainly used by the Church or Church Hall users. This is both for worship but also for various community projects. Charging would affect worshipers attending from around Reading as we have a widely dispersed congregation, affecting Parks contribution to the local community. The impact is not only the cost but the increase in use in this being used by the public and residents.</li> <li>- this would likely affect the lettings of these premises, affecting the Churches financial security and contribution to the community.</li> </ul>
70)Palmer Park user, Objection	<p>I am objecting to the charges.</p> <p>The council talks of prioritising the park users for the car parks...how does this charge achieve this? What are the projections for these fees, and how do they relate to the costs? Are there any anticipated 'profits' and if so will they be ringfenced back to the park?</p> <p>Many of the users groups of various sporting organisations sessions are for 2 hours or more and the volunteers who run those sessions are there before and after setting up and clearing down. For more than two hours It's these people who will be most punished by these charges and the youth sporting groups that will suffer the most. The bowls club is particularly affected as their events often run in excess of 4 hours.</p> <p>The free period needs to be three hours minimum.</p> <p>Charging for the disabled spaces at the front the park is not helpful.</p> <p>Again charging the people who use the church car park will affect the church workers, who look after the building, the activities there, again is penalising the people who rely on it most.</p> <p>I don't believe the community want these charges nor do they have the same concern that council has about the 'misuse' of the car park.</p> <p>The new residents parking scheme that is coming in the area in the next week means that the park may have changed usage and it would be sensible to give this time to settle in and research what the real issue is.</p> <p>There are many options to prioritise Park users charging every user isn't one.</p> <p>And as part of the newly formed Friends of Palmer Park I would be willing to work with the council to canvas more opinion and research who's using the parking and why, to get a better picture of usage.</p> <p>I'd also like to add that as a dyslexic I have found this exercise extremely challenging, I'm sure I am not alone in that there are many people who may wish to express an opinion and the writing of it down is not the easiest, so they don't bother. Other methods of consultation have to be found, so as not to discriminate.</p>
71)Church user, Objection	<p>I am writing to notify you that the proposed introduction of parking charges to Park URC will adversely affect services delivered by [REDACTED]. We deliver regular [REDACTED] sessions from this venue and our 3 workers need to park there for approximately 6/7 hours each time. This will add a new overhead to the service at a</p>

	time when charities are being financially squeezed from all sides. I urge you not to introduce this charge as it may cause us to reconsider delivering this much used public service from this highly accessible venue.
72) Resident, comments	<p>I've been a resident of Palmer Park for [REDACTED] years and have had to deal with the increasing difficulty of parking on the road. I gather from the recent details sent out that Palmer Park Avenue will not be a permit only road like many of the others in the area which will increase the number of cars wanting to park on PP Avenue.</p> <p>Also, am I right in saying that the United Reformed Church car park is going to be a pay and display or is it only referring to Palmer Park stadium? If it is the church car park then even more cars will be parking on our road. Could you clarify the situation?</p>
73) Church user, Objection	<p>Park U.R. Church, Palmer Park Avenue was started in 1900 a long time ago. Some years ago the hall next to St. Barts Church in London Road was re-opened. One of the Park Ward Councillor had a competition to name that hall and, guess what PARK HALL was chosen. The Councillor had no idea that we already had a hall named that even though we were over a hundred years and in his ward.</p> <p>As this was a complete oversight, our Church, Park Church was granted special concessionary parking in the corner of Palmer Park, near Wokingham Road. Now I understand you are talking about parking charges which will certainly affect all our bookings and everything we run at the Church premises which is continual every day.</p> <p>Is there any way that Church members could still have the concession given us by your Council?</p>
74) Church user, Objection	<p>I am a member of Park United Reformed Church &amp; have used the small parking area mentioned for very many years for both attendance at Divine Service on Sundays but also for Church related activities throughout the week.</p> <p>I am regularly involved in activities &amp; events at Park URC.</p> <p>Any proposed car parking charges would be objected to, quite strongly, as the Church has enjoyed the use of this parking area freely from Reading Borough Council for very many years.</p>
75) Church user, Objection	I am writing on behalf of [REDACTED], who perform mainly choral concert works, who have been a user of halls within Park United Reformed Church for quite a number of years. We object to the proposed car parking charges, as it is likely to have a material impact on our membership and impact our financial viability.

	<p>Our membership has a wide age group, from 20s upwards, many of whom are senior citizens, some of whom are in their 80's, and a number with mobility issues, but still want to be actively involved in their long-time hobby.</p> <p>We have become aware of the Council's intention to introduce car parking charges for the main car park and the small car park within Palmer Park. Currently our members find parking difficult in the small car park as there is no formal parking layout and the ground area is uneven. It has many potholes, especially in the area between the path and the main gate entry and with restricted access, makes it dangerous both for members who are parking there, but also those coming from the main car park, especially as the area is poorly lit. As there is limited parking in the small car park, a number must park in the main car park and finding a space there can take up to 15mins.</p> <p>But to the issue in hand, the planned implementation of a parking fee, which would be £2 as we rehearsed in an evening for more than 2 hours, whilst may not be to some to be a large amount, we believe will have a disproportionate impact on members attending. We are a community organisation and have to date managed to maintain a level of membership, even though a number now travel in excess of 30mins to attend, which has made the association financially viable.</p> <p>Therefore, to introduce parking charges, we feel will impact the attendance and may put at risk the continuation of our Association and its financial viability.</p> <p>We enjoy rehearsing at Palmer Park, charges are reasonable, it is central for meetings for the spread of our membership and would not want to move. Therefore, we object to the proposal and seek Reading Council's reconsideration of this proposal.</p> <p>Whether this proposal goes ahead or not, whilst writing, we would highlight again, the poor state of the small car park and the dangerous potholes in the area in front of the gate and ask that something is done about them. In addition, the path from the main car park to the small car park is very dark and makes some of our members uneasy at having to walk along this unlit, uneven path often in the dark, and would ask that the path has adequate lighting provided.</p>

## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2019</b>	<b>AGENDA ITEM:</b>	<b>8</b>
<b>TITLE:</b>	<b>REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>0118 9372202</b>
<b>JOB TITLE:</b>	<b>ASSISTANT NETWORK MANAGER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

#### 1. EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council. These are measures that have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 The Sub-Committee is asked to consider the Officer recommended action for each item, which relate to whether a scheme should remain on the list for future investigation (subject to funding availability) or removed from the list.
- 1.3 This report also provides a development update for those requests that have become funded/part-funded.
- 1.4 Appendix 1 provides the list of schemes/proposals, with initial Officer comments and recommendations.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

<b>2.2 That the Sub-Committee agrees to a recommended action for each item on the list, as per Item 4.8.</b>
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### **3. POLICY CONTEXT**

- 3.1 Any proposals would need to be considered alongside the Borough Council's Traffic Management Policies and Standards, Council Priorities and the Local Transport Plan.

### **4. BACKGROUND AND RECOMMENDATIONS**

- 4.1 The Council receives many requests for new traffic management measures across the borough and has a number of programmes in which they may be addressed. Such programmes include the Waiting Restriction Review, Resident Permit Parking and Road Safety Review. However, with central government transport funding cuts, monies for addressing general traffic management issues is harder to secure.
- 4.2 This report does not affect major strategic transport and cycling schemes that are funded as a part of any major scheme project award from central Government and/or the Local Enterprise Partnership. It does, however, include requests that are received by a number of Council departments and includes requests made by the Cycle Forum.
- 4.3 Appendix 1 provides the current list of requested schemes and requests for measures, which is currently held by Officers.
- 4.4 It is likely that the primary sources of funding for these schemes will be local CIL contributions and other third-party contributions. If funding has been allocated to a scheme, this will be reflected on the list and this list may be used for seeking contributions for specific schemes (for example, during the planning process for a new development).
- 4.5 The list contains some categorised commentary around each scheme/request, providing some contextual background information such as casualty data and indicative costs.
- 4.6 Until a scheme is fully investigated, designed and quotes have been received from appropriate contractors, it is not possible to provide detailed cost estimates. Appendix 1 provides a high-level estimation of likely costs, ranging from 'Low', which will be hundreds-of-pounds, to 'Very High', which will be many tens-of-thousands-of-pounds.
- 4.7 There can be many legislative and physical aspects that can influence the feasibility of a scheme and the resources required to investigate requests and develop designs will incur costs. For this reason, it is not

intended that any request is investigated further until funding has been identified and no item on this list is guaranteed as being deliverable.

- 4.8 It is recommended that the Sub-Committee considers the recommended action for each scheme and may wish to identify a number of schemes/requests that it considers to be priorities for future delivery. Officers have summarised their recommendations as follows:

4.8.1 Retain - These items will remain on the list, awaiting funding for further investigation and development.

4.8.2 Forward to [Scheme/Programme] - These items will be noted, for information, in a separate section of the list. They will, however, be moved for consideration as part of a different scheme or programme, such as an Area Study.

4.8.3 Remove - These items will be removed from the list and will not be retained for further investigation and development.

The Sub-Committee is asked to note that lines 60, 63 and 72 are recommended for removal.

#### Funded / Part-funded Schemes

- 4.9 As noted in Appendix 1, a number of requests have received funding from local CIL contributions. These requests are as follow:

- a. Zebra Crossing on Gosbrook Road (£50k)
- b. Zebra crossing for access to the Ridgeway school (£50k)
- c. Extension of 20mph zone Reading Girls School (£40k)
- d. Signs for HGVs Elgar Road (£50k)
- e. 20mph zone and width restriction, Brunswick St and Western Rd (£50k)
- f. To reduce speeding on Southcote Road and Westcote Road (£30k)
- g. Improvements to double roundabout signing, Grovelands Rd (£15k)
- h. Pedestrian Crossings, Oxford Road and Overdown Road (£50k)
- i. Enforcement of 20mph areas (£100k)

Officers are developing concept schemes and obtaining indicative quotes. Officers will share the proposals and seek input from ward Councillors, before progressing the concepts to a detailed investigation, feasibility and design stage. This stage will require funding from the CIL contributions for most of the above schemes, as independent Road Safety Audits will be required and some ground investigation works.

It is hoped that officers will be able to report these potentially deliverable schemes to November's meeting of the Sub-Committee, seeking any necessary approvals for taking the schemes toward delivery (e.g. approval to conduct statutory consultation).

4.10 The Council has received private funding contributions toward the delivery of a zebra crossing on Pepper Lane. Officers intend to develop this request using the same methodology as described in Item 4.9.

4.11 A modest private contribution has been raised toward the development of the requested zebra crossing on Upper Redlands Road.

Officers have arranged to meet with the lead fundraisers to discuss expectations and can conduct some high-level design work as a result.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

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

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

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 Requests received from members of the public, or their representatives, can be added to the list of issues.

6.2 Requests that are progressed into active schemes may require statutory consultation and/or public notification.

## **7. LEGAL IMPLICATIONS**

7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;



- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

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

9.3 Funding implications for maintenance/running costs of schemes and features within will need to be considered.

9.4 The majority of the schemes in Item 4.9 will require use of the CIL contributions to cover the costs of necessary investigative/feasibility works, such as Road Safety Audits and ground investigation works. These works will take place following initial discussions with ward Councillors, as described in Item 4.9.

## **10. BACKGROUND PAPERS**

10.1 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - March 2019).

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# APPENDIX 1 - REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

## TRAFFIC MANAGEMENT SUB-COMMITTEE (SEPTEMBER 2019)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Signing	Abbey Square	Entire road	Complaint from resident. Cars coming out the back of the Forbury Hotel often turn left out of the driveway and go the wrong way.	<ul style="list-style-type: none"> <li>• <b>General:</b> A review could be conducted to investigate signing/lining that could discourage this (and similar) movement.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Likely improvement in compliance/reduction in confusion.</li> <li>• <b>Anticipated Costs:</b> Low - High, depending on signing and illumination requirements.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
2	Abbey	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline and reduce safety risks. Reported to March 2014 TMSC.	<ul style="list-style-type: none"> <li>• <b>Casualty Data:</b> During the latest 3 year period of data (up to June 2017) there have been a number of incidents involving injury, however, 3 of these slight incidents can be attributed to lane-changing.</li> <li>• <b>Benefits/Impact:</b> Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result.</li> <li>• <b>Anticipated Costs:</b> Medium (traffic management costs will be relatively high).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
3	Abbey	Walking/Cycling Improvements	Caversham Road	South of Northfield Road	Cyclists are unable to turn right out of Northfield Road towards town - they have to navigate Caversham Road roundabout. Upgrade existing pedestrian crossings on Caversham Road (by Northfield Road) to toucan crossings.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> During the latest 3 year period of data (up to Nov 18) there was 1 'slight' incident involving injury of a cyclist on the Caversham Road roundabout.</li> <li>• <b>Benefits/Impact:</b> Improved facilities for cyclists crossing at this location.</li> <li>• <b>Anticipated Costs:</b> High - very high.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
4	Abbey	Cycle Access	Cheapside	Cheapside/Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> Medium (TRO and signing changes).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
5	Abbey	Cycle Access	Friar Street East	Between Queen Victoria Street & Station Approach	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists. Would need to consider how this could be accommodated in the context of existing parking/taxi/bus stop restrictions and the manoeuvring of vehicles around the corner/delivery areas.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
6	Abbey	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSC referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> <li>• <b>General:</b> Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options, the inclusion of cycle facilities and cycle casualties on the roundabout.</li> <li>• <b>Casualty Data:</b> 1 slight injury in latest 3 year period (up to June 2017) involving pedestrian crossing the road between stationary traffic.</li> <li>• <b>Benefits/Impact:</b> Improved crossing facilities for pedestrians and cyclists, but any assisted/controlled crossing will have a detrimental effect on traffic flow.</li> <li>• <b>Anticipated Costs:</b> High to very high, depending on the solution.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
7	Abbey	Cycle Signing	Great Knollys Street		Provision of cycle route heading west from the south side of the station.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Improved cycle facilities and encouragement of cycling.</li> <li>• <b>Anticipated Costs:</b> This will depend on the scope and extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
8	Abbey	Cycle access	Kings Road	Junction with Watlington Street	Provide advance stop line at bus lane on Kings Road / Watlington Street.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration.</li> <li>• <b>Casualty Data:</b> During the latest 3 year period of data (up to Nov 18) there were no recorded injuries at this location.</li> <li>• <b>Benefits/Impact:</b> Provides dedicated facility for cyclists waiting at this busy junction.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
9	Abbey	Cycle Access	Market Place	Between Kings Road and Town Hall Square	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme and any physical Highway adjustments may be required.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
10	Abbey	Cycle Access	Minster Street	Minster Street/Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
11	Abbey	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly.</li> <li>• <b>Casualty Data:</b> No reported accidents in the latest 3 year period (up to April 2018).</li> <li>• <b>Benefits/Impact:</b> Depending on options considered, traffic speeds could be reduced by speed calming. This could impact public transport and emergency service vehicles as well as creating additional noise for residents.</li> <li>• <b>Anticipated Costs:</b> High, but will depend on the chosen feature.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
12	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides improved access to existing facilities.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
13	Abbey	Cycle Access	Southern Interchange	Garrard Street / Southern Interchange	Improved access to/from Garrard Street junction to Southern Interchange	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> During the latest 3 year period of data (up to Nov 18) there has been 1 'slight' incident involving injury, in which a cyclist was involved. The details are vague, so the cause is not fully known.</li> <li>• <b>Benefits/Impact:</b> Provides improved access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme and any physical changes made to the Highway.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
14	Abbey	Cycle Signing	Various	Town centre	Review town centre signing and update to ensure compliance with TSRGD. Locations include: Queen Victoria Street Market Place Town Hall Square	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Improved directional signing, which could encourage cycling and expedite journeys.</li> <li>• <b>Anticipated Costs:</b> Low (per sign).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
15	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Improved directional signing, which could encourage cycling and expedite journeys.</li> <li>• <b>Anticipated Costs:</b> Low (per sign).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
16	Abbey	Cycle Parking	Various	Various	Additional cycle parking at key points in the town centre. For example: St Mary's Butts, Station Road, Cross Street and Hosier Street.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Encourage cycling through the security and convenience that parking facilities provide.</li> <li>• <b>Anticipated Costs:</b> Medium - High (per facility) depending on the type of facility to be used.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
17	Abbey	Cycle access	Various linked to Abbey Quarter Development		Improve cycling facilities into/from/through Abbey Quarter development site	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides improved access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
18	Abbey	Cycle Access	Vastern Road	Right turn into Trooper Potts Way	TRO amendment to enable right-turn from Vastern Road bus lane into Trooper Potts Way	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> Medium (advertising TRO and signing alterations).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
Page 131	Abbey	Cycle Facilities	Watlington Street & Forbury Road	Watlington Street & Forbury Road	Reallocate road space to pedestrians and cyclists through provision of segregated facilities, potentially kerb segregated. This would link Reading Station with NCN 422, and the new development site near Kenavon Drive. A high quality, strategic cycle route could be developed here. Induction loops at toucan crossings along Forbury Road and Watlington Street could be installed if not already in place.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> New dedicated cycle facility linking to Reading Station and joining up with existing NCN routes.</li> <li>• <b>Anticipated Costs:</b> Very high</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
20 (NEW)	Abbey	Junction improvement (pedestrians)	Watlington Street/Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> <li>• <b>General:</b> This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> This work would improve accessibility around the junction and enhance the street scene.</li> <li>• <b>Anticipated Costs:</b> Medium, depending on extent of works.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

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



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
23	Caversham	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> <li>• <b>General:</b> The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to June 2017), which can be attributed to this issue/concern.</li> <li>• <b>Benefits/Impact:</b> To be investigated. Benefits to pedestrians, particularly during school arrival/departure times, from increased footway widths. The resultant narrowing of the carriageway may assist in reducing traffic speeds.</li> <li>• <b>Anticipated Costs:</b> High - Very High. Footway widening will involve reconstruction works, drainage and utility adjustments.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
24	Caversham	Pedestrian Crossing	Gosbrook Road	Linking Westfield Road park footpath with the Christchurch Meadows footpath, which leads to the new pedestrian/cycle bridge	A petition to install a zebra crossing on Gosbrook Road was reported to Jan 2016 TMSC. An update report went to March 2016 TM sub, with proposals reported to June 2016 TMSC. An outline zebra crossing design & results of parking consultation were reported at Sept 2016 TMSC.	<ul style="list-style-type: none"> <li>• <b>General:</b> This scheme has received CIL funding to enable it to progress to detailed design and implementation. Necessary adjustments to on-street parking bays will need to be formally consulted.</li> <li>• <b>Casualty Data:</b> Previously reported to TMSC.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Estimated £50,000</li> <li>• <b>Recommended Action:</b> Retain (funding allocated).</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
25	Caversham	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> <li>• <b>General:</b> Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to November 2018),</li> <li>• <b>Benefits/Impact:</b> Improved crossing facilities and increased perception of pedestrian safety. Potential reduction in vehicle speeds, depending on the agreed solution.</li> <li>• <b>Anticipated Costs:</b> Medium - very high. Influences will be civils works (build-outs, raised crossing, islands), any electrical works (zebra beacons, traffic signals and control equipment).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
26	Caversham	20mph	Various	Lower Caversham and Amersham Road area	A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.	<ul style="list-style-type: none"> <li>• <b>General:</b> This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation.</li> <li>• <b>Casualty Data:</b> This will be investigated, alongside surveys, as the scope of the scheme is developed.</li> <li>• <b>Benefits/Impact:</b> Reduced speeds around this busy area of Caversham.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
27	Church	Pedestrian Crossing	Pepper Lane	Between the university campus and Leighton Park School	Concerns raised regarding pedestrian safety when crossing to the bus stops and a zebra crossing has been requested.	<ul style="list-style-type: none"> <li>• <b>General:</b> Private funding has been made available for this scheme.</li> <li>• <b>Casualty Data:</b> One slight accident in the latest 3 year period (up to April 2018) where a pedestrian crossed the road behind a bus. Speeding not a causation factor.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: Low - High, depending on chosen solution(s).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
28	Church	Zebra Crossing	Whitley Wood Road	Desire crossing line to and from school	Councillor requested officer to investigate the possibility of a zebra crossing for access to The Ridgeway Primary.	<ul style="list-style-type: none"> <li>• <b>General:</b> CIL funding has been allocated to this scheme.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties on Whitley Wood Road (in the vicinity of the school) in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li>• <b>Anticipated Costs:</b> Estimated £20,000 (June 2016)</li> <li>• <b>Recommended Action:</b> Retain (funding allocated).</li> </ul>
29	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> <li>• <b>General:</b> This would be a low cost measure that could benefit residents and traffic flow on the main road.</li> <li>• <b>Casualty Data:</b> There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to Feb 2018).</li> <li>• <b>Benefits/Impact:</b> Could prevent the hindrance of traffic flow on Whitley Wood Road.</li> <li>• <b>Anticipated Costs:</b> Low</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
Page 135	Katesgrove	Signing	Elgar Road	Entrance from Pell Street	Complaint from resident stating that many HGVs come down the road, probably following a sat nav and trying to get to Elgar Road south. They then reverse the entire road and have caused damage to vehicles and obstruction of the street.	<ul style="list-style-type: none"> <li>• <b>General:</b> CIL funding has been allocated to this scheme. A signing review can be conducted to investigate signing/lining that could discourage this movement.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern.</li> <li>• <b>Benefits/Impact:</b> Anticipated reduction in problematic vehicle movements and reduction in risks of traffic collisions/third-party damages.</li> <li>• <b>Anticipated Costs:</b> Low - Medium.</li> <li>• <b>Recommended Action:</b> Retain (funding allocated).</li> </ul>
31	Katesgrove	20mph zone	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly.</li> <li>• <b>Casualty Data:</b> Between 2008-2018 there was 1 slight accident reported (in 2013), however, speeding was not a causation factor.</li> <li>• <b>Benefits/Impact:</b> Reduce perceived speeding</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
32	Katesgrove	Speed Calming (closure of the street)	Home Farm Close	Entire Street affected, closure point to be determined	Councillor request to stop speeding/joy-riding by permanently closing the road, potentially mid-way.	<ul style="list-style-type: none"> <li>• <b>General:</b></li> <li>• <b>Casualty Data:</b> There has been 1 recorded incident involving a casualty ('slight' injury) within the latest 3 year period (up to May 2018), but this has not been attributed to speeding in its recording.</li> <li>• <b>Benefits/Impact:</b> This proposal should be an effective speed reducing feature, but there will need to be careful consideration about the closure point and some parking restrictions to facilitate a clear vehicle turning area either side - there are many driveways along the street. The result would likely be a reduction in the availability of on-street parking space.</li> <li>• <b>Anticipated Costs:</b> Statutory consultation low, implementation medium-high, depending on the closure method.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
Page 136	Katesgrove	Cycle Facilities	Silver Street & Southampt on Street	Silver Street & Southampton Street	Reallocation of road space to accommodate on-carriageway cycle facilities	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> During the latest 3 year period of data (up to Nov 18) there were no recorded injuries for Silver Street. In Southampton Street there was 1 serious and 3 slight injuries. These were for a variety of recorded reasons at different locations along the street. The 3 slight injuries were around junctions.</li> <li>• <b>Benefits/Impact:</b> Encourage cycling through the perceived safety that dedicated lanes provide. Improved use of road space, where available. Consideration needs to be made for existing on-street parking facilities and junctions and how the cycle facilities would work alongside.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
34 (NEW)	Kentwood	20mph	Armour Hill	Dudley Close Larissa Close area	Requested reduction of speed limit from 30mph to 20mph due to the lack of visibility and perceived speeding in the area. Additional measures could also be investigated to improve visibility of junctions.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties recorded in the latest 5 year period (up to Feb 19).</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>
35	Kentwood	Road Marking	Oxford Road	Entrance to & exit from the car wash, to the side of The Restoration PH	Councillor requested, on behalf of cyclist, the installation of some markings to discourage waiting vehicles stopping across the cycleway, and to highlight the presence of the cycleway at the exit of the car wash.	<ul style="list-style-type: none"> <li>• <b>General:</b> Assistance could be provided with KEEP CLEAR and other minor lining works.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017) at these locations.</li> <li>• <b>Benefits/Impact:</b> Potential reduction in cycleway blocking, although this isn't enforceable, and greater clarity of the cycleway crossing upon exit of the car wash.</li> <li>• <b>Anticipated Costs:</b> Low (lining only).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
36	Kentwood	Pedestrian Crossing	Oxford Road & Overdown Road	Oxford Road (east side of Overdown Road roundabout) & Overdown Road (near to Oxford Road roundabout)	Councillor has raised resident concerns regarding the lack of assisted (formal) pedestrian crossings at these busy locations.	<ul style="list-style-type: none"> <li>• <b>General:</b> CIL funding has been allocated to this scheme.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Low - High, depending on type and number of facility/facilities chosen.</li> <li>• <b>Recommended Action:</b> Retain (funding has been allocated).</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
37	Mapledurham	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> <li>• <b>General:</b> There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to controlled crossings (e.g. zebra crossings)</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Low - High, depending on type and number of facility/facilities chosen.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
38 Page 138	Mapledurham	Speed Calming	Upper Woodcote Road		Request from resident for measures to be put in place to prevent speeding, such as a speed indicator device.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures.</li> <li>• <b>Casualty Data:</b> Between 2015-2018 there was 1 slight accident reported (in 2017), however, speeding was not a causation factor.</li> <li>• <b>Benefits/Impact:</b> Reduction in perceived speeding.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
39 (NEW)	Minster	Keep Clear markings	Berkeley Avenue	Junction with its service road	Request from resident via Councillor to install a keep clear marking to stop the junction from being blocked by queueing vehicles.	<ul style="list-style-type: none"> <li>• <b>General:</b> The correct application of these markings is to reduce delays on the primary road, caused by right-turn traffic not being able to enter the side road due to queueing traffic. If this is the intended application, and not the perception of aiding traffic turning out of the side road, the recommendation is to retain this item on the list.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> If applied correctly, there should be a benefit to westbound traffic flow during busier times of the day.</li> <li>• <b>Anticipated Costs:</b> Low</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
40	Minster	20mph zone & width restriction	Brunswick Street and Western Road	Whole length	Petition received at September 2017 TMS. The petition requested the implementation of a 20mph zone and a 6ft'6 width restriction installed, due to the narrowing at the junction of these two streets and the damage being caused to vehicles.	<ul style="list-style-type: none"> <li>• <b>General:</b> CIL funding has been allocated to this scheme.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions lays with the Police only.</li> <li>• <b>Anticipated Costs:</b> High.</li> <li>• <b>Recommended Action:</b> Retain (funding has been allocated).</li> </ul>
41	Minster	20mph	Southcote Road & Westcote Road	Entire lengths	A local resident has raised concerns about the perceived speeding of motorists along these streets.	<ul style="list-style-type: none"> <li>• <b>General:</b> CIL funding has been allocated to this scheme. It is recommended that Parkside Road be included in the zone, to create a cohesive zone area, subject to funding limitations.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor.</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). Could deter some of the rat-running, though need to consider whether this is an issue that also requires attention.</li> <li>• <b>Anticipated Costs:</b> Implementation: Medium - High, but will depend on the scope of the scheme and number of physical measures required (e.g. humps).</li> <li>• <b>Recommended Action:</b> Retain (funding has been allocated).</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
42	Multiple Peppard / Thames	20mph	St Barnabas Road	Extension of existing scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	<ul style="list-style-type: none"> <li>• <b>General:</b> There have been complaints about safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures.</li> <li>• <b>Casualty Data:</b> There have been no recorded speed-related incidents involving casualties in the latest 3 year period (up to April 2018).</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li>• <b>Anticipated Costs:</b> Survey: Low Implementation: Medium</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
43	Multiple: Abbey / Caversham	Walking/Cycling Improvements	Promenade Road & Caversham Road Roundabout	Promenade Road & Caversham Road Roundabout south of Caversham Bridge	Installation of dropped kerbs to aid access to Abbotsmead Place and Thames Path	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides improved access for cyclists to existing facilities.</li> <li>• <b>Anticipated Costs:</b> Medium (per dropped kerb).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
44	Multiple: Abbey / Battle / Kentwood	Walking/Cycling Improvements	Thames Path	Thames Path	Convert the footpath to shared-use and undertaken improvements as detailed in risk assessment, including surface upgrade, speed reduction measures and signing.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Encourage cycling by providing a pleasant, non-trafficked routes across the town.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
45	Multiple: Abbey / Caversham / Thames	Cycle Improvements	NCN 5	Caversham	Improve cycle facilities along route 5, or alter route, as part of redevelopment of St Martin's Precinct, including improved signing and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides improved access for cyclists and parking facilities to encourage cycling in this area.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
46	Multiple: Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMSC and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> <li>• <b>General:</b> This is strongly encouraged by national Highway signing regulations.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Improved street scene and clarity of important information. Removal of signs that no longer comply with regulations, increased footway width from removal of unnecessary poles, reduced maintenance and electrical costs relating to illuminated signs.</li> <li>• <b>Anticipated Costs:</b> Per sign/post cost - Low.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
47	Multiple: Borough-wide	20mph scheme	Borough-wide	Borough-wide	Roll out 20mph where appropriate to reduce road accidents and encourage cycling	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this would need to be considered per area/street.</li> <li>• <b>Benefits/Impact:</b> Improved perception of safety for all Highway users.</li> <li>• <b>Anticipated Costs:</b> This will depend on the size of the scheme and the traffic calming features that may be required in the area.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
48	Multiple: Caversham / Thames	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• <b>General:</b> The petition update report at Jan 2018 TMSC noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise.</li> <li>• <b>Casualty Data:</b> One slight vehicle accident reported in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings.</li> <li>• <b>Anticipated Costs:</b> Modelling, design and safety audit - Medium. Implementation - High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
49	Multiple: Church / Katesgrove / Redlands	20mph zone & pedestrian crossing	Northumberland Avenue	In the vicinity of Reading Girls School	Extension of the 20mph zone beyond Reading Girls School and improved crossing facility outside the school.	<ul style="list-style-type: none"> <li>• <b>General:</b> CIL funding has been allocated to the extension of the nearby 20mph zone in this area - it may be possible to incorporate a form of crossing into the traffic calming features for the zone, depending on how far this funding allocation will stretch. Crossing options will be subject to finding a suitable location, considering the abundance of driveways in the vicinity of the school. This will also be a consideration for any traffic calming features, as well as the street being a bus route and an (likely) important emergency service vehicle route.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor.</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise, driveway access/egress). Formalised crossing facility may reduce ad-hoc pedestrian crossing movements.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain (funding for 20mph expansion has been allocated).</li> </ul>
50	Multiple: Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> <li>• <b>General:</b> A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern.</li> <li>• <b>Benefits/Impact:</b> Anticipated reduction in problematic vehicle movements.</li> <li>• <b>Anticipated Costs:</b> Medium - the works will likely require replacement of large strategic directional signs.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
51	Multiple: Mapledurham / Thames	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> <li>• <b>Casualty Data:</b> The only recorded injury incident on our database was in 1995.</li> <li>• <b>Benefits/Impact:</b> Improve the advance 'visibility' of this corner and hopeful reduction in the number of non-injury incidents and 'near-misses' that are not reflected in the casualty data, but reported by residents.</li> <li>• <b>Anticipated Costs:</b> Low. This work, as requested, will not require consultation. Signs will not require illumination.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
52	Multiple: Tilehurst / Kentwood	Pedestrian Crossing	Norcot Road	o/s 101	Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.	<ul style="list-style-type: none"> <li>• <b>General:</b> This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
53	Multiple: Tilehurst / Kentwood	20mph zone	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> <li>• <b>General:</b> If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor.</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
54	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Rd to Taff Way.	Raised by ward Councillor.	<ul style="list-style-type: none"> <li>• <b>General:</b> Dee Road is already included in a 20mph zone but we could expand the zone to include Stanham Rd, Combe Rd, Elvaston Way, Tern Close and Taff Way. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures.</li> <li>• <b>Casualty Data:</b> There have been 5 slight accidents reported in the latest 3 year period (up to April 2018) on Dee Road and Elvaston Way. Speed was not a causation factor for these incidents.</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li>• <b>Anticipated Costs:</b> Survey: Low Implementation: Medium</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
55	Multiple: Various	Walking/Cycling Improvements	Various	Portman Road Palmer Park Caversham Bridge	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Clarifies the shared-use designation for all users.</li> <li>• <b>Anticipated Costs:</b> Low - medium (per site).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
56	Norcot	Signing/Lining	Grovelands Road	At the double roundabout	Complaints from residents about vehicles speeding through the double mini roundabout. Ward Councillor has requested some amendments to emphasise the roundabouts and encourage vehicles to slow down.	<ul style="list-style-type: none"> <li>• <b>General:</b> CIL funding has been allocated to this scheme.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Potential improvement in the compliance of the give-ways at the roundabout and a reduction in vehicle speeds on approach.</li> <li>• <b>Anticipated Costs:</b> Low - High, depending on signing and illumination requirements.</li> <li>• <b>Recommended Action:</b> Retain (funding has been allocated).</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
57 (NEW)	Park	Road Closure	Heath Road	One end	Councillor request to close off one end of Heath Road to prevent speeding and rat running	<ul style="list-style-type: none"> <li>• <b>General:</b> This would require statutory consultation and may receive objections from residents, who may have significant diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. There will not necessarily be a reduction in speeds, but this would prevent rat-running, which would then likely be pushed to neighbouring streets - this may also generate objections.</li> <li>• <b>Casualty Data:</b> There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019).</li> <li>• <b>Benefits/Impact:</b> As above.</li> <li>• <b>Anticipated Costs:</b> High, depending on closure method and civil engineering requirements.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
58 (NEW) Page 145	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	<ul style="list-style-type: none"> <li>• <b>General:</b> This would require statutory consultation and may receive objections from residents, who may have significant/difficult diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. Any closure would also need to consider turning movements for larger vehicles (e.g. delivery or service vehicles) serving residents.</li> <li>• <b>Casualty Data:</b> There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019).</li> <li>• <b>Benefits/Impact:</b> As above. There will likely be additional safety risks if large vehicles cannot turn around in the road and need to reverse onto Wokingham Road or Whiteknights Road.</li> <li>• <b>Anticipated Costs:</b> High, depending on closure method and civil engineering requirements.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
59	Park	No right turn	Liverpool Road	Approaching the junction with London Road	Councillor request to ban the right-turn onto London Road to reduce waiting times for traffic approaching the junction. Proposed that motorists wishing to turn right travel to the roundabout with the A3290 to come back into Reading.	<ul style="list-style-type: none"> <li>• <b>General:</b> A survey could be conducted to ascertain how many vehicles are turning right from this junction.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to November 2018),</li> <li>• <b>Benefits/Impact:</b> Could reduce waiting times for traffic entering London Road, but this restriction is currently only enforceable by the Police.</li> <li>• <b>Anticipated Costs:</b> Low - high depending on signing and illumination requirements.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
60 (NEW)	Park	20 Zone roundels	Liverpool Road area	And surrounding roads within the 20 zone.	Councillor request for 20 zone roundel markings in the Liverpool Road area 20 zone.	<ul style="list-style-type: none"> <li>• <b>General:</b> This is a correctly presented 20mph zone, which contains traffic calming features (speed humps) and signing. The level of on-street parking and the relatively narrow streets will also have a speed calming effect.</li> <li>• <b>Casualty Data:</b> There are no recorded incidents involving casualties, which have been attributed to vehicle speeds, recorded in the latest 5 year period of data (up to February 2019).</li> <li>• <b>Benefits/Impact:</b> Speed humps have been demonstrated to be the most effective speed reduction measures. The zone contains such measures, so it is not anticipated that the road markings will result in a significant reduction in vehicle speeds, verses the cost of installation and future maintenance.</li> <li>• <b>Anticipated Costs:</b> Medium, but dependant on the area and number of markings applied. There will be an ongoing maintenance cost for these markings.</li> <li>• <b>Recommended Action:</b> Remove.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
61 (NEW)	Park	Pedestrian crossing	St Bartholomews Road	At the junction of St Bartholomews with London Road going east/west along London Road	Councillor request to introduce a pedestrian crossing.	<ul style="list-style-type: none"> <li>• <b>General:</b> To be on the likely desire line for pedestrians, this would need to be incorporated into the signalised junction. This will require upgrades, additions and reconfiguring of the junction and to the regional traffic flow management system (SCOOT) by specialist contractors.</li> <li>• <b>Casualty Data:</b> No recorded incidents involving casualties in the latest 5 year period of data (up to Feb 2019) at this crossing point.</li> <li>• <b>Benefits/Impact:</b> This would provide a controlled crossing for pedestrians, but the necessary traffic signal adjustments to accomodate this controlled movement will add additional delays to all approaches.</li> <li>• <b>Anticipated Costs:</b> High - very high</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
62 (NEW)	Park	Traffic calming	St Bartholomews Road	Entire road	Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone.	<ul style="list-style-type: none"> <li>• <b>General:</b> Depending on the measure(s), there may need to be some loss of parking.</li> <li>• <b>Casualty Data:</b> No recorded incidents in the latest 5 year period of data (up to February 2019) that can be attributed to speeding.</li> <li>• <b>Benefits/Impact:</b> There may be a reduction in vehicle speeds, but there could be an impact to emergency service vehicles and residents (noise and potential reduction in parking space) depending on the measures to be implemented.</li> <li>• <b>Anticipated Costs:</b> High.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
63	Park	Pedestrian Railings	Wokingham Road	South of the new car park exit at Alfred Sutton school	Request to install additional railings on the footway, southbound from the new car park exit, to encourage students to use the provided road crossings and not the traffic islands.	<ul style="list-style-type: none"> <li>• <b>General:</b> Investigation would need to be conducted to ensure that the footway is sufficiently wide in this location.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to November 2018),</li> <li>• <b>Benefits/Impact:</b> The railings may improve the use of the pedestrian crossing facilities, although it is likely that determined students will continue to cross the road at the gap provided for the car park exit. Officers would be concerned that the further extension of railings (these are already used extensively in the area) could act as further deterrent to on-road cycling, as cyclists would be 'trapped' between motor vehicles and railings. It is for this reason, particularly in the context of the NCN422 project, that officers recommend against pursuing this request.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Remove.</li> </ul>
	Peppard	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> <li>• <b>General:</b> Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
65	Redlands	Pedestrian Crossing	Addington Road	Between Addington/Erleigh Rd and Addington/Easter n Ave jcn	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to survey this vicinity to assess the footfall and any desire line for pedestrians crossing. This is within the 20mph zone and measures from imprinting to assisted crossings could be considered, if appropriate.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: Low - High, depending on type of facility chosen, if appropriate.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
66 (NEW)  Page 149	Redlands	Road Closure	Lydford Road	Between its junctions with Alexandra Road and Donnington Gardens	Request to install bollards to prevent traffic from going through Donnington Gardens to get to Lydford Road - there have been complaints about people accessing the school to pick/up drop off here and there is a perceived speeding issue.	<ul style="list-style-type: none"> <li>• <b>General:</b> This will require statutory consultation.</li> <li>• <b>Casualty Data:</b> There has been 1 ('slight') recorded casualty incident that may be attributable to vehicles being able to use this route.</li> <li>• <b>Benefits/Impact:</b> There is the potential for objections to the proposal for those persons that use this route to reach their properties.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
67	Redlands	Road Marking	Morpeth Close	Entire Street	Councillor requested the investigation of installing parking bay markings to assist in easing some of the area parking issues.	<ul style="list-style-type: none"> <li>• <b>General:</b> This will be addressed as part of the potential resident permit parking scheme that is planned for the area. It is likely that the number of marked bays that could be installed will be lower than the number of vehicles that could park in the area at present, should they do so considerately.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> Potential improvement in parking management, but could reduce the parking capacity at times, when compared with the current unmanaged area.</li> <li>• <b>Anticipated Costs:</b> Low (lining only).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
68	Redlands	Resurfacing	The Mount	Garaging area	The 2017B waiting restriction review programme included new bays in the garaging area of the Mount (Redlands ward). It was noted during the consultation process that we might not be able to install lining due to the condition of the road. Following inspection from lining contractors, it has been agreed that the road will require resurfacing for the lining to be completed. We have until the 8th Feb 2020 to install the restriction.	<ul style="list-style-type: none"> <li>• <b>General:</b> There will need to be investigation of the makeup of the ground, as this area may need significant construction improvements prior to surfacing.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Allow full implementation of the agreed bay restrictions in the garaging area.</li> <li>• <b>Anticipated Costs:</b> Investigation: Medium, Implementation: High - Very High.</li> <li>• <b>Recommended Action:</b> Remain, but works would need to be completed before 8th February 2020 to enable implementation of the agreed parking restriction.</li> </ul>
69 Page 150	Redlands	Pedestrian Crossing	Upper Redlands Road	Near to St Josephs College and at junction with Alexandra Road.	Request received for improved pedestrian crossing facilities to the east of Alexandra Road. Suggestion made for turning the speed cushions into a full-width raised crossing (with imprinting on top), although a controlled crossing is preferred. Also requested improvements at the junction with Alexandra Road to improve the crossing for pedestrians and to reduce the carriageway with the intention of reducing vehicle speeds.	<ul style="list-style-type: none"> <li>• <b>General:</b> Fundraising has raised some private local funding contribution for developing the proposal. An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. The footway widths will also be a consideration, should any beacons/posts need to be installed for a controlled facility. Footway build-outs could be costly, particularly if utility apparatus or Highway drainage is affected.</li> <li>• <b>Casualty Data:</b> One slight accident in the latest 3 year period (up to April 2018) to the east of Alexandra Road. One pedestrian casualty but speeding not a contributing factor.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented.</li> <li>• <b>Anticipated Costs:</b> Medium (uncontrolled) to very high (signalised).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
70	Southcote	Walking/Cycling Improvements	Southcote Farm Lane	Southcote Farm Lane & off-carriageway links to Southcote Primary School	Improve surface of Southcote Farm Lane and convert routes linking to Southcote Primary School to shared-use	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides additional and improved access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
71	Thames	Speed Calming	Albert Road	Entire length	Councillor request to install speed calming measures along the length of Albert Road, following requests from residents. Also to consider 'pushing out' the Highmoor Road junction stop line. Report to TMSC in September 2017 provides indicative costs for speed calming measures.	<ul style="list-style-type: none"> <li>• <b>General:</b> Previous reports to TMSC, relating to Highmoor Road/Albert Road jcn Highway safety, have identified traffic speeds and have made clear the causes of casualty and fatality incidents. The STOP line was adjusted as part of the road safety scheme introduced in April 2019.</li> <li>• <b>Casualty Data:</b> Latest 3 year period (up to June 2017) show no incidents involving casualties, where speeding has been considered as a contributing factor. Speed surveys in 2016 recorded average speeds at 23.1mph (northbound) and 23.7mph (southbound). Casualty data for Highmoor Road junction have previously been reported at TMSC.</li> <li>• <b>Benefits/Impact:</b> Depending on options considered, traffic speeds could be reduced by speed calming. This could have a negative impact for public transport and emergency service vehicles and create additional traffic noise for residents.</li> <li>• <b>Anticipated Costs:</b> High. Traffic calming costs will depend on the chosen feature.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
72 (NEW)	Thames	Banned Vehicle Movement	Peppard Road	Junction with Derby Road	<p>Councillor has reported resident concerns about the volume of traffic entering Derby Road (a private Road), particularly around school drop-off/pick-up times, then conducting turns in the road to then leave.</p> <p>They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> Such restrictions require a Traffic Regulation Order to have been formally, publically, consulted and implemented. The allowable exemption sign would state 'Except authorised vehicles', with no reference to residents being permissible. The authorised vehicles would be defined in the TRO (e.g. vehicles belonging to residents and their visitors).</li> <li>The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application.</li> <li>This restriction would not be enforceable, by any means, by Reading Borough Council thereafter and is not likely to be an enforcement priority of the Police.</li> <li>It is considered by Officers, that this restriction would not likely result in an improvement to the reported concerns on this private street.</li> <li>The sign(s) would require illuminating.</li> <li>• <b>Casualty Data:</b> There have been no recorded incidents involving injury in the latest 5 year period of data (up to Feb 2019) near to the junction with Peppard Road.</li> <li>• <b>Benefits/Impact:</b> As above.</li> <li>• <b>Anticipated Costs:</b> Estimated at £1500 advertising costs for TRO and £5000 per illuminated sign + officer time and ongoing maintenance costs (including electrical).</li> <li>• <b>Recommended Action:</b> Remove.</li> </ul>
73	Thames	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	<p>A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal.</li> <li>• <b>Casualty Data:</b> Previously reported to TMSC.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Estimated £20,000 (June 2016)</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
74	Tilehurst	Pedestrian Crossing	Chapel Hill	Near to junction with Normanstead Road	Request for pedestrian crossing facility to assist with walking to/from Birch Copse primary school with complimentary speed calming measures also.	<ul style="list-style-type: none"> <li>• <b>General:</b> An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street.</li> <li>• <b>Casualty Data:</b> No recorded incidents within the latest 3 year period (up to April 2018).</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions is done only by the police.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
75	Tilehurst	Pedestrian Crossing	Church End Lane	In the vicinity of Moorlands Primary School	Petition received at November 2017 TMS for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• <b>General:</b> The petition update report at Jan 2018 TMS noted that potential development works at the school could realise some funding availability for implementing an enhanced crossing facility. Once this funding has been identified, it was recommended that Officers look at options with the school, which need not be controlled crossing facilities, such as a zebra crossing.</li> <li>• <b>Casualty Data:</b> One slight vehicle accident reported in the latest 3 year period (up to September 2017). No pedestrians involved.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li>• <b>Anticipated Costs:</b> Medium to High, depending on the type of facility. It is hoped that this could be funded from proposed development works at the school.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
76	Tilehurst	20mph zone & One-way plug	Recreation Road	Entire length, considering Blundells Road also.	A petition to September 2014 TMS requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals.</li> <li>• <b>Benefits/Impact:</b> Reduced traffic volumes and reduced vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: Medium - High, depending on proposals for the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
77	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> <li>• <b>General:</b> Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing).</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
78	Tilehurst	Lining Alteration	The Meadway	Roundabout with St Michaels Road	Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.	<ul style="list-style-type: none"> <li>• <b>General:</b> Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance.</li> <li>• <b>Casualty Data:</b> 1 serious and 2 slight injuries in the latest 3 year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors.</li> <li>• <b>Benefits/Impact:</b> Improved driver behaviour and compliance at the roundabout.</li> <li>• <b>Anticipated Costs:</b> Low - Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
79	Tilehurst	Prevent one way contraventions	The Triangle and Walnut Way	Junction with St Michaels Road	Councillor request for investigation into measures to discourage motorists from contravening the one way restriction at this location.	<ul style="list-style-type: none"> <li>• <b>General:</b> There is a correctly signed no-entry restriction at the junction with St Michaels Road. These restriction types are not currently within the Council's powers of enforcement - this is police-enforceable only. Any measures will likely be lining-based, to act as deterrents, but are ultimately unlikely to deter those who are determined to willingly disobey the restriction.</li> <li>• <b>Casualty Data:</b> No recorded incidents involving casualties within the latest 5 year period (up to Feb 2019), which can be attributed to this issue.</li> <li>• <b>Benefits/Impact:</b> Possible additional deterrent to abuse of the restriction.</li> <li>• <b>Anticipated Costs:</b> Low-medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
80	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	<ul style="list-style-type: none"> <li>• <b>General:</b> An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to March 2018).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented.</li> <li>• <b>Anticipated Costs:</b> Medium (uncontrolled) to very high (signalised).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

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

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## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2019</b>	<b>AGENDA ITEM:</b>	<b>9</b>
<b>TITLE:</b>	<b>RESIDENT PERMIT PARKING UPDATE REPORT:</b> <b>a. NEW AND OUTSTANDING REQUESTS</b> <b>b. PROPOSALS FOR INFORMAL CONSULTATION</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>01189 372202</b>
<b>JOB TITLE:</b>	<b>ASSISTANT NETWORK MANAGER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

#### 1. EXECUTIVE SUMMARY

- 1.1 This report provides an update on the list of requests for Resident Permit Parking (RPP), including the progress of developing schemes and any new requests that have been received.
- 1.2 This report also provides outline areas proposed for informal consultation, as part of an expedited scheme development programme for previously reported scheme requests.
- 1.3 Appendix 1 provides the updated list of requests for Resident Permit Parking.
- 1.4 Appendix 2 provides the areas proposed for informal consultation.
- 1.5 Appendix 3 provides the results of Norcot Ward Councillor informal consultations in the Grovelands Road area.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That informal consultations are conducted for the areas in Appendix 2, with the exception of the Grovelands Road area (see Item 4.12), and the results reported to a future meeting of the Sub-Committee.

### **3. POLICY CONTEXT**

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

### **4. BACKGROUND AND PROPOSALS**

#### Part a: Requested Schemes List - Update

- 4.1 Since the last update report to the Sub-Committee, the RPP schemes in Harrow Court, St Stephens Close and The Willows have been implemented.

Officers are delivering 'Area 1' of the East Reading area scheme, which is due to go live from 16 September 2019.

Officers are developing a delivery programme for the Lower Caversham scheme and intend to introduce this large area scheme before the end of this calendar year.

- 4.2 Appendix 1 provides the list of requests that have been received for Resident Permit Parking (RPP) schemes across the borough. Where the Sub-Committee has previously allocated a priority to a scheme, this has been recorded and adjusted, following delivery of other schemes. Where a request has previously been reported to the Sub-Committee, but not allocated a priority, this has also been recorded, along with any schemes that are 'new' to the list.

- 4.3 The Sub-Committee may wish to allocate priorities to particular schemes on this list, although it should be noted that scheme development is resource-intensive and this limited resource is shared between this and many other works programmes. Prioritisation will influence the order in which potential schemes are developed, but not necessarily expedite their development.

- 4.4 The Sub-Committee may wish for requests not to be pursued and these can be removed from the list.

- 4.5 It is the recommendation of Officers that Resident Permit Parking is considered on an area basis, not street-by-street. The list contains some requests from single streets, but it is hoped that this list will prompt consideration of such restrictions from neighbouring streets to create an area scheme before it becomes an active project. Where this occurs, the listed request will be adjusted accordingly.

Officers will seek to work with Ward Councillors, the Lead Councillor for Strategic Environment, Planning and Transport and the Chair of

the Traffic Management Sub-Committee to agree an initial area that should be considered alongside the original request, once a potential scheme becomes an active project.

#### Part b: Proposals for informal consultation

4.6 During July 2019 officers were tasked with developing an expedited delivery programme (subject to consultation results) for the scheme requests that had been received up to that time.

4.7 The first stage of the development process is to consider an area that could form a new parking scheme area and to conduct an informal consultation to survey resident opinion about the potential introduction of Resident Permit Parking.

Officers suggested some initial areas and have sought ward Councillor input and agreement to these areas.

4.8 These scheme areas are in Appendix 2 and are as follow:

Area	Ward	Which requests included in area
Cintra Close	Redlands	Cintra Close
Granville Road	Southcote	Granville Road
Grovelands Road area	Norcot	Grovelands Road, Beecham Road
Hexham Road estate	Redlands	Hexham Road Estate
Katesgrove Area	Katesgrove	Charndon Close, Collis Street, Rowley Road, St Giles Close
Kentwood Hill	Kentwood	Kentwood Hill
Minster Area	Minster	Coley Avenue, Upavon Drive, Froxfield Avenue, Portway Close, Benyon Court
Shilling Close area	Norcot & Southcote	Shilling Close
Tidmarsh Street area	Kentwood	Tidmarsh Street

4.9 It is intended that informal consultation information will be delivered to residents by post and will use the format agreed by the Sub-Committee during the November 2017 meeting.

As this is intended to be an expedited development programme, which will be conducted alongside existing and ongoing workload, minor amendments will be made to the letter to confirm that responses will need to be made via a dedicated consultation page on Reading Borough Council's website, and not by paper return. Anyone not able to submit a response via the website will be able to call officers, who will input the data on their behalf.

This process will significantly reduce the resources required to compile and analyse the consultation responses to these schemes.

It is not intended that staffing resources be dedicated to any public meetings as part of this initial process.

- 4.10 Officers intend to prepare the informal consultation material and arrange for the webpages to be created, delivering the consultation as soon as practicable. Ward Councillors will be provided with the consultation material and expected delivery date.

The results of the consultation will be shared with Ward Councillors and officers will recommend what elements of the outline proposals, if any, be progressed to detailed design by January 2020.

Detailed design will commence thereafter and the results of the informal consultations reported to a future meeting of the Sub-Committee.

- 4.11 The results of the informal consultation will inform the potential scheme development programme thereafter.
- 4.12 Norcot Ward Councillors have been conducting informal consultations in the Grovelands Road area shown in Appendix 2 and the results of the latest consultation are shown in Appendix 3.

They are satisfied that there is sufficient support across this area and in place of a further informal consultation, propose a public meeting instead, in order to further inform scheme development.

- 4.13 To make most efficient use of limited staff (some of which may be externally-sourced) and financial resources, officers will be seeking to concurrently conduct certain development phases across this list of schemes. For example, conducting the investigation and detailed design work for all schemes concurrently.

## **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 The informal consultation will be conducted by posted letter-drop, as per Item 4.9.

## **7. LEGAL IMPLICATIONS**

7.1 None arising from this report.

7.2 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 Equality Impact Assessments will be considered as part of the individual scheme development. Informal and statutory consultations provide opportunities for objections/support/concerns to be raised and considered prior to a decision being made on whether to implement a scheme.

## **9. FINANCIAL IMPLICATIONS**

9.1 The cost of a scheme will be dependent on the type of restrictions applied (the signing and lining requirements), the extent and the complexity of the scheme.

9.2 Funding will need to be identified prior to the implementation of any scheme. This programme is intended to be resourced using Transport Capital funding, which will include developer contributions (e.g. Section 106 contributions) wherever possible.

## **10. BACKGROUND PAPERS**

10.1 Results of Statutory Consultation (Traffic Management Sub-Committee, June 2019).

10.2 Resident Permit Parking Update report (Traffic Management Sub-Committee, March 2019).

10.3 Resident Permit Parking - Informal Consultations (Traffic Management Sub-Committee, November 2017).

# APPENDIX 1 - RESIDENT PERMIT PARKING - NEW & OUTSTANDING REQUESTS

UPDATED: August 2019 - *This table has been sorted by 'TMSC Agreed Priority', 'Ward' then 'Street'*

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
1	1	Caversham	Lower Caversham	Y	N	Following informal consultations, approval for a statutory consultation on the Lower Caversham scheme design was granted in January 2019. The results were reported to the Sub-Committee at their meeting in June 2019, where a decision was made to implement the scheme.	March 2019 (Resident Permit Parking Update)	A delivery plan is being developed. It is intended that this scheme be implemented before the end of 2019.
2	2	Park	East Reading Area	Y	Y	Following informal consultations, approval to conduct statutory consultation on the scheme design was granted in September 2018 and the results of the consultation were reported to the Sub-Committee at their meeting in January 2019. Approval has been given to implement part 1 of the scheme (with some amendments) with an update report due to be submitted to TMSC in November 2019 where it will be decided if part 2 should also be implemented. No decision has yet been reached about restrictions to implement along Wokingham Road.	March 2019 (Resident Permit Parking Update)	Area 1 of this scheme is due to go live from 16 September 2019.
3	3	Katesgrove	Charndon Close, Collis Street and Rowley Road	Y	N	Requested by Councillors and residents and included in the 2016B Waiting Restriction Review programme. At January 2017 TMSC, Officers noted that the street did not meet the criteria for a permit scheme. The site assessment criteria policy has now been amended and a scheme can be considered. TMSC agreed the priority of this scheme at their meeting in March 2017 and for requests in Collis Street and Rowley Road to be considered at the same time. This scheme now forms part of the expedited delivery programme.	March 2019 (Resident Permit Parking Update)	This is included in part b of this report - Katesgrove Area

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
4	4	Norcot	Grovelands Road and Beecham Road	N	N	Requested by a resident via the MP. At January 2017 TMSC, Officers noted that they were unable to progress the scheme at that time. Agreed at March 2017 TMSC to include concerns on Beecham Road (as raised in the 2017A Waiting Restriction Review proposals) in this potential scheme and officers have received further correspondence from residents of Beecham Road since. TMSC agreed the priority of this scheme at their meeting in March 2017. This scheme now forms part of the expedited delivery programme.	June 2019 (Results of Statutory Consultations)	This is included in part b of this report - Grovelands Road area
5	NEW	Caversham	St Annes Road	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking. Also instances of inappropriate parking.	NEW	
6	N/A	Katesgrove	St Giles Close	N	N	Received request from resident, asking for a resident permit parking scheme to be installed due to the increasing numbers of vehicles parking in the area and the difficulty that residents are having in finding space to park. This scheme now forms part of the expedited delivery programme.	March 2019 (Resident Permit Parking Update)	This is included in part b of this report - Katesgrove Area
7	N/A	Kentwood	Kentwood Hill	N	N	Received the summary of an informal consultation conducted by the MP. Results suggest that 67% of the 52 participants are in favour of having a RPP restriction in place. From some of the summarised comments, it appears that the parking issues that residents are experiencing are commuter parking difficulties, particularly closer to Tilehurst rail station. This scheme now forms part of the expedited delivery programme.	March 2019 (Resident Permit Parking Update)	This is included in part b of this report - Kentwood Hill
8	NEW	Kentwood	Tidmarsh Street	N	N	Councillor raised resident concerns about non-resident parking on the street (overflow and business parking). This led to the request for Tidmarsh Street to be added to the waiting list for consideration of a resident permit parking scheme. This scheme now forms part of the expedited delivery programme.	NEW	This is included in part b of this report - Tidmarsh Street area
9	NEW	Minster	Benyon Court	N	N	Resident concern about the impact on parking availability since the completion of the large housing scheme opposite. This scheme now forms part of the expedited delivery programme.	NEW	This is included in part b of this report - Minster Area



Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMS	Officer Comments
10	N/A	Minster	Coley Avenue (South), Upavon Drive and Froxfield Avenue	N	Y	28 signature petition submitted to TMS in March 2017 and Coley Avenue request was also reported as part of the Waiting Restriction Review list at the same meeting. TMS agreed that these requests should be considered in the Resident Permit Parking list and in the context of the West Reading Area Study. This scheme now forms part of the expedited delivery programme.	March 2019 (Resident Permit Parking Update)	This is included in part b of this report - Minster Area
11	NEW	Minster	Downshire Square	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking.	NEW	
12	N/A	Minster	Portway Close	N	N	Received request from resident, asking for a resident permit parking scheme to be installed due to the increasing numbers of vehicles parking to access Bath Road and the Town Centre. This is reducing parking availability for tradespersons and other visitors and is occasionally causing access difficulties. There are concerns about emergency service vehicle access. This scheme now forms part of the expedited delivery programme.	March 2019 (Resident Permit Parking Update)	This is included in part b of this report - Minster Area
13	N/A	Norcot & Southcote	Shilling Close and surrounding area	Y	N	Ward Councillors and local residents have requested this scheme to address a number of parking issues in the area. Options need to be considered on Honey End Lane (section off of Tilehurst Road, opposite Park Grove), with possible use of RPP and P&D to provide turnover of parking availability for Hospital visitors, while addressing commuter parking. This scheme now forms part of the expedited delivery programme.	March 2019 (Resident Permit Parking Update)	This is included in part b of this report - Shilling Close area
14	NEW	Redlands	Cintra Close	N	N	Request received from Ward Councillor. This scheme now forms part of the expedited delivery programme.	NEW	This is included in part b of this report - Cintra Close
15	N/A	Redlands	Hexham Road estate	Y	N	Ward Councillors have been liaising with residents and Housing Officers regarding the parking difficulties in this area. There is a desire for considering an RPP scheme that includes the areas of Housing land and Highway land to provide a consistent parking management scheme in the area. This scheme now forms part of the expedited delivery programme.	March 2019 (Resident Permit Parking Update)	This is included in part b of this report - Hexham Road estate

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
16	N/A	Southcote	Granville Road	Y	N	Concerns raised by residents and ward Councillors regarding the parking pressures in this area, both on Highway and Housing land. It is felt that the introduction of a resident permit parking scheme will assist resident parking and reduce commuter and business parking in the area. It is also considered that the potential inclusion of Housing land parking areas in this scheme will bring a uniform parking scheme to the area, although it will be a potentially complex process. This scheme now forms part of the expedited delivery programme.	March 2019 (Resident Permit Parking Update)	This is included in part b of this report - Granville Road
Implemented:								
1_i		Minster	Harrow Court	N	Y	Approval for implementation was granted in January 2019.	March 2019 (Resident Permit Parking Update)	This scheme was implemented in May 2019
166_i		Caversham	St Stephens Close	N	Y	Approval to implement The Willows/St Stephens Close scheme was granted in January 2019.	March 2019 (Resident Permit Parking Update)	This scheme was implemented in May 2019



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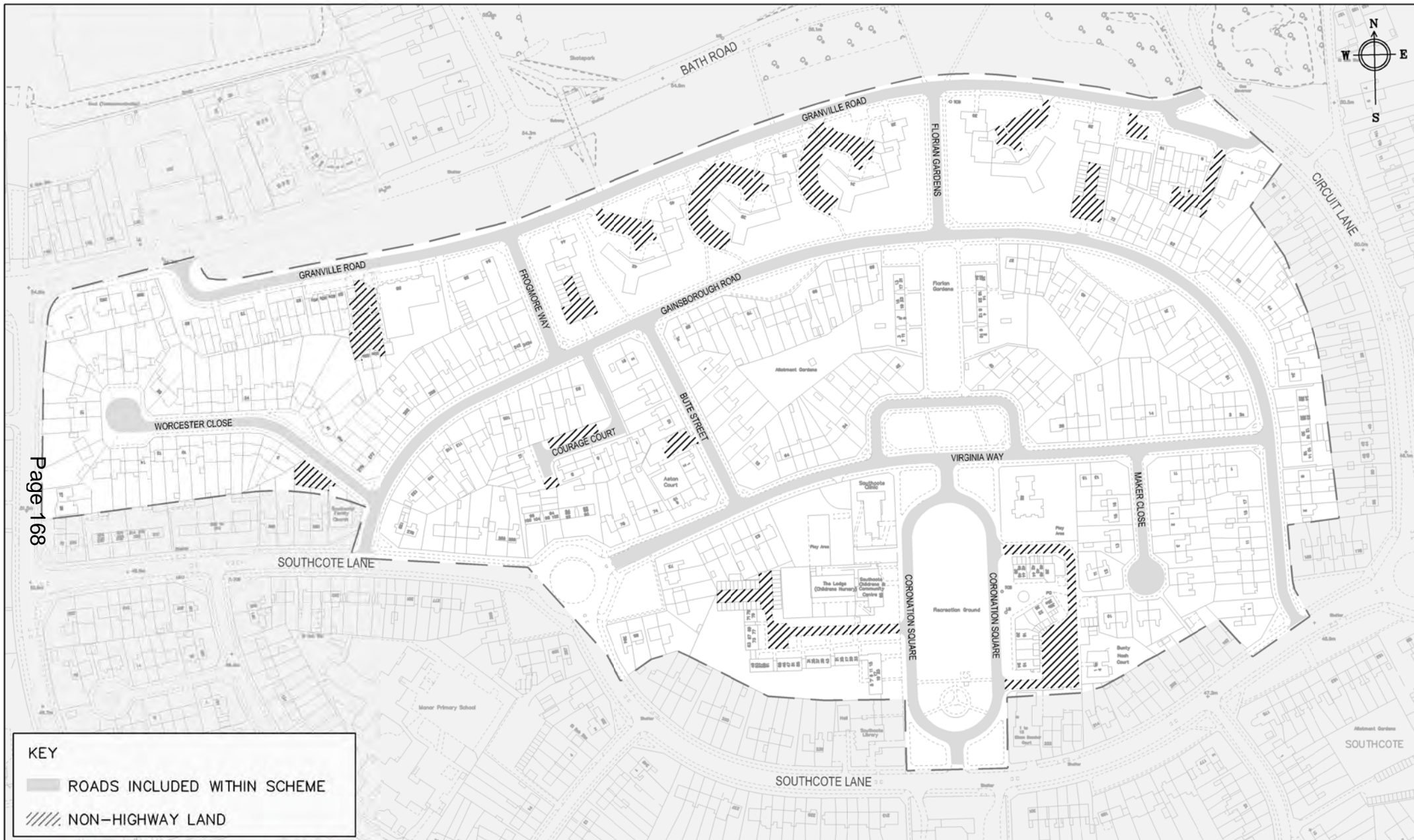
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CINTRA CLOSE

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Date AUG 19	Checked JP
Approved	
Drawing No. NM/RP/REDLANDS/CINTRA_CLOSE	



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GRANVILLE ROAD AREA

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NM/RP/SOUTHCOTE/GRANVILLE\_ ROAD\_AREA





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AREA - 2 OF 2

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HEXHAM ROAD AREA

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KATESGROVE AREA - 1 OF 3  
(ST GILES CLOSE)

Scale  
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Date  
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NM/RP/KATESGROVE/KATESGROVE\_  
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KATESGROVE AREA - 2 OF 3  
(CHARNDON CLOSE)

Scale

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KATESGROVE AREA - 3 OF 3  
(ROWLEY ROAD)

Scale  
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CAD DRAWING LOCATION:

Project		RESIDENT PERMIT SCHEMES	
Drawing		KENTWOOD HILL	
Drawn	Checked	Approved	Date
ED	JP		AUG 19
Scale		Drawing No.	
Page 175		NM/RP/KENTWOOD/KENTWOOD_HILL	
N.T.S			

KEY

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See plan 2 of 2

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Drawing  
MINSTER AREA (NORTH OF  
BERKELEY AVENUE) - 1 OF 2

Scale N.T.S	Drawn ED
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MINSTER AREA (SOUTH OF  
BERKELEY AVENUE) - 2 OF 2

Scale  
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Date  
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Drawing SHILLING CLOSE AREA	Approved	
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TIDMARSH ROAD AREA

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**RESPONSE STATS****LAST UPDATED: 10 July 2019****Overall**

FOR	117	56.8%
AGAINST	83	40.3%
NEITHER FOR NOR AGAINST	6	2.9%
Total:	206	

**Breakdown by Road**

<b>Beecham Road</b>		
For	29	54.7%
Against	24	45.3%
Total:	53	

<b>Grovelands Road</b>		
For	6	46.2%
Against	7	53.8%
Total:	13	

<b>Longridge Close</b>		
For	4	50.0%
Against	4	50.0%
Total:	8	

<b>Rona Court</b>		
For	2	40.0%
Against	0	0.0%
Neither	3	60.0%
Total:	5	

<b>Shaftesbury Road</b>		
For	16	64.0%
Against	9	36.0%
Total:	25	

<b>St George's Road</b>		
For	14	66.7%
Against	7	33.3%
Total:	21	

<b>St George's Terrace</b>		
For	2	33.3%
Against	4	66.7%
Total:	6	

<b>St Ronan's Road</b>		
For	7	77.8%
Against	2	22.2%
Total:	9	

<b>Waverley Road</b>		
For	33	57.9%
Against	23	40.4%
Neither	1	1.8%
Total:	57	

<b>Anonymous / Address Not Provided</b>		
For	0	0.0%
Against	2	100.0%
Neither	0	0.0%
Total:	2	

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