

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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6 November 2019

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 14 NOVEMBER 2019

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 14 November 2019 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF PREVIOUS MEETING		5 - 14
3. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS		
<p>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.</p>		
4. PETITIONS		
4 (a) Petition Against the Introduction of Parking Permits on the Hexham Road Estate	REDLANDS	15 - 16

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

To report to the Sub-Committee the receipt of a petition asking the Council to not introduce parking permits on the Hexham Road Estate.

4 (b) 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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| 5. | RESPONSE TO PETITION REQUESTING REINSTATEMENT OF PELICAN CROSSING ON WOKINGHAM ROAD | PARK;
REDLANDS | 17 - 24 |
|-----------|--|---------------------------|----------------|

A report in response to a petition, submitted to the Sub-Committee on 11 September 2019, requesting the reinstatement of a pelican crossing on Wokingham Road near Palmer Park.

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| 6. | PETITION TO RE-GRAVEL WARDLE AVENUE WITH CORRECT MATERIALS AS COMPENSATION TO ROAD CLOSURE ON ARMOUR HILL | KENTWOOD | 25 - 28 |
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To report to the Sub-Committee the findings of the petition requesting that the Council re-gravel Wardle Avenue with the correct materials as compensation for the road closure on Armour Hill.

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| 7. | RESULTS OF STATUTORY CONSULTATION - REVERSAL OF ONE-WAY SYSTEM ON SILCHESTER ROAD AND FAIRCROSS ROAD | SOUTHCOTE | 29 - 52 |
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A report informing the Sub-Committee of comments and objections received to the advertised Traffic Regulation Order, which proposed the reversal of the one-way system on Silchester Road and Faircross Road.

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| 8. | WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2019A - PORTWAY CLOSE | MINSTER | 53 - 66 |
|-----------|--|----------------|----------------|

A report asking the Sub-Committee to review the comments received in respect of the Portway Close proposal and conclude the outcome of this proposal.

9.	PALMER PARK - MANAGEMENT OF PARKING	PARK	67 - 96
	<p>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.</p>		
10.	EAST READING AREA RESIDENT PERMIT PARKING - AREA 2 AND WOKINGHAM ROAD	PARK	97 - 164
	<p>A report providing the Sub-Committee with an opportunity to consider the implementation of 'Area 2' of the East Reading area Resident Permit Parking Scheme.</p>		
11.	TRAFFIC MANAGEMENT MEASURES - COMMUNITY INFRASTRUCTURE LEVY FUNDED SCHEMES	BOROUGHWIDE	165 - 184
	<p>A report providing the Sub-Committee with concept designs for requested traffic management schemes that have received funding from local Community Infrastructure Levy (CIL) contributions.</p>		
12.	THE ABBEY SCHOOL CHRISTCHURCH ROAD/VICARAGE ROAD	REDLANDS	185 - 194
	<p>A report to the Sub-Committee on the review of the traffic management measures associated with proposed new accesses on Christchurch Road and Vicarage Road relating to the development works to The Abbey School.</p>		
13.	EXCLUSION OF PRESS AND PUBLIC		
	<p>The following motion will be moved by the Chair:</p> <p>“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”</p>		
14.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS	BOROUGHWIDE	195 - 532

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

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

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Present: Councillor Debs Absolom (Vice Chair in the Chair)

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

Apologies: Councillors Ayub (Chair) and Terry.

12. MINUTES

The Minutes of the meeting of 12 June 2019 were confirmed as a correct record and signed by the Chair.

Further to Minute 1(1) of the previous meeting, Cleaner Air and Safer Transport Forum, Councillor Barnett-Ward, Chair of the Forum, informed the Sub-Committee that the first meeting of the Forum had taken place on 9 September 2019 and that there had been lots of ideas for the Forum to take forward.

13. QUESTIONS

Questions on the following matters were submitted, and answered by the Lead Councillor for Strategic Environment Planning and Transport on behalf of the Chair:

Questioner	Subject
Councillor Whitham	School Crossing Patrol Saved
Councillor Whitham	Pause Implementation of Wokingham Road Cycle Scheme

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

14. PETITIONS

(a) Petition Requesting Parking Restrictions on Rissington Close

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to implement parking restrictions on Rissington Close. A plan showing the location of Rissington Close was attached to the report at Appendix 1.

The petition read as follows:

'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).'

At the invitation of the Chair the petition organiser, Mary Cripps, addressed the Sub-Committee on behalf of the petitioners.

Officers informed the Sub-Committee that Rissington Close had been included in the new requests for consideration in the Waiting Restriction Review Programme 2019B (see Minute 16, below).

Resolved -

- (1) That the report be noted;**
- (2) That the inclusion of the issues raised by the petition in the Waiting Restriction Review Programme 2019B be noted;**
- (3) That the lead petitioner be informed accordingly.**

(b) Petition Requesting the Reinstatement of the Pelican Crossing on Wokingham Road outside Palmer Park

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to reinstate the pelican crossing on Wokingham Road outside Palmer Park.

The petition read as follows:

'The zebra crossing you have recently installed on the Wokingham Road is more dangerous than the pelican crossing it replaced.

This crossing is used by many children and it is too easy for a pedestrian/cyclist to go straight across the island when traffic has not stopped in the other direction.

There have been many cases already where traffic has not stopped - even when pedestrians are part-way across the crossing (going towards the park).

Also - buses may stop in the North-bound bus-lane but traffic in the adjacent North-bound lane may not (this has happened already).

Please reinstate a pelican crossing as soon as possible before there is an accident.'

At the invitation of the Chair Francis Hayes addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;**

- (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;
 - (3) That the lead petitioner be informed accordingly.
- (c) Petition Requesting Re Gravel Wardle Avenue with correct materials as Compensation to Road Closure on Armour Hill

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to re gravel Wardle Avenue with correct materials as compensation to road closure on Armour Hill.

The petition read as follows:

'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'

At the invitation of the Chair the petition organiser, Wendy Jackson, addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;
- (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;
- (3) That the lead petitioner be informed accordingly.

15. RED ROUTES

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with and an update on the introduction of a Red Route waiting restriction along the Reading Buses Route 17 corridor. The following appendices were attached to the report:

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)

The report explained that the Red Route waiting restriction had been in place on the west side of Reading Buses Route 17, from the junction of Park Lane with Mayfair in Tilehurst to the IDR, since late summer 2018. Initial enforcement had been limited to the busiest periods and had focused on drivers pulling up onto the footway. Since October 2018 enforcement had been increased to daytime operations using the camera vehicle. Relatively few comments had been made on the use of the no stopping restriction and of those that had been received they were very specific to individual experiences. A sample of bus journey times that had been taken in March 2019 and had been compared to the same journey in the same period in March 2018 had shown promising benefits to public transport.

The report sought to make permanent the west side Red Route restriction which had been in place and camera enforced for just under a year and also addressed a petition that had been submitted to the meeting in March 2019 (Minute 50(a) refers) from residents of 275 to 291 Norcot Road, which had contained 11 signatures, on behalf of 14 persons at nine addresses.

The Sub-Committee discussed the report and in response to a number of comments and questions officers explained that a commitment had been made to carry out more enforcement work along the route and camera enforcement would be used in an appropriate way in areas of concern such as around corners. Officers also tabled a paper setting out improvements in bus times on the west side of the route from the Water Tower in Tilehurst to Waylen Street and informed the Sub-Committee that they would continue to look at issues with loading and unloading, parking on pavements and verges, and new parking bays, and would submit update reports to future meetings.

Councillor Page proposed that an additional recommended action be added that monitoring by officers and Reading Buses continued along the entire Red Route on a regular basis.

Resolved -

- (1) That the report be noted;
- (2) That 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;
- (3) 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) as set out in Appendix 4, attached to the report;
- (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 objection(s) received following the statutory advertisement be reported to a future meeting;
- (6) That the Head of Transportation, 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 proposal;
- (8) That monitoring by officers and Reading Buses continue along the entire length of the Red Route on a regular basis.

(In accordance with Standing Order 38, Councillor R Singh requested that his vote against the resolution be recorded and Councillor Duveen requested that his abstention be recorded.)

16. WAITING RESTRICTION REVIEW PROGRAMME

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during statutory consultation for the agreed proposals that formed the 2019A Waiting Restrictions Review Programme. The report also provided the Sub-Committee with the list of new requests for potential inclusion in the 2019B programme.

The following appendices were attached to the report:

Appendix 1 - Objections, support and other comments that had been received during statutory consultation for the 2019A programme.

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

Resolved -

- (1) That the report be noted;
- (2) That the objections set out in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the following proposals made under the waiting restriction review 2019A, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:
 - Albury Close - Implement as advertised;
 - Wigmore Lane - Implement as advertised;
 - Broomfield Close - Implement as advertised;
 - Elsley Road - Implement as advertised;
 - Portway Close - Defer to the next meeting;
 - Netley Close - Implement as advertised;
 - Shepley Drive - Implement as advertised;
 - Surley Row - Implement as advertised;
 - Bran Close - Implement as advertised;
 - Lower Elmstone Drive - Implement as advertised;

- (4) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (5) That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;
- (6) That the officer recommendations, following investigation of the new requests for consideration in the 2019B programme, be shared with Ward Councillors, providing opportunity for their comments to be included in the next report to the Sub-Committee;
- (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 subject to the following amendments to the programme:
 - Pierces Hill (Tilehurst) - Add to the programme.

17. RESULTS OF STATUTORY CONSULTATION - MANAGEMENT OF PALMER PARK CAR PARK

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with the results of the statutory consultation that had been carried out and had proposed management of the car park (including charges) by Traffic Regulation Order (TRO) at Palmer Park.

At the invitation of the Chair Roger Clark, Church Secretary, Park United Reformed Church, addressed the Sub-Committee on the use of the car park by the Church.

The Sub-Committee agreed that consideration of the item should be deferred to allow officers to investigate the issues that had been raised and to have further discussions with representatives from the United Reformed Church. An updated report would be submitted to the next meeting.

18. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors. The report also provided a development update for those requests that had become funded/part funded. The list of schemes/proposals, with initial comments from officers and recommendations was attached to the report at Appendix 1.

The Sub-Committee discussed the report and agreed that the proposals for speed calming measures on Albert Road in Caversham Ward should be removed from the list of schemes.

Resolved -

- (1) That the report be noted;

- (2) That the schemes set out in Appendix 1, attached to the report, be supported for further officer investigation subject to the removal of the proposed speed calming measures on Albert Road (Caversham Ward) from the list of schemes.

19. RESIDENTS PERMIT PARKING UPDATE

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the list of requests for Resident Permit Parking, including the progress of developing schemes and any new requests that had been received. The following appendices were attached to the report:

Appendix 1	Updated list of requests for Resident Permit Parking;
Appendix 2	Proposed areas for informal consultation;
Appendix 3	Results of the Norcot Ward Councillor informal consultations in the Grovelands Road area.

Requested Schemes List - Update

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

The report stated that since the last update report, schemes in Harrow Court, St Stephens Close and The Willows had been implemented, officers were delivering 'Area 1' of the East Reading area scheme, which was due to go live from 16 September 2019 and officers were also developing a delivery programme for the Lower Caversham scheme and intended to introduce this large area scheme before the end of December 2019.

Proposals for Informal Consultation

During July 2019 officers had been tasked with developing an expedited delivery programme (subject to consultation results) for the requests for schemes that had been received up to that time. The first stage of the development process was 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 had suggested some initial areas and had sought Ward Councillor input and agreement to these areas. A table setting out the areas had been included in the report and the Sub-Committee agreed that these requests should be dealt with first.

The report explained that Norcot Ward Councillors had been conducting informal consultations in the Grovelands Road area and were satisfied that there was sufficient support across the area and, in place of a further informal consultation, had proposed a public meeting to further inform scheme development. To make most efficient use of limited staff resources, some of which might be externally sourced, and financial resources, officers would be seeking to conduct certain development phases across the list of schemes at the same time, for example, conducting the investigation and detailed design work for all schemes concurrently.

The Sub-Committee discussed the report and agreed that the scheme areas in Appendix 2 and set out in a table at paragraph 4.8 of the report should be the first to be dealt with.

Resolved -

- (1) That the report be noted;**
- (2) That informal consultations be conducted for the areas set out in Appendix 2, attached to the report, with the exception of the Grovelands Road area (see paragraph 4.12 of the report) and the results reported to a future meeting;**
- (3) That the scheme areas set out in the table at paragraph 4.8 in the report be dealt with first.**

20. 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 21 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.

21. 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 40 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 2, 7 and 37 one book of discretionary visitor permits be issued, personal to the applicant;**
- (2) That, with regard to applications 3 and 38 a first discretionary resident permit be issued, personal to the applicant;**
- (3) That, with regard to application 5 a first discretionary resident permit be issued, personal to the applicant and charged at the second permit rate;**
- (4) That, with regard to applications 1, 8, 10, 11 and 34 a third discretionary resident permit be issued, personal to the applicant;**
- (5) That application 24 be deferred to allow officers to obtain more information about parking arrangements in Osteriey Court;**
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 4, 6, 9, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 36, 39 and 40 be upheld.**

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

(The meeting started at 6.30 pm and finished at 8.07 pm).

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	4(a)
TITLE:	PETITION AGAINST THE INTRODUCTION OF PARKING PERMITS ON THE HEXHAM ROAD ESTATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	REDLANDS
LEAD OFFICER:	MIRIAM FUERTES	TEL:	0118 9372198
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to not introduce parking permits on the Hexham Road Estate.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 This will be considered with the feedback for the informal consultation for resident permits in this area.
- 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 have received eighty-seven signatures just the petition itself.

4.2 The wording of the petition reads: 'We, the residents on the Hexham Road Estate, do not support parking permits being introduced to this Estate'

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.

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	5
TITLE:	RESPONSE TO PETITION REQUESTING REINSTATEMENT OF PELICAN CROSSING ON WOKINGHAM ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION SERVICES	WARDS:	PARK & REDLANDS
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	ACTING TRANSPORT PLANNING MANAGER	E-MAIL:	EMMA.BAKER@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report is in response to a petition, submitted to Traffic Management Sub-Committee on 11th September, requesting the reinstatement of a pelican crossing on Wokingham Road near Palmer Park.
- 1.2 Appendix A - Wokingham Road Parallel Crossing - Photos

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 National Cycle Network Route NCN 422 is a recognised scheme in 'The Cycle Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling', which is a sub-strategy to the Local Transport Plan.
- 3.2 The NCN 422 scheme is also included within the Council's Corporate Plan 2018-21 and Thames Valley Berkshire LEP's Strategic Economic Plan 2016-21.

4. THE PROPOSAL

- 4.1 A petition, containing 194 signatures, was submitted to Traffic Management Sub-Committee on 11th September 2019 requesting the reinstatement of the pelican crossing on Wokingham Road between St Bartholomews Avenue and Palmer Park Avenue.
- 4.2 The wording of the petition reads: *'The zebra crossing you have recently installed on the Wokingham Road is more dangerous than the pelican crossing it replaced. This crossing is used by many children and it is too easy for a pedestrian/cyclist to go straight across the island when traffic has not stopped in the other direction. There have been many cases already where traffic has not stopped - even when pedestrians are part-way across the crossing (going towards the park). Also - buses may stop in the North-bound bus-lane but traffic in the adjacent North-bound lane may not (this has happened already). Please reinstate a pelican crossing as soon as possible before there is an accident'*.
- 4.3 The pelican crossing was replaced with a parallel pedestrian and cycle crossing as part of the cross-boundary cycle scheme NCN 422, funded by Thames Valley Local Enterprise Partnership.
- 4.4 As part of the NCN scheme, the existing shared-use facility along London Road to Cemetery Junction was extended to Palmer Park Avenue via the crossing facility to the east of St Bartholomews Avenue. It was necessary to make changes to the pelican crossing to enable cyclists using the extended shared-use facility to legally cross between the adjacent footways and Palmer Park. It was therefore proposed to change the crossing to a parallel pedestrian and cycle crossing, giving non-motorised users greater priority when crossing due to reduced waiting times and removing the staggered island.
- 4.5 A combined Stage 1 and 2 road safety audit was undertaken, by an independent road safety expert, as part of the design process in January 2018, and did not highlight any concerns regarding the proposed design of the parallel pedestrian and cycle facility.
- 4.6 Approval to advertise the conversion of the pelican crossing to a parallel pedestrian and cycle facility was subsequently sought and granted by Traffic Management Sub-Committee in March 2018.
- 4.7 Consultation was undertaken with Ward Councillors during the design process, including a site meeting with a Park Ward Councillor in December 2018, and no concerns were raised about changes to the crossing. Full scheme and spend approval was subsequently sought

and granted by Strategic Environment, Planning and Transport Committee in November 2018.

- 4.8 As required under the Highways Act, Notices of Intention were subsequently displayed on-site from 21st March 2019 for 21 days as part of the statutory consultation with the emergency services. Our intention to convert the crossing was also advertised in the local press. No objections were received in response to the consultation with the emergency services.
- 4.9 The pelican crossing was subsequently converted to a parallel pedestrian and cycle facility, between April and July 2019, by our in-house Highways team.
- 4.10 The Council received fifteen complaints regarding the conversion of the crossing from May 2019, which led to a desktop review of similar facilities consisting of a two-lane approach. This also led to additional signage being installed on approach to the crossing warning drivers of the new layout.
- 4.11 As required by the Highways Act, a further road safety audit (Stage 3) was undertaken on the crossing, by independent assessors, in July 2019, and attended by Thames Valley Police and Council Officers. The audit was conducted over three separate dates and consisted of daytime and night time observations, including two observations that coincided with school pick-up times.
- 4.12 As part of the audit, the Council highlighted concerns raised by residents, including speed of vehicles approaching the crossing facility, visibility of users both on the footways and in the carriageway and vehicles not stopping to enable pedestrians and cyclists to cross.
- 4.13 Whilst the road safety audit report acknowledged that further improvements to the crossing could be made, it did not recommend any alterations to the design of the crossing at this time.
- 4.14 The recommendations set out within the road safety audit report, included the installation of tactile paving to the west of Palmer Park to alert visually impaired users of the shared path from the crossing facility to Palmer Park Avenue and the application of anti-skid to highlight the approaching parallel crossing facility. The report also suggested vegetation trimming outside the park and that ongoing observations be undertaken to record user behaviour on approach to the crossing and for those to be reported back to the auditor.

- 4.15 The recommendations highlighted in the road safety audit report and the suggested improvements outlined above, which were outside the scope of the audit, have been implemented. In addition, variable speed signs will be displayed on-site for two week periods to alert drivers of their speed on approach to the crossing, before being rotated to other sites, and redisplayed on Wokingham Road.
- 4.16 As suggested by the independent road safety experts, ongoing monitoring of the crossing is taking place, including regular observations of users approaching the crossing. These are being reported to the auditor on a termly basis.
- 4.17 Further changes to the crossing will be considered in response to observations recorded as part of ongoing monitoring of the crossing.

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Changes to the crossing were implemented following consultation with Ward Councillors, the emergency services and local cycling representatives as set out above.
- 6.2 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

- 7.1 All statutory duties have been undertaken as required by the Highways Act.

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 carried out an equality impact assessment scoping exercise as part of the development of Phase 3 of the NCN 422 scheme. This assessment was reported to Strategic Environment, Planning and Transport Committee in November 2018.

9. ENVIRONMENTAL IMPLICATIONS

9.1 Our transport strategy is focused on encouraging the use of sustainable transport, walking and cycling as attractive alternatives to the private car. The Cycling Strategy 2014 sets out the benefits of cycling and our approach, including the delivery of the National Cycle Network Route NCN 422 scheme to encourage more people to cycle for local journeys or as part of multi-modal longer journeys.

9.2 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total emissions. Therefore significant investment in sustainable transport solutions, such as the delivery of the National Cycle Network scheme, is vital in order to respond to the Climate Crisis declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.

10. FINANCIAL IMPLICATIONS

10.1 The works described in this report have been delivered as part of the NCN 422 scheme.

10.2 Scheme and spend approval was granted by Strategic Environment, Planning and Transport Committee on 21st November 2018.

11. BACKGROUND PAPERS

11.1 Traffic Management Sub-Committee, Major Transport and Highway Projects - Update, March 2018 to March 2019.

11.2 Strategic Environment, Planning and Transport Committee, National Cycle Route NCN 422 - Phase 3, 21st November 2018.

11.3 Traffic Management Sub-Committee, National Cycle Network Route NCN 422 - Update, 12th June 2019.

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APPENDIX A – Wokingham Road Parallel Crossing



Figure 1 – Anti-skid heading westbound



Figure 2 – Parallel pedestrian and cycle crossing



Figure 3 – Anti-skid heading eastbound



Figure 4 – Corduroy paving on approach to parallel crossing

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	6
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:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	highways@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the findings of the petition requesting that the Council 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 To report to the Sub-Committee the findings of the investigation not to re-gravel Wardle Avenue.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 Wardle Avenue is a privately owned road, for which the Council as Highway Authority does not have responsibility. This is a matter for the landowner(s).

4. BACKGROUND

- 4.1 The Council 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’.

5. PROPOSAL

- 5.1 Wardle Avenue is a ‘Private Prospectively Maintainable Road’, which means that it is a private road and responsibility for its maintenance lie with the land owner or if unregistered, responsibly passes to the frontages of the adjacent property owners.
- 5.2 Wardle Avenue is located in Tilehurst and is a private road situated between Armour Road and Armour Hill. Wardle Avenue has a number of residential properties along its length and a bowling green club leading off the road.
- 5.3 Wardle Avenue is signed as a ‘private road’ and access rights are generally written into the Title Deeds of the properties that access directly off a private road. It is noted that due to the length of time the road has been in existence, highway access rights may have been established, however, this does not make Wardle Avenue a ‘Highway Maintainable at Public Expense’.
- 5.4 In late December 2018 a collapse occurred in Armour Hill near the junction with The Cedars. Thames Water repaired a watermain that was damaged, however, on further investigation the Council established that there was a ‘solution feature’ within the public highway, resulting in Armour Hill being closed between The Cedars and Westwood Road for safety reasons.

- 5.5 The Council commissioned a topographical and services location survey on 21st January 2019 and followed this with specialist dynamic probing within the highway adjacent the collapsed area to determine the extent and depth of the collapse / unstable ground area.
- 5.6 Specialist ‘cementitious grouting’ works to stabilise the ‘solution feature’ commenced mid-June 2019 and over 280t of grout was injected into the ground.
- 5.7 Following the successful completion of the ground stabilising works at the end of July 2019, a surface water sewer replacement scheme was brought forward and these works were completed on 4th November 2019, with Armour Hill then fully re-opened to through traffic.
- 5.8 The Council has a statutory duty under the Highways Act 1980 to maintain a safe highway. No diversion through Wardle Avenue was proposed nor signed during the urgent ground stabilisation works in Armour Hill.
- 5.9 Local residents may have chosen to use Wardle Avenue as an alternative route, however, as the road is private the Council has no control over the use of this road. The use of Wardle Avenue by local residents during the essential works in Armour Hill does not result in maintenance responsibility being passed to the Council. The Council therefore are not in a position to re-gravel Wardle Avenue in appropriate materials.
- 5.9 The Council recognises that Armour Hill ground stabilisation works were disruptive to local residents, including residents of Wardle Avenue and would thank all residents affected for their patience during these essential highway safety works.

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.

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	7
TITLE:	RESULTS OF STATUTORY CONSULTATION - REVERSAL OF ONE-WAY SYSTEM ON SILCHESTER ROAD AND FAIRCROSS ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	SOUTHCOTE
LEAD OFFICER:	JIM CHEN	TEL:	01189 372198
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	NETWORK.MANAGEMENT@READING .GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of comments and objections received to the advertised Traffic Regulation Order, which proposed the reversal of the one-way system on Silchester Road and Faircross Road.
- 1.2 Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 Appendix 1 provides a summary of the supports, objections and comments that have been received during the consultation period.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the comments and objections noted in Appendix 1 are considered with an appropriate recommendation to either implement, amend or reject the proposals.

- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee, following publication of the meeting minutes.

3. POLICY CONTEXT

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

4. BACKGROUND

- 4.1 To avoid peak-time traffic on sections of the A4 Bath Road, and the eastbound bus gate on Southcote Lane, a significant number of motorists are using Silchester Road and Faircross Road to access Southcote Lane. They are turning left onto the road (there is a no-right-turn and traffic island that restricts the right-turn) and conducting a U-turn in the junction with Fawley Road, so that they may re-join the A4 Bath Road further to the east.
- 4.2 It is proposed that the most effective method in which to stop the aforementioned rat-running and turning movements is to reverse the one-way directions of Silchester Road and Faircross Road.

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

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

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

Residents of Silchester Road and Faircross Road wishing to travel eastbound would also be required to join the A4 Bath Road via Circuit

Lane during the times at which the Southcote Lane bus gate is operational.

5. RECOMMENDATIONS

- 5.1 The Sub-Committee is asked to consider the comments of support, objections and comments in Appendix 1.
- 5.2 The Sub-committee can agree, overrule or modify any proposal that has received objections, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order. Where there is agreement to an objection the recommendation shall be to remove the proposal. Where an objection is overruled, the recommendation will be to introduce the proposal as advertised and where the proposal is modified, this shall be noted and the proposal introduced accordingly.

6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 This 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

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Statutory consultation was conducted in accordance with appropriate legislation. Notices were advertised in the local printed newspaper and were erected on lamp columns within the affected area.
- 7.2 Objectors will be informed of the decision of the Sub-Committee, once the meeting minutes have been agreed.

8. LEGAL IMPLICATIONS

- 8.1 The sealed Traffic Regulation Orders will require advertisement, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

9. EQUALITY IMPACT ASSESSMENT

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

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

9.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to any groups with protected characteristics and a statutory consultation has been conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

10. FINANCIAL IMPLICATIONS

10.1 The cost of a scheme will be dependent on the necessary changes that are required as part of the detailed design work.

10.2 The study is being funded by local developer contributions, which are a combination of CIL (Community Infrastructure Levy) and Section 106 contributions.

10.3 The Steering Group will consider its delivery priorities within the confines of available funding.

11. BACKGROUND PAPERS

11.1 West Reading Transport Study - Update (Traffic Management Sub-Committee, June 2019).

PROPOSED REVERSAL OF ONE-WAY ON SILCHESTER ROAD & FAIRCROSS ROAD - OBJECTIONS TO TRAFFIC REGULATION ORDER
 APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

Objection/Support/ Comment	Comments
	Summary of responses: Objections - 160, Support - 27, Comment - 8.
1) Parents, Objection	This will mean that parents dropping off at Southcote Primary school on a morning will need to go onto the Bath Rd and come down to Faircross via Circuit Lane, Bath Road and Southcote Lane. This will drastically increase the traffic on the road as they will not be able to reach Faircross because of the early morning camera.
2) Objection	<p>The issue of the congestion along Silchester Road is around the school drop off and pick up times. There is an option of trialing using the school car park as a through route for parents with cars which does not require the disruption and expense of reversing both roads. The car park is wide enough to allow parents to enter at the northern end, drop off their children safely outside a gate directly into the school grounds, this gate can be manned by school staff whilst it is open. The school has not had any official contact about this in the past three years and is willing to trial it. The only cost will be signage and a STOP line on Silchester Road outside house number 1 (currently reads NO ENTRY).</p> <p>There will be unnecessary costs and disruption in changing the junction on Southcote Lane and Faircross Road (it is angled to a left turn).</p> <p>There is a bus restriction on Southcote Lane for buses/taxis only between 07:30 and 08:45 During those hours we have the staff from the 600 pupil Southcote Primary arriving for work and the parents of the children attending Breakfast Club dropping off their children prior to going to work themselves. Reversing the direction of these roads will force cars onto the very busy Bath Road to travel to the Beefeater junction to come down Southcote Lane to get to the school - this affects all traffic coming from the South and West (St Matthew's side) of the school. That traffic will also be added to Southcote Lane past the WREN school at the time students are arriving there in the morning on foot and bicycle. Currently there is no reason for any parents taking children to the school to add to the major congestion on the Bath Road.</p> <p>This suggestion wastes money, endangers children, adds to congestion and will cause huge disruption over a number of months for roadworks as well as ongoing traffic onto one of the busiest roads in Reading.</p>
3) Objection	This will make the journey to school even more difficult than it is currently. A huge number of parents and staff would be forced off of the estate and onto the Bath Road before re entering Southcote by the Beefeater. This would increase the volume of traffic heading towards the town centre - adding to already high volumes of traffic, pollution and journey times. The school offers wrap around care,

	it appears that no consideration has been given to the journeys taken by parents to deliver and collect their children - a process that in the grand scheme of things takes no more than a few minutes per day.
4) Parent, Objection	Ridiculous idea! People rat run because of the camera by the dr surgery. Southcote Primary has hundreds of children that legitimately need to be taken to and from school. Why should our journeys be forced out on to the Bath road? Journeys will be longer, getting to breakfast club will be delayed. Take the camera down and let people turn right from Faircross Road
5) Objection	This is ridiculous, it'll put more traffic onto the Bath Road as people who want to park down Silchester Road will have to go onto the Bath Rd to come into Southcote Lane by the Beefeater. This will put even more pressure on Circuit Lane and the roads off of it as parents try to park and this is seriously bad already meaning residents are constantly bothered by the parking ! Maybe the council should lift the ban along the Southcote Lane until a later time in the day say 8.15am then more people could use the road to get to work and then children can safely access the schools along the route. Frankly with the cameras, crossings which are not in useful places and the speed bumps and restrictions I hardly call the road a rat run !! Maybe the council should look at better ways for parents to get their children to school. My children walk to and from school everyday and manage it perfectly well. I would also like to suggest that the entrance to Southcote Primary school from Shepley Drive should be closed permanently it's a small residential road and cannot cope with the additional traffic down it everyday .
6) Parent, Objection	Why make journeys to school difficult just as a means to stop rat running. The majority of cars that use Silchester Road are going to the school. Breakfast club starts at 7.45 - how are we supposed to get our children there when we also can't go up Southcote Lane due to the camera. Those that use it as a cut through are doing so because of the camera by the surgery and because the traffic on the Bath Road is heavy and slow. I can only imagine how much of a traffic jam will be caused on Southcote Lane by cars waiting to turn into Faircross Road!!!
7) Parent, Objection	As a parent there is no alternative but to use these roads to drop my kids to school and be on time at work. Public transport is no alternative for primary school children. Nobody likes driving, but it is essential to keep our jobs.
8) Objection	Those living in the lower part of Southcote, would need to travel out of the estate and along the Bath Road before re-entering Southcote Lane by the Beefeater in order to avoid the morning bus gate (camera) to drop of kids at breakers club at Southcote Primary School!
9) Objection	This is a ridiculous suggestion - it will increase the already heavy traffic heading into the town centre! Obviously a system not thought through and the impact it will have on residents and the local school!
10) Parents, Objection	Parents of children that go to southcote school won't be able to get them there or have anywhere to park. I live in lower southcote and when it rains have to drive my child to school.

11) Objection	Will increase a lot more traffic on to the Bath road causing so much more unnecessary traffic. Plus more problems for parents trying to do school run.
12) Parent, Objection	As a parent, getting children ready for school and yourself ready for work, is timely in the mornings and sometimes quite stressful, as you don't want your child to be late and you don't want to be late for work either. I use the breakfast club, and live quite close to the school, but sometimes need to drive into work, this new road structure would heavily impact my journey time, as I would have to go onto the bath road, and then come back on myself, then to go back into the traffic on the bath road. Not a very good idea at all, and would like to know who has suggested this
13) Objection	This would make it very difficult for parents to get their children to school on time. The Bath Road is already heavy with traffic especially when there are problems on the M4. Absence would definitely become an issue.
14) Objection	Will cause addition traffic on bath road for hose going to southcote school. Why is flow up southcote a problem now that it is 20 mph?
15) Objection	All parents are trying to do is drop their children at school and be able to pick them up. Whilst this proposal will stop cars turning in Fawley Road it will just push the problem somewhere else and in fact make it worse. Currently you have to often drive round a few times to find a parking spot. This proposal means you'll push people to go round and round on bath road - further congesting an already busy road and negatively impacting on commuters. Surely the solution is to get rid of the pointless 'bus lane' on Southcote Lane. Yes there's some traffic but it's hardly going to block this road as most of it heads directly to the junction by the beef eater. All you are doing with this proposal is making it harder for hard working parents to drop off their children and pick up on time and heaping more misery on commuters on bath road
16) Objection	No consideration of the local impact on Southcote Primary School and the parents that use these roads on a daily basis. Also there was no contact with the school to discuss the proposed changes - again Reading Council not following due process and trying to pass changes without proper impact assessment.
17) Parents, Objection	Strongly object as a driver and mom with a pupil at Southcote Primary School this will add many, many more minutes to our journey in the morning. I understand this will prevent the U-turns on Southcote Lane and as a drive myself I have witnessed others drivers carrying out this manoeuvre when it has not been safe to do so. However, this could be avoided if the bus lane restriction was lifted from 8:30am.
18) Resident, Objection	The road is already very narrow. During head and tail of school timing there are too many cars many are parked even on the green patch of the sidewalk. Even between school times there are cars parked on the road. As resident on silchester I don't want one way to

	be reversed. It will cause more noise too.
19) Objection	I object because I question whether anyone other than parents are using this as a 'rat run' - do you have any evidence that people who are not using the school are using it to bypass the bus lane? By doing this you're effectively stopping any parent who lives to the left of the map from using the school road to drop their children off, solely to stop an undetermined number of people using it to bypass the bus lane.
20) Parent, Support	As a parent dropping off at Southcote Primary I support the proposal as it would stop the u-turns in the road where cars use the Silchester road as a cut through to avoid the bus lane camera and then u-turn in Southcote lane to head in the direction of the Beefeater. These u-turns are dangerous and often cause traffic delays on Southcote Lane to drivers.
21) Objection	This will create problems for those who want to enter Silchester Road to avoid the bus lane gate on Southcote Lane, they have to go around the bath road increasing traffic congestion in that area.
22) Parent, Objection	I have a child at Southcote primary and to do the drop off would mean travelling all the way to Beefeater roundabout and back down Southcote Lane in the morning traffic for a journey that currently takes 3 mins. If Circuit Lane is used for stopping this will cause a backlog of traffic for the vehicles coming from the surrounding areas
23) Objection	1. There is no need to amend the current one way restriction as there are no traffic issues. There is no clear objective that will be achieved in doing this. This is yet another example of the council wasting tax payers money. 2. If this reversal of the one way route was to go ahead you will be driving even more traffic during peak hours on to the already heavily congested Bath Road. This will likely add up to 20 (yes 20, I sit in it most days) mins to travel time to drop children at Southcote school. 3. If the reversal of the one way route was to go ahead I have serious concerns over the safety of young children walking to school/ the The Grange Pre-School. Cars will have to turn right from Silchester Road on to Circuit Lane. With the number of cars parked on Circuit Lane views on to the road when turning right will be restricted and there is a high risk that small children crossing the road will not easily be seen. 4. Consultation processes have not properly taken place with residents to allow for their views and opinions. This is in breach of the law.
24) Parent, Objection	I would like to strongly object to the proposal to reverse Order 1994. The reversal of the flow of traffic along Faircross Rd and Silchester Rd combined with the No Entry Bus Only on Southcote Rd that is operation until 8:45am will make it impossible to access Southcote Primary School in the morning. Enacting the proposed changes will - place significant strain upon surrounding streets for early morning short term parking, and again in the evenings from school close hours through to the end of after school clubs - significantly increase pedestrian traffic and noise to residents from the school children - cause significant delay and disruption to parents when children are being dropped off to breakfast club prior to school hours

	<ul style="list-style-type: none"> - impact significantly on parent's ability to attend their place of work in a timely manner, making Southcote a less attractive place to live - significantly increase the level of frustration amongst drivers who are forced to use the streets, causing further hazards to children attending the three schools in the area - increase the instances of late attendance to school for school children - significantly reduce the suitability of Southcote Primary School as a school of choice within Reading, Southcote and Calcot. <p>This view is taken in consideration of</p> <ul style="list-style-type: none"> a) the bus restrictions in place on Southcote Lane that prevents West-East access to Southcote Lane in the mornings b) The nearby presence of Hugh Farringdon School and Wren schools, which together with Southcote Primary School collectively place enormous pressure on available parking spaces during school pickup and drop off c) the location of Southcote Primary school entry gates on Silchester Rd d) the lack of suitable alternatives to relocate the school gates for Southcote Primary School e) the current level of frustration experienced by parents who use the streets for child drop off and collection at the three local schools <p>As a local resident whose child attends Southcote Primary School, I urge the Assistant Director of Legal and Democratic Services to ensure that this proposal is reviewed carefully and that community consultation is undertaken adequately and broadly. Were the Council adamant about proceeding with the proposal to revoke Order 1994, then I would urge the council to engage the service of a third part traffic management consultancy to examine the impact of the proposal on the residential community and the three schools in the area. In summary, the proposal will endanger the safety of children and hamper the ability of parents to maintain a work/life balance in Southcote.</p>
25) Objection	<p>This makes no sense at all. The only way it would work is if the bus lane restriction between 8.30am and 8.45am on Southcote lane is lifted - otherwise, the parents dropping off their children at Southcote Primary will be forced clog up Bath road even more during morning rush hour and it will mean that more cars will have to be on the roads for longer - taking an even longer route to get home. I strongly object - as do many other parents of children who attend Southcote Primary school.</p>
26) Objection	<p>I believe it would be harder for parents to drop their children off at Southcote Primary. I also believe it would create more traffic on Circuit Lane where the Grange Pre School is located making it busier and more dangerous at the time the 2-4 year olds are trying to cross the road with no crossings present to get to the Pre School. If someone from the council were to visit Silchester Road/ Circuit lane junction they would see that the road is full of parked cars for the school which already blocks the road and creates a one car pass. Sending more cars down Silchester road and onto Circuit lane would create more of a blockage and mean it would be harder for children to cross the road and make it more likely for a child to be knocked down. I STRONGLY OPPOSE THIS PLAN.</p>
27) Parent, Objection	<p>As a parent who uses this road twice a day, and arrives early for breakfast club and at the usual collection time of 3:10pm, it is already incredibly difficult/near impossible to park as it is! And it's one way! There is never space for any cars to move safely through the road</p>

	<p>as it stands.</p> <p>If you reverse this one way road layout, and plan on allowing twice as much traffic through, not only will it become incredible congested on such a narrow road, it would also become very dangerous having traffic coming from both ways, for both parents and children. The road would be blocked by cars and it would be at a standstill.</p> <p>This would make it incredibly frustrating and difficult for parents to efficiently and safely collect their children!!</p>
28) Objection	<p>it would seem this suggestion has more negatives than positives, southcote road is already congested enough with parking either side of it (due to a lack of parking in the new houses in the old "Elvian School" grounds). Plus the fact there is a now a rat run with people dropping school (for the Wren) children off opposite these flats and turning round in monks way or elvian close. I imagine this would happen even more if this plan were to go ahead, creating more/same risk for pedestrians and school children just in a difference place.</p>
29) Parent, Objection	<p>As a parent of children at Southcote school, I thoroughly object to this change. I strongly believe it will cause more traffic accidents and potential dangers to children from the school as parking will be further restricted. It will also impact children getting to school/or picked up after school, on time due to having to drive further to make your way back around if a space is not found.</p> <p>Surely it makes more sense to remove the restriction that is in place on Southcote lane between 730-845. First of all it would be great to understand exactly what benefit that restriction brings - as it's for a bus lane that doesn't even have the road markings of a bus lane - just a bus stop! That way cars would no longer have to turn in the road which I believe it the reason for this change in way.</p> <p>Furthermore, would it not make more sense to remove the island from Southcote lane so cars can turn right at the top of the one way system rather than having to turn left and then turn the car around - again to avoid a very small stretch of road because of 'bus lane restrictions' that being absolutely no benefit....</p> <p>I hope more consideration is given to this as more options that will result in less accidents, are possible!</p>
30) Objection	<p>This will add more to the current traffic jam in West Reading/ Southcote. It does not resolve to the actual issue of parking and traffic in this area.</p>
31) Parent, Objection	<p>This will make our life very hard to drop off my kids to Southcote Primary School. Please can you consider this request.</p>
32) Objection	<p>it makes no sense to change the roads</p>
33) Objection	<p>Difficult to get children to school and school employees as would need to travel along A4 Bath taking a considerable longer time especially as there would be much more traffic. Also unfair on people that live in Southcote having to do such a long detour.</p> <p>Why change it now after it has been like this for many years.</p> <p>Traffic will always be a problem.</p> <p>Need to sort speeding and parking problems first which has had money spent on it and not resolved.</p> <p>Just spending more money on roadworks not needed.</p> <p>Springs to mind if it not broken no need to fix it</p>

34) Parent, Objection	<p>This will cause major issues for us parents who live in lower southcote past the school who need to drop their kids off early at the school for breakfast club.</p> <p>We would need to leave southcote, re enter at the befeater to avoid the time restriction camera by the school. This will add significant times to my journey</p>
35) Parent, Objection	<p>I drop my children to breakfast club at Southcote primary school so this would mean fighting through the traffic along the bath road twice . If you live in the lower part of Southcote, you would need to travel out of the estate and along the Bath Road before re-entering Southcote Lane by the Beefeater in order to avoid the morning bus gate (camera) and then again once I've dropped them off as we would have to go up circuit Lane back onto the bath Road.</p>
36) Objection	<p>By changing the direction it will make it make it a cut through avoiding the Bath road which would increase traffic. Changing the direction would also cause huge problems for Southcote primary school children as there would then be a school crossing directly around a blind corner coming off of Faircross road onto Silchester road. Changing the direction would solve the problem of cars turning into Fawley road all it would do is move it to the junction of Southcote Farm lane, which already has problems due to being a collection and drop off point for parents for children who attend The Wren and Hugh Farrington.</p>
37) Parent, Objection	<p>This change would have a massive impact for me on the days I work and need to drop my children into Southcote Breakfast Club and then drive straight on to Whitley by car. I live in [REDACTED] Road. With the planned changes I would need to leave the estate, join the Bath Road traffic heading into town and come back into Southcote Lane at the Beefeater roundabout. This would add considerable disruption and time to my journey not to mention adding more traffic and increased fumes onto an already busy Bath Road. I don't believe I will be the only one in this situation. Anyone living on my side of the Circuit Lane roundabout will face the same problem or people will end up parking in surrounding streets in order to walk in. Southcote Primary School has a huge intake of some 630 pupils plus staff, the plans will cause massive disruption for both parents and staff and the wider community. What a waste of money to add to the shambolic resurfacing that has already gone on. I object wholeheartedly.</p>
38) Objection	<p>I believe the reversal will cause increased disruption and danger for Southcote primary pupils. Circuit lane is congested/ dangerous for pedestrians to navigate at drop off & pick up as it is. If traffic is exiting Silchester Rd via this route it will be even worse!!</p>
39) Objection	<p>Will cause more traffic and issues going the other way. Complete waste of money that could be better spent elsewhere.</p>
40) Objection	<p>Doing this will have a major impact on people getting their children and staff to Southcote Primary School causing more traffic on the A4 Bath road which it can not take with an already overflow of traffic using the A4 at these times.</p> <p>Also causing more pollution with adding drive times of up to 20 mins onto to people journeys even residents of the estate.</p> <p>To avoid people using it as a rat run put a bus camera higher up Southcote road to get the people that do this!!</p> <p>fine them not the people who follow the rules and generally will be majorly inconvenienced by this change if it goes ahead!</p>
41) Objection	<p>Total waste of tax payers money!</p>
42) Parent, Objection	<p>I object because this will cause more traffic and chaos To the bath road! It would also mean having to leave early to take my [REDACTED] old to school and waiting which in my sons case he cannot do for the school to open! It will majorly impact on the</p>

	<p>school parents that need to drive their children to and from school and also the school staff, as they would need to leave southcote one end to then go along the bath room to enter the other side! It's will also be unsafe for not just southcote primary school but for the secondary school children that walk to school as there will be so many cars going down one way only! IF SOMETHING ISNT BROKEN DONT TRY AND FIGHT IT. I hope you listen to everyone views and realise what you are trying to do is utterly wrong and unsafe for children and parents.</p>
43) Parent, Objection	<p>This would prove impossible to drop off my daughter to breakfast club so that I can travel to work in time as there are restrictions to Southcote lane during early mornings. This would mean extensive travel from Southcote circuit lane, then bath Road during rush hour traffic and then back down Southcote lane for drop off to Southcote School and complete repetition of this journey to travel to work.</p>
44) Objection	<p>I think that there are lots of people who travel by vehicle from Southcote lane (Burghfield road end) who would then have to travel on the A4 to the befeater roundabout to be able to get to the school at school drop off time in the mornings because of the bus lane restrictions this can only make rush hour traffic on the A4 worse in the mornings, it's bad enough now without adding to it (Please)</p> <p>You could consider moving the bus lane restriction/barrier/camera to just past the turning for the School (Faircross road) which wouldn't impact the buses or through traffic but would help parents dropping off their children, this would also stop people using Silchester and Faircross roads as a rat run in the mornings</p> <p>As an aside Ashampstead Road needs to be made one way (In my opinion)</p>
45) Support	<p>I support it however I cannot see how it will work. The way the road is at the moment already causes traffic chaos with the amount of residential cars parked along both roads. Cars are repeatedly being parked across people's driveways and up on the kerb's preventing safe walking.</p> <p>If a two way system is put back in place, the traffic will be backed up both ends from trying to get through with all of the cars parked up unless double yellow lines are implemented.</p>
46) Objection	<p>I do not see how this helps cutting the traffic wanting to bypass the A4.</p> <p>Even if someone comes in to Silchester-Faircross road, they are only allowed to turn left. If they turn into Fawley Road that is a dead end so I do not see how people could cut through there...</p> <p>In addition, Southcote Lane is already a no-go in the morning so technically you cannot take your kids to school to Southcote as you are not allowed to go to Faircross in the new system via Southcote lane.</p> <p>This means that all parents taking their kids will need park on the other side of the Southcote Lane Roundabout.</p>

47) Objection	<p>Traffic flow is bad enough in the mornings as it is going up Silchester road, cars parked across drives, on the pavement, or double yellow lines, on the bend, across dropped kerbs etc, having traffic come down Silchester road to turn left or right into lower Circuit lane will turn Hatford road and upper Circuit lane into two more so called "rat runs"</p> <p>If Fawley road is the problem why not build a refuge extending to the junction lines to prevent turning.</p> <p>Get traffic enforcement to spend more than one day every other month there, parents will start to take notice once they start receiving tickets</p>
48) Parent, Objection	<p>My son goes to Southcote Primary School. The proposal means that to drop him in the morning, we need to drive via Bath Road to the junction with Southcote Lane (Beefeater roundabout) in rush hour, as the junction between Southcote Lane and Circuit lane does not allow cars going at that time (only buses are allowed). The Beefeater roundabout has a considerable amount of traffic in the rush hour, the proposal will increase the traffic in this roundabout, affecting negatively to the other drivers and the parents that drop the kids to the school.</p>
49) Objection	<p>I object, I think it will cause more harm and obstruction than it would now. The system works and local residents will be unable to access local schools without travelling far out of their way. If there is a problem with people turning around and going up Southcote lane put an island in the road to prevent people doing so. It is not fair on the staff, parents and children of Southcote school. It will cause more harm than good as people are use to the old way and make it more accident prone. People with disabilities and residents of Silchester road will have unnecessary traffic and disruption with parking. I think it is a mistake and will come of no good. I think it will cause more traffic, more accidents and could potentially be dangerous in the long run.</p>
50) Objection	<p>You can't even barely drive down it one way let alone cars coming from both directions absolutely ridiculous!</p>
51) Objection	<p>Lift the ban on driving up Southcote lane problem solved!</p>
52) Objection	<p>This will have huge implications for parents and staff of Southcote primary. Making people come right out of southcote onto the main bath road and back in. For myself it will add to my journey and create an impossible timescale for morning drop offs and work!</p>
53) Objection	<p>I have to get to work at Southcote Primary school and the reverse will mean I will have to travel further and get caught up in busy traffic heading in to Reading</p>
54) Objection	<p>Personally instead of changing the direction of the traffic, you should take the island out from the top of fawely Road so that traffic can go either way. It would put a stop to the hold up of the traffic when inconsiderate drivers are doing a u-turn along southcote lane, also there should be a sign with no u-turn.</p>
55) Objection	<p>It will cause more congestion on the bath road heading towards the beefeater roundabout as to avoid the bus camera residents who wish to access the road will need to come out onto the bath road and travel down.</p> <p>Also for residents on that road they would have to also enter the bath road in the mornings in order to travel to town to avoid the bus camera.</p> <p>The bath road is already heavily congested in the mornings and I travel from tilehurst road to the school so it would heavily impact</p>

	travel time.
56) Objection	The one way system works well as it is and it wouldn't be fair to residents and visitors to have to leave the area completely to be able to get back in.
57) Parent, Objection	It will make it difficult to drop our kids in Southcote Primary School. Also the bath road traffic and southcote road traffic is increasing day by day and this change will create traffic problems for the locals.
58) Objection	Waste of money and will cause more problems than resolve.
59) Objection	I believe using the tax payers money to make unnecessary changes to the roads in question is ridiculous, it will cause disruption for no reason.
60) Comments	I agree something has to be done about the rat running of vehicles but surely it would be a lot cheaper, easier and less disruptive to everyone if you move the bus lane camera to past Fawley road. The new proposal for traffic coming out of Silchester Rd onto Circuit Lane would be dangerous because of the speed some vehicles travel and also the vehicles parked on Circuit lane obstruct drivers vision (that would be an accident waiting to happen). If you remove the island on Circuit Lane where are the children going to cross??
61) Objection	There are already so many challenges with dropping my child off to southcote primary school, I am not sure how this will resolve the issue. This school has expanded to make space to more children that extra traffic is expected. Whilst this might feel an inconvenience to some we have to expect this if our town is to expand
62) School staff, Objection	I object because periodically I have to drive to my place of work (Southcote Primary) this, to attend scheduled, after school meetings at our Federation school (Katesgrove). My journey will not only take longer but will add to the already congested Bath Road traffic during morning rush hour and after school rush hour. Thus potentially adding to the stress already caused to entering the WREN and Hugh Farringdon. This extra journey and inconvenience would be very problematic, not just for me but all the other staff that have no option but to drive to school. This plan of Road change I can see will have an adverse effect for Southcote Primary by teachers choosing to leave and find more local posts due to the stress n strain on daily travel.
63) School staff, Objection	As a staff member of the school it benefits us from a safety point of view when taking children on local trips and walks to keep the local Roads as they are right now. When Southcote Teachers take its students on local trips we come out of our school turning left to go and walk up Silchester Road. We get on local coaches which have a waiting point to take our school children on trips. This current system is fantastic from a low level traffic point of view because the Road isn't busy at certain times of day. This is a relief knowing that cars will not accidentally mount pavement or cause for concern when out with young students. If this new proposal is put in place this could cause the school to reconsider safeguarding children and so adversely local educational

	trips for children no longer possible due to higher risk of accidents. This would impact the learning of our children who will no longer be able to investigate their local community without being at risk of Road accidents.
64) Resident, Objection	I live on [REDACTED], at school run times it is already extremely chaotic and busy but, if the one way system changes, I fear it will be even worse as parents who usually park on Silchester road will not have time to go all the way around so even more cars will have to try to park on Shepley. I also work at [REDACTED] school and don't really notice much of the "problem" that you're trying to fix.
65) Objection	This will push a lot more traffic onto the bath road when parents living in lower Southcote need to get to Southcote primary they will have to crawl along the bath road.
66) School staff, Objection	As a member of staff at the school and concerned local resident we would consider taking action of a march. This would seriously impact our community adding unress for parents, children and teachers alike. It is difficult enough for parents droooibg chikdren off to school which has in excess of 600 pupils. The action to reroute traffic will add to the already headache of morning and afternoon drop off and pick up. I object to the proposal RBC have put forward. We will no longer be able to adequately safeguard children who currently use our school field for activities safely with regular traffic passing through. Our duty of care is to safeguard our pupils. Is RBC prepared to put this and the safety of vulnerable children n families on the estate at risk? This action remains a major concern!
67) Objection	Absolute nightmare for residents
68) Support	The road is a death trap for kids with the one way system and the parking is a nightmare and it's a general nuisance
69) Comments	There is certainly something that needs to be done to stop the rat run and danger to school children. Changing the direction will be very costly, other ideas need to be considered which are less costly, moving the camera to just past Fawley Road, east side, will be less costly but then there is the issue of drivers being able to turn around safely rather than go through the camera. Whatever is the outcome there will be residents unhappy with the decision, but the safety of the children is paramount. More effort should be taken to reduce parents driving to school. If the direction is reversed then there is the problem of vehicles turning into Circuit Lane, the cars that park near the junction will impare the visibility of vehicle exiting Silchester Road, and where will the island go by Silchester Road, which helps children cross the road. Please give carefull consideration and listen to all locals opinions.
70) Objection	Object on the basis that it will cause traffic chaos to already busy roads around Southcote Primary School. This will also result in more traffic on bath road as people living Southcote side of the school will have to go all the way round to access Silchester Road for drop offs. I ask the question how much additional traffic does the rat running into fawley road really cause. How many buses are late because

	of it? what is the true impact ? The impact of this move on Silchester Road and surrounding roads far greater.
71) Objection	With bus lane restrictions on Southcote Lane this will only cause frustration for parent dropping off their children at Southcote Primary for breakfast club, especially if they approach the school from the west, it will require them to go onto the Bath Road to access the school from the other direction. I don't understand the logic behind this and goodness knows how much public money will be wasted to make these changes to a road that runs perfectly well. You be better off spending a little money on signs for Fawley Road stopping parent driving down it to drop of their children, now this causes nothing but traffic chaos and it's an accident waiting to happen!!
72) Objection	How will parents who live west of the bus gate get to children to southcote school and breakfast club whilst the gate is in operation? They will have to go up onto the A4 and enter southcote lane by the befeater. Makes no sense to increase traffic in these areas. What about allowing southcote residents vehicles to have unrestricted access through the gate to allow access to the school?
73) Objection	Although it is good that Silchester Road is one way, as it has been for a long time, I am very concerned about the proposed changes. Where are all the cars, dropping off children, from the west going to stop? A lot of them go up Silchester Road, west to east, but with the change of direction of the one way system they will not be able to. As they cannot go up Southcote Lane, beyond the camera on Circuit Lane roundabout, they will, more than likely use Shepley Drive or park in Circuit Lane. Very bad for both options as they are already over run with traffic, making it dangerous and impossible for residents in these roads. Surely a better and cheaper option would be to move the camera from Circuit Lane / Southcote Lane roundabout and position it at Fawley Road. This would enable Fawley Road to be entered from the west and east. It would also stop rat running up Silchester Road as u-turns in Fawley Road would be caught on camera
74) Objection	If you stop access to Silchester Road via Circuit Lane where do you expect parents travelling to Southcote Primary from the west (Burghfield Rd/Bath Rd) to park when dropping off their offspring? I expect they will park in Circuit Lane, Shepley Drive, Restwold Close and Stapleford Road. The council has already made the mistake of putting a school gate in Shepley Drive, a dead end road now rammed with school traffic twice a day, so don't compound it with another dumb idea. I object..in case you're wondering.
75) Comments	I don't understand how reversing the one way system will stop Silchester Road being used as a rat run. Surely the only way to stop Silchester Road being used as a rat run will be to take away the time restriction on Southcote Lane. People use Silchester Road to avoid going up onto the Bath Road!
76) School staff, Objection	I live in Burghfield Road and work at Southcote Primary School so would have to drive along the A4 Bath Road to the Beefeater roundabout adding to the already congested Bath Road, increasing my journey time and carbon footprint considerably!
77) Parent, Objection	To drop children at Southcote primary school I would have to travel from Dwyer rd via the Bath rd almost into town then back on myself down Southcote lane doubling my journey time and distance I don't see how this is helping to reduce carbon emissions or traffic problems

78)	Place additional buses only signs on Southcote lane past Faircross rd towards town and move the camera to this location stopping any u turn out of Faircross rd
79) Objection	This will be used as a rat run for people to cut through on the estate. There is a school close by and this will result in someone getting injured. Cars park along Silchester road causing obstruction to pedestrians and people trying to get out of their driveways. Double yellow lines should be introduced both sides of Silchester road.
80)	
81)	
82)	
83) Objection	The road is very narrow as it is and there are SO many cars parked along the side of the road - there is definitely not enough room to have it flowing both ways. It is also safer for the children (as there is a school along this road) if the traffic is all going in one direction.
84) Resident, objection	Instead off changing it around why dont you allow people to turn right and left out off faircross road or even take the bus camera away to allow people to go up southcote lane us residents have enough trouble with the school parents blocking are driveways and parking on them and even stopping in the middle off the road to drop there kids off the people who also work in the school take up the parking spaces on road instead off parking in the school car park and when us residents get blocked into are driveways and confront the people doing it, it always leads to verbal abuse and one off these days it will lead it physical abuse like I have nearly encountered and when you tell the school about this they dont care about us residents so instead off worrying about the changing off the one way system you should focus on the parking situation around here
85) Resident, Support	The only think that would be worrying me is that the school run it gets very congested and I get parked in. I live at number [REDACTED] Silchester road. I've had many cars park me in as it's a narrow road and it's rather difficult for me to manoeuvre my car and I sometimes hit the curb as a result. Also I do notice plenty parents parking on the double yellows upon entering Silchester Road. I also see plenty of parents stopping their car in the middle of Silchester Road to offload their kids. This is obviously hindering the traffic flow which is not supported according to the Highway Code and potentially dangerous to kids. Also, these road markings saying 20mph is a joke as the speed cameras down where coronation square bus stop is and the one by Lima court(not sure but it's the one when you come into southcote lane from bath road) are still 30mph. So a waste of money painting these on the roads. Just like the speed humps that we're made then taken redone because of the road resurfacing. I'd like to also mention since I have your attention which I probably won't but I'd rather not come to the church to voice these as I'd get backlash and I don't want that. Verge parking, remember that? Happens all over Silchester road and Faircross way and always the same car parked on a verge on the intersection where circuit lane meets Silchester road. You can see the tracks. If they don't own a driveway then park elsewhere. Anyways, I wonder how many people have been fined for parking on the verges as it's going to look a right state after this wet season. Costing more money. We could recoup a lot if this was policed. Give me the job! I'll do it for cheaper than a lot of you overpaid lot but hey nobody is going to read this anyways. I support the reverse but there's better opportunities than this to get

	right. Those dog walking vans(black with the green righting down Ashampstead road). You know who, has ruined those verges. But let's keep putting up the council tax instead to sort it instead of policing the rules you have implemented.
86) Comments	Will make very little difference to the problem of school traffic ignoring all road regulations. Leave Circuit Lane refuge where it is and make it right turn only out of Silchester Road, not that the parents will take any notice though. Some enforcement of the current parking issues would be nice. This scheme will make the parking free for all in Shepley Drive worse and will increase issues in Circuit Lane.
87) Objection	Forcing local traffic to leave estate after dropping off children at Southcote Primary to join traffic on Bath Road to junction at the Beefeater to return home will increase traffic on Bath Road. Access to staff carparks at GP Surgery and Blessed Hugh Faringdon School will only be possible by entering Southcote Lane at junction with Beefeater, increasing travel time and traffic on Bath Road. possible resolution: Moving the traffic restriction camera to a point on Southcote Lane opposite Faircross Road would solve the issue of drivers turning at junction of Fawley Road but allow traffic to surgery and Blessed Hugh Faringdon School.
88) School staff, Objection	I work at the school and this would mean a longer and more congested route to work
89) School staff, Objection	The Camera needs to be moved to where the bus stop is pass Fawley Road, enabling staff and parents to drop and to get to school between the times of 0730 and 0845. And would stop the traffic going pass Southcote Primary School and then making U turns across Fawley Road. I work at Blessed Hugh Faringdon School
90) School staff, Objection	Having worked at Blessed Hugh Faringdon for the last [REDACTED] years and also being a [REDACTED] this will not only increase my Journey to work but also the longer i am in the car in traffic the more of a problem i have with my joints. Are you not able to give access to disabled drivers at the least?
91) School staff, Objection	I work at Blessed Hugh Faringdon School and this proposal will have a big impact on my journey into work. I myself get very annoyed at the people turning around in Fawley road. I and a number of staff will now have to add to the Bath Road traffic therefore making congestion worse. Indeed parents dropping off pupils will also add to congestion. Surely the camera can be moved to beyond Fawley Road so preventing these dangerous manoeuvres taking place. There is no point making changes that will actually make traffic congestion worse.
92) Objection	Move the camera further up the road to allow access to both schools. I already spend a great deal of time coming into work over the Burghfield bridge and this would make my journey to teach in Reading to stressful to continue.

93) Objection	Only Support if bus line will be removed from southcote ln
94) Comments	To remove the dangerous rat run past the Primary school why not put the enforcement camera further up the hill past Fawley rd which would then ease access to BHFCs, the Southcote Primary and the GP Surgery.
95) Parent, Objection	this will mean that for my school run journeys I would need to leave Southcote add traffic to the existing busy Bath Road, then re enter Southcote at the befeater roundabout and then pass all 3 schools, The Wren, Blessed Hugh Faringdon and Southcote Primary. surely this increase in traffic will pottentially endanger the lives of pupils at these schools.
96) Objection	<p>To reverse this system would involve drivers going up to the Beefeater pub to come back down to Fawley Road. That would cause greater congestion, including pollution.</p> <p>It would help hugely for the camera either to be removed completely (has a survey been done to monitor how effective it is? How many cars have been reduced on that section of the road?) - or to move the camera further up past Blessed Hugh Faringdon school, to allow both employees at Southcote Primary and Blessed Hugh Faringdon to be able to access their place of work without restriction.</p> <p>Alternatively/additionally, an entry from the A4 via roundabout to access Fawley road would then allow employees at both the Primary and Secondary access their place of employment but also eliminate the 'rat run' that is trying to be avoided.</p>
97) Objection	<p>If you change it to a one way system there will be numerous members of staff and students that will only be able to access blessed Hugh Faringdon school from going past the school on the A4 to the beefeater roundabout and via Southcote lane that way which is out of the way.</p> <p>A possible solution to cars turning at junction of Fawley Road(which appears to be the issue) would be to move the traffic camera to a point above Fawley Road witch would then allow access to both schools(BHFCs and Southcote Primary) and the GP surgery but stop the rat run through Southcote to the Bath Road.</p>
98) School staff, Support	I work a Blessed Hugh Faringdon school and for me the problem is people turning in the road at the junction of Southcote Lane and Fawley Road.
99) Objection	<p>It had been a complete nightmare proposing that circuit lane be opened and stop charging motorist using it between 7:30 and 8:45 to avoid, what I was told after 3 tickets, to prevent ccildren getting hurt, however using silchester toad was the only option to getting to school and avoid the rush hour traffic.</p> <p>Circuit lane should be opened at a time of 8:30 to allow parents to take there children to school at a safe mileage of 20!</p> <p>Why make everyone dropping of at Southcote and hugh Farringdon Inconvenienced again.</p> <p>The road has been a massive contradiction for years!</p> <p>Safety is number one I agree, but no accidents have happened to my knowledge and no one listened when we advised this before.</p> <p>Make a scoop for parents!!!</p>

100)	Objection	It will have a massive knock on effect for traffic for people having to divert. What an awful idea! This will make alot of children late for school and people late for work. I dont understand why this was proposed at all. Please ensure you think about the negative effect this will have on all other roads around due to diversion.
101)	Objection	Force all traffic into roads that cannot cope now
102)	School staff, Objection	<p>Travelling from west reading and working at a local secondary school I use Silchester road to drive to my workplace due to the bus lane restrictions on Southcote Lane.</p> <p>By reversing the one way in Silchester road you will be increasing traffic on an already busy bath road.</p> <p>I appreciate the concerns with traffic using the end of Fawley road to turn round in and it is frustrating for those of us trying to access Fawley Road.</p> <p>Surely a more viable solution would be to move the camera from it current position further along Southcote Lane past Fawley Road?</p>
103)	Support	This will prevent through traffic that is not serving school runs.
104)	Objection	<p>I think this will cause more congestion</p> <p>I would suggest no parking on the grass verges and to open both ends of the school car park as there are 2 gates.Remarking of road signs as the old school gate is now closed the school could also monitor out the front of the school to stop parents stopping to drop kids off outside causing chaos.</p>
105)	Support	I think this is a great proposal. I've been concerned for a long time about the amount of traffic using Silchester Road to avoid the no entry into Southcote Lane and then doing a U turn in Fawley Road. I have seen many incidents which so easily could have been serious accidents whilst waiting at the Fawley Road bus stop.
106)	Objection	I understand the problems caused because of the camera on Southcote Lane restrictions so why is the camera not moved up. Past Fawley Road so that drivers can get to Hugh Faringdon school but not cut through to Bath road
107)	Objection	This is a mistake to change the direction. Congestion on the bath road is awful in the mornings. Residents in Southcote should be allowed to go through the bus lane for access to schools. At a busy time of the morning there is no access to two schools unless you travel all the way round causing further traffic on the bath road. Access to schools to drop children of safely should be in place.
108)	Support	Cars turning around in the middle of southcote Lane at the Fawley Road junction is very dangerous especially to pedestrians and school children.

109)	Comment	<p>I support the need to stop cars turning in the entrance to Fawley Road to go back up Southcote Lane. Most do not take particular care when doing so!</p> <p>I certainly would prefer to continue around past the primary school rather than join queues up the Bath Road to then turn down Southcote.</p> <p>Could the 7.30 to 8.45 camera not be moved to beyond the bus stop after Fawley Road turning so we could drive up from the roundabout and in to Fawley Road to access Hugh Faringdon School?</p>
110)	Objection	<p>Traffic would only move from Silchester Road to Circuit lane and Shepley Drive,</p> <p>The school gate at the top of Silchester road must be opened to allow a flow of cars through to drop off (as per planning agreement for the expansion) please can this be investigated.</p> <p>Move the camera from bottom of Southcote lane past the opening with Faircross Road, as this will stop drivers trying to dodge the camera.</p>
111)	Objection	<p>Will not stop the parking issues and abuse from parents blocking driveways and parking on the grass verges. Silchester road should have double yellow lines both sides to stop the parking before someone gets killed. The school should accommodate the car park for parents to drop off their children.</p>
112)	Resident, Objection	<p>What about residence from Southcote farm lane, barn close, Tallis lane. How are they suppose to travel. You have already made it difficult for us to travel from circuit lane round about by making it a bus lane. So you want us to go all the way to Southcote beafeater via bath road to go to southcote farm lane.</p> <p>You need to exempt local residence from the bus lane restrictions</p>
113)	Resident, Objection	<p>A possible solution to cars turning at junction of Fawley Road(which appears to be the issue) would be to move the traffic camera to a point above Fawley Road which would then allow access to both schools(BHFCS and Southcote Primary) and the GP surgery but stop the rat run through Southcote to the Bath Road.</p>
114)	School staff, Objection	<p>I am a teacher at Blessed Hugh Faringdon and I object to the proposal, unless action is also taken to address the knock-on effect for staff at the school. I travel from [REDACTED] to the school in the morning and would be obliged to join the slow moving queue on the Bath Road (frustratingly passing the rear of the school) as far as the Beefeater roundabout, only then to double back along Southcote Lane to reach the school.</p> <p>For teachers there is a lot of important preparation work to be done before the school day commences and being significantly delayed, or even late, on the journey to school means this work will not be done risking the quality of the children's education. Also I am likely to be a lot more stressed on reaching the school. There is already a problem recruiting and retaining teachers and proposals like this will not help.</p> <p>There are two ways of overcoming the problem for BHF staff:-</p> <p>(i) Details of the vehicles of the staff affected could be given to the Council and they would be classed as 'authorised vehicles' and</p>

		<p>allowed to pass the bus gate, east of Circuit Lane. The relevant legislation and signing does allow this type of exemption and would be quite feasible.</p> <p>(ii) The bus gate could be relocated just to the east of the Faircross Road junction. This would be combined with appropriate advance warning at the site of the existing bus gate. The proposed one way reversal on Silchester Road and Faircross Road could also be implemented to provide any driver ignoring the advance warning signs and arriving at the relocated bus gate a suitable alternative route</p>
115)	Objection	It will increase traffic idling and add to pollution
116)	Comment	Whilst reversing the one way restrictions should reduce the number of vehicles going past Southcote Primary School and turning in the junction of Fawley Road, I would like to see the traffic camera moved past Faircross Road but before the end of Southcote Lane, possibly before Southcote Farm Lane.
117)	Comment	Move the camera at the bottom of Circuit Lane to the position of the speed camera between Faircross Rd and Southcote Farm Lane, so that people in the mornings cannot use Southcote Lane as a rat run. This will mean that no other road changes will be required, so saving the council money.
118)	TVP, Objection	<p>Thank you for the consultation documents relating to the proposed reversal of the current one-way traffic regulation order in Silchester Road and Faircross Road, Southcote.</p> <p>I understand that the change is proposed to address safety concerns of drivers leaving Faircross Road and using Fawley Road to turn and travel east towards Reading.</p> <p>Having reviewed the injury collision statistics for the five year period between 1st June 2014 to 31st May 2019 there are no recorded injury collisions relating to the current routing of the one-way order, or as a result of vehicles turning left from Faircross Road into Southcote Lane and using the Fawley Road junction to make a U-turn manoeuvre as cited in the statement of reasons.</p> <p>The eastbound lane of Southcote Lane has a part-time bus gate which is in operation between the hours of 07:30 to 08:45am Monday to Friday and is enforced by Reading Borough Council. Reversing the one-way order will add more congestion to the A4 as all vehicles</p>

	<p>using Faircross Road will have to access it from the A4 end of Southcote Lane.</p> <p>The plans show that the traffic island in Southcote Lane at the junction with Faircross Road is being shortened and that the informal crossing on the west side of island is being retained. A right turn refuge is being created where the island is being removed which will hold no more than two vehicles waiting to turning right. I would ask the Highway Authority to consider impact this change will have to the free flow of traffic using Southcote Lane especially at school egress time when the part-time bus gate is not in operation. I suspect that several vehicles will wish turn right from Southcote Lane into Faircross Road which will cause traffic to tail back passed the informal crossing point causing all other traffic travelling east to wait. This will cause delays to drivers using Southcote Lane, including buses, and may result in impatient drivers or powered two wheelers to travel on the wrong side of the island to turn right into Faircross Road, or continue east on Southcote Lane, at the point where pedestrians are invited to cross the road on the informal crossing.</p> <p>If not already completed I would ask that swept path analysis is completed for the left turn manoeuvre from Silchester Road, south onto Circuit Lane as I am not confident that the current location of the existing refuge island is suitable for refuse, or larger vehicles.</p> <p>Thames Valley Police will object to this proposal on road safety grounds.</p>
Objections (x 60)	No comment
Support (x 19)	No comment

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	8
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2019A - PORTWAY CLOSE		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	MINSTER
LEAD OFFICERS:	PHOEBE CLUTSON	TEL:	0118 937 3962
JOB TITLES:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2 During the September 2019 meeting of the Sub-Committee, the statutory consultation results for the 2019A Waiting Restriction Review programme were reported to Members. The decision for Portway Close was deferred until this meeting, which has halted further progression of the programme.
- 1.3 The Sub-Committee is asked to review the comments received in respect of the Portway Close proposal and conclude the outcome of this proposal.
- 1.4 APPENDIX 1 - Objections, support and other comments received during statutory consultation for the Portway Close scheme, part of the 2019A programme. Please note that personal information and details that are considered to potentially identify the respondent have been removed from this appendix.

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 for the 2019A Waiting Restriction Review programme 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 officers progress the delivery of the 2019A programme, as agreed.**

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 - Portway Close 2019A programme

- 4.1 Approval was given by the Sub-Committee in 7th March 2019 to carry out investigations at various locations as part of the 2019A programme, 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 12th June 2019 seeking approval for officers to conduct a statutory consultation for these recommended schemes. The statutory consultation took place between 1st August 2019 and 22nd August 2019. The objections, support and other comments received for the proposal on Portway Close are contained in Appendix 1.**

4.4 The Sub-committee is asked to consider the objections and other comments received against the Portway Close proposal. 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.

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 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to any groups with protected characteristics and a statutory consultation has been conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

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).

10.3 Waiting Restriction Review - Objections to Waiting Restrictions Review 2019A & Requests for Waiting Restrictions Review 2019B (Traffic Management Sub-Committee - September 2019).

[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.
MI1_Portway Close	Summary of responses: Objections - 20, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	Dear Council, 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.
2) Resident, Objection	We object to the proposal for three reasons: 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. 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 the entrance to the Close. 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).
3) Resident, Objection	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.
4) Resident, Objection	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 & go to work & 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.
5) Resident, Objection	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
6) Resident, Objection	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 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.
7) Resident, Objection	I object to this proposal for the following reasons. 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.

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>[REDACTED].</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. [REDACTED] 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 [REDACTED] 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> <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.</p>
10) Resident, Objection	<p>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.</p>
11) Resident, Objection	<p>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.</p> <p>By imposing restriction the values of our properties will decrease and our livelihood will be disturbed.</p>

12) Resident, Objection	<p>OBJECTION:</p> <p>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.</p> <p>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.</p> <p>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.</p>
13) Resident, Objection	<p>Thank you for the opportunity to comment on Waiting Restrictions Review 2019A, in particular Drawing MI1_Portway Close.</p> <p>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:</p> <ol style="list-style-type: none"> 1. Demographic. 2. Non-resident parking. 3. Houses in Multiple Occupation. 4. Council's parking restrictions on neighbouring streets. 5. Lack of verge maintenance. <p>Demographic</p> <p>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>Non-resident Parking</p> <p>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>

Houses in Multiple Occupation

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.

Council's Parking Restrictions on Neighbouring Streets.

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.

Lack of verge maintenance

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 15m distance, by introducing parking restrictions at corners of junctions and timed restriction along east verge on entry to Portway Close from Berkeley Avenue.

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.

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.
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 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</p>

	<p>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 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.</p>
20) Resident, Objection	<p>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</p>

	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.
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Key:

PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time



PORTWAY CLOSE

Page 67

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

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Agenda Item 9

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	9
TITLE:	PALMER PARK - MANAGEMENT OF PARKING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	LEISURE & RECREATION / TRANSPORT	WARDS:	PARK
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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 This report follows a deferral of decisions by the Sub-Committee at their September 2019 meeting and has enabled officers time to engage with Park United Reformed Church regarding an area of parking proposed leased by the Church.
- 1.3 Appendix 1 provides a plan to show the area covered by the advertised TRO.
- 1.4 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 4.9).
- 2.4 That the area of parking at the junction of Palmer Park Avenue and Wokingham Road be excluded from the resultant Traffic Regulation Order (see Item 4.10).
- 2.5 That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.6 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.

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 5th 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 advertised 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 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.

4.10 At the September 2019 meeting of the Sub-Committee, officers were asked to investigate claims by the Park United Reformed Church that it leased the area of parking at the junction with Palmer Park Avenue and Wokingham Road and that this should not be included in the TRO. The Sub-Committee deferred any decisions until these discussions and an outcome had been concluded.

Officers from the Leisure and Recreation department have since met with representatives of the Church. A draft lease and Heads of Terms had been drafted many years ago, but was not completed. It was, however, acknowledged that the Church have been using the car park in line with the principles identified in the Heads of Terms and that the Council had agreed in principle its use by the Church.

It is recommended, therefore, that this car parking area be excluded from the resultant TRO and that officers will work with the Church to formalise an agreement for its ongoing use and maintenance.

4.11 The Sub-Committee is asked to consider the comments of objection and support in Appendix 2, consider the officer recommendations in items 4.9 - 4.10 and agree to either implement the restrictions as advertised, as recommended, or to withdraw the proposals.

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.

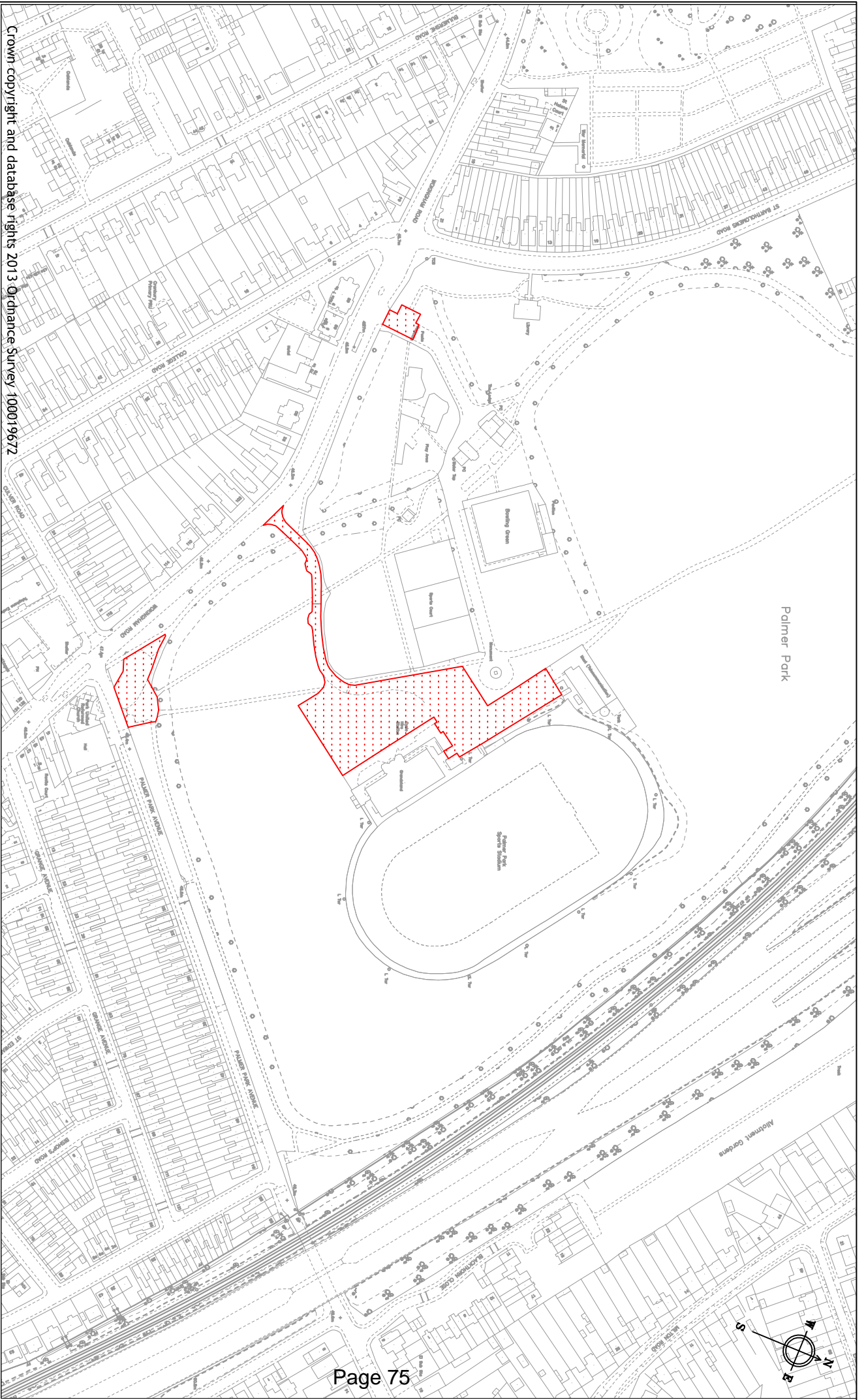
9. FINANCIAL IMPLICATIONS

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 Results of Statutory Consultation - Management of Palmer Park car park (Traffic Management Sub-Committee, September 2019).
- 10.2 Off-Street Parking Management at Leisure Sites - Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2018).



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RG1 2LU

Project		Scale		Drawn	
Palmer Park P & D		N.T.S		JC	
Drawing		Date		Checked	
P & D CHARGING				JP	
LOCATION PLAN		Drawing No.		Approved	
		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>
<p>1) Church user, Objection</p>	<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"> 1. I and others that regularly hire and use the halls need somewhere secure and safe to park 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. 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. 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?? 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. <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"> • The disabled, • Mothers with small children • Ethnic minority groups who by the eclectic nature of their organisation come from a distance. <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>
<p>4) Church user, Objection</p>	<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>
<p>5) Church user, Objection</p>	<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>

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<p>6) Palmer Park user, Objection</p>	<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 starting 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"> 1. Difficulty in parking which affects the people interest to gather for worship 2. we might have to look for somewhere else and this might affect the revenue of the park united church itself 3. we also have big gatherings for festivals , having car park charges will affect people community <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	I object this proposal. 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?
13)Resident, Objection	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?
14)Palmer Park user, Objection	I object to the proposal of parking fees at Palmer Park. 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.
15)Support	Parking at Palmer Park should be for users of the park not for local residents or businesses vehicles.
16)Palmer Park user, Objection	I do not support this at all. 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)
17)Church user, Comments	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?
18)Church user,	While I understand the motivation to prioritise facilities users, it seems that short shrift has been given to the

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"> 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 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 Item 192 2. Failure by Council Officers to implement this Decision should not disadvantage the Church and users of the premises. 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. 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. 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.
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"> - The park was granted to the people of Reading not the Council. What is the legal basis for the Council

	<p>charging the people of Reading for use of their park?</p> <ul style="list-style-type: none"> - 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. - 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. <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> <ol style="list-style-type: none"> 1) Give church users passes/permits to display in their windscreens so that they are exempt from charges 2) If 1) was not possible, cancel parking charges at the weekend.
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	<p>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.</p>
40)Palmer Park User, Objection	<p>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.</p>

	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"> 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. 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. 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.
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"> ● We meet every week, at least once, but usually on a Thursday evening, when we have up to about 40 people. Say 30 vehicles. ● Occasionally, we have larger meetings with guest speakers. ● We have weekend training meetings, often over Saturday and Sunday, where 30 people may attend. ● 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. <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"> ● 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. ● Will there be charging for parking after 1800 hrs? ● 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
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>https://consult.reading.gov.uk/dens/palmer-park-pay-and-display-</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 & 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. 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. 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. 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"> - 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. - this would likely affect the lettings of these premises, affecting the Churches financial security and contribution to the community.
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>

	<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.</p>
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 & 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 & 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	<p>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.

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.

But to the issue in hand, the planned implementation of a parking fee, which would be £2 as we rehearsal 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 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.

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.

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.

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.

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	10
TITLE:	EAST READING AREA RESIDENT PERMIT PARKING - AREA 2 AND WOKINGHAM ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	PARK
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 9372 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report provides the Sub-Committee with an opportunity to consider the implementation of 'Area 2' of the East Reading area Resident Permit Parking Scheme. This decision was deferred by the Sub-Committee, pending the implementation of 'Area 1', which is now complete.
- 1.2 This report recommends restrictions for the currently-unrestricted parking areas along Wokingham Road, which can be progressed to statutory consultation, following objections to the original proposals that were part of the Area 1 TRO.
- 1.3 Appendix 1 provides the objections that were received to the statutory consultation on the Area 2 scheme.
- 1.4 Appendix 2 provides the drawings for the Area 2 scheme.
- 1.5 Appendix 3 provides the proposals recommended for Wokingham Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

- 2.2 That the objections and other feedback noted in Appendix 1 is considered by the Sub-Committee and that the proposals for Area 2 of the East Reading RPP scheme be agreed for implementation as advertised.
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public 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 Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed restrictions on Wokingham Road, as per Item 4.7.
- 2.6 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.7 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.8 That the Head of Transport (or appropriate Officer), in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.
- 2.9 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

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

4. BACKGROUND AND PROPOSALS

- 4.1 Informal consultations have been conducted on the principle of introducing an RPP scheme and on the concept scheme design for the East Reading area.

The Sub-Committee agreed for the resultant scheme to proceed to statutory consultation at their meeting in September 2018, but that the scheme be consulted as two parts, which this report refers as Area 1 and Area 2.

- 4.2 The consultation results for both areas were reported to the Sub-Committee at their meeting in January 2019. Upon reviewing a number of specific objections, Officers produced amended recommendations to the Sub-Committee at this meeting, which included the removal of the proposed restrictions on Wokingham Road (Area 1) from the TRO, pending a revision of the proposed restrictions.

The Sub-Committee agreed to the implementation of Area 1, agreeing to the minor amendments and removal of Wokingham Road from the TRO.

The Sub-Committee deferred the decision for Area 2, as the consultation feedback and resident feedback (via Ward Councillors) suggested that the scheme was less favourable in this area. It was proposed that the decision be brought back to the Sub-Committee following the implementation of Area 1.

- 4.3 Area 1 was implemented over the summer school holiday period and was 'live' (enforced) from 16th September 2019.

The Sub-Committee is now asked to consider the objections to the consultation in Appendix 1, in the context of the introduction of Area 1, and take the decision to either implement the scheme as advertised, implement an amended scheme, or not to implement the scheme.

If a decision is taken to implement an amended scheme, officers will only be able to do so if the proposed changes do not compromise the legality of the TRO and advertising process. Otherwise, the scheme will require a further statutory consultation.

- 4.4 Scheme implementation will not be programmed, no materials will be ordered and no works instructions issued until after a decision has been made by the Sub-Committee to implement a scheme, the meeting minutes are agreed and the resultant legal Order is sealed.

Wokingham Road

- 4.5 As per Item 4.2, the originally advertised proposals for the unrestricted bays on Wokingham Road were removed from the Area 1 TRO.

It was originally proposed that these bays would become 'shared-use', whereby permit holders could park at any time, and non-permit holders could park for up to 2 hours between 8am and 8pm.

Having considered the feedback from the consultation, Officers developed an amended proposal for the bays on Wokingham Road and reported these to the Sub-Committee at their March 2019 meeting. These are shown in Appendix 3 and include another 'shared-use' type restriction, which allows permit holders to park at any time but also allows non-permit holders to park up to 24 hours a day, seven days a week with a Pay & Display charge.

- 4.6 These new proposals were intended to meet the needs of residents by providing additional parking permit bays within the wider scheme area, but also provide flexible parking for visitors throughout the day along with the turnover and relative ease of enforcement that Pay & Display restrictions provide.

It was proposed that these restrictions will overcome the objections made primarily by regular visitors, that the maximum stay period could be prohibitively short and limited only to the 8am - 8pm period.

- 4.7 While the Sub-Committee agreed for the proposals to progress to statutory consultation, there was no agreement by the East Reading Study Steering Group on the Pay & Display tariff to be advertised. Members proposed that a full proposal be brought to the Sub-Committee, following implementation of Area 1.

- 4.7 It is recommended that the original proposal in Appendix 3 be progressed to statutory consultation and that the Pay & Display tariff be advertised as follows:

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

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.

While it is uncommon for free periods of on-street charging to apply in the borough, it is considered that these bays represent a reasonably unique situation of being in a residential area, not directly within a shopping area, and the free period of charging reflects the typical 2 hour period of shared-use parking applied within such RPP restrictions elsewhere.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

7. LEGAL IMPLICATIONS

7.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.

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 be discriminatory to 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.

10. BACKGROUND PAPERS

- 10.1 Resident Permit Parking Update Report, Part b: Proposals for Statutory Consultation (East Reading Area - Wokingham Road) (Traffic Management Sub-Committee, March 2019).
- 10.2 Resident Permit Parking Update, Part a: Objections to Advertised Traffic Regulation Orders (Harrow Court, East Reading, The Willows/St Stephens Close) (Traffic Management Sub-Committee, January 2019, with officer revisions to the recommended actions)

APPENDIX 1a - EAST READING PERMIT PARKING SCHEME AREA 2

Support and objections received to Traffic Regulation Order

Street/Summary	Objections/support/comments received.
	Summary of responses: Objections - 156, Support - 27, Comment - 18, Mixed Response - 2.
1. Resident, objection	Object and defer scheme 2.
2. Adelaide Road, objection	I do not want parking permit on our street (Adelaide Rd). I'm happy for other streets to have permits as long as we have the right to refuse permits to this area.
3. Adelaide Road, objection	<p>I live at [REDACTED] Adelaide Road, RG6 1PE. Our household has one car which my partner uses to commute to work in [REDACTED]. I cycle to work in [REDACTED], except for one day every month when I hire a car to travel to work in [REDACTED]. We have friends and family visiting most weekends, normally 1 visiting car for the weekend.</p> <p>I do not support the proposed scheme and my preference remains that no scheme is introduced. I have substantial concerns with the scheme proposed, set out below:</p> <p>1. Visitor parking The scheme proposes 2 books of 20 half days visitor permits, which the option to buy an additional 5 books at £22. This is insufficient and too expensive. Buying the additional books would cost £110 and with the 2 free books provide visitor parking for 70 days. This does not provide enough parking cover. Most weekends we have family or friends visiting this would require a minimum of 100 days of parking (1 car every weekend).</p> <p>2. No provision for hire cars As indicated earlier, I normally cycle to work and only hire a car when needed. I am sure this is the behaviour the council would like to incentivise as it reduces the overall numbers of cars that require parking. The current scheme has no provision for hire cars. Currently hire cars can be dropped off and keys posted through the letterbox. This would not be possible with the scheme as currently designed. If this wasn't possible I would instead consider buying a second car to retain the flexibility I have at the moment. This is exactly the opposite of what I would have thought the council would have intended to incentivise as it increases the overall demand for parking.</p> <p>3. Tradesman, carers, health providers and cleaners It is not clear how tradesman, cleaners and carers will be catered for. If a separate application is required this places an additional administrative burden on the council and residents. This burden (and any additional costs) will disproportionately disadvantage the most vulnerable residents who are more likely to require these services.</p> <p>4. Cost</p>

	<p>With two cars and five additional visitor books (1 visitor parking for 70 days in every year) will cost £260. I have strong concerns whether this is affordable, and whether these additional costs will fully cover the costs of policing the scheme. Can the council please confirm the financial forecasts for the scheme and how it will be funded?</p> <p>5. Strong differences of opinion in Area 1 and Area 2. Previous consultations have demonstrated that a majority in Area 1 had a preference for a parking permit scheme. However a majority in Area 2 did not support a permit scheme. I think these differences of opinion should be respected with at the very least a staged implementation approach.</p>
4. Adelaide Road, objection	<p>I am entirely against permits in the whole area. It is a shame that it has come to what it has. People will not park round here for the hospital it's too far.</p> <p>I would rather there be no permits in any of the area. Having some of it with permits and some not will probably make it worse in the non permit areas, however if that option does go ahead it is good that we would have the opportunity to change at a later date and that we are not just having permits forced on us straight away.</p>
5. Adelaide Road, objection	<p>WE OBJECT in the strongest terms with the introduction of parking permits at Adelaide Road and the surrounding areas. There is no issue with parking.</p>
6. Adelaide Road, objection	<p>I am against and I would prefer to have NO RESIDENTS PARKING SCHEME and object to the scheme 2 proposal.</p>
7. Adelaide Road, objection	<p>I am against and I would prefer to have NO RESIDENTS PARKING SCHEME and object to the scheme 2 proposal.</p>
8. Adelaide Road, objection	<p>Through party information through my door it was our belief that RBC decided to leave ADELAIDE & surround alone until another area on the other side of Wokingham Rd receive there permit. Then we can decide? We have said all along we do not want this RBC money making system. We are pensioners with cars & visitors & we will struggle a lot to afford parking permits. We are Against! Thank you very much..</p>
9. Adelaide Road, support	<p>We support residents parking in Adelaide Road</p>
10. Amherst Road, comment	<p>I am in Amherst Road . I am for the plan in principle. But would suggest a deferment to see how the areas parking around Amherst road affect the parking before implementation. So I would like to defer.</p>
11. Amherst Road, objection	<p>I agree there is an issue with parking on my street Amherst Rd but I don't feel parking permits (at a significant cost to residents) is the answer</p> <p>The main issue with parking is students leaving there car parked for the entire week from Sunday night to Friday while at University or people too cheap to pay for parking in Reading town centre so drop their cars off on our streets on the outskirts and bus it to town. Why should we as residents have to pay a significant cost on top of our council tax to prevent this. The council should be looking at the reasons people park where they don't live and doing something about it (parking for students or reducing the price of parking in town centre) rather than making us residents pay for parking permits.</p> <p>I am not in favour of the parking scheme for a few reasons</p>

	<p>1. Mainly based on the cost element (and this will keep rising every year which is my main issue with the cost)</p> <p>2. Not patrolled at the times when most needed so therefore pointless and waste of residents money (evenings 4.30 - 7.30pm and Sundays) I have only ever seen the traffic warden out patrolling 9.30 - 3pm weekdays or Sat mornings.</p> <p>3. The scheme does not offer parking permits to residents with commercial type vehicles - what do you propose that someone that needs a van for work and this is also their only vehicle does with their vehicle in the evenings???? They should be able to park it on their own street that they pay council tax for!! Ludicrous rule!!!!</p> <p>At the moment I'd prefer to see the scheme introduced on the roads that are worse, that voted in favour of it and actually want it and wait and see if cars are displaced further out of Reading onto neighbouring roads such as my own and if the parking issue becomes a major problem then where the only resort is to have a parking scheme then I would like to be added to the scheme in the 2nd phase.</p> <p>But I think adding us all to the scheme initially is overkill and a money making exercise by the council and I'm not in favour of it - give the scheme to those that wanted it and wait to see the impact and then come back to the issue of adding other roads</p>
<p>12. Amherst Road, objection</p>	<p>Please can I register my deep concern about the current parking proposals.</p> <p>I am the [REDACTED] at the local Baptist Church in Amherst Road.</p> <p>We find the proposal of 'only resident parking' a big barrier to the work and provision of our church, Anderson Baptist Church.</p> <p>We provide for the community in numerous ways and need to make sure that our attendees can park their cars when needed.</p> <p>We have services on a Sunday and many community activities during the week in including Beaver, Cub and Scout groups, Toddlers, Foodbank, Refuge support, Youth groups, Nepali groups, language groups, discussion groups alongside the worship services and organisational meetings which are involved in running a vibrant church. etc.</p> <p>We also let our halls out for social functions and parties for local residents when needed.</p> <p>For occasions such as weddings and funerals people need to be able to access the church by car.</p> <p>There is a strong need for us to be able to park in the area.</p> <p>We have been part of the community for over 120 years and feel that this move will seriously inhibit our work.</p> <p>Please can you give some serious consideration to this matter and to what special permission could be afforded to us and then let us know how to proceed.</p> <p>We seek to support our local community and need the Councils help and understanding in doing this.</p>
<p>13. Amherst Road, objection</p>	<p>Anderson Baptist Church, Amherst Road.</p> <p>I have objections to the scheme as published since it makes no allowance for the particular use of the premises of Anderson Baptist Church. My response to the original proposals, which I submitted to you and acknowledged by you re: ANON-HNXX-7PWH-Y , seem to have been totally ignored.</p>

	<p>I stressed the need for understanding our need for the ability to park for access to the premises for normal Church Services on a Sunday and during the week, for Scouting activities ie Beavers, Cubs and Scouts, Toddler group and other Church usage such as smaller groups often in the week as well as weekends, committee meetings etc, all necessary in the life of a busy Church serving the community around us. In addition, we need to accommodate parking for funerals - including the hearse! , and for weddings and those who would attend.</p> <p>Permit Parking only as proposed for Amherst Road would cause extreme difficulty in the normal life of the Church and its many activities. Even a 2- hour parking arrangement would be insufficient for much of its use.</p> <p>The parking restrictions proposed for Amherst Road and the general area will make the usage of the premises largely impractical and threatens the on-going existence of the Church and its organisation and its people.</p> <p>We ask for special consideration for our sessional needs as we serve the wider community which the Church has done for over 120 years. We recognise the need for controlled parking for the residents in the road, but we need help to be able to continue to organise and run the normal activities of the premises.</p>
14. Amherst Road, objection	<p>As a member of Anderson Baptist Church, I am writing to ask the Council to reconsider the proposal to introduce permit parking to this area of the Borough.</p> <p>Easy access to our Church is very important to those members who come from a distance. Equally important is our service to the local community through delivery of equipment and food e.g. the local food bank at the church. Wedding and funeral access is also vital.</p>
15. Amherst Road, objection	<p>My name is [REDACTED] of [REDACTED] Amherst Road.</p> <p>I prefer to have a no residents parking scheme, and object to the scheme 2 proposal.</p> <p>My comments regarding the proposal of the scheme on Amherst road are:</p> <ul style="list-style-type: none"> -Everyone seems to manage with the parking at the moment and I have never witnessed any disagreements over spaces. -Furthermore, there are several student houses on this road and I don't think it fair that students should have to incur the extra cost for a parking permit, especially when the road is a significant distance from the town centre. -Drawing on this, the road is not close enough to the town centre for people to use it for anything other than being a resident or visiting a resident. The nearby shops have their own parking facilities should they be required. -Insisting upon a parking permit will mean that guests visiting residents of Amherst will have to park on a different road, adding unnecessary congestion to that road. This could be potentially dangerous as the surrounding roads are used more regularly as shortcuts. -Increased congestion on surrounding roads is dangerous because there are two Primary schools close by and increasing congestion on these roads (that have no pedestrian crossings) will increase the likelihood of an accident significantly, putting children's lives at risk.
16. Amherst Road, objection	<p>My name is [REDACTED] and I live along Amherst Road. I do not feel the need to introduce a resident's permit parking scheme in area 2 of the proposal, but I am willing to see how it goes in area 1 first.</p>
17. Amherst Road, support	<p>I support the scheme for a parking permit on Amherst Road.</p> <p>I'm finding extremely annoying not being able to park on my road in the evenings, and my mother who is in her 70s cannot find space for her car too. It annoys me even more when I see people park on my road and walk off to get the bus to town to go to work.</p> <p>This is affecting my lifestyle as some days I do not go to the gym or go out to see friends as I know I will have trouble</p>

	<p>finding a parking space when I get back.</p> <p>Also the amount of 7 seater taxi's that park on my road is ridiculous as well as business vans that do not belong on the road.</p>
18. Amherst Road, support	<p>I am very much looking forward to the permit parking, hopefully, less people will have cars, and so you will actually be able to park in the street that you live in.</p> <p>I know, that people from Anderson Baptist Church don't want it, but people who actually live here do, bring it on, but make it free, no paying for the scheme, thanks.</p>
19. Amherst Road, support	<p>My name is [REDACTED] of Amherst Road.</p> <p>1. I support the scheme 2 proposal for Amherst Road.</p> <p>2. My comments on the scheme 2 proposal for Amherst Road are:</p> <ul style="list-style-type: none"> - It's affecting my lifestyle as I do not want to move my car after 5pm as it's hard to get parking. - There are often cars that do not belong to the road or area parked on the road. - Parents park on the road during school runs and leave their cars there and walk to either St. Peter's or Alfred Sutton's. Some get the bus to work after and leave their cars there. - random business cars/taxis take up space
20. Amherst Road/Auckland Road, objection	<p>I am writing to raise objections to the proposed changes in parking arrangements on Amherst Road, Auckland Road. Alfred Sutton Primary School on Wokingham Road has no parking arrangements & all parents are forced to park in the surrounding areas. If the proposed changes are introduced, parents will have no place to park safely during the school runs.</p> <p>The larger issue in this area is lack of parking enforcement and penalties for rule-breakers. People are parking on single yellow, double yellow lines where parking is not allowed. Also, people are parking in the middle of the Wokingham Road (on the chevrons opposite Earley Café & Gourmet Burger Co), which is exceptionally dangerous. If additional parking restrictions are introduced on the nearby streets, parking situation will further worsen risking children's safety during school run times.</p> <p>Whilst I raise concerns on the proposed changes, I suggest the below measures to address the parking issues, while addressing concerns of residents</p> <p>1. The parking should be available full time for Resident permit holders. For non-residents, restrict the free parking to max 30min & no return within 2hr. This will ensure that the parking is not misused and parents still have an option to park during school runs.</p> <p>2. Issue penalty tickets for people violating the existing parking restrictions in place in and around the area.</p>
21. Auckland Road, objection	<p>I live on Auckland Road and currently we do not have any non resident parking issues. It is congested at night which presumably means residents are using the roads as parking. A residents only parking scheme will only cut down on cars if there are multiple occupancy residents with numerous vehicles. That's not the majority of houses here. I'd rather NOT pay to park on the road where I live if it is solving a problem I don't even have. I especially don't want to have to pay for visitors to park. That's ridiculous when the roads are half empty in the daytimes. It should be free for non residents</p>

	<p>during the day, scheme or no scheme.</p> <p>I want to wait and see what happens after Area 1 is implemented, since I live on Auckland Road. If we suddenly get inundated with cars after nearby roads have the scheme, I'll reconsider.</p>
22. Auckland Road, objection	<p>I object to parking permits in general as it limits support to young parents and older people by making them pay to receive support from friends and family as well as causing reduced parking spaces via the introduction of bays, making the parking situation worse.</p> <p>I do not want parking permits to be introduced at all</p>
23. Auckland Road, objection	<p>[REDACTED] ,Auckland Road I prefer to have NO RESIDENTS PARKING SCHEME I don't think it will help at all the parking in the roads around here</p>
24. Auckland Road, objection	<p>I live in Auckland Road with a [REDACTED]. This entrance is used constantly by our two cars to access our double garage. Permit parking will only move traffic from the surrounding roads onto Jubilee Road, probably blocking our entrance/exit. With the close proximity of the University many more cars are using the surrounding roads for their vehicles, sometimes multiple vehicles per household. How is permit parking going to solve this problem?</p> <p>I do not support this scheme in any way. This will not solve the problem as many more vehicles will have a knock-on effect to roads where there is no permit parking.</p>
25. Auckland Road, objection	<p>i am a resident within scheme 2 area (Auckland Road). I object to the proposal to make the area permit parking and would like to defer our scheme 2 until such time as scheme 1 has been in place as at present i have no issues getting parking on my road. My household has 2 cars and therefore introduction of a parking scheme will mean a significant cost just to park on my road.</p>
26. Auckland Road, objection	<p>My name is [REDACTED] of [REDACTED] Auckland Road. I object to the Scheme 2 proposal and would like to defer it to see what happens after other streets have gone ahead.</p>
27. Auckland Road, objection	<p>I want to object to Resident parking schemes totally and why there are no paper forms and formal consultation is only communicated via lamp post.i totally disagree with resident parking schemes</p>
28. Auckland Road, objection	<p>I object to the proposal of parking permits for Auckland Road, Reading and would like to defer the parking scheme and see what happens if the other streets go ahead.</p> <p>My objections are that this will not make Auckland Road safer to use nor improve current parking.</p> <p>In Auckland Road there are a number or properties that have off road parking / garages and dropped kerbs or enough frontage to their properties to be used as off road parking. Sadly this can never be used, as road users park vehicles in front of driveways or too close to them to be used. If the resident parking scheme permits are introduced there should be measures in place for residents with access to off road parking to have 24/7 access to their off road parking and for Auckland Road to be made safer to use.</p> <p>The proposed plans have costly visitor parking which need to be addressed as this will impact the community as a whole. For some having visitors is a life line even if its just to drop shopping off, help with child care etc. The proposed plan for</p>

	Auckland Road is NO visitors parking without a visitors permit, which are limited.
29. Auckland Road, objection	<p>I object to scheme 2 proposal for Auckland Road and would like to defer it to see what happens after other streets have gone ahead.</p> <p>I feel there is no need to change the current parking arrangements as they work and that the new scheme will not improve this or make Auckland Road safer to use.</p> <p>Visitors parking permits are limited and costly and need to be reviewed.</p>
30. Auckland Road, objection	I object to the unbounded cost of the charges for this scheme were the cost of permits can be increased rapidly by the council. I'm concerned about the ban on commercial vehicles prevent people from living here whilst working in trades. As there is not currently parking issue in street that would be help with introduction of this scheme and I would prefer it to be deferred. .
31. Auckland Road, objection	Auckland Rd - I prefer not to have the scheme - to me it is just another tax. But it makes sense to deferr until later, as the council decided. I am withholding my name as I don't need to be contacted about this but I would like my vote to be counted. Thanking you..
32. Brighton Road, objection	<p>I do not wish to have a residents parking scheme, however if neighbouring roads have a scheme I would want a scheme to prevent my road taking the overflow.</p> <p>If we have a scheme I want there to be 2 hour visiting spaces. You have said our road is too narrow for this, but Garnet Hill in Reading sets a precedent that our road is not too narrow.</p>
33. Brighton Road, objection	<p>We live in Brighton Road.</p> <p>We think that Brighton Road should be available for short term parking for people using the shops or dropping children off for school.</p> <p>We also have at least 4 visitors per week who need parking space and this scheme will make this expensive.</p> <p>We think that the council has shown a lack in initiative in adapting govt guidelines to allow a more flexible parking scheme in Brighton Road and neighbouring roads.</p> <p>We would therefore like to reject the scheme in Brighton Road for now and wait and see what the impact of the scheme in area 1 is for area 2, with the possibility of implementing this unsatisfactory scheme in Brighton Road at a later date.</p>
34. Brighton Road, objection	<p>I live on Brighton Road.</p> <p>I prefer to have NO RESIDENTS PARKING SCHEME, and object to the scene 2 proposal.</p> <p>My reasons for this are that I do not feel it will in any way address the parking issues currently in existence but will merely create alternative parking issues along with an associated financial burden.</p>
35. Brighton Road, objection	I live on Brighton Road. I prefer to have NO residence parking scheme, and object to the scheme 2 proposal.
36. Brighton Road, support	<p>I want permit scheme</p> <p>Because mostly people blocked my driveway I can't get in and out</p>
37. Brighton Road, support	<p>I want permit scheme</p> <p>Because mostly people blocked my driveway I can't get in and out</p>
38. Brighton Road,	As a resident of Brighton Road I fully Support the Parking Permit Scheme.

support	Please !!!! thanks
39. Brighton Road, support	As a resident in Brighton Road I feel both areas should be done together as displacement of vehicles from area 1 will cause havoc for area 2 residents. Parking in area 2 roads is as bad as area 1. Why don't council officials see for themselves just turn up at after 18.30 and try and park in our road. I do not want a repeat of the Hamilton Road fiasco. To confirm I am in favour of areas 1&2 being implemented at the same time.
40. Brighton Road, support	I support the implementation of area 1&2 at the same time.. I live in area 2 (Brighton Road)and the parking is dreadful throughout the day and at night. Anyone coming home from work struggles to get a parking space. I do not think that there is any point waiting to see what happens after area 1 is implemented as anyone with any sense can see that it is obvious that vehicles will displaced into area 2 and in the meantime we have to suffer the dire consequences while we await yet another decision on area 2. The main opposition to the scheme appears to be landlords who can see that permit parking may affect their ability to rent out their multiple dwelling properties to students in the future!
41. Clarendon Road, objection	I object to parking permits on the street of Clarendon road. I object to paying more to the council every month. I simply cannot afford this. Why is the council not considering painting lines on the road? This will ease up parking problems as there are always paces wasted by people not parking appropriately.
42. Clarendon Road, objection	I object to parking permits on the street of Clarendon road. I object to paying more to the council every month. I cannot afford this.
43. Clarendon Road, objection	My name is [REDACTED] of Clarendon Road. I prefer to have NO RESIDENTS PARKING SCHEME, and object to the Scheme 2 proposal. I live in Clarendon Road and we have NO problems with non residents parking on a daily basis . As you are considering making our road a shared road YOU will be causing a problem for the residents by non residents parking on a daily basis. We have several residents who work shifts and return late at night or early mornings and sometimes are not able to park in our road but can normally find a space in one of the nearby roads, WILL THIS STILL BE POSSIBLE WITH PERMITS?? It seems to me that this Scheme IS causing a problem where no problems exists.
44. Palmer Park Avenue, support	Overall I am in favour of the proposed scheme and think that it is necessary particularly as Grange Avenue and Pitcroft Avenue are going to have a permit system. If the areas described in this consultation are not in a permit system then it will be inevitable that those not wanting/ are unable to get a permit for Grange/Pitcroft Avenues will park in these uncontrolled roads. On a specific point I live on the [REDACTED] so I would suggest that the parking zone for at least the Northern end of Wykeham Road is the same (14R) as Palmer Park Avenue. In this way I will be able to park my vehicle adjacent to my house access points.
45. Resident,	I support the proposal to 'try it and see', allowing experimental permit parking in Area 1 and seeing how many cars are

comment	displaced into Area 2.
46. Resident, comment	I want to wait and see what happens after Area 1 is implemented. In my opinion the parking in my area is working fine just now.
47. Resident, comment	I want to wait and see what happens after Area 1 is implemented.
48. Resident, comment	Sometimes difficult to park but I think I would like to see what happens when the first zone is in , thanks
49. Resident, comment	I am interested for Scheme 2 (Triangle) but before that we need to wait & watch the outcome of Scheme 1 post which we will make our choice later. Why there are no paper forms and Formal Consultation is only communicated via lamp-post?
50. Resident, comment	Object to scheme 1 and defer scheme 2.
51. Resident, comment	Object to scheme 1 and defer scheme 2.
52. Resident, comment	I want to wait and see after the other side (Hamilton Roads etc) get their parking restrictions and then decide..
53. Resident, comment	I wish to defer the implementation of Scheme 2 until the results and impact of implementing Scheme 1 are known..
54. Resident, objection	As a resident in area 2 I wish to wait and see what happens after area 1 is implemented. However my over feeling towards the scheme is that I do not support it. My main concern with this whole scheme is that it will isolate the residents and essentially penalise them for living on a permit parking road.
55. Resident, objection	I do not support the scheme under any circumstances. You must either implement parking permits on both areas (1 and 2) at the same time or no implementation of parking permits at all. It is quite obvious that the parking congestion will worsen at Area 2 - no need to wait and see how many cars will be displaced into Area 2. I have lived in this area long enough to conclude that this proposal will worsen parking congestion at Area 2.
56. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
57. Resident, objection	I object to resident parking permit scheme totally. I am a resident in parking scheme 2.
58. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
59. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
60. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
61. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
62. Resident,	i am a resident in parking scheme 2 and i object to resident parking scheme totally.

objection	
63. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
64. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
65. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
66. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
67. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
68. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
69. Resident, objection	<p>I am in scheme 2 and object to parking permits. If the scheme is introduced I would want to defer scheme 2 until scheme 1 has been implemented and a further consultation has been carried out.</p> <p>This is just a stealth tax and not something that residents have asked for. Parking permits will make no difference, other than we will have to pay for something we don't pay for now. Permits will make no difference to the parking situation where I live as its only people that live here that park on the streets. It looks like the scheme will also mean that there could fewer spaces available meaning that residents will have to park further away from their homes than they do now.</p> <p>I am also concerned about the impact parking permits will have on the elderly and other vulnerable residents as the number of visitor permits does not equate to one visitor a week and some members of our community rely on visitors and carers.</p> <p>I am also concerned that once permits are introduced the cost will rise each year. Many families in this area are already struggling to make ends met as other household bills increase annually and this will just add to the financial pressures. You have already increased council tax this year and will almost certainly increase it again next year.</p> <p>I am also disappointed that the council feels that it is ok to just stick signs on lampposts rather than make contact with residents to advise them of the consultation. I work long hours as do many people in the street and at this time of year we are leaving and returning in the dark and are unable to even see the notices. Many residents will not be aware this consultation is even taking place but I suspect that it is probably your intention.</p>
70. Resident, objection	I am in Scheme 2and I object to the resident parking scheme completely. We never struggle to park so have no desire to enter into something that could cost us, relatives and family money! Some areas are worse than others but ours does not require this.
71. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
72. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.

73. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
74. Resident, objection	i am a resident in parking scheme 2 and i object to resident parking scheme totally.
75. Resident, objection	<p>I wholeheartedly object to this proposal for parking permits in the area proposed in Scheme 2. As residents, we have developed a mutual understanding in how to park with consideration to others, and I believe that to introduce parking permits in the area would simply force residents into paying an expensive service we have already resolved amongst ourselves. Costs of parking permits are already astronomical, let alone the stealth costs that will occur in order to take more money for something that is now required. So many residents rely on their cars to get to work, or to hospital appointments, or for paid-for care services to access their properties. I have doubts that the council would reimburse residents for the time and cost put into having to commute in other ways, when having access to their cars without having to restrict the cars for each property due to expensive parking permits massively benefits their quality of life.</p> <p>I also believe that, if the council chooses to disregard these comments made by residents to object to the parking permit scheme, that the decision affecting Scheme 2 should at the very least be deferred until 12 months of Scheme 1 being in place, as the council will therefore see the justification of resident objection in this area.</p>
76. Resident, objection	I object to the resident parking permit schemes totally.
77. Resident, objection	<p>I live in Scheme 2 (Triangle area).</p> <p>Why there is no paper forms and Formal Consultation is only communicated via lamp-post?</p> <p>I OBJECT to resident paring permit schemes totally!!!</p> <p>I OBJECT to , and at least want to Defer our Scheme 2 until such time as Scheme 1 has been in place. !!!</p>
78. Resident, objection	<p>I am in Scheme 2 (Triangle area).</p> <p>I OBJECT to resident paring permit schemes totally!!!</p> <p>I OBJECT to resident paring permit schemes totally!!!</p> <p>I OBJECT to resident paring permit schemes totally!!!</p>
79. Resident, objection	Scheme 2(triangle),I object to the resident parking scheme totally
80. Resident, objection	<p>I am in the area of Scheme 2 (triangle)</p> <p>I object to the resident parking Scheme Totally</p> <p>Why is there no paper forms and formal consultation is only by lamp post</p>
81. Resident, objection	I am in Scheme 2 (triangle). I object to, and would like to defer Scheme 2 until such time as scheme 1 has been in place . Then I will be able to make a decision as to whether I want parking permits or not.
82. Resident, objection	<p>We OBJECT to resident parking permit schemes totally unless parking gets a lot worse once you have done scheme 1</p> <p>My husband is a builder with a van and telling us he can't park outside our house where do you expect him to park. We</p>

	have lived in this road for over 20 years and cope with the parking
83. Resident, objection	I live in scheme two and I want to defer the parking permits until scheme 1 has been implemented so we can see what happens
84. Resident, objection	I want to wait and see what happens after the implementation of Area 1. I believe there is no immediate benefit to parking permits in my area - especially when the cost is likely to increase year on year.
85. Resident, objection	<p>I live within Scheme 2 area and OBJECT to both resident parking permit schemes totally (scheme 1 & 2).</p> <p>I want to DEFER our SCHEME 2 until such time as Scheme 1 has been in place and we have sufficient evidence that it works.</p> <p>Reasons for objection are:</p> <ul style="list-style-type: none"> * Stealth taxes increasing Council Tax + parking permits + visitor parking + fines/penalties. * Current parking is free and residents make it work in the area. * Once accepted we will be tied to it long term even if it does not work. * Proposed designs reduce parking spaces offering less spaces than cars residents own. * Limited household and visitor permits, not even 1 visitor per week. Impact on elderly and / or vulnerable????? * Other Reading residents in areas where permits have been enforced have only seen disadvantages - no improvements or advantages. * Purely money driven by the council with no interest in residents or parking improvements. * Permit costs will continue to rise each year as seen nationwide. <p>Also - why are there no paper forms and the formal consultation is only communicated via lamp posts?????</p>
86. Resident, objection	<p>I prefer to have NO RESIDENTS PARKING SCHEME and object to the Scheme 2 proposal</p> <p>Currently our parking is free and residents have made it work in the area.</p> <p>Once we accept a council scheme we will be tied to it long term</p> <p>Proposed designs REDUCE parking spaces and offer less parking spaces than cars our residents own.</p> <p>Limited household and visitor permits, not even 1 visitor per week, will impact on older people.</p> <p>This is a council money driven exercise not in the interests of residents or parking improvements..</p> <p>Permit costs will continue to rise each year as seen nationwide.</p>
87. Resident, objection	Scheme 2 "Triangle" I would like to say No to parking permits in this area
88. Resident, objection	Scheme 2. I object to parking permit schemes totally
89. Resident, objection	I object to the Scheme 2 proposal and would like to defer it to see what happens after other streets have gone ahead.
90. Resident, objection	<p>I am in scheme 2 (triangle)</p> <p>Parking permits are not necessary here. I object to them being introduced.</p>
91. Resident, objection	There is an issue with parking on my street but I don't feel parking permits (at a significant cost to residents) is the answer

	<p>I am not in favour of the parking scheme</p> <p>Mainly based on the cost element (and this will keep rising every year which is my main issue with the cost)</p> <p>The scheme does not offer parking permits to residents with commercial type vehicles - what do you propose that someone that needs a van for work and this is also their only vehicle does with their vehicle in the evenings???? They should be able to park it on their own street that they pay council tax for!! Ludicrous rule!!!!</p> <p>Give the scheme to those that wanted it and wait to see the impact and then come back to the issue of adding other roads at a later date but don't add us all to the scheme initially</p>
92. Resident, objection	<p>It's an utter nightmare trying to get parked in Area 2 at the best of times and having to deal with an over flow from Area 1 as an experiment is ridiculous. I can't park my car after eight at night as it is. You really need to re-think this. This scheme will make parking here a lot worse and is just an attempt to strong-arm residents into supporting your plans for parking permits.</p>
93. Resident, objection	<p>I strongly object to the introduction of residents parking permits in Scheme 2. This is nothing more than a stealth tax which will not benefit residents at all, as we do not have a parking issue within the area covered by Scheme 2. This would in fact reduce available space and introduce problems, rather than solving problems which don't exist!</p> <p>I understand there is a proposal to defer the introduction of the scheme to my area. If my desire to object completely to the scheme is ignored and the council pushes ahead, I am therefore also requesting that Scheme 2 implementation be deferred until Scheme 1 has been implemented and the impact of the scheme can be assessed.</p> <p>I would also like to express my concerns that this scheme was only communicated to residents via signs on lampposts and not in a more pro-active manner. If it weren't for active local residents and our local Green councillors, we would have had no idea this scheme was coming or that we had the opportunity to object.</p>
94. Resident, objection	<p>I am in scheme 2 (Triangle)</p> <p>I Object to these propolsals as the vast majority of residents do not want them, and never have done. It is an ill thought out scheme, which will only befit the council.</p>
95. Resident, objection	<p>I am living in Scheme 2 area.</p> <p>I do not want parking permits to be introduced, as do very few of my neighbours.</p> <p>I therefore OBJECT to the proposals.</p>
96. Resident, objection	<p>After receiving the latest developments to roll out the permit parking in 2 phases.</p> <p>I would like to OBJECT to ALL permit parking schemes, if it is going to be done in 2 phases, common sense needs to prevail here! if you roll out phase 1 and do a wait and see what happens, of course cars will then all try and park in phase 2 area, which will make it even worse for residents to park in their own road!! where else do you think people will park.</p>

	<p>If it is to be rolled out then realistically it needs be both phases at the same time.</p> <p>Parking in our area has got worse over the years, due to multi let properties, and tenants tend to have multiple cars! Reading University also need to play there part and stop students bringing their cars, when they just sit there for a whole term! It has to be a one done roll out or nothing as it will not resolve the over crowding within East Reading.</p> <p>Please accept this as an objection to permit parking in East Reading. please provide me with minutes and outcome.</p>
97. Resident, objection	I object to, and want to defer to scheme 2 until such a time as scheme 1 has been in place
98. Resident, objection	I am in Scheme 2 and I object to resident parking permit schemes totally.
99. Resident, objection	<p>I prefer to have no residents parking scheme and object to the scheme 2 proposal.</p> <p>At my residents we have two vehicles which are both needed for two different Jobs. I pay road tax, mot and insurance. The cost of parking 2 cars would be £150. I feel that this is extremely expensive and do not agree with having to pay on the road to park outside my house. I object to this scheme.</p>
100. Resident, objection	<p>I live within Scheme 2 (Triangle). I would like to make clear that I OBJECT to resident parking schemes for both the planned Scheme 1 AND Scheme 2.</p> <p>If Scheme 1 is going ahead anyway, I still OBJECT to the introduction of Scheme 2.</p> <p>At the very least, I would like to see DEFERRED Scheme 2.</p> <p>I never experienced a problem with parking in the Scheme 2 area and I can only see how the introduction of a resident parking permit scheme here is going to make residents' lives more difficult: a) The scheme will entail an effective reduction in parking space when as it is, there is just about enough parking space for everyone. b) Why does everywhere where people need to leave their cars now charge for the space - even at home?! As if the cost of living wasn't high enough round here already! c) The need to keep on top of ordering enough and/or paying for enough visitors' parking and making sure to keep within time limits when anybody dares to visit our houses using a car is an utter life-energy-robbing nuisance. And in terms of equality, what about elderly people who need regular visiting? Are they or their relatives meant to have to worry about parking permits for their carers as well?</p>
101. Resident, objection	<p>I prefer to have NO RESIDENTS PARKING SCHEME and object to the scheme 2 proposal.</p> <p>At my residents we have two vehicles which are both needed for two different jobs. I pay road tax, mot and insurance and as a single mum with 3 children the cost of parking 2 cars would be £150. I feel that this is extremely expensive and do not agree with having to pay on the road to park outside my house. I object to this scheme</p>
102. Resident, objection	I would prefer the proposal not to go forward at all. However, if it is to go ahead I would prefer to see the first stage goes live before moving ahead with the Wokingham Rd/Wykeham Rd/St Peter's Rd area. I do not believe there will be much overflow from the other side of the Wokingham Rd and the proposed also reduces the parking in area 2.
103. Resident, objection	I would prefer the proposal not to go forward at all. However, if it is to go ahead I would prefer to see the first stage goes live before moving ahead with the Wokingham Rd/Wykeham Rd/St Peter's Rd area. I do not believe there will be much

		overflow from the other side of the Wokingham Rd and the proposed also reduces the parking in area 2.
104.	Resident, objection	Object to resident Parking permit in scheme 2 Triangle
105.	Resident, objection	<p>I wish to object to the proposal for the SCHEME 2 implementation. This is a totally unfounded and ill-informed idea, which suggests that the council, and specifically the councillors who claim to represent the scheme 2 area, are unfamiliar with this particular locale. This implies that we are of no importance or interest. We are a close community who make accommodation for one another. The financial implication to us is considerable. Our rents have risen, and our council tax has been increased exponentially. There is absolutely no displacement parking whatsoever (when I leave for work, for example, my particular street is almost empty): in short, we are being asked to PAY for something we currently enjoy gratis, WITH NO GUARANTEE OF A PARKING SPACE! It is bizarre that a Labour council should consider such a thing, and I have to say that if this goes ahead, you have lost my vote.</p> <p>I am bound to conclude that this is a cynical money-making scheme directed towards those who can least afford it. It is NOT in the interests of the residents, and certainly nothing to do with parking "improvements". As far as we are concerned there is no improvement to be had: we are a close community and we make it work.</p> <p>Finally, I would like to state my unhappiness at the Formal Consultation being announced via lamp-post signs! It beggars belief that in 2018 the wherewithal could not be found to contact the residents via delivered communication. Again, it suggests a complete disregard for this community: we are the little people, who don't even deserve the simple courtesy of a letter. This SCHEME 2 should be shelved: it will cause great unhappiness and great hardship to those who can least afford it.</p>
106.	Resident, objection	NO TO PARKING PERMITS. NOT NEEDED.
107.	Resident, objection	Scheme 2 (triangle) - Object to resident parking permit scheme - will Wait & See. Permit will not guarantee a space near my home. Plus being a pensioner it's another annual bill i can ill afford.
108.	Resident, objection	I object to, and want to defer our Scheme 2 until such a time as Scheme 1 has been in place. At the moment we don't have a parking problem on our road. The lack of parking permit is one of the reasons why we settled in this area. The current plans would result in 1) more costs to us and 2) a reduced number of parking spaces due to planned parking bays.
109.	Resident, objection	I don't support in scheme 2.
110.	Resident, objection	I don't support in scheme 2(triangle).
111.	Resident, objection	I don't support scheme 2.
112.	Resident, objection	I don't support in scheme 2(triangle).
113.	Resident, objection	Object and defer scheme 2.
114.	Resident, objection	Object and defer scheme 2.

115.	Resident, objection	Object and defer scheme 2.
116.	Resident, objection	Object and defer scheme 2.
117.	Resident, objection	Object and defer scheme 2.
118.	Resident, objection	Object and defer scheme 2.
119.	Resident, objection	Object and defer scheme 2.
120.	Resident, objection	Object and defer scheme 2.
121.	Resident, objection	Object and defer scheme 2.
122.	Resident, objection	Object and defer scheme 2.
123.	Resident, objection	Object and defer scheme 2.
124.	Resident, objection	Object and defer scheme 2.
125.	Resident, objection	Object and defer scheme 2.
126.	Resident, objection	Yet another short response to timeframe. Council has created the parking problem. We have been informed that a majority in the triangle do not want permits and that the Area can be divided in two and we can decide later. We do not support the parking scheme in our area..
127.	Resident, objection	I do not support scheme 2.
128.	Resident, objection	I wish to object/ request that scheme 2 is deferred pending the outcome of scheme 1. I live in scheme 2 area..
129.	Resident, objection	No for the parking restrictions in wykeham rd..
130.	Resident, objection	Again registering my objection to the parking permit proposals. While I am not in favour of the plans, I am prepared to accept the compromise of deferring the plans until such time as we see what happens with scheme 1, which has been my position since the beginning..
131.	Resident, objection	No problem for car nopay (If you are against it) I prefer to have NO RESIDENTS PARKING SCHEME, and object to the Scheme 2 proposal. OR 1. (If you want it deferred) I object to the Scheme 2 proposal and would like to defer it to see what happens after other streets have gone ahead.
132.	Resident, support	I support the proposal, with concerns that there will be much worse parking in Area 2 once there are restrictions in Area 1.
133.	St Peter's	Would rather not have the scheme but do not want too many displaced cars either. Option 3 for us

Road, comment	
134. St Peter's Road, comment	<p>Parking needs to be regulated to ensure safety of pedestrians, car users, cyclists ect. The top of St Peters Road is a "Reading Safe Cycle Zone" but is extremely dangerous for the 12 year olds who cycle to and from school. Vehicles including emergency vehicles are delayed in rush hour. Better designed and regulated parking zones should help both these points. Permit parking should also have an impact on the number of HMOs in this already saturated high density rental area . I believe some of the complaints for the parking zone are not locals but landlords who own property in the area and people parking to drop their children off at the adjacent Wokingham School (Earley St Peters). I do not want my street turning into a free car park for all and sundry as the rest of the area is permitted. Please put the same parking enforcements on St Peter's Road as the rest of East Reading.</p>
135. St Peter's Road, comment	<p>I'm not opposed to the scheme in St Peter's road. Personally I would have preferred the DYL on the other side, as cars often park opposite our drive and can make it difficult for us to reverse into our drive,, I'd expect more cars to be parked along our road as other roads are filled up. I guess either side will have that issue.</p> <p>I would have liked not to have given the option of 2 hours parking so near to the ends of St Peter's as a means of reducing parking by parents driving children to school.</p> <p>I hope that this scheme will greatly improve the parking enforcement, particularly near the ends of St. Peter's road at school start and finish times. The parking on the no loading zone is appalling and dangerous, but still continues</p>
136. St Peter's Road, comment	<p>I live at [REDACTED] St Peter's Road, RG6 1PG, and would just like to ask a few questions about the new parking scheme.</p> <p>I have been looking at the drawing provided on the website and it appears the parking bays do not break for curb drops to driveways. I'm assuming this wont be the case, but could it be confirmed? Otherwise access to driveways could be blocked by parked cars obviously.</p> <p>I understand the scheme might be introduced in 2 phases, I cant see the details of this on the website but I am a bit concerned this will put excessive pressure on the roads not initially introduced under the parking scheme for a period of time.</p> <p>I am also concerned a bit about the 2 hour parking restriction in St Peter's Road. This will encourage people to park there and ignore the restriction as understandably your ability to police this is limited. I think its better the whole area is permit holders only but that's just my opinion.</p>
137. St Peter's Road, comment	<p>I live at [REDACTED] St Peter's Road, RG6 1PG, and would just like to ask a few questions about the new parking scheme.</p> <ul style="list-style-type: none"> · I have been looking at the drawing provided on the website and it appears the parking bays do not break for curb drops to driveways. I'm assuming this wont be the case, but could it be confirmed? Otherwise access to driveways could be blocked by parked cars obviously. · I understand the scheme might be introduced in 2 phases, I cant see the details of this on the website but I am a bit concerned this will put excessive pressure on the roads not initially introduced under the parking scheme for a period of time. · I am also concerned a bit about the 2 hour parking restriction in St Peter's Road. This will encourage people to park there and ignore the restriction as understandably your ability to police this is limited. I think its better the whole area is permit holders only but that's just my opinion.

<p>138. St Peter's Road, comment</p>	<p>My name is [REDACTED] of St Peters Road.</p> <p>I have just moved into the area, and therefore had not been aware of the plans and informal consultations that had taken place regarding parking permits within this area.</p> <p>My comments on the scheme 2 proposal are the following</p> <p>1) I worry that the parking bays along one side of St Peters Road (from Lennox Road to Church Road) will make it difficult for residents to drive in/out of their drive ways on that side of the road. In my short time here, I have already witnessed a few accidents where residents have collided with other vehicles as other road users have parked too closely to their drive ways. The current plans I feel do not take resident drive ways into consideration (estimating space for 47 cars). Therefore I feel this aspect needs to be looked at again from a safety and litigation view point.</p> <p>2) Will parking bays be marked over the speed bumps on St Peters Road, as this could be hazardous due to visibility of road markings. Currently a lot of cars speed along this part (even though it is a 20mph zone) and they do not see the markings for the speed bump (Currently cars park over the markings).</p> <p>3) If a permit is to be introduced, exactly how large would this Zone be, for example could a resident living on Hamilton Road be allowed to park on St Peters road with their residential permit? The current plans do not exactly highlight who would be entitled to the permit. I could not determine the area from the additional information page.</p> <p>I would be great full if you could kindly take the above into consideration and look forward to hearing from you.</p>
<p>139. St Peter's Road, objection</p>	<p>I am writing to specify my objections to the parking permit scheme in East Reading, specifically the St Peter's Road area.</p> <p>Objections are that It is not practical to have permit parking spaces on St Peters Road as numerous residents have driveway Parking. Permit Parking spaces would give people the legal right to block our driveways which would aggravate residents, be inconvenient and would push more residents cars onto the road rather than using the space they already have to park in their driveways.</p> <p>Current plans state that Parking bays will be placed along this section of road where 7 individual properties have driveways for Parking (Six homes each with one car each are pictured here which have driveways in constant use). One of which, on the far left of this photo, got their driveway converted for Parking last month! I am sure they will be annoyed when they realise Parking bays are planned for the road alongside their newly laid driveway!</p> <p>Also having permit parking outside my property which is a house converted into flats, would worry me in emergency situations as flats are statistically more likely to be vulnerable to fires. Could you clarify how the fire service would reach my property in the event of a fire if cars are blocking the driveway? Also, if my son should be ill at night and I need to take him to hospital how would I get my car out to take him there if I am blocked in? How would an ambulance reach us if they can't park outside because a car is blocking the entrance?</p> <p>My objection is based on the fact that introducing permit parking in this area will create more problems than it will solve. In my opinion and having also lived in Clarendon Road and Wykeham Road since 2011, residents currently are able</p>

	<p>to find parking outside or very close to their homes and there is no problem so great as to warrant the need for parking restrictions. Also with the location of the parking bays, residents who currently have driveways with enough space for their own and visitors cars will not be able to use their driveways at all times and be forced to buy permits and park in the road which is unnecessary, inconvenient and could pose a risk at times of emergency situations.</p> <p>In addition to objecting to the introduction of permit Parking, let it be noted that I also object to the plans of where permit Parking bays and double yellow lines are placed. Should the council wish to proceed with their plans of introducing permit Parking in my area, I sincerely hope they will rethink the placement of double yellow lines and Parking bays to allow residents to use the driveway parking they have available and maximise off road, always accessible, parking for all those who have it available. To allow residents to live free from anxiety of being blocked in and Parking issues causing tension in a currently happy and calm neighbourhood.</p> <p>I really don't understand how the council think that residents will be able to fit their cars in the roads in our area with how they have organised Parking bays on the plans.</p> <p>The community work around each other to park considerately and allow each other to park near or outside their own properties.</p> <p>I really don't think the council have planned enough spaces for the number of cars owned by residents in this area. Even before considering cars parked in driveways being forced into street parking.</p> <p>The permit parking scheme makes absolutely no sense for this area.</p>
140. St Peter's Road, objection	<p>I'm completely unhappy with the intention to make this area permit holders only 7 days a week and 8am - 8pm.</p> <p>This is way to aggressive and forces residents to fork out even more money on permits when the cost of living is forever on the rise.</p> <p>I'm against any sort of permit scheme on the weekends.</p> <p>As for weekdays, if this is to prevent people from parking in the morning and heading to town for work, to return in the evening, then I urge you to look at some schemes in London. For example Wanstead and Newbury Park have zones which are permit holders only 1000-1300, or 1200-1400 weekdays only. That 2 to 4 hour break in the day is enough to prevent commuters, and yet keeps residents and genuine visitors happy.</p> <p>8am - 8pm is complete unnecessary, and strikes me as an attempt by the council increase income of the back of this proposed scheme.</p> <p>Please consider this. I am a new resident to St. Peter's Road.</p>
141. St Peter's Road, objection	<p>I object to a residents' parking scheme in the area near where we live (St Peter's Road). The Green Party recently suggested that the proposed parking scheme could be divided into two areas: the area near Hamilton Road, and the area between St Peter's Road and Wykeham Road; the proposal is to permit area 1 and then at a later date, if necessary, to do</p>

	<p>area 2. I would favour this proposal as parking near Hamilton Road is very difficult, but in area 2 it is currently not hard for residents to find a space to park. As yet we do not know whether this area will be impacted by the permitting of area 1, and to say that it will be affected is an assumption that currently has no evidence base.</p> <p>The reasons I do not wish to have a scheme in Area 2 currently are:</p> <ol style="list-style-type: none"> 1. Residents can currently park. A residents' scheme is only necessary where residents are struggling to find spaces to park near their houses. Otherwise we are paying money to park our own cars where we had before. 2. The proposal draws double yellow lines down one side of the majority of the roads in this area because they are narrow roads. This will effectively cut the numbers of spaces in Area 2 in half. Putting in a scheme will result in parking issues where currently there are no issues (or are minimal) because the number of cars will be the same in a smaller number of spaces. I am a full time mum, so I'm at home a lot, and (other than school traffic) observe that the cars parked in this area are not people visiting the shops or working locally. They are already residents. 3. Having lived in a residents' parking area, it is very restrictive to having visitors in your home, such as friends and family, but also tradespeople if they are doing work on your home. A two-week house renovation project would involve giving the tradespeople a whole book's worth of permits, at a cost of £22 to you and using up a good proportion of your yearly allowance of permits. Think of the elderly or disabled people. They need people to visit them in their homes - maybe carers or maybe friends - and needing to use a permit every time would be a hassle and risk leave them socially isolated. They often have weekly gardeners or cleaners who would use up precious permits. One visitor a week uses up half your yearly allowance of permits. 4. The results of the survey Reading BC has conducted shows a low proportion of residents in this area believe there to be a parking issue, and even when they think there is one they do not think a parking scheme will help. The people who live in Area 2 do not wish such a scheme to be introduced, and so RBC should be listening to their own survey results.
142. St Peter's Road, objection	<p>As a resident of St Peter's Road I object to the introduction of a residents' parking permit scheme in the area where I live. However, if this scheme is to go ahead no matter what then I support a two-phase approach to its implementation. The first area (Area 1) to be introduced is that west of Wokingham Road and then, should that result in all the non-residents' traffic being pushed over to the area east of Wokingham Road, a second phase for the eastern area (Area 2) should be considered. This needs to be tested first though, rather than jumping to that conclusion and rolling out an area-wide scheme straight away.</p> <p>The reasons I do not wish to have a scheme in Area 2 currently are:</p> <ol style="list-style-type: none"> 1. Residents can currently park. A residents' scheme is only necessary where residents are struggling to find spaces to park near their houses. Otherwise we are paying money to park our own cars where we had before. 2. The proposal draws double yellow lines down one side of the majority of the roads in this area because they are narrow roads. This will effectively cut the numbers of spaces in Area 2 in half. Putting in a scheme will result in parking issues where currently there are no issues (or are minimal) because the number of cars will be the same in a smaller number of spaces. 3. Having lived in a residents' parking area, it is very restrictive to having visitors in your home, such as friends and family, but also tradespeople if they are doing work on your home. A two-week house renovation project would involve giving the tradespeople a whole book's worth of permits, at a cost of £22 to you and using up a good proportion of your yearly allowance of permits. This also applies to elderly or disabled people. They need people to visit them in their homes - maybe carers or maybe friends - and needing to use a permit every time would be a hassle and risk leave them socially

	<p>isolated. They often have weekly gardeners or cleaners who would use up precious permits. One visitor a week uses up half your yearly allowance of permits.</p> <p>4. The results of the survey Reading BC has conducted (http://www.reading.gov.uk/media/8427/Item07/pdf/Item07.pdf) shows a low proportion of residents in this area believe there to be a parking issue, and even when they think there is one they do not think a parking scheme will help.</p> <p>5. I work for a business based on De Beauvoir Road, just outside the proposal area. We have business vehicles that need parking overnight and, due to the lack of parking on site these have to be the surrounding streets - which include Eastern Avenue/Hamilton Road/Crescent Road. With the introduction of the permit scheme we will lose parking space, something which may push the business out to an industrial estate with better provision. While this may sound like a good thing, the current location is within a residential area where most of our staff live, enabling them (and myself) to walk to work rather than contributing to Reading's already dire traffic problems by having to drive to an out-of-town estate. I know there are several other small businesses located in Area 2 between St Peter's and Wykeham Roads which use on-street parking for both business and staff vehicles. These will experience similar problems.</p> <p>However, I do not believe at all that it will solve the problems that it is trying to address in the way that people hope it might. As I have experienced myself when living in Newtown around the time when the permit scheme was extended to cover the whole area, people hear "residents' permit scheme" and immediately assume that they will be guaranteed a space near their house because all those pesky people who leave their car there will have been chased away. This is most definitely not the reality - we were still having to park several roads away and often had a 5+ minute walk between our front door and the car. Initially it seemed to make a huge positive impact but the numbers of cars parked just crept up and up until, by the time we moved, they were back up to pre-scheme levels. Additionally, several of the roads in the East Reading proposal area have parking situations which make it difficult/unsafe to drive along the road. This is particularly the case on Crescent Road where I have almost been hit several times during my walk to work by cars mounting the pavement to get around those coming the other way. Limiting the existing parking areas along here to residents will not make the road safer. I think this again is a false perception that people have. Crescent Road will still be a cut through which impatient drivers speed down and will still have issues with cars mounting the pavement - something that is completely unacceptable so close to so many schools/colleges.</p> <p>In my opinion, as a safety-conscious road-user and pedestrian, the better option would be to have clearly marked and rigorously enforced parking bays and DYL which give people no excuse for parking on the pavement or otherwise unsafely. If these were implemented in a way that kept traffic flowing as smoothly as possible, e.g. alternating sides of the road and leaving enough space for passing places, then there would be no need for a residents' permit scheme as, as I have experienced first-hand, they make little difference to the number of cars parked.</p>
143. St Peter's Road, objection	<p>I OBJECT TO THE PARKING PROPOSAL</p> <p>I have expressed multiple times through these surveys that I think the Council has created any problem. I think the permits will make things worse. Me and many of my neighbours (St Peters Rd) do not want it.</p>
144. St Peter's Road, objection	<p>I live on St Peter's Road (between Lennox road and Chursh road). I am opposed to the proposed parking changes. Currently I would say there are no issues with parking on our part of the road, whilst the introduction of changes is bringing in problems.</p>

	<p>Last year I purchased, as a first time buyer, my first home, I was very happy to see the lease holder had paved the front area of the house allowing me to park off the road (which is good for car insurance, safety of my vehicle, knowing I will have a space to park), however, there is no dropped curb outside my residence, so I feel these changes would open up parking in front of my home, restricting / removing my parking space. As someone who looked for a house to buy, with a parking space, I feel this is a very negative change (an will also increase my car insurance cost).</p> <p>Secondly, if only permit holders are allowed to park on my road I feel limited on my allowance of visitors - why buy a place and then find you have to pay for the privilage of having visitors park near by (my parents are pensioners in their 70's living 100 miles away, so would be staying more than two hours) and to only have a set allowance of permits, before having to pay restricts the number of visitors I can have, which living on my own could in fact alienate me. So again - one of the positives of buying the house could be removed by this new parking scheme.</p> <p>Additionally, there is a school very close by - if parents are only allowed to park on one side of the road this will reduce where parents can drop their children - thus increasing the duration of the school run - school runs are always conjested - but if there are only half the spaces I cannot imagine this would help.</p> <p>Thank you for your consideration</p>
145. St Peter's Road, objection	<p>I am a resident of St Peters Rd and a pensioner i DO NOT WANT PARKING PERMITS. They will make it much harder for my family and friends to visit me, they have like myself no problems parking at the moment.</p>
146. St Peter's Road, objection	<p>I completely object to having parking restrictions implemented in scheme 2- St Peters Road.</p>
147. St Peter's Road, objection	<p>I would like to object to resident parking permit schemes totally. I live in St Peter's road and having parking permits in roads around will only make parking on St Pater's road more difficult. The last few weeks, lots of people come and park their vans, car on our road. Some days it's difficult to park but stil ok</p>
148. St Peter's Road, objection	<p>I strongly object to any form of permit parking scheme being introduced on St Peters Road, or on surrounding roads such as Adelaide Road, Clarendon Road, Lennox Road, etc.</p> <p>Our household consists of 4 young professionals. We each need cars for work reasons. However we each work for separate companies in completely different locations; we each have different friendship groups, relatives and leisure interests; and we each otherwise lead completely separate lives...</p> <p>For these reasons, the number of our cars parked on St Peters Road or nearby during an average week can vary considerably - often it is one or fewer, but may sometimes need to be two or more. Therefore the proposed system of resident permits for just 2 specific vehicles would not work well for us, based on our circumstances as described above.</p>

	<p>Moreover, the proposed scheme seems completely unnecessary. There are virtually always more than enough nearby parking spaces available for us, as well as for other local residents, and for visitors. Local parking therefore isn't a real issue at present. I would be deeply unhappy about effectively becoming obliged to pay for worse parking facilities than we currently have at no cost.</p> <p>I appreciate that there may be other parts of East Reading where there may be greater congestion, and parking may thus be more of an issue. If so, surely it makes more sense to focus on these areas?</p> <p>My understanding is that one proposal is to implement 'Permit Parking Scheme No.1' first - which does not directly affect our location - followed by 'Permit Parking Scheme No. 2' - which does. If it is not possible to halt the proposed parking permit scheme completely (my strongest preference), I would request that you defer Scheme 2 until as long after Scheme 1 has been introduced as possible, so we can see the impact that it has on the availability of local parking spaces.</p> <p>---</p> <p>I am also unhappy that we were not sent any official notification about these proposals, given that they heavily affect us. Indeed, I only heard about them 'on the grapevine'...</p>
149. St Peter's Road, objection	<p>My name is [REDACTED] and I live in St Peter's Road.</p> <p>I object to all residents parking schemes in Park Ward.</p> <p>If Scheme/Area 1 proposal goes ahead then I would like to defer Scheme/Area 2 proposal and see what happens after Scheme 1 has gone ahead.</p> <p>Regarding Scheme 2 for St Peter's Road I don't believe there are enough resident parking bays close to the houses below Lennox Road so that parking will extend all the way up to the Double Yellow Lines at the Church Road junction</p>
150. St Peter's Road, objection	<p>Our name is [REDACTED] of St Peters Road</p> <p>We object to the scheme 2 proposal and would like to defer it to see what happens after other streets have gone ahead.</p> <p>We would however support some limited use of double yellow lines on the West (Wokingham Road) side of St Peters Road to make it easier for cars to pass where there is limited vision around the bends in the road.</p>
151. St Peter's Road, objection	<p>I prefer to have NO RESIDENTS PARKING SCHEME. i think we dont need it. we are good. resident from RG61PG</p>
152. St Peter's Road, objection	<p>ST PETER RD RESIDENT ("Triangle" / "Scheme 2") I am one of the many residents that does not feel we need parking permits in our area. I believe many of us feel this way but even in a recently conversation with the council, you insist that the majority want it. This is not actually true. And</p>

	<p>locals are beginning to talk about future legal action. Especially as it is only through other political party leaflets that we have been made aware aware that the Council has finally accepted that one part of the area is in urgent need of the scheme and this area does not feel so to date. But this has NOT been informed by the actual Council!!!!</p> <p>I therefore appreciate that our views may have finally been heard (only because other parties have informed us) but I am still concerned that this is a money-generating scheme only (govt cuts) and would like to say</p> <ul style="list-style-type: none"> - I do not feel we need this 'virus' in our area - If the council is being democratic to the process, I am prepared to accept the 'wait and see' motion. [almost under duress].
153. St Peter's Road, support	I am a resident on St Peters Road and I am in favour of the proposed council permit scheme in - Scheme 2 (Triangle). I support the council plans to introduce the proposed parking restrictions.
154. St Peter's Road, support	I am in favour of the council parking proposals and support the council proposal to implement a parking permit scheme in scheme 2.
	I am in scheme 2 (Triangle) St Peters Rd
155. St Peter's Road, support/comment	<p>We feel that there is a problem with parking in our road (St Peters Road) and whilst we are lucky enough to have a drive, the on-road parking can cause problems and in some cases dangerous situations.</p> <p>We support a parking permit scheme if it applies to all areas and is fair to all residents We do, however, recognise that introducing the scheme in phases may be beneficial. We are apprehensive that introducing the scheme in one area may push parking into our area so we would want the decision on whether to implement the scheme in our section to be made once the first phase has been in operation for a suitable period</p>
156. St Peter's Road/Lennox Road, objection	I do not support this scheme in any circumstances. This is being driven by those on Hamilton Road and it is not an issue for us. I do not believe that people would park on St peters road or Lennox Road and walk to the hospital.
157. St Peters Road, objection	<p>I live in St Peters Rd and do not believe there is a need for parking restrictions in this area of Park Ward.</p> <p>I am AGAINST the schemes proposed by the Council. I feel the Council is trying to push the parking permits on us when, looking at the breakdown of figures from previous consultations, a majority do not want it here (in the 'triangle' with us and Wykeham and all streets inbetween). I am against the scheme for many reasons including the cost of the permits; the cost to buy visitors permits over and above the limited free ones; I am very much against the idea that people need a permit just to have family/friends visit; there will be significantly fewer spaces available to us than the cars we currently own (I understand the environmental arguments but it is not reasonable to effectively force people to give up their personal transport for your own means). I feel the Council are trying to clear up a problem of their own creation. I would like the council not to impose these plans upon us. (I am sure that if there comes a time where we do feel we need a scheme around here, the Council will not refuse the extra income).</p>
158. Wykeham Road, comment	As someone concerned by the parking permit proposals for Wykeham Rd and proximity, I am happy to learn that the Council has taken our suggestion into consideration. Therefore we support deferring the scheme in area 2 until scheme 1 has been implemented. Please Note: it was again quite difficult to find the correct page to post our contribution.
159. Wykeham Road, objection	Please can somebody tell me what i am going to do as a job if you bring the residents parking in to action. As i drive a van to carry out my work.as i understand there will be no commercial vehicle permits or parking on the road i live in .and i

	cant understand how you can suddenly tell me im no longer allowed to be in the trade im in.
160. Wykeham Road, objection	<p>I strenuously object to the introduction of parking permits on Wykeham Road. We do not have issues with non residents parking on our street, and our residents are perfectly capable of managing their own parking (including visitors) without the need for an imposed permit scheme.</p> <p>This is a blatant cash grab by the council to extort an additional £150 out of my family each year, which I doubt will be used to provide any additional benefits directly to the residents of the consultation area (e.g. fixing our very damaged roads).</p>
161. Wykeham Road, objection	I live in the phase 2 area (Wykeham Road) and I do not support the scheme under any circumstances - I want to wait and see what happens after Area 1 is implemented
162. Wykeham Road, objection	Hi please can someone tell me what will happen to the people of Wykeham road that drive commercial vehicles such as myself i drive a transit van for my carrier as a carpenter.and could not use anything smaller due to the amount of tools and materials i need to carry.as i understand their will be no commercial vehicle permits provided.does this mean i have to give my job up and start claiming social benefits as im no longer allowed to park outside my own house.of 25 years for this reason i object to any plans to introduce residents parking permits for the Rg61pn area or any surrounding areas.
163. Wykeham Road, objection	<p>I was very disappointed to see the notices go up over the weekend proposing an order to implement parking restrictions and permits in East Reading.</p> <p>I strongly oppose this proposal.</p> <ol style="list-style-type: none"> 1. I believe parking permits are very antisocial. It restricts and stops people visiting each other. It would cost £1 for the privilege of having someone pop over to visit a friend or family member (cost of each visitors permit). What if three or four different friends/ family members pop over in a day? An elderly person who depends on such visits for their wellbeing will miss out. Why? Because they themselves would not want to pay that sort of money every week. A lot of elderly people are families are too isolated as it is. Some family members may need to stay overnight on a regular basis. Again that's more money. Someone may be sick, and a family member may need to stay overnight for a few weeks, more money. Visitors permits are ok as long as you have an odd visitor once a week. But those of us who are more social, this is not the case. We would need to cough up an extra £10+ a week for the fact that we are social. That's why I say Parking Permits are ANTISOCIAL. It's like being penalised for being social. 2. Parking Permits are unfair. For those households where there is more than one car, it will cost them a lot more money. A lot of these people are not well off. They have two cars because of necessity not because of luxury. We don't live in an affluent area. Some people in this area are on benefits, some are struggling already with their outgoings. Parking permits are UNFAIR for struggling families. 3. I live in Wykeham Road, and my house is a [REDACTED] with Auckland Road. In all the years I've been here, which is around 25 years. I've never had problems with parking. The only problems that arise occasionally are when the pub near me is busy. Otherwise there are no issues with parking. It's not right to introduce these restrictions when we don't need them in the first place. The council creates problems for us. Recently we have had double yellow lines added to the junctions. This is fine, but why do they have to be so long! These are the sort of things that

		cause parking problems for us.
164.	Wykeham Road, objection	I object vehemently to parking permits on Wykeham road!
165.	Wykeham Road, objection	we object to permit parking in our road, some roads nearby are already congested at junctions which are used as short cuts by motorists. the problem is further exacerbated by lack of enforcement by the council and police driving past ignoring breaches of the road traffic act. unless the council is willing to consider vehicle removal as one option to obstruction of the highway and more staff to deal with enforcement then this short-sighted plan will lead to tension within the community .when the local authority needs more money better to be up front and increase council tax than look for revenue by the back door.
166.	Wykeham Road, objection	I live on Wykeham Road and I do not support the scheme under any circumstances. At the very least you should wait and see what happens after Area 1 is implemented. I'm still staggered you are still considering this scheme (in area 2) as it is not to the benefit to the residents and is blatantly an attempt to raise more funds for RBC.
167.	Wykeham Road, objection	I live on Wykeham Road which is in the area effected by Scheme 2. I would like to Object to, and want to Defer Scheme 2 until we can properly analyse the outcome of Scheme 1 following a few months of Scheme 1 going live. Then there should be a further consultation for Scheme 2. My concerns around this scheme include, but are not limited to; these schemes being used as stealth taxes; currently parking is available and free in the area and residents have made it work so why change it (except for the Council using this as an excuse to make money); there has not been a clear consultation - very underhanded in terms of trying to roll this out with very little noticed (formal consultation period); the effect of reducing the number of parking spaces (!) despite the number of cars; no guarantees of parking in front of my property (or anywhere close) despite the need for one close due to have a 11 weeks old child; limited visitor passes; permit costs unlikely to be fixed; no clarity of a household with a child having any exemptions.
168.	Wykeham Road, objection	I, [REDACTED] of [REDACTED] Wykeham Road strongly DISAGREE to parking permit. I only see some cars parked in the evening belonging to my neighbours and during day its all empty as they are at work. There is no railway station, bus station, hospital or park near my house so makes no sense to me for having to have parking permit. It will NOT increase parking space here! Having 2 cars in my house hold it will be unwanted expense!!!
169.	Wykeham Road, objection	Scheme 2 . We would like to object to resident parking permit scheme and defer to scheme 2. We've been parking here for over 45 years and never had to pay or had any problems.
170.	Wykeham Road, objection	My name is [REDACTED] of Wykeham Road, Reading. I prefer to have NO RESIDENTS PARKING SCHEME, and object to the scheme 2 proposal. My comments on the Scheme 2 proposal for Wykeham Road are due to the very reason that it is already extremely difficult to find somewhere to park the cars, if this area becomes controlled too, where are we

		expected to park our cars. In addition to this, the whole street has visitors coming over, where are they expected to park their cars.
171.	Wykeham Road, objection	My name is [REDACTED] of [REDACTED] Wykeham Road and I object to the proposed residents parking scheme. Residents manage to park and do not need a parking scheme in place as I believe that not only will it cost more but is more trouble than it is worth. I do not want nor do I need a parking permit to park where I live.
172.	Wykeham Road, objection	My name is [REDACTED] of [REDACTED] Wykeham Road and I object to the proposed residents parking scheme. Residents manage to park and do not need a parking scheme in place as I believe that not only will it cost more but is more trouble than it is worth. I do not want nor do I need a parking permit to park where I live.
173.	Wykeham Road, objection	I object wholly to the proposed residents parking for Wykeham road, rg6. I have lived here for over 10 years and do not want nor need the permits, all residents manage to park, this is not wanted and is just another way to make money out of residents and will cause residents more trouble than it is worth! WE DO NOT WANT RESIDENTS PARKING PERMITS.
174.	Wykeham Road, objection	I do not want nor need residents parking permits for wykeham road. It is not needed, it will cost residents money and hassle, we do not want parking permits. We are quite happy with the parking as it is, why should I have to have a permit to park where I live. No thank you.
175.	Wykeham Road, objection	My name is [REDACTED] of Wykeham Road. I object to the Scheme 2 proposal and would like to defer the Scheme 2 proposal to see what happens after other streets have gone ahead. I think this is the appropriate action for the council to take given that the initial consultations earlier this year showed that residents in our area (the Scheme 2 roads) were not 'for' permits in our area and were in fact against it. Whilst the Scheme 1 residents may be 'for' permits in their area it is unjust and undemocratic to enforce their preferences on a sperate group who are against the proposals. (Its rather begs the question as to whether this is simply a council money making exercise!) Finally I wish to express my disappointment that this important consultation (so important the council has asked residents views three times in 12 months!) is only being conducted online and only notified via lampposts, Surely such an important decision needs to be notified to each resident regardless of whether they have internet access and can readily walk in their local area (for example the elderly or otherwise immobile!)?
176.	Wykeham Road, objection	I object to this proposal. No to parking permits on Wykeham rd.
177.	Wykeham Road, objection	my name is [REDACTED] of wykeham road and i don't want any residents parking scheme, and object to scheme 2, in any form. can you also tell me how my local pub in auckland road will deal with people driving to the pub and having to get a permit to have a drink they all wont fit in its small car park, or are you trying to close local business down? your form starts with (The Council has been asked to consider the introduction of an on-street Residents Permit Parking scheme in East Reading,) can you tell me who asked you and by how many, and is this information on record? thank you. i wait for your reply
178.	Wykeham Road, objection	Hello there. I live in Wykeham Rd and express my objection to the proposed parking options. While I object outright. I suppose it is only fair that we caveat our opinion by accepting the option for now to wait and see what happens when the first Area is implemented. Thank you for taking our views into consideration.

179. Wykeham Road, objection	<p>My name is [REDACTED] and live at [REDACTED] Wykeham Road. I OBJECT to the parking Scheme 2 for the following reasons:</p> <p>1 - I have lived here for over 40 years and there has never been a problem with residents being able to park. When you buy a house in this area you know that it is parking on the street!! Scheme 2 proposes to cut down the amount of parking for residents in this area, why try to fix a problem when there is NOT one in the first place!!!</p> <p>2 - I pay my road taxes and my parking is FREE!! If I have to pay for parking permits and visitors permits then I will not be able to have my sons come to help me as they do now due to costs. The costs of permits will only go up every year so as far as I can see this is ONLY a money making exercise for the council as they are NOT getting enough from central government. THIS ANOTHER TAX ON RESIDENTS HWNE WE PAY COUNCIL TAX!!</p> <p>3 - I am an elderly resident who will be needing care in the future and the visitors permits do not allow for me to have carers coming in twice a day!! Even if carers get parking free, what about my sons coming to help me with shopping etc!!</p> <p>4 - Residents have not asked for this scheme and do not want it!!!</p>
180. Wykeham Road, objection	<p>My name is [REDACTED] and I live at [REDACTED] Wykeham Road. I OBJECT to parking permit Scheme 2 for the following reasons:-</p> <p>1 - Propped designs of the scheme will give less parking for our area and make it more difficult for residents to park! Why are the council wanting to make it harder for residents as most need cars for work or visiting relatives in other parts of the country!! The Council should NOT be TELLING residents how they can or cannot travel around the area!!</p> <p>2 - I pay my road taxes so why do I have to pay to park my car on a public road!! Also why are the council being DICTATORS on the number of vehicles residents can have per household and the number of visitors by limiting the number of books you can BUY!!! My son would like to learn to drive but with this scheme he is saying not at the moment but is now restricted on how far he can travel to work as he has ADHD with Autism!! Does the council want to control everyone's lives!!!</p> <p>3 - This scheme is simply a way of making money and controlling the traffic in the area!!! There are other ways... congestion charges in Reading for instance. However I would not be prepared to pay BOTH PARKING PERMIT AND CONGESTION CHARGE!!! All of these schemes will reduce the residents wanting to live in the area or rather those who are willing to swell the coffers of a council!!!</p> <p>4 - This scheme is NOT suitable for our area and was never wanted by residents!!!</p>
181. Wykeham Road, objection	<p>I object to the scheme and do not wish to see it on my road (Wykeham Road). The reasons for my objections are:</p> <p>1) it is not needed. Such schemes work in areas where a high number of non residents choose to park making it difficult for residents to park. This is not the case in this area</p> <p>2) Parking will be restricted with less parking spaces available thus making parking even more difficult in our area</p> <p>3) I am being asked to pay for a permit with no guarantee of parking. This will also cause friction between neighbours and residents in the local area.</p>

	<p>4) My parents collect my children from school everyday and park in my street (currently empty at this time of day). They will use up my visitors permits quickly thus incurring me more cost and hassle.</p> <p>5) This creates issues for when friends/ workmen come to do work. I can only see this as a hassle not solving an issue we currently have.</p>
<p>182. Wykeham Road, objection</p>	<p>I would like to take this opportunity to express my strong objection to the east reading parking permit scheme.</p> <p>I am a resident of Wykeham Road and this Road in particular has no parking issues.</p> <p>There is always plenty of parking available for residents and visitors if needed.</p> <p>By imposing such a scheme you would be going against what the residents are happy with and works and has worked for a long time.</p> <p>I accept that in some roads this may not be the case however Wykeham Road is not one where permits are needed both now and in the future.</p>
<p>183. Wykeham Road, objection</p>	<p>My name is [REDACTED] of [REDACTED] Wykeham Road Earley Reading. I prefer to have NO RESIDENTS PARKING SCHEME, and object the scheme 2 proposal. I do not want parking permits at all.</p> <p>[REDACTED] at the same address objects to parking permits too.</p>
<p>184. Wykeham Road, objection</p>	<p>I object to the proposed schemes in general as they would bring no real benefit to residents other than another bill to pay. The only real reason that can be drawn from the information been provided at the informal consultancy when asking questions was this is an effort for the council to raise more funds to squander. No tangible benefits were expressed for residents as this brings no guarantee that there will be enough space for residents to park in there areas, improvements to the streets and pricing could be put up at anytime with no justification other than maintaining the unwanted project or administration costs.</p> <p>As the above will be ignored and the poor residents of schema 1 will have this forced on them, which I feel for them.</p> <p>I OBJECT to SCHEMA 2 and it should be DEFERRED till the impact pf SCHEMA 1 is understood for at LEAST 2 years.</p> <p>My reasons are being a resident in this area for a few years I have NEVER had an issue parking. Some days I have to park further from my house than I would like too, but I have always been able to park safely. The parking schema will change that situation as there will be addition park restrictions bought in reducing available parking and will not mean I will get a better chance parking closer to my home but will increase the likelihood of having to park even further away, AND have to pay for the privilege.</p> <p>The whole schema running has been very cloak and dagger with minimal information being provided by the council. (This feels like I am living the book 'Hitchhikers Guide To The Galaxy' if you do not get the reference, you should find the book and read it, this may give people in the council some insight on how people feel at times on this schema). There has not been any real consultation other than letter being tapped to poles and a not very well communicated drop in that was in a location where it was difficult to get to if you were working, PLUS very limited parking and you had to walk. If the</p>

		<p>council really had any real interest in the residents they were meant to be supporting I would expect at least an official letter through the door or someone knocking at the door in a evening when people are home (we all have to work to pay the bill and your giving us another one to add to limited budgets).</p> <p>I expect some form of acknowledgment from this OBJECTION but have my doubts since all other on this forum have not generated one.</p>
185.	Wykeham Road, objection	<p>I object to (scheme 2) the proposed resident parking scheme for Wykeham Road and would like to defer it to see what happens after the other streets have gone ahead.</p> <p>I object as the plans are confusing and will make visitors parking hard and costly.</p>
186.	Wykeham Road, objection	<p>I'm fully opposed to parking permits in my area. I think it's a ridiculous idea that will make parking much worse and can only conclude that Reading Council are looking for new ways to generate income.</p>
187.	Wykeham Road, objection	<p>I object to resident parking permit schemes being implemented in this area. The permit parking will not help with parking in any way as everyone who parks on the road will still have to park on the road. It seems that this is just a way to increase funds for the council whilst providing no benefit to the residents. There is a lot of resistance on the road to the permit parking and I think it will cause a lot of issues. Additionally the council knows how unpopular the permit parking is, this is why they only communicated the news about it on posts tied to lamp posts. This is particularly unfair on people who are less mobile as they are very unlikely to have seen the communication and have been denied their right to information and a say on the matter.</p>
188.	Wykeham Road, objection	<p>I prefer to have NO RESIDENTS PARKING SCHEME and object to the Scheme 2 proposal. As a resident of Wykeham Road, there is no need to introduce a parking scheme; free parking works perfectly well amongst residents. There is no evidence of commuter parking causing problems. The proposal therefore would appear to be a Council money-driven exercise that is not in the interests of residents nor would it improve parking in the area. Conversely it would make it much worse. I am sympathetic to the Council trying to make up the lack of funding from central government but this is not the answer. I am also concerned by the method of consultation for this proposal. For such an important issue (important at least to the residents it would affect) there should be paper forms/letters to each household not just notices on lampposts and an online survey. There are many elderly residents in Wykeham Road who do not have access to computers and the internet..</p>
189.	Wykeham Road, support	<p>I want to start by saying that I am whole-heartedly in support of imposing a permit scheme on Wykeham Road, Reading, as the parking situation currently is horrendous. Wykeham Road has become a dumping ground for non-residents to leave their commercial vans overnight (photo evidence attached from a photo taken on 16/12/18 of a commercial van parked taking up at least 4 spaces). So I urge you to please proceed with implementing a permit parking scheme on this street as soon as possible, as this will be life changing for those of us who have babies and small children and are currently having to carry our children home from our cars parked on adjacent streets as there is no parking on Wykeham Road.</p> <p>I would like to bring your attention to someone who is distributing unsolicited material to residents of Wykeham Road in relation to the consultation on parking permit scheme, with a view to influencing residents with false information. Please find the leaflet attached to this email.</p> <p>Your website states that comments, support or objections to the proposals should be submitted, however as you will see</p>

	<p>from the attached leaflet this person is misleading residents into thinking that they should only respond to the consultation if they object to it.</p> <p>They also make false claims that the scheme will reduce parking spaces, that the scheme aims to stealth taxes, that it is Council money driven etc. They also make the point that residents do not have to provide their details, ie addresses, which suggests that they could be fraudulently submitting multiple responses objecting to the scheme, when in fact the true residents are in favour of it.</p> <p>One can only assume that the person responsible for this communication is a landlord who rents his property out to multiple tenants and wishes to ensure that there is no restriction on how many cars can be parked there. No one who is an actual resident on the street and goes through the daily nightmare of finding a parking space on the street which they live would ever object to the scheme.</p> <p>I would like to thank you for your efforts in implementing this permit scheme, as it will be life changing for so many of us and urge you to please proceed with its implementation and treat objecting responses with caution, due to the reasons outlined above.</p>
190. Wykeham Road, support	It is hard to get parking spaces, nowadays. I support the council proposals.
191. Wykeham Road, support	I Support the proposal. I am a house owner ([REDACTED] Wykeham Rd) amd find the parking situation very difficult at present. Vans and commercial vehicles regularly park on the road-taking up parking for residents. It is impossible for families with young children to find parking after 7pm. The parking permit solution proposed is desperately needed.
192. Wykeham Road, support	<p>I fully support the proposal for parking restrictions to be implemented as per the drawings issued as part of the consultation.</p> <p>Parking restrictions will ensure residents have a better parking solution than the present situation. Restrictions have successfully been implemented in Cemetery Junction - it would be fair for residents on Wykeham road to have the same oppprtunity.</p>
193. Wykeham Road, support	<p>As a resident in the area I fully support the proposal and think that this need to be implemented as soon as possible. Importantly, ALL areas should have the scheme implemented at the same time otherwise we risk those who do not purchase permits for their zones, parking in other zones that would be waiting for the scheme to be implemented. This could make the parking situation much worse in some areas where parking is already a big problem.</p> <p>The main issue is students and student parking so we would likely see many student vehicles being parked in areas that are waiting for the parking permits to come into affect. It is obvious that many students infrequently use their vehicles and many of the student houses have 2-4 cars. Figuring out how to limit the number of students with cars from renting in areas where the houses are originally designed for small families is a problem that needs to be addressed. The council</p>

	<p>needs to work with the university and landlords to raise the awareness of more and more private student accommodation in traditionally local family housing areas. 2-3 bed houses are not designed for 4 students to live in.</p> <p>Also commercial vehicles should have larger fines than non commercial vehicles to help discourage commercial vehicles being left in residential parking zones.</p>
194. Wykeham Road, support	<p>Hi there, I'm in complete agreement with this going ahead, in particular Scheme 2.</p> <p>They absolutely need to happen at the same time - if not it will just hugely increase the parking issues in the Scheme 2 areas.</p> <p>Both need to happen ASAP and at the same time as the parking situation is awful.</p> <p>Also it's worth noting most oppositions to this will be the students who have over 2 cars per some households which creates all the issues (as parking is much better during the holidays), so I don't think their temporary opinions should have as much sway as permanent residents.</p> <p>Regards, Wykeham Road house owner.</p>
195. Wykeham Road, support	<p>I support the proposal to put in a permit scheme on Wykeham Road, Reading.</p> <p>I am a resident at Wykeham Road and I responded to the informal consultation earlier in the year about whether I would want a resident permit scheme, which I certainly do.</p> <p>I really struggle to find a parking space outside my house and the neighbours I have spoken to with young families also really struggle with the parking, often having to park right at the top of the road and then carry their young toddlers and babies all the way down the road. We get all sorts of commercial vans, random cars from people going to Palmer Park and residents from adjoining roads parking on Wykeham Road as it is a free for all and just seems to be getting worse.</p> <p>The concern I would like to raise is that on Wykeham Road, a large percentage of the houses are rented out to student tenants. So if the student tenants themselves responded to the consultation, they of course would have said they do not want a permit system, because it would be a cost to them and the number of permits would be limited per household. If the landlord owner responded to the consultation, they are not actually resident at their property so what do they care how difficult the parking is for residents, they will respond that they do not want a permit system because it is an additional cost to them and limits the number of parking spaces their tenants will have and will make it more difficult for them to find tenants for their properties (many of these houses have between 3-4, perhaps even 5 students resident in them, many of them each have a car).</p> <p>I believe responses from these residents may skew the results and I am concerned that this could ultimately lead to no permit system being implemented on Wykeham Road. This would be a very unjust result, as many of these tenants are not living there long-term, and will have moved on in 6 months, while homeowners like myself and long-term residents with families are left with the consequences of the result for years to come.</p>

	<p>Another issue that may skew the result is that the consultation does not ask for address details, so you may receive numerous responses from the same household, one from each student tenant as I mentioned are at least 3-4 per house, plus the landlord. Whereas, a normal family household will likely respond only once.</p> <p>I would suggest that for a normal household on Wykeham Road with 2 adults and children, which is about the maximum you can fit into the houses on this road, unless each room on both floors is converted into a bedroom like they are for the student houses, it is highly unlikely that they would not want a parking permit scheme or control of some kind.</p> <p>I therefore hope you will please consider the points I raise above when looking at results and asking for responses from this consultation, as I am very concerned that the nightmare we currently experience with parking will continue due to a skewed result. I suggest the consultation should ask responders for the following details:</p> <ul style="list-style-type: none"> • Name: • Address: • Number of cars at the address: • Status of responder: Owner of property or renting? • Number of residents at the address: • Number of residents at the property under the age of 17 • Please specify ages of all under 17s resident at the property <p>This may then give you further insight into who actually is responding to these consultations and will ensure a fair and just consultation has taken place.</p> <p>I hope you find this letter helpful.</p>
196. Wykeham Road, support	We support permit parking on our road. We live on Wykeham rd. thank you
197. Wykeham Road, support	<p>Support it</p> <p>We have lived on Wykeham road for over 10 years now. I never used to like the idea of permits because of having to pay but I have changed my mind now and think that they are needed as there are so many cars here now. I can never park near my house unless it is students holidaytime. In the evenings its got ridiculous compared to what it was when we moved in. I think your plans are a good idea and I want to register my support please. We need these permits now. If you cant have the permits you should ask the university to have the students cars there instead.</p>
198. Wykeham Road, support	I am sick and tired of the houses on this street being rented out to students and leaving no parking for the rest of us, it's obviously students who take all the parking as they have gone home for Xmas this week and suddenly there's more spaces than normal. We need a system where parking permits per household are limited otherwise this will never change. My address is [REDACTED] wykeham rd. reading
199. Wykeham	I am a resident of Wykeham Road & fully support a permit scheme. Due to the number of student accommodation & HMO's

Road, support	it is a necessity. There are far too many cars & they are often parked on corners. I often have a 5 minute walk in the dark to my house if I get home after 8pm.
200. Wykeham Road, support	I live on Wykeham Rd and support the permit scheme. When the permits for the surrounding roads are introduced all the additional cars, vans & commercial vehicles, will all be parked on Wykeham Rd & other roads that don't have permits. I am stunned that the residents campaigning against permits can't see this! Can it be considered that just part of Wykeham Rd is for permit holders as I'm sure I'm not the only one who is in favour. Proportional representation, ie if 40% voted for permits then allow a permit area of the street for this for the relevant number of cars. If we are willing to buy one then I don't see why we can't have one!
201. Wykeham Road, support	<p>I have just received a Labour party communication through my letterbox this morning trying to influence how we residents vote and encouraging us to defer the parking scheme on Wykeham Road! It absolutely boggles my mind that anyone would suggest such an idiotic idea as deferring it to wait and see - the parking situation is already untenable - to allow adjoining roads to implement parking while we remain a 'free for all' is insane - what do we need to wait and see?? Obviously anyone who doesn't have a permit will park on the road (Wykeham) that does not have a permit scheme?! Is that not obvious?</p> <p>ANYONE WHO SUGGESTS THAT WYKEHAM ROAD DOES NOT NEED PERMITS IS NOT AN ACTUAL RESIDENT. THEY ARE A LANDLORD WHO WANTS TO BE ABLE TO CONTINUE TO PILE 5 TENANTS INTO THEIR PROPERTY AND HAVE THEM ALL PARK THERE.</p> <p>Please, please introduce the permit system on Wykeham Road as soon as possible. Anyone who is encouraging deferring it is trying to subvert the system for their own profit and does not care about actual residents with families who are really really struggling.</p>
202. Wykeham Road, support	<p>I live in Wykeham Road and, as the owner of one small car, I support the parking permit proposal. I think it would discourage people from having several cars at one address and would also prevent the owners of cars from other areas from parking on our street.</p> <p>If we cannot implement it immediately, I would choose the wait and see option so that we are not prevented from implementing in the future.</p>
203. Wykeham Road, support/ comment	<p>I am a resident in scheme 2 Wykeham Road - I am for scheme 2 IF scheme 1 goes ahead. If scheme 1 does not go ahead then I am happy for scheme 2 not to go ahead with things staying the same.</p> <p>I don't want the two schemes to be implemented at different times, I believe this would cause a HUGE increase in parking problems in Wykeham Road please either implement both schemes or neither of them.</p> <p>Why would somebody living in Grange Avenue and Pitcroft Road pay over a hundred pounds for a second permit when they can park it so close by for free in Wykeham Road? I believe there are multiple occupancy houses in those streets which will compound this with third+ cars being forced to park in Wykeham Road. The labour leaflet suggested a delayed scheme could take up to two years, which would be very difficult.</p> <p>I don't understand why the separation between scheme 1 and 2 wasn't down the Wokingham Road, it seems a more logical barrier to this kind of extra/displacement parking.</p>

I think it is unfair that there is a limit of two cars per household and that the cost of the permits for the second car is higher than the first.

Please do not apply any limitations to people parking at Palmer Park Sports Centre overnight, so people who depend on a third car have an option.

APPENDIX 1b - EAST READING PERMIT PARKING SCHEME GENERAL COMMENTS

Support and objections received to Traffic Regulation Order

Summary	Objections/support/comments received.
	Summary of responses: Objections - 61, Support - 46, Comment - 12, Mixed Response - 1.
1. Resident, support	I agree a permit scheme is required in East Reading but does require careful consideration Firstly, there are so many HMO's that have been allowed in the area in the past, with up to 5 or 6 cars per house that there just isn't enough parking for all and a decent scheme would help control that Secondly its noticeable we get many town centre commuters parking in the side streets then suing busses into town - mainly due to the high cost of TC parking! Thirdly we now are getting the overspill of other PP areas now encroaching into the area making it all worse However, it also needs consideration to short term parking such as visitors etc so a 2hr limit during the day would help
2. Resident, support	I fully support the proposal.
3. Resident, objection	Parking should be left as it is. Permits will not solve the parking issues but is just another way for residents to have to pay unnecessarily
4. Resident, objection	Do not support the permit parking in this area. Leave it alone!
5. Resident, objection	I do not support the current scheme. Either all or nothing, dividing the scheme in two will just make everyone park in the area 2 which will leave people living there having nowhere to park.
6. Resident, objection	I do not support this in any way. I think it is disgusting that the council intends to enforce this against the will of the residents by displacing Area 1 vehicles into Area 2. Council should be enforcing the restrictions it already has in place. Illegal parking is an issue - not resident parking. The people of this Area have told you they do not want this so why attempt to force it through against our wishes??
7. Resident, support	I support the introduction of parking permits in East Reading. It is very difficult to park near our house, especially during term-time when the students are present. People also use our road as a car park when they come to collect their children from Alfred Sutton School.

8. Resident, support	I generally support the proposal.
9. Resident, support	I support the scheme
10. Resident, support	I fully support this. It is much needed. We have struggled for a great number of years with HMOs in the area...lowering the quality of life for the every day residents of the area.
11. Resident, support	I fully support the scheme and would very much like to go ahead with this as soon as possible.
12. Resident, support	We as residents really need these permits as our road is getting so so busy due to everyone parking on our road who attend the schools or college or even work at the hospital. They park there car and leave.
13. Resident, support	I support the propoosal
14. Resident, support	yes, very happy with the proposals. Implementation needs to be done ASAP.
15. Resident, support	I'd like to say that I fully support the scheme and will look forward to it's implementation.
16. Resident, objection	I do not support the proposal - I have not experienced serious parking issues and don't really want to move to the inconvenience of permits.
17. Resident, support	I support the proposal and it's introduction as soon as possible.
18. Resident, support	we need this scheme asap
19. Resident, support	I support the proposed scheme and I am looking forward to its introduction as soon as possible
20. Resident, support	I support the proposed scheme and hope that it solves the parking problems for our area.
21. Resident, support	I support the proposals.
22. Resident, support	I am fully supportive of the proposal.

23. Resident, support	Please proceed as proposed as safety is a real issue at the moment.
24. Resident, comment	St. Bartholomews Road is mixed parking (resident and 2 hour) and it should all be resident parking.
25. Resident, objection	Would not like permit parking
26. Resident, support	support permit parking, looks like every house has more than 2 cars which is causing too much issues
27. Resident, support	Support
28. Resident, support	I think this will help local people to park their cars near their own property
29. Resident, support	I support the proposal and think that although it does not meet all our needs it is the best we will get . Thank you.
30. Resident, objection	I do not support the scheme at all. I do not believe we need parking permits at all.
31. Resident, objection	I do not support the scheme under any circumstances
32. Resident, objection	I do not support the scheme under any circumstances
33. Resident, support	I think it will be a good idea
34. Resident, support	I support the scheme
35. Resident, objection	I do not support the parking scheme at all and I am in the process of writing a full email which states my objections with photographic evidence to support my case to. The main point raised in my email is that the scheme would cause problems which do not currently exist by placing parking bays in front of driveways consequently displacing more residence cars onto the roads!
36. Resident, objection	I do not support the proposal

37. Resident, support	I support the scheme.
38. Resident, objection	I do not support the scheme under any circumstances.
39. Resident, support	I agree with the proposals.
40. Resident, comment	<p>If this is all that is on offer I'd have to take it as a first step. I'm concerned that reducing the available parking spaces on some roads will result in overflow to the areas that do have allocated bays and that inconsiderate parking next to driveways - currently a real problem - will increase. I'd rather just see double yellow lines across all driveways.</p>
41. Resident, comment	<p>In principle I agree that an on-street parking scheme is necessary, however I have 2 complaints how the current rules impact my family:</p> <p>1) I think - as a Reading resident - that there is no longer one FREE permit is a bit of a cheek, and yet another example of the council's 'licence to print money'. Rather than punishing Reading resident homeowners this way - why not create additional revenues streams via offences? Apart from parking fines (which are fair enough) - what about fines for idling cars? In our road - St. Bartholomews Road - we are opposite Palmer Park, which is a lovely place to park up, running your engine to keep your air-conditioning /heating going, depending on the time of year. Or speeding tickets? Our road is 20mph - but is not monitored. Weekends and evenings there are often people doing in excess of 40mph up the road (as the recent speed survey will hopefully confirm).</p> <p>2) Limiting households to 2 permits is not particularly realistic. My wife and I share a car; we have 1 daughter with a car - but most of the year she takes it to University in [REDACTED]; we have another daughter who is expecting to pass her driving test early next year, who will probably want her own car. So what do we do? Move house?!?!</p>
42. Resident, objection	I do not support the scheme under any circumstances.
43. Resident, objection	<p>Could you please provide a road-by-road breakdown of the votes for and against the parking scheme? I find it hard to believe that you managed to receive a majority vote to push this proposal through. Also can you provide details of the initial vote? When first notified it was possible to respond via mixed postal/online vote. Then there was another vote by online only. Why was there a need to vote on this issue multiple times? I feel this is discriminatory against people who lack internet access or knowledge to use this method of vote. I am strongly against this scheme which I believe is a poorly concealed attempt to increase council tax for a low income area. This will not improve the parking or congestion around Reading. Just accept the fact that small Victorian terrace houses now need to have multiple cars to earn enough money to afford housing in this region. I think this scheme will put more pressure on low income earners with no affordable housing in place. Will I be able to get compensation for the negative impact this will have on my property resale value? Has this been taken into consideration? I feel the only consideration of this scheme is to boost the council's income. If you can provide a valid alternative reason I would like to hear it.</p>

44. Resident, support	I support the scheme. However, cars already park on the double yellow lines when drivers are dropping their children off at school. I am not convinced that they will stop doing this unless the situation is monitored by wardens.
45. Resident, objection	I'm concerned by the unbounded cost increases to residents of this scheme. Streets in my area have votes against this and previous permit schemes and it is being imposed on us by virtual of including other areas who wish such a scheme.
46. Resident, support	I support the introduction of a parking scheme The number of vehicles parked in our road by those who don't live here has grown over the years It is unjust that we residents often cannot park in our own road and our visitors cannot park near to us Care needs to be taken with visitor permits and with multiple cars in one residence
47. Resident, support	I support proposal as parking very difficult for residents
48. Resident, objection	Objection to the scheme under any circumstances
49. Resident, comment	I have 2 kids in Alfred Sutton school. I'm coming from Earley and I don't see any parking in the area. If possible
50. Resident, support	I very much welcome the introduction of the parking scheme proposed. Since the introduction of the scheme around Redlands and the Hospital parking has been pushed out of this area and into the area I live in. I do not have any off road parking and can often not even park anywhere along the whole length of my own road. The residents parking scheme has become an essential. I am happy that the proposal for my road is to permit a maximum of 2hrs of parking for non residents between 8am and 8pm and outside this time only residents can park. I feel this is a suitable compromise.
51. Resident, objection	I do not agree to any proposal for 'permit parking' in the area. I do not see any need whatsoever for the same as I do not know of any parking 'problems' that need intervention.
52. Resident, support	I support the proposal
53. Resident, support	I support the proposal.
54. Resident, support	I am a very keen supporter of the proposed resident's parking scheme in the East Reading area. Too often I return home from a long day at work and they're is nowhere within streets of my home to park. I live near the successful no 17 bus route but my street should not be used as a park and ride, especially as the is one a mile firm the road at Showcase.
55. Resident, support/ comment	I support the proposal. Although I think the hours requiring permits should be limited
56. Resident, support	I support the proposal

57. Resident, support	<p>Sadly, it seems permits are the only way forward as the university seems unwilling to assist in providing reasonable parking for its students.</p> <p>Street parking is much more difficult during term time due to non residents.</p>
58. University representative, support	<p>The University of Reading supports Reading Borough Council's proposal to implement a residents permit parking scheme in the East Reading study area. The proposals should improve the parking situation for our residential neighbours in the area to the north east of Whiteknights campus, enabling them to more easily find parking spaces near their own homes. The scheme can be seen as an extension to the existing permitted area to the north of Whiteknights campus which has already improved parking availability for the residents in that area. Many of the residents in these areas will also be our own students who will not need to register for residential permits.</p> <p>The University does all it can to reduce travel by car and encourage travel to the University by public transport, cycling and walking, as well as providing parking for those who do need to drive. It is unfortunately not within the power of any business such as ourselves to prevent people choosing to park legally on residential streets where there are no restrictions. We look forward to the improved parking situation for our neighbours should the permit scheme be implemented.</p> <p>Given that the implementation of the scheme at certain times of the year would create significant stress for our students, we would be grateful if you would consider commencing the scheme at some point during the Summer Vacation (17th June - 27th September) please.</p>
59. Resident, objection	<p>I object to the parking permit scheme completely. It is not needed</p>
60. Resident, objection	<p>Overall we do not support the scheme because of its charging structure.</p> <p>We do have a parking issue, which we hoped the council could work toward resolving adequately. We believe this is also being fuelled by students not being able to park at the university. What are the university doing to help resolve the issue? And why are residents having to pay to resolve the universities lack of parking planning.</p> <p>Our personal opinion is that the council have taken this as an opportunity to penalise families to make healthy profits instead. We already pay a council tax, why does the scheme need to focus so heavily on charging the residents it proposes to be helping. I would argue that working families these days often have 2 cars, as we do, why should we need to pay £150 a year to park on our road? According to the RAC, councils in the UK raked in 800 million in profits from these kind of schemes in 2017. I fear that even with comfortable profits on the horizon from this scheme, it wont be long before the council will increase the £150 paid by two car families further. I am very disappointed that the council do not act on our behalf at all.</p> <p>If and when profits are realised from this scheme at the end of the first year will the council ensure that resident charges will not be increased further? Why must I pay £22 for a book of extra tickets for visitors?</p>

	<p>Why must I pay £30 for one car and £120 for a second? Why not £30 each, (which I still feel is excessive though more reasonable)?</p> <p>We believe that costs incurred by the council should be paid for by residents, but I feel this scheme has been designed only with profit in mind, can you tell me if this is the case?</p> <p>My suggestion would be a commitment from the council to cap profits from this scheme, and pledge to not increase future costs.</p> <p>Would like a scheme that works but without marked bays on the road.</p>
61. Resident, support	I support the proposal
62. Resident, objection	I do not support the scheme under any circumstances
63. Resident, objection	I don't want parking permit on my road.
64. Resident, objection	I don't want parking permit.
65. Resident, objection	I don't want parking permit.
66. Resident, objection	sorry i dont ilke this because where is my family going to park when they visiu
67. Resident, support	I approve of the proposed arrangements. There are always compromises, but it is clear that a sensible balance has been achieved within these proposals.
68. Resident, objection	Oppose this scheme
69. Resident, comment	I feel that what the plan is at the moment won't solve the parking problem in area 1 but that plan 2 will be the best of the bunch.
70. Resident, objection	object to the proposal. living here for 12 years and parking has never been an issue
71. Resident, objection	I fully reject the parking proposal. I have never experienced any parking problems outside for the last 4 years of living here, even after the permit scheme was introduced on the roads close to the shops. I think its completely unnecessary and can only be considered as a scheme for generating revenue rather than alleviating parking issues.

72. Resident, comment	I would like to see an area/ zonal scheme where residents are issued with a resident permit based on the electoral register and usable anywhere in East Reading. if not I am happy with NO resident parking scheme..
73. Resident, objection	think this scheme is a waste of time and money, although presumably Reading Council like it because they'll get the parking permits fees, which they will no doubt spend on even more bus lanes and cycle lanes, when the money would be better spent on schools, youth clubs, children and elderly peoples needs, swimming pools and so on.
74. Resident, objection	I object to resident parking permit schemes totally.
75. Resident, support	I support the proposal although I would have preferred there to be bays alternating along the road. But I would like the scheme to go ahead
76. Resident, support	I support the proposal. The plans seem the best way of helping the parking situation, giving a mix of shared use and permit only. We have lots of houses with more than 2 cars, lots of vans and people parking dangerously on corners. People also park to get the bus into town and from areas where permits have already come in. Please bring in the scheme as soon as possible.
77. Resident, objection	Objection to the policy as it just another way of pocketing the taxpayer money. Would NOT like to see this policy in effect within the east side of Reading.
78. Resident, objection	I am disappointed by the current plan. The issue has arisen here because parking throughout this area is difficult during university term time. But that makes it an 8 hour/5 day problem, unlike the Redlands/RBH area which has a 24 hour/7 day problem. There is no pressure on parking here at weekends, nor in the evenings. So - the first part of the new provisions makes sense - between 8 am and 8 pm, two hours limit, or permit holders. But that only need apply Monday to Friday. At weekends and evenings no restrictions are needed at all. I think the expression is "using a sledgehammer to crack a nut". It's all very depressing!
79. Resident, support	I really hope that the proposed scheme goes through as I believe it would greatly benefit local residents by relieving pressure on parking spaces. You can see that Parking permits work just by looking at Norris road. When all of the other roads in the area are full, Norris Rd always has spaces on it because of the parking restrictions.
80. Resident, support	This has gone on for long enough. Whilst the proposals are not perfect, the scheme will be better than the complete and utter chaos that we have today. Therefore, we support the proposed parking permit plan.
81. Resident, objection	I do not support the scheme under any circumstances.

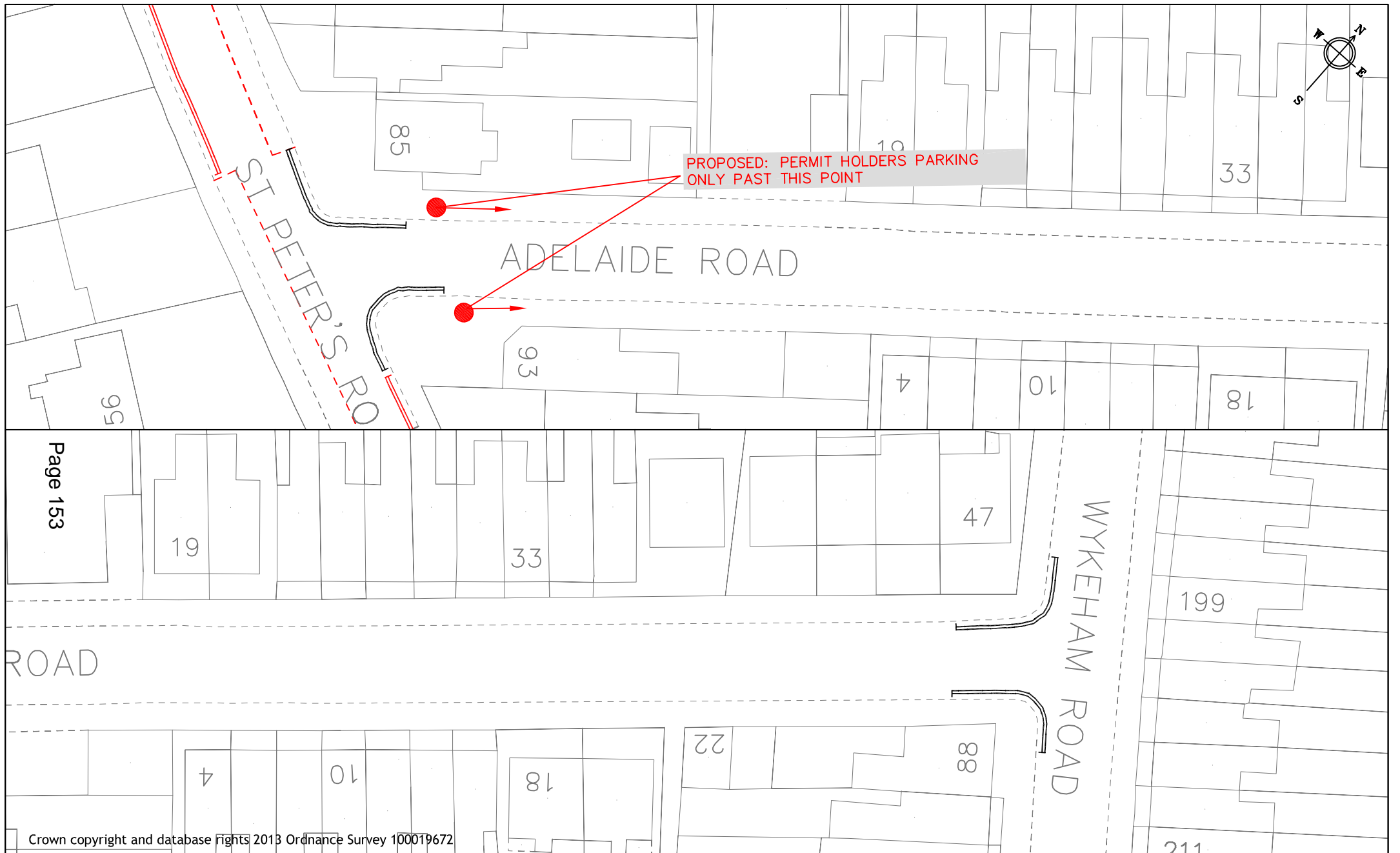
82. Resident, support	I am in support of the proposal.
83. Resident, objection	I would NOT like parking permits. I do not struggle to get a space at the moment and permits would cause issues for the residents at my house with visitors on the weekends etc
84. Resident, objection	I disagree with the proposal. Although there needs to be some changes, particularly by the school, this proposal is too severe. The residents parking scheme already introduced in Addington Road and by the University is under used. If introduced this will just drive parking issues further out.
85. Resident, objection	<p>My wife and i would like to reject the parking proposal scheme. Though the roads are busy in that area there is always space near enough. I don't feel it is fair that we would have to pay for permit or if we had visitors to pay for them to park.</p> <p>the main traffic is in the morning for school runs and rush hour getting back but it is fine. We object to the idea of parking permit.</p>
86. Resident, objection	<p>This problem of parking is entirely due to the Council making a parking permit area around the Royal Berks Hospital that at present extends to the end of Erleigh Road junction with Addition Road. No provision had been made for occupants of houses in multiple occupation or those with bedsit occupation. This area & the proposed new parking permit areas have a high concentration of houses in multiple occupation both legal (see Councils own survey list of houses in multiple occupation) & some illegal. Consequently these occupants have no parking permits & are not entitled to be able to purchase a parking permit. Consequently these residents who have previously enjoyed street parking in their area can no longer do so and are forced to park in adjacent un-permit marked areas. N.B; the vast majority of houses in hospital area have no off-street parking, & the situation is very similar in the proposed area. With the introduction of parking permits in the proposed areas then, because these areas also have many houses in multiple occupations, then these occupants will have no where also to park. This will further exacerbate the problem in the existing area & proposed area & push the problem further away from the initial hospital area.</p> <p>If you must make this proposed area a parking permit area, then all residents in a parking permit area must be allowed to have a parking permit, & this must include any extant occupants of any house that has multiple occupancy. I think the Council must ensure that if they remove extant residents parking, parking which they have previously enjoyed by these residents unhindered, then this may lead to a legal & /or government intervention to reverse this proposal & of those in previous implemented parking areas now extant.</p> <p>I also think that the proposed cost of the parking permit is extortion, a single permit should be free, & any subsequent permit should be a maximum of £30 each .</p> <p>ALL OCCUPANTS IN THE PROPOSED PARKING PERMIT AREA MUST BE ALLOWED TO HAVE A PARKING PERMIT OTHERWISE ANY PARKING ISSUES WILL BE PUSHED FURTHER AWAY FROM THE TOWN CENTRE. OR IS IT THE COUNCILS INTENTION TO HAVE RESIDENTS OF READING PARK IN WOKINGHAM.</p>
87. Resident, comment	I support residents parking on the street, but feel that the plan is ill thought out. The times of the restriction only residents after 8 in the evening will stop us from having a regular [REDACTED] group at our home on a bi weekly basis. Also I think that having double yellow lines on one side of the road will allow people to speed up the road. I think that this scheme could be more effective if there was still parking on both sides of the road, but only for residents or short

	term parking day and night.
88. Resident, support	I support the proposal for East Reading.
89. Resident, objection	I object to the proposal. The areas with residents parking already are under used. There will be very limited on street parking for people visiting the hospital or university for longer than 2 hours.
90. Resident, objection	I object to parking permits in out area as I do not see how this will ease the parking problems we already have. This is just another money-making scheme.
91. Resident, objection	I object to the proposal on the grounds that it will drive more cars on to roads from existing hard standings
92. Local employee, objection	<p>I would like to strongly object to the proposed East Reading Parking permit scheme.</p> <p>I work in Erleigh Road and travel a considerable distance to get to work. There is no parking available at my place of work and I have no alternative means of transport.</p> <p>I think the scheme is disgusting and discriminates against the hard-working people trying to earn a living and generating business for the area. I feel that the information obtained in the initial notifications and consultations is not a true representation of the people using the area on a daily basis. Those people who are not residents of the area will not have been notified and will not have had knowledge to consult Reading Borough Councils website in case of any new proposed plans. No notifications were put on display for the public to see within the area.</p> <p>I have a few questions that I would like answers to please:</p> <ol style="list-style-type: none"> 1. In the current economic climate with people struggling to earn enough to live how do you expect people to pay the extortionate amounts (£10+ a day) Reading Borough Council are charging for pay and display in the area surrounding Erleigh Road and the proposed new area simply to park to work? 2. People working in Reading are generating business and a large income for the area so why are you penalising them? Especially when a large proportion are hardworking, very poorly paid NHS workers. 3. What are workers that work outside the permitted pay and display times or work shifts supposed to do? It will become impossible to park. You are therefore stopping people from earning a living. 4. Can you please tell me where the huge sums of money being generated from parking permits and pay, and display areas is going/being spent? It is clearly not being put back into the roads of the surrounding area which are in an abysmal state. There has certainly been no difference in the condition of the roads following the introduction of the scheme surrounding Erleigh Road.

	<p>5. Why are permits not available for people working in the area? 1 per business is ridiculous. How many businesses in the area comprise of 1 person!</p> <p>I appreciate something has to be done for the local residents but there also needs to be significant consideration given to people working in the area as opposed to implementing another money-making scheme.</p> <p>I will look forward to hearing from you regarding the above points. Thank you for your time.</p>
93. Resident, objection	<p>I object to this parking scheme. I wish the existing parking to remain extant.</p> <p>Reasons are: This problem of parking is entirely due to the Council making a parking permit area around the Royal Berks Hospital that at present extends to the end of Erleigh Road junction with Addition Road. No provision had been made for occupants of houses in multiple occupation or those with bedsit occupation. This area & the proposed new parking permit areas have a high concentration of houses in multiple occupation both legal (see Councils own survey list of houses in multiple occupation) & some illegal. Consequently these occupants have no parking permits & are not entitled to be able to purchase a parking permit. Consequently these residents who have previously enjoyed street parking in their area can no longer do so and are forced to park in adjacent un-permit marked areas. N.B; the vast majority of houses in hospital area have no off-street parking, & the situation is very similar in the proposed area. With the introduction of parking permits in the proposed areas then, because these areas also have many houses in multiple occupations, then these occupants will have no where also to park. This will further exacerbate the problem in the existing area & proposed area & push the problem further away from the initial hospital area.</p> <p>If you must make this proposed area a parking permit area, then all residents in a parking permit area must be allowed to have a parking permit, & this must include any extant occupants of any house that has multiple occupancy. I think the Council must ensure that if they remove extant residents parking, parking which they have previously enjoyed by these residents unhindered, then this may lead to a legal & /or government intervention to reverse this proposal & of those in previous implemented parking areas now extant.</p> <p>I also think that the proposed cost of the parking permit is extortion, a single permit should be free, & any subsequent permit should be a maximum of £30 each .</p>
94. Resident, objection	<p>I object to the proposed East Reading parking permit scheme because existing residents already pay to park on the roads in their Council Tax, this represents a further Tax. Also unless all residents in a permit area are allowed a parking permit, be they owner occupiers or renters of any type of accommodation, even bedsits, then any parking problems will just move further out of the area, causing problems for adjacent areas, because these residents are not entitled to a permit. Parking permits are to expensive, and would be a considerable burden on us elderly.</p>
95. Resident, support	<p>I wish to register my support for this parking scheme.</p>
96. Resident, objection	<p>I object to parking permit. I am a student and a single mother, paying for parking permit or buying vouchers will be too expensive for me.</p>
97. Resident, objection	<p>I want to retain my right to have family and friends visit and park with FREE-dom. Visitors should not be luxury or a privilege to pay for. Especially for a pensioner. No to the parking permits proposals thank you.</p>

98. Resident, objection	I dont want approval to park outside which I can now. We have no current issue. Later maybe. Then we choose.
99. Resident, objection	I object to the scheme .
100. Resident, objection	I object to the scheme .
101. Resident, objection	Objection to the proposal
102. Resident, objection	Objection to the proposal .
103. Resident, objection	Strong objection to the proposal .
104. Resident, objection	Object
105. Resident, objection	Object
106. Resident, objection	Object
107. Resident, objection	Object
108. Resident, objection	Object
109. Resident, objection	Object
110. Resident, objection	Object
111. Resident, objection	Object
112. Resident, objection	Object

113. Resident, comment	Ok bed time, I'm going with: I am ok with parking bays in the area but have serious concerns about people parking in front of our drive. Would like council assurances that if this happens the council will accept to remove the permit bay from in front of my drive. .
114. Resident, comment	In principle we are ok with parking bays in the area but have serious concerns about people parking in front of our drive. Would like council assurances that if this happens the council will accept to remove the permit bay from in front of my drive
115. Resident, comment	Am in principle supportive of parking bays in the area but have major reservations about the public parking in front of my drive when I am out. So would like council assurances that if this happens, the council will accept to remove the permit bay from in front of my drive.
116. Resident, comment	Am in principle in favour of parking bays in the area but have major concerns about people parking blocking my drive. So I would like council assurances that if this happens, the council will accept to remove the permit bay from in front of my drive.
117. Resident, comment	In principle we are ok with parking bays in the area but have serious concerns about people parking in front of our drive. Would like council assurances that if this happens the council will accept to remove the permit bay from in front of my drive.
118. Resident, objection	I do not want approval to park outside which I can now. We have no problem. Later maybe. Then change. Sometimes hard to park but I want see if problem when other streets come ine
119. Resident, objection	Wait and see what happens over the road. I object thank you..
120. Resident, support	I agree a permit scheme is required in East Reading but does require careful consideration Firstly, there are so many HMO's that have been allowed in the area in the past, with up to 5 or 6 cars per house that there just isn't enough parking for all and a decent scheme would help control that Secondly its noticeable we get many town centre commuters parking in the side streets then suing busses into town - mainly due to the high cost of TC parking! Thirdly we now are getting the overspill of other PP areas now encroaching into the area making it all worse However, it also needs consideration to short term parking such as visitors etc so a 2hr limit during the day would help



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Page 153

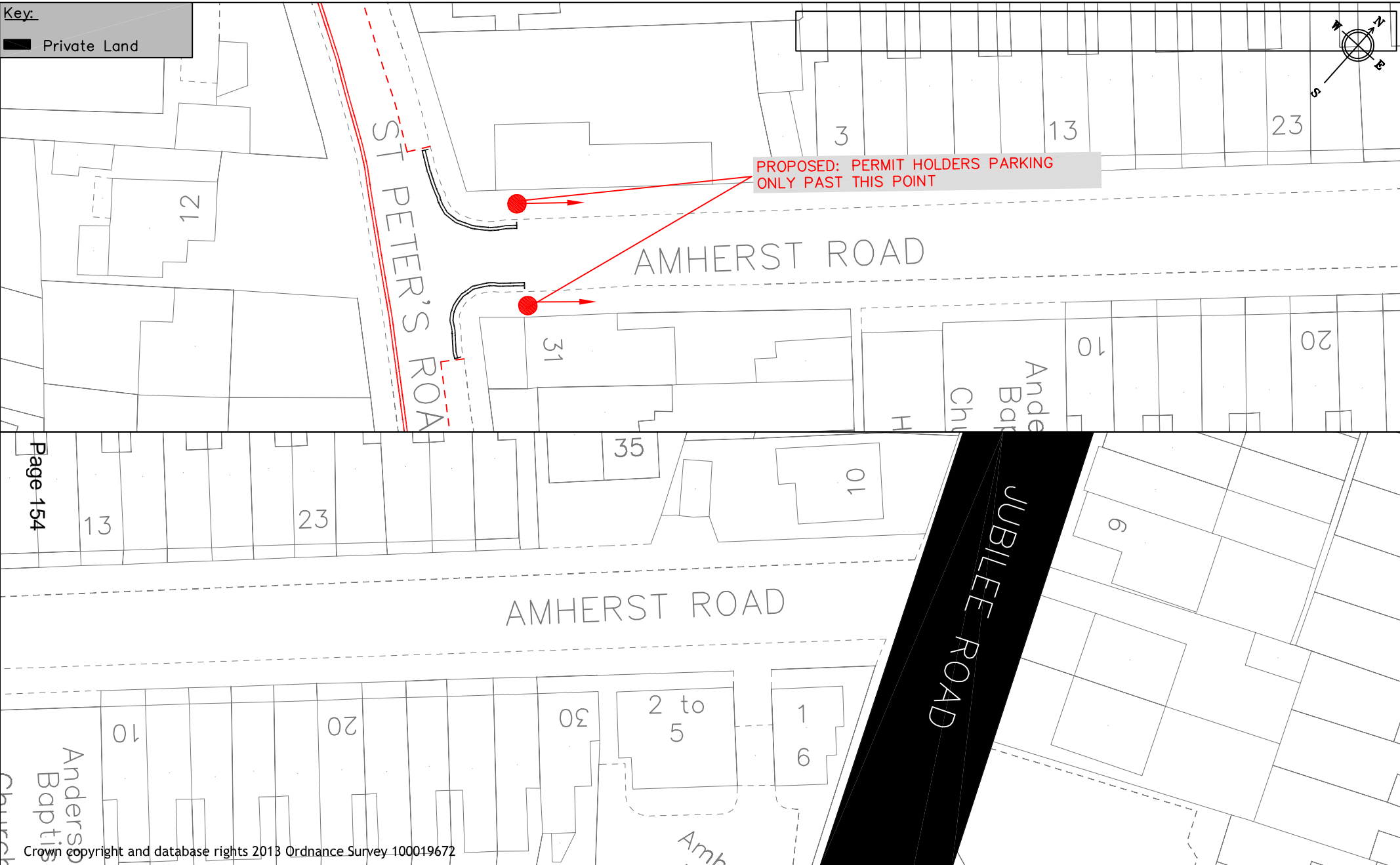
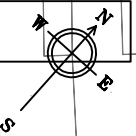
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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing ADELAIDE ROAD	Drawing No. ERS_Adelaide Road	

Key:
 Private Land



Page 154

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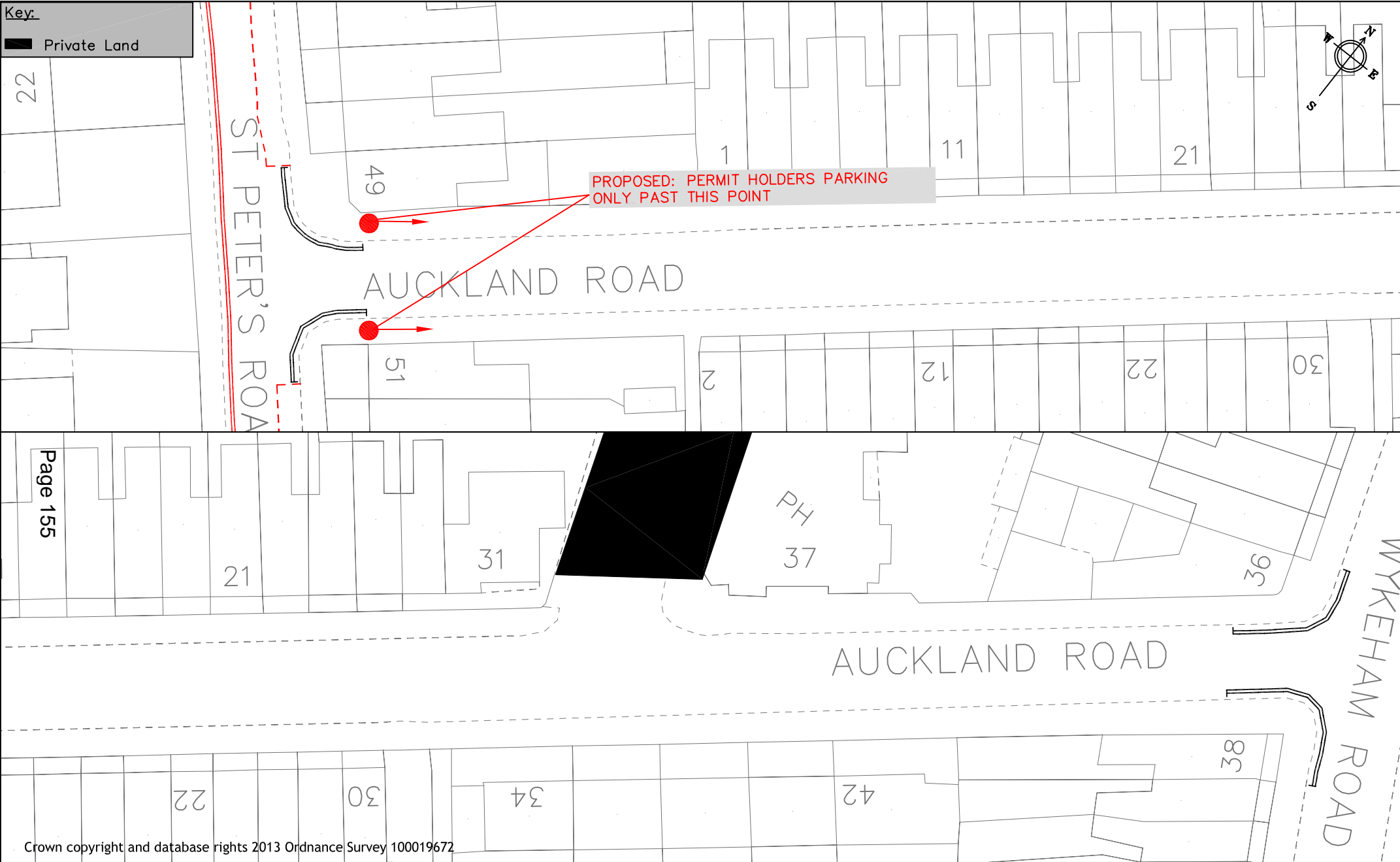
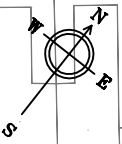


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing AMHERST ROAD	Drawing No. ERS_Amherst Road	

Key:
■ Private Land



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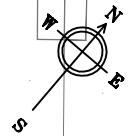


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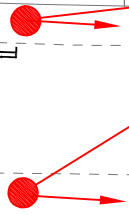
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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing AUCKLAND ROAD	Drawing No. ERS_Auckland Road	

Key:
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BRIGHTON ROAD

Page 156

Brighton Place

Fulcher Row

BRIGHTON ROAD

WYKEHAM ROAD

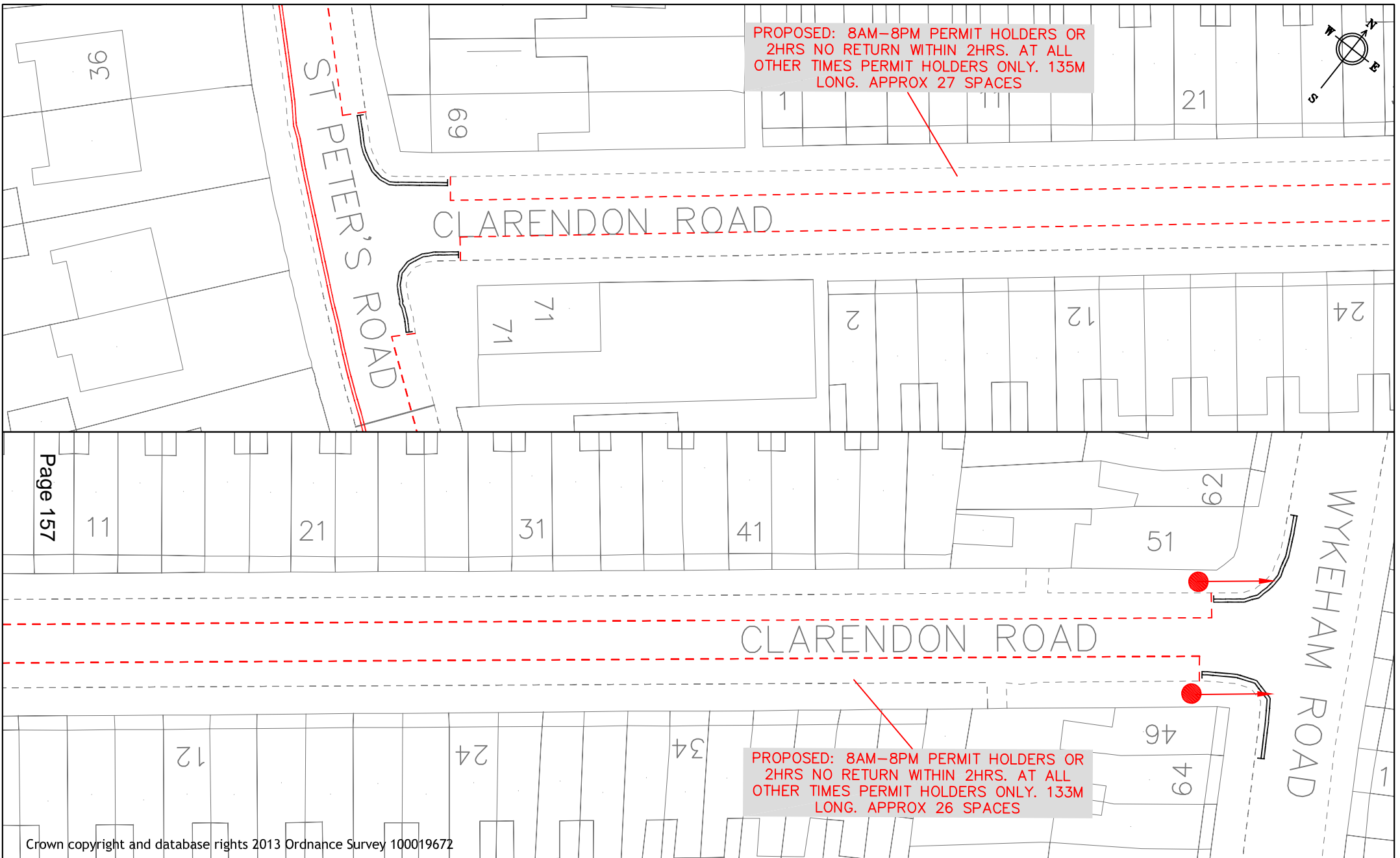
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	Date JUN 18	Checked Approved
Drawing BRIGHTON ROAD	Drawing No. ERS_Brighton Road	



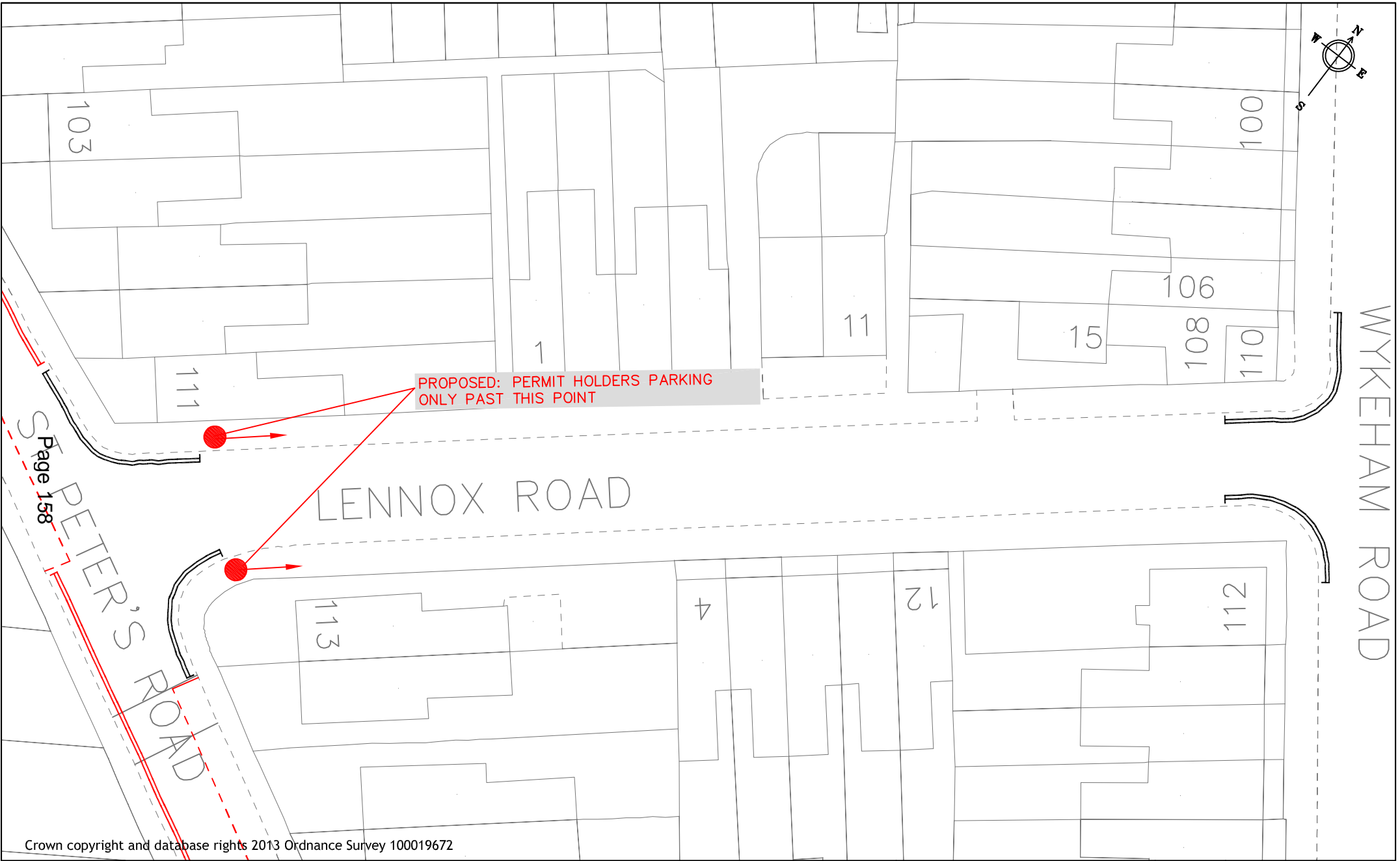
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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing CLARENDON ROAD	Drawing No. ERS_Clarendon Road	



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Page 158

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



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

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

Page 159

PALMER PARK AVENUE

48

54

55

58

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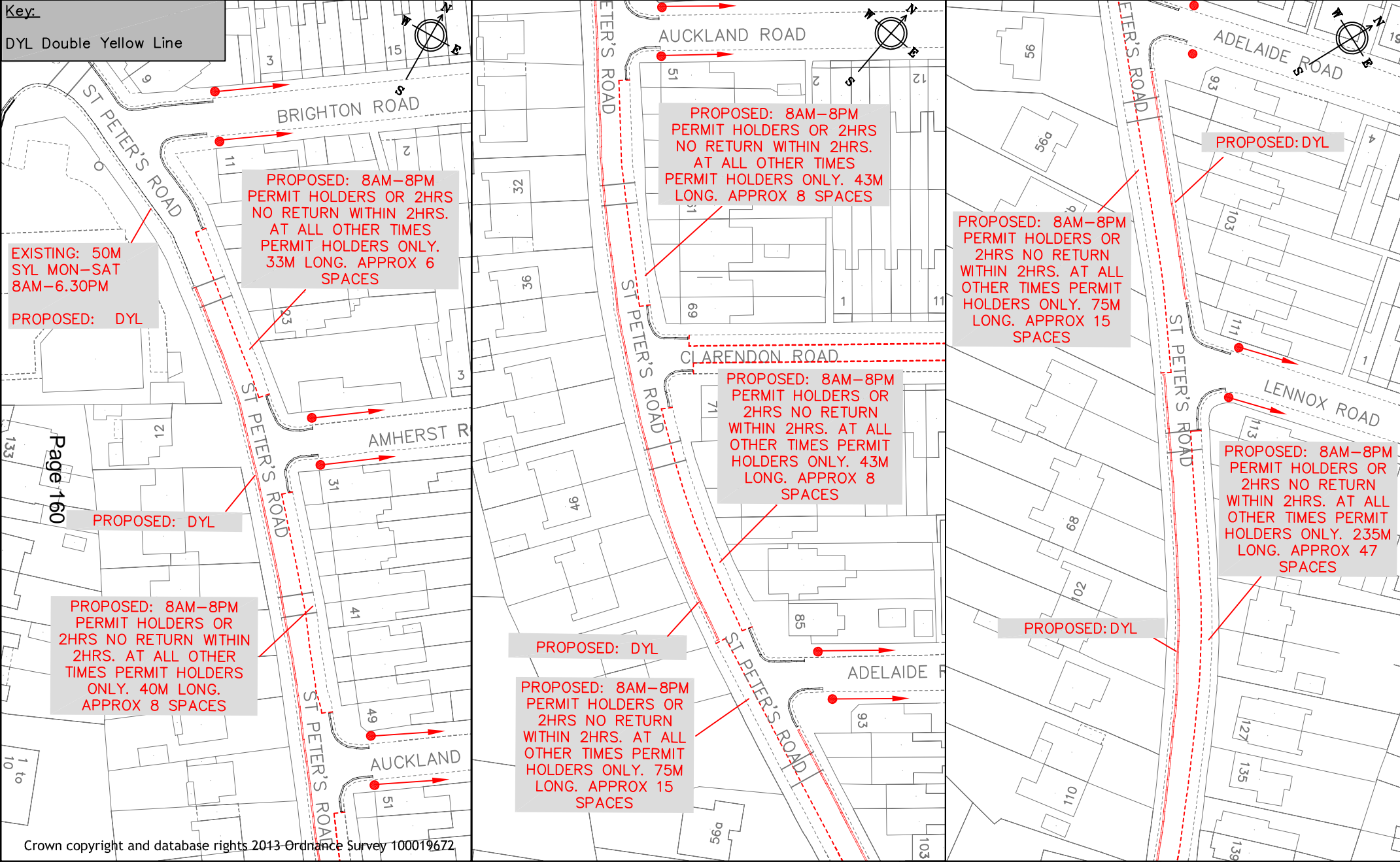


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Project	EAST READING STUDY	Scale	N.T.S	Drawn	KD
		Date	JUNE 18	Checked	JT
Drawing	PALMER PARK AVENUE	Approved		JT	
		Drawing No.		ERS_Palmer Park Avenue	

Key:
DYL Double Yellow Line



Page 160

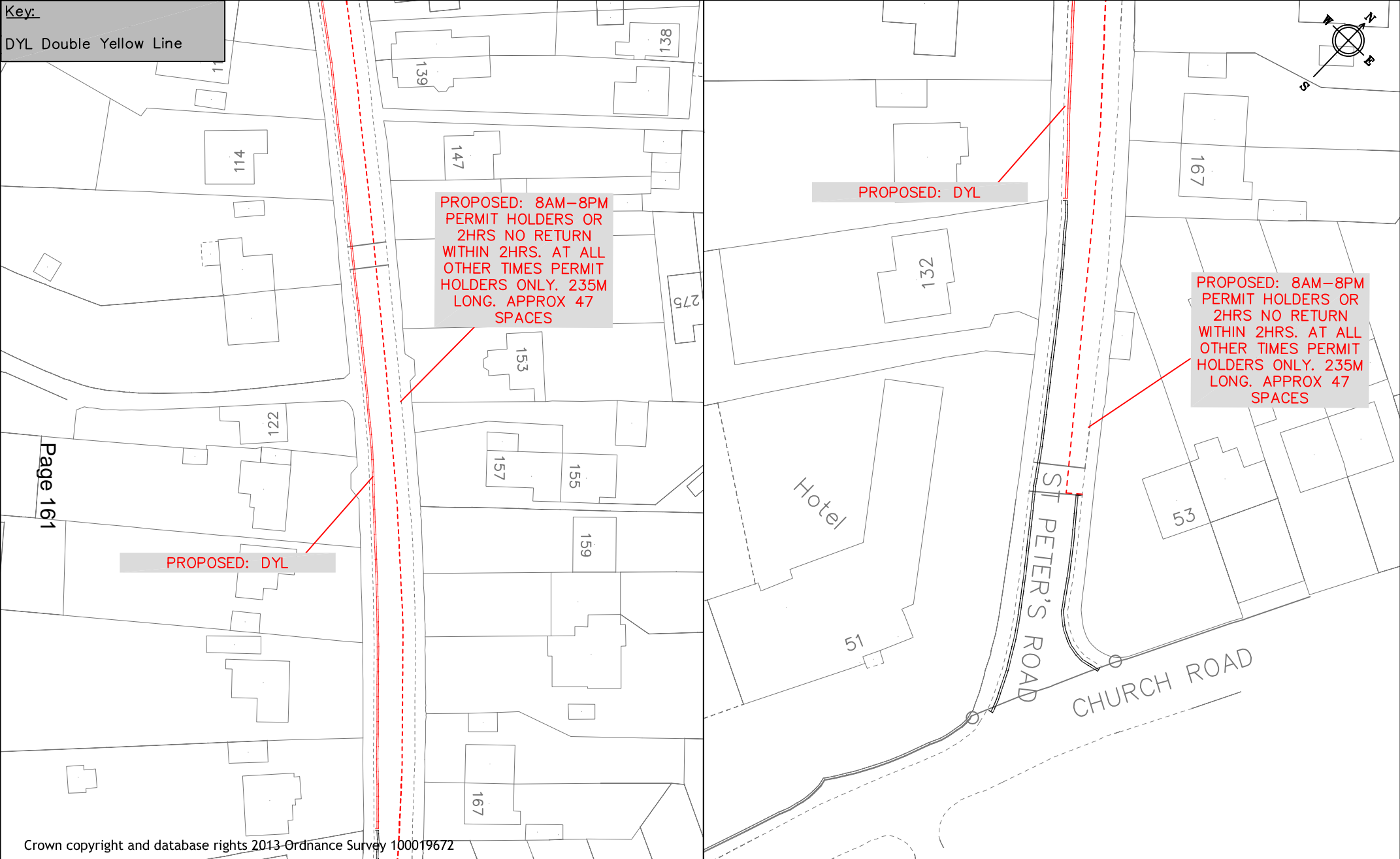
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Project	EAST READING STUDY	Scale	N.T.S	Drawn	JT
		Date	AUG 18	Checked	JP
				Approved	JP
Drawing	ST PETER'S ROAD 1	Drawing No.	ERS_St Peter's Road 1		

Key:
DYL Double Yellow Line



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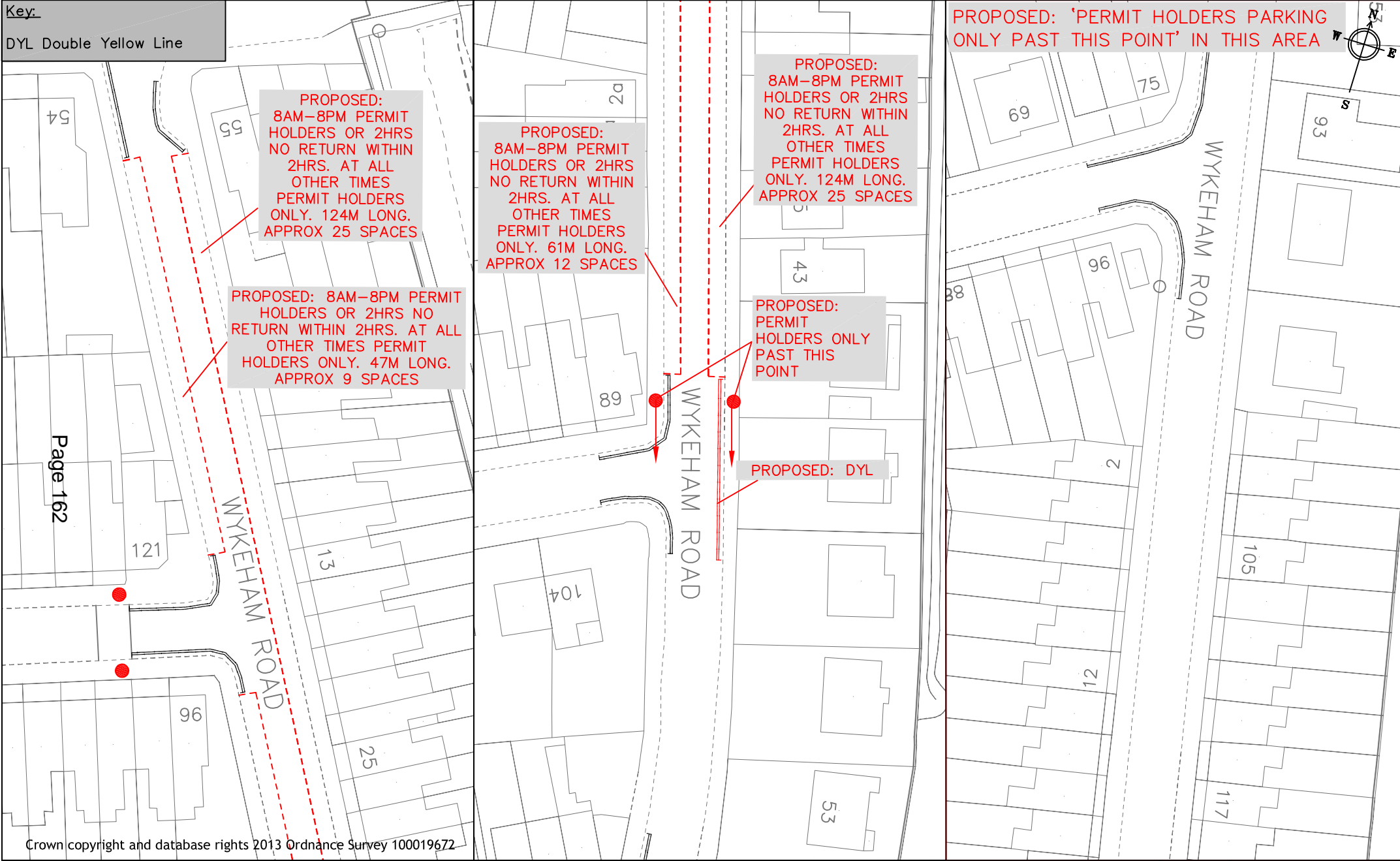


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Project EAST READING STUDY	Scale N.T.S.	Drawn JT
	Date AUG 18	Checked JP Approved JP
Drawing ST PETER'S ROAD 2	Drawing No. ERS_St Peter's Road 2	

Key:
DYL Double Yellow Line



Page 162

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

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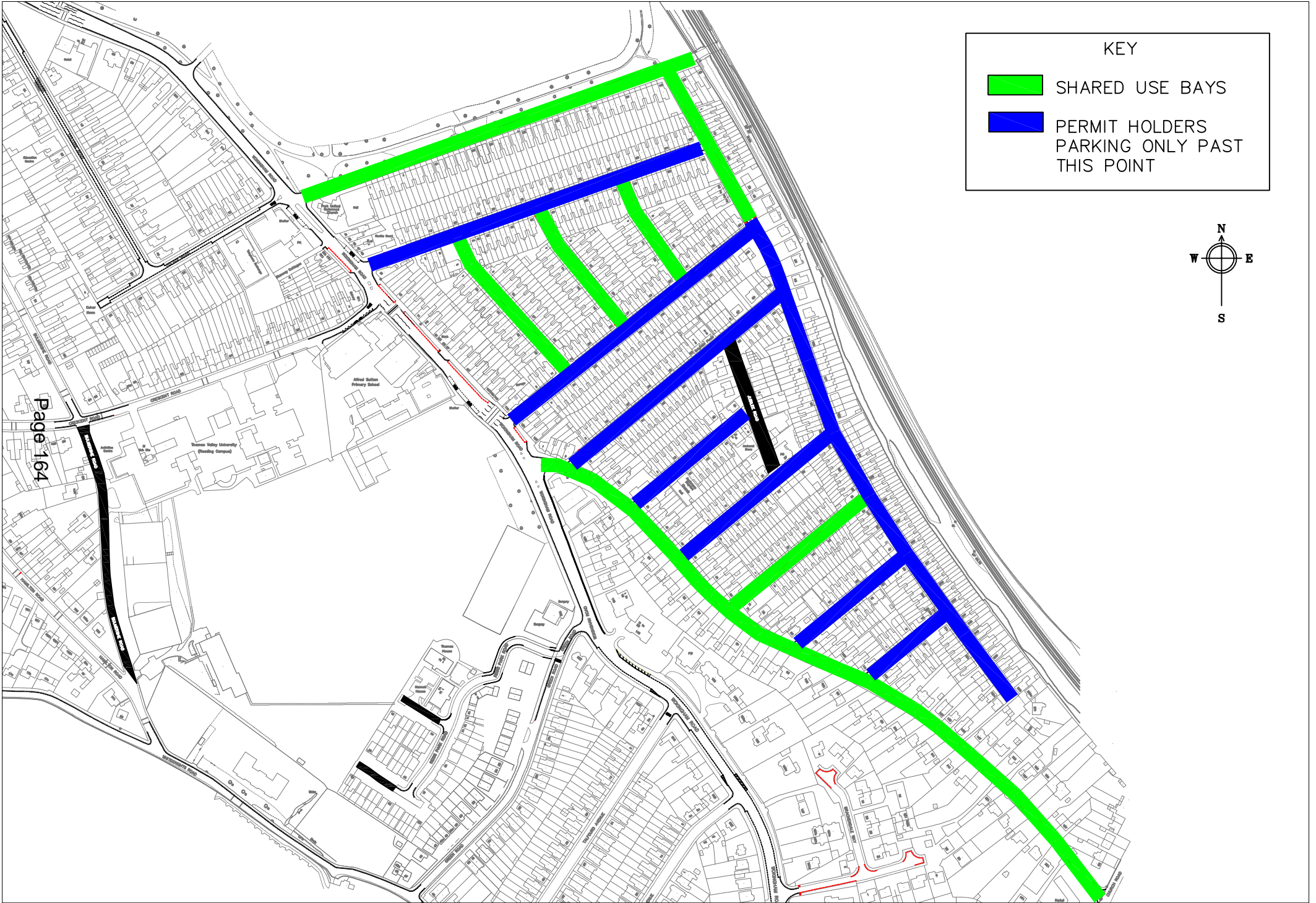


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing WYKEHAM ROAD 2	Drawing No. ERS_Wykeham Road 2	

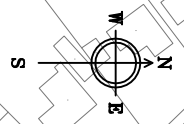


KEY

-  SHARED USE BAYS
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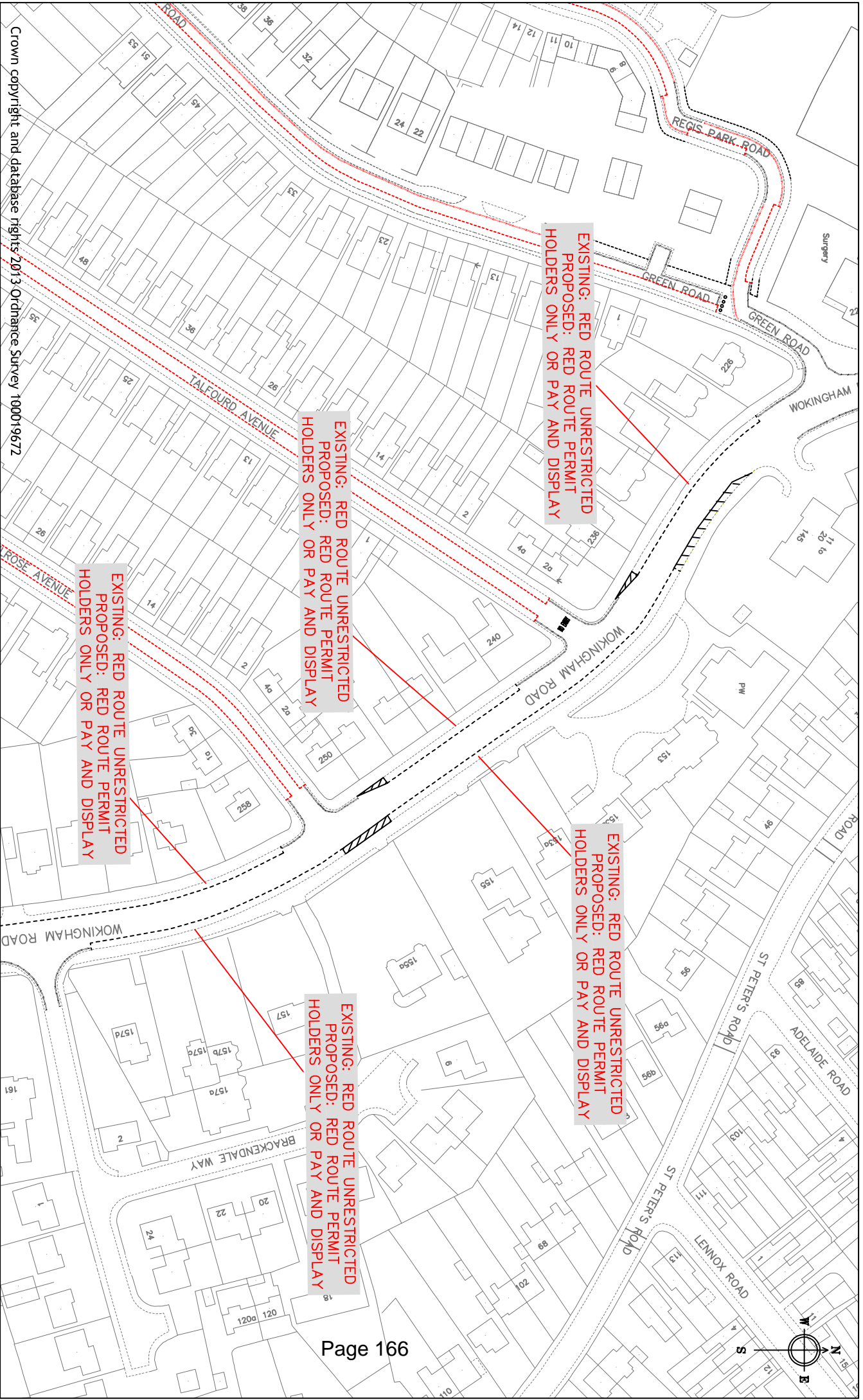
Key:
 Private Land



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Project		Scale	
EAST READING STUDY		N.T.S	
Drawing	WOKINGHAM ROAD 1	Date	Drawn
		FEB 19	JT
Drawing No.		Checked	JP
ERS_Wokingham Road 1		Approved	JP



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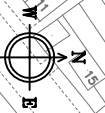


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Project		Scale	
EAST READING STUDY		N.T.S	
Drawing		Date	Drawn
WOKINGHAM ROAD 2		FEB 19	JT
		Approved	Checked
		JP	JP
		Drawing No.	
		ERS_Wokingham Road 2	



READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	11
TITLE:	TRAFFIC MANAGEMENT MEASURES - CIL FUNDED SCHEMES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 9372 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report provides concept designs for requested traffic management schemes that have received funding from local Community Infrastructure Levy (CIL) contributions.
- 1.2 This report recommends that the Sub-Committee agrees to Officers progressing with the necessary statutory processes that will enable delivery of these schemes, as proposed.
- 1.3 Appendix 1 the concept scheme designs.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake the statutory advertisement processes for each scheme, as per Item 4.4.
- 2.3 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to seal any resultant Traffic Regulation Orders.
- 2.4 That any objection(s) received following the statutory advertisements be reported to a future meeting of the Sub-Committee.

- 2.5 That the Head of Transport (or appropriate Officer), in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.
- 2.6 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 The proposals align with the principles of the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP) and the priorities set out in the Council's Corporate Plan.

4. BACKGROUND AND PROPOSALS

- 4.1 The Council has allocated CIL funding to enable the delivery of a number of traffic management schemes, the majority of which originated from the 'Requests for Traffic Management Measures' report that is brought to this Sub-Committee twice annually.
- 4.2 Officers have conducted initial investigation works, obtained indicative quotations and have provided Ward Councillors with recommended concept designs that they feel should be deliverable, within the allocated budgets.

Ward Councillors have been provided with an opportunity to comment on the concept schemes.

- 4.3 Officers intend to progress these schemes to a detailed feasibility and design stage, which for most will necessitate external road safety audits, speed surveys and possible ground investigation works to be conducted. These processes will necessitate the use of the CIL contributions.

Many of these schemes will require statutory consultation or notification to be conducted. This report seeks to obtain the necessary approvals from the Sub-Committee, to enable officers to progress with the necessary processes that can lead to the delivery of the schemes.

Sub-Committee members are asked to note that this report does not guarantee the implementation of these schemes, as shown in the concept drawings. Should any significant alterations be necessary, or objections to the consultations received, officers will bring further reports back to the Sub-Committee. Should this not be the case, it is intended that officers progress the schemes to delivery.

4.4 Appendix 1 provides the concept drawings for the schemes and the following provides the decisions that officers are seeking:

<p>a. Zebra Crossing on Gosbrook Road (£50k)</p>
<p>Agreements: 1) Statutory consultation for the proposed reduction of the parking bay and replacement with double-yellow-lines; and 2) Issuing notice of intension to install new zebra crossing.</p>
<p>Notes: The scheme aims to future-proof the crossing by installing a ‘tiger crossing’ facility for cyclists also - future schemes can add linking cycle infrastructure. Accesses to the park necessitate that the crossing is offset from the Christchurch Meadows footpath and the alterations to parking are necessary to provide the required level of visibility for pedestrians and motorists.</p>
<p>b. Zebra crossing for access to The Ridgeway school (£50k)</p>
<p>Agreements: 1) Statutory consultation for the proposed implementation of double-yellow-lines, as shown; and 2) Issuing notice of intension to install new zebra crossing.</p>
<p>Notes: The scheme proposes to implement a zebra crossing to the east of the school, which was necessary due to the banked verges further west. The proposed parking restrictions protect the visibility for pedestrians and motorists around the crossing and reinforce the Highway Code, with respect to not parking close to junctions. The scheme also proposes the upgrading of an informal crossing point to the west of the school, where the banked verges flatten.</p>
<p>c. Extension of 20mph zone past Reading Girls School (£40k)</p>
<p>Agreements: 1) Statutory consultation for the proposed 20mph zone restriction; and 2) Issuing notice of intension to install vertical traffic calming features (speed cushions/humps and raised table).</p>
<p>Notes: The scheme proposes a variety of measures to complement and encourage motorists to obey the lower speed limit. The scheme also introduces two informal crossing points to the northern and southern sides of Reading Girls School. While it would have been preferable for such a feature near to the school entrance, the proliferation of driveway accesses and other street features have not enabled this.</p>
<p>d. Signs for HGVs (Elgar Road South) (£50k)</p>
<p>Agreements: None required.</p>
<p>Notes: The scheme proposes to capture HGV traffic on a number of different approach routes and improve the signing to help these vehicles reach Elgar Road South and to avoid the Berkeley Avenue bridges, which are weight-restricted. Existing signs are being replaced, with the content consolidated and adjusted to make them clearer - additional signing has been avoided wherever possible.</p>

e. 20mph zone and width restriction, Brunswick St and Western Rd (£50k)
Officers are considering options with Ward Councillors and intend to bring an update to a future meeting of the Sub-Committee.
f. To reduce speeding on Southcote Road and Westcote Road (£30k)
Agreements: 1) Statutory consultation for the proposed 20mph zone restriction; and 2) Issuing notice of intension to install vertical traffic calming features (speed cushions/humps and raised table).
Notes: The scheme proposes a number of physical and lining measures to complement and encourage motorists to obey the lower speed limit. It is considered necessary to include Parkside Road (and roads off of this street) in this scheme, to create a cohesive 20mph zone. This, however, will be a challenge given the limited budget. It may be necessary to install a scheme with fewer/lesser physical traffic calming measures as a result.
g. Improvements to double roundabout signing, Grovelands Rd (£15k)
Agreements: None required.
Notes: The scheme comprises of changes to the appearance of the road surface on the approaches to the junctions. Ward Councillors have requested that any remaining funding be used to conduct some carriageway patching/repairs, which officers agree will assist with the appearance and longevity of the lining scheme.
h. Pedestrian Crossings, Oxford Road and Overdown Road (£50k)
Agreements: Issuing notice of intension to install new zebra crossing.
Notes: The scheme seeks to install a ‘tiger’ crossing on Oxford Road, which provides a controlled crossing for pedestrians and complements the surrounding cycling facilities also. It should be noted that there is significant reconstruction work required to accommodate this facility, so officers intend to prioritise this feature with the funding available. Officers propose upgrading the informal crossing at Overdown Road, which will include carriageway imprinting if possible within the allocated budget.
i. Enforcement of 20mph areas (£100k)
Agreements: None required at this time.
Notes: Members and Officers have engaged with Thames Valley Police. Research has been conducted into on-street speed indicator devices that have calibrated ANPR cameras included. It is proposed that one or more of these devices be installed at an agreeable location and that an agreement can be reached whereby Thames Valley Police can use the captured data to contact owners of speeding vehicles to warn them of their speeding - they conduct similar exercises with other community speed watch programmes. The devices are quoted at £26k each, before electrical connections,

data connectivity and camera calibration costs.

Discussions with Members will continue, regarding other measures that could be introduced to complement and reinforce the 20mph restrictions, within the allocated budget.

- 4.5 Officers have developed concept proposals for the privately-funded request for a controlled pedestrian crossing in Pepper Lane. A concept has also been produced for a controlled pedestrian crossing on Upper Redlands Road, for which a modest private contribution has also been raised.

Officers will be sharing these proposals with the funding contributors and will report the proposals to the Sub-Committee following any necessary alterations.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

- 6.2 Notices of intension will be given in accordance with appropriate legislation and printed copies will be placed on site. The Police are the statutory consultee.

7. LEGAL IMPLICATIONS

- 7.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.

- 7.2 Notice will be given for the implementation of zebra crossings under Section 23 of the Road Traffic Regulation Act 1984, in consultation with the Police.

7.3 Notice will be given for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980, in consultation with the Police.

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 be discriminatory to any groups with protected characteristics. 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.

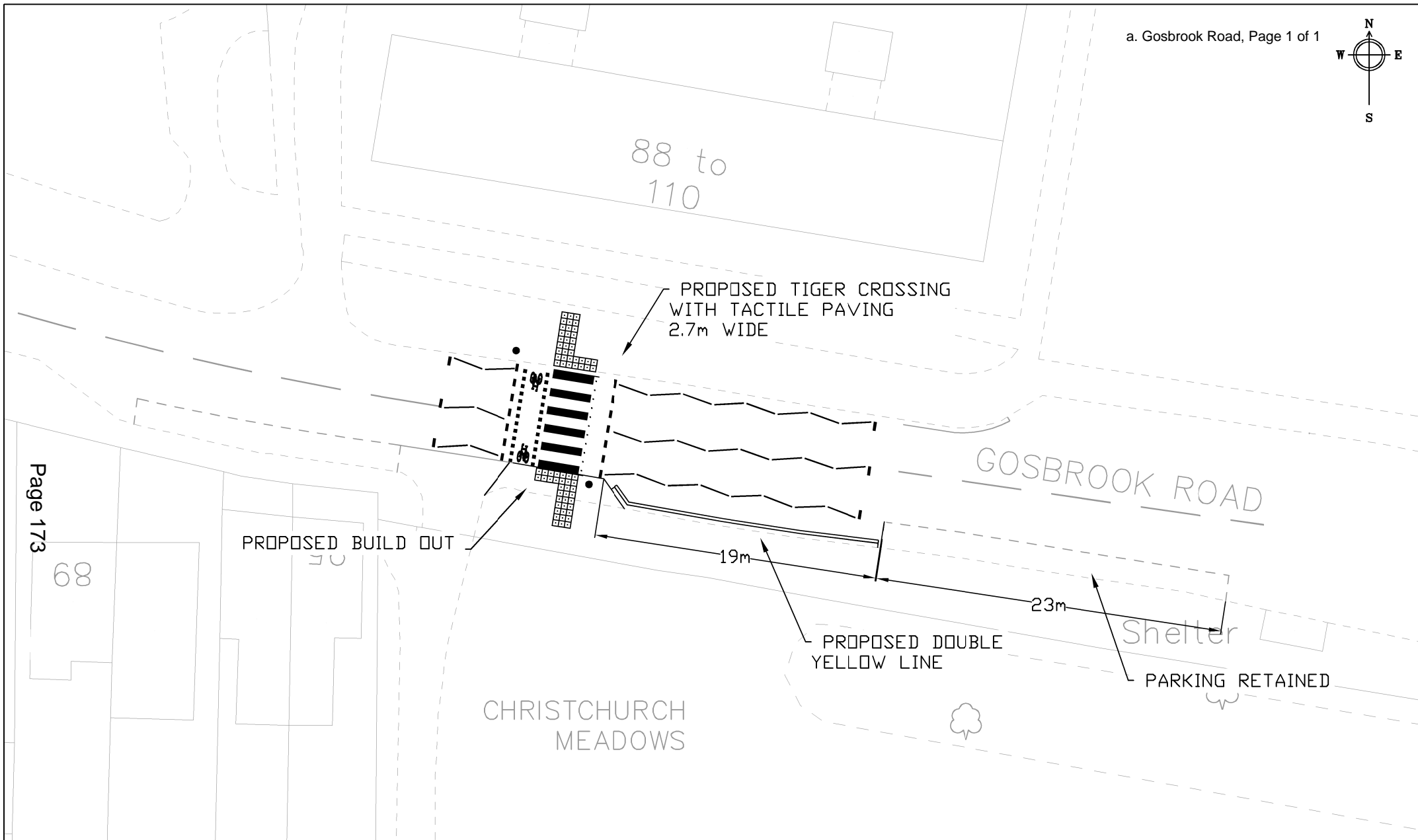
9. FINANCIAL IMPLICATIONS

9.1 These schemes will be funded from the allocated local CIL contributions. These contributions are to cover the whole project costs, not just the deliverables, so the proposals may need to be adapted (scaled-down) to ensure that they do not overspend the allocations.

9.2 The CIL contributions do not provide additional revenue funding, so the maintenance cost implications of any measure will need to be carefully considered.

10. BACKGROUND PAPERS

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



Page 173

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Project
 GOSBROOK ROAD

Scale
 N.T.S

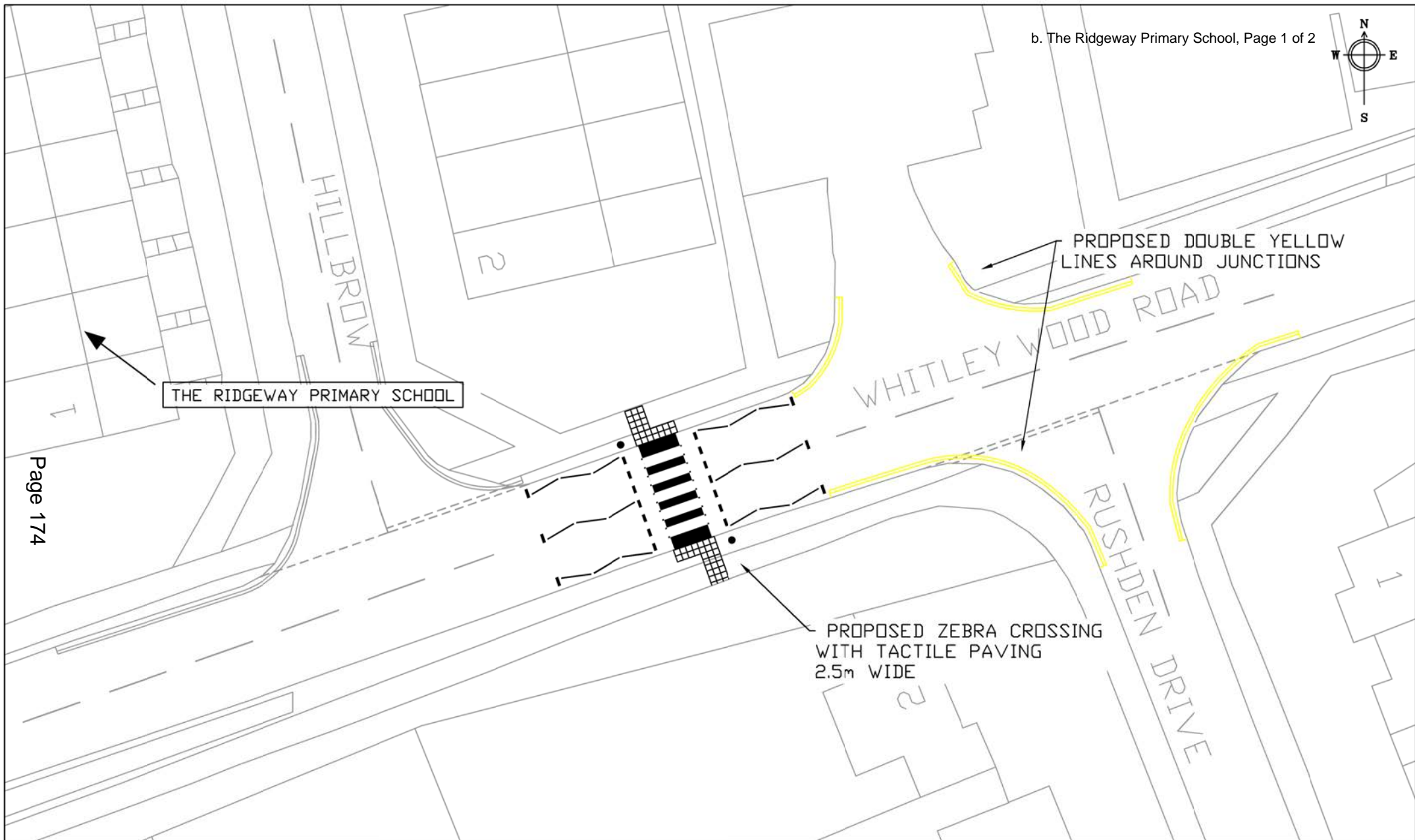
Drawn ED

Date
 JUL 19

Checked
 Approved

Drawing
 GOSBROOK ROAD PROPOSED
 CROSSING SCHEME

Drawing No.
 NM/PC/GOSBROOK_RD/001



THE RIDGEWAY PRIMARY SCHOOL

PROPOSED DOUBLE YELLOW LINES AROUND JUNCTIONS

PROPOSED ZEBRA CROSSING WITH TACTILE PAVING 2.5m WIDE

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Project
WHITLEY WOOD ROAD (THE
RIDGEWAY PRIMARY SCHOOL)

Scale
N.T.S
Date
JUL 19
Drawn ED
Checked
Approved

Drawing
WHITLEY WOOD ROAD PROPOSED
CROSSING SCHEME

Drawing No.
NM/PC/WHITLEY_WOOD_RD/001



PROPOSED IMPRINT INFORMAL CROSSING

WHITLEY WOOD ROAD

PROPOSED PATH TO JOIN CROSSING WITH EXISTING PATH

251

Page 175



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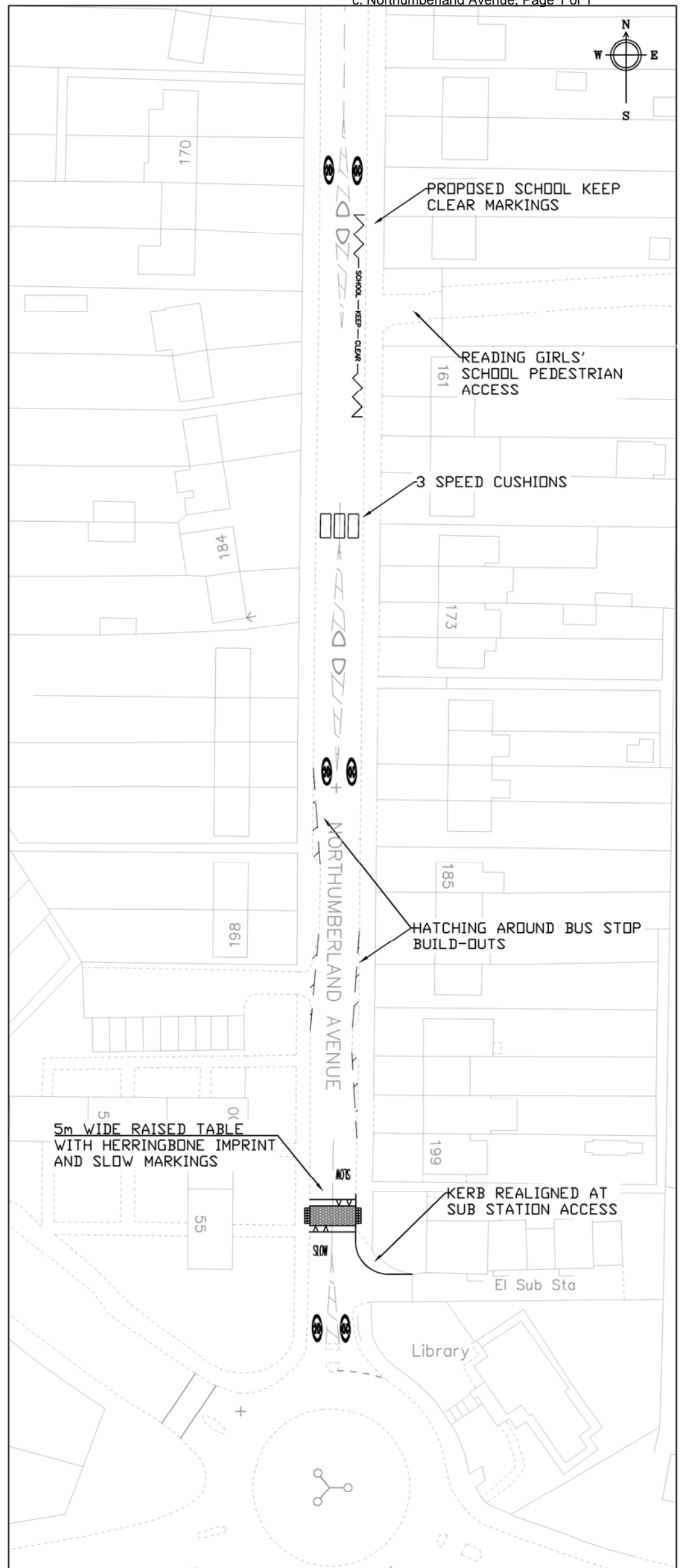
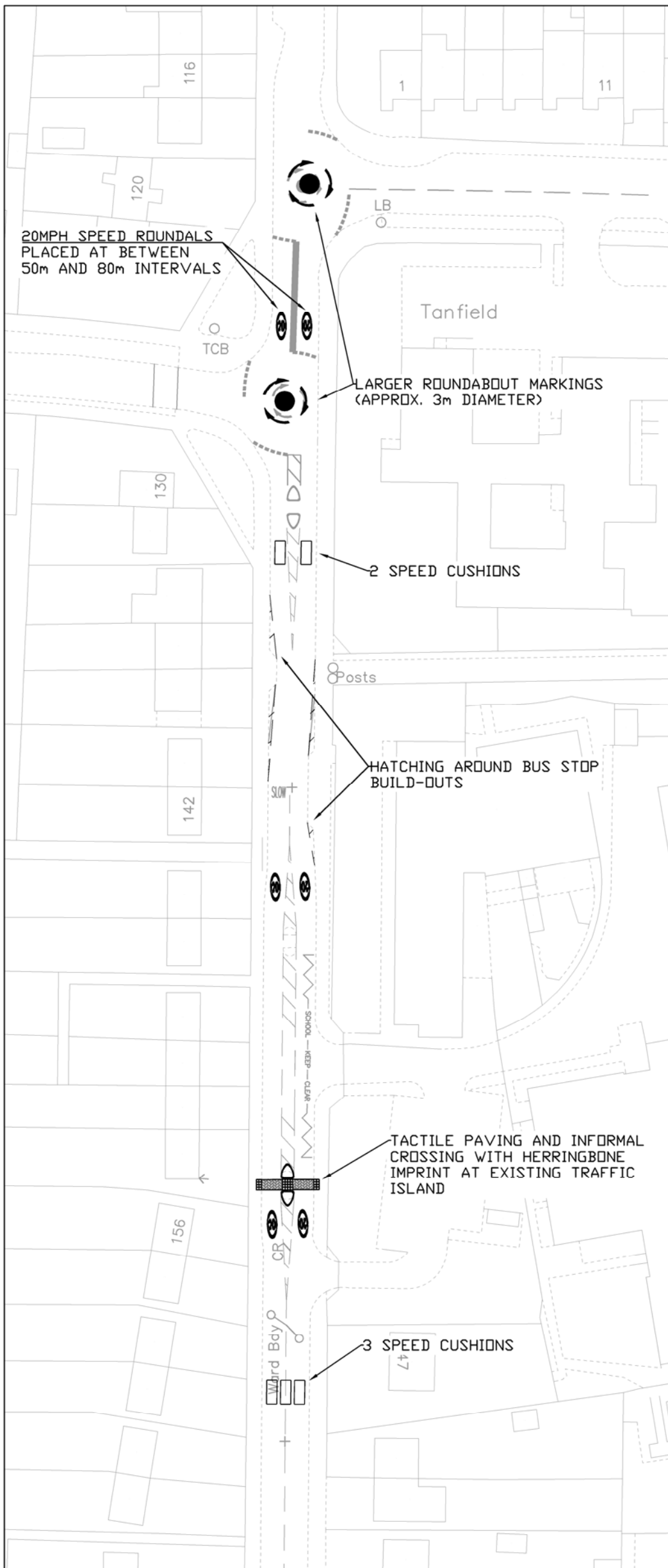
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Civic Offices
Reading
RG1 2LU

Project
WHITLEY WOOD ROAD (THE
RIDGWAY PRIMARY SCHOOL)

Scale
N.T.S
Date
JUL 19
Drawn ED
Checked
Approved

Drawing
WHITLEY WOOD ROAD PROPOSED
INFORMAL CROSSING

Drawing No.
NM/PC/WHITLEY_WOOD_RD/002



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Transport & Streetcare
Civic Offices
Reading
RG1 2LU

CAD DRAWING LOCATION:

project
20mph ZONES

drawing

NORTHUMBERLAND AVENUE PROPOSED 20MPH ZONE EXTENSION

drawn
ED

checked

approved

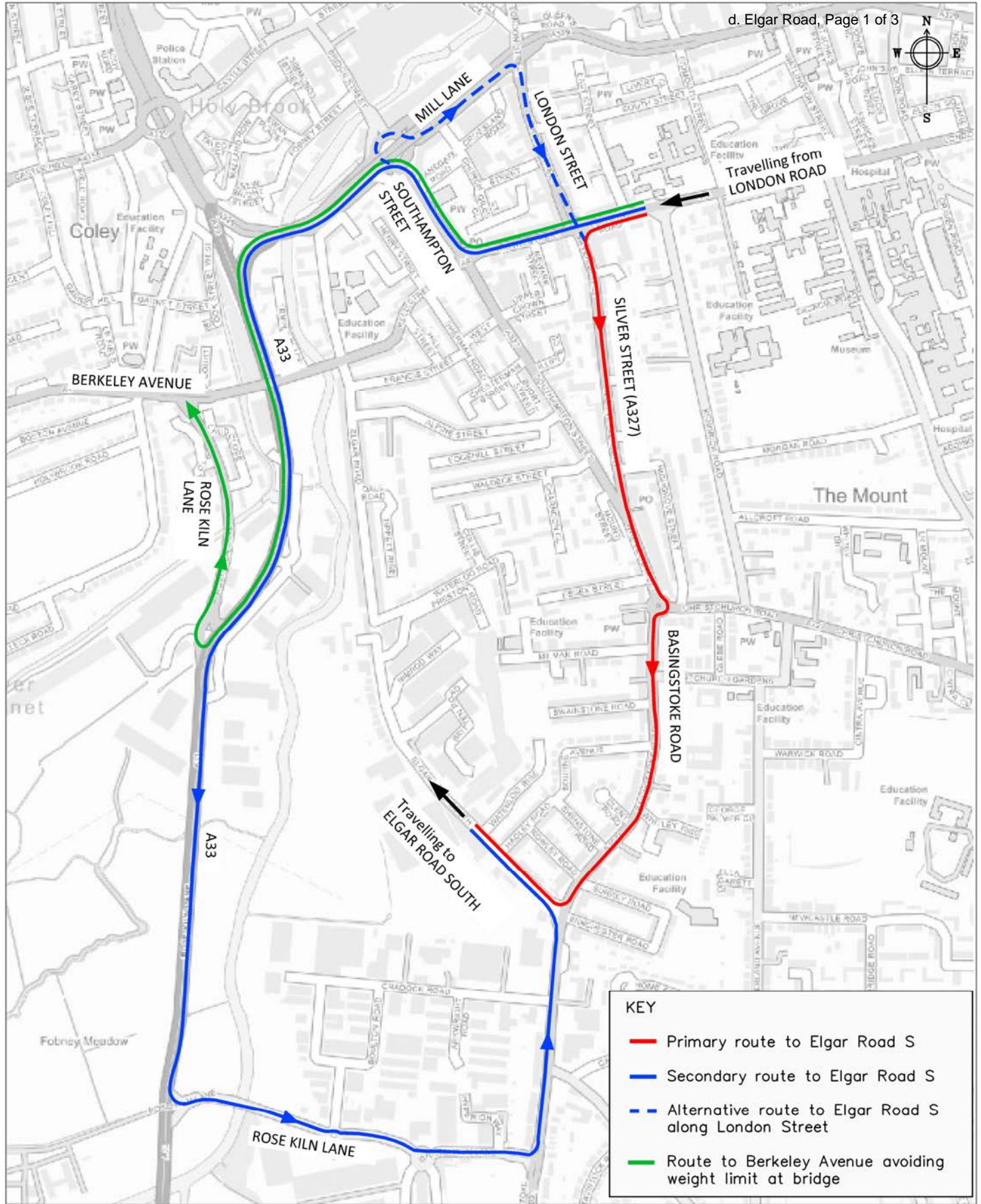
date

SEPT 2019

scale
N.T.S

drawing no.

NM/20ZONES/NORTHUMBERLAND_AVE/001



KEY

- Primary route to Elgar Road S
- Secondary route to Elgar Road S
- - - Alternative route to Elgar Road S along London Street
- Route to Berkeley Avenue avoiding weight limit at bridge

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CAD DRAWING LOCATION:

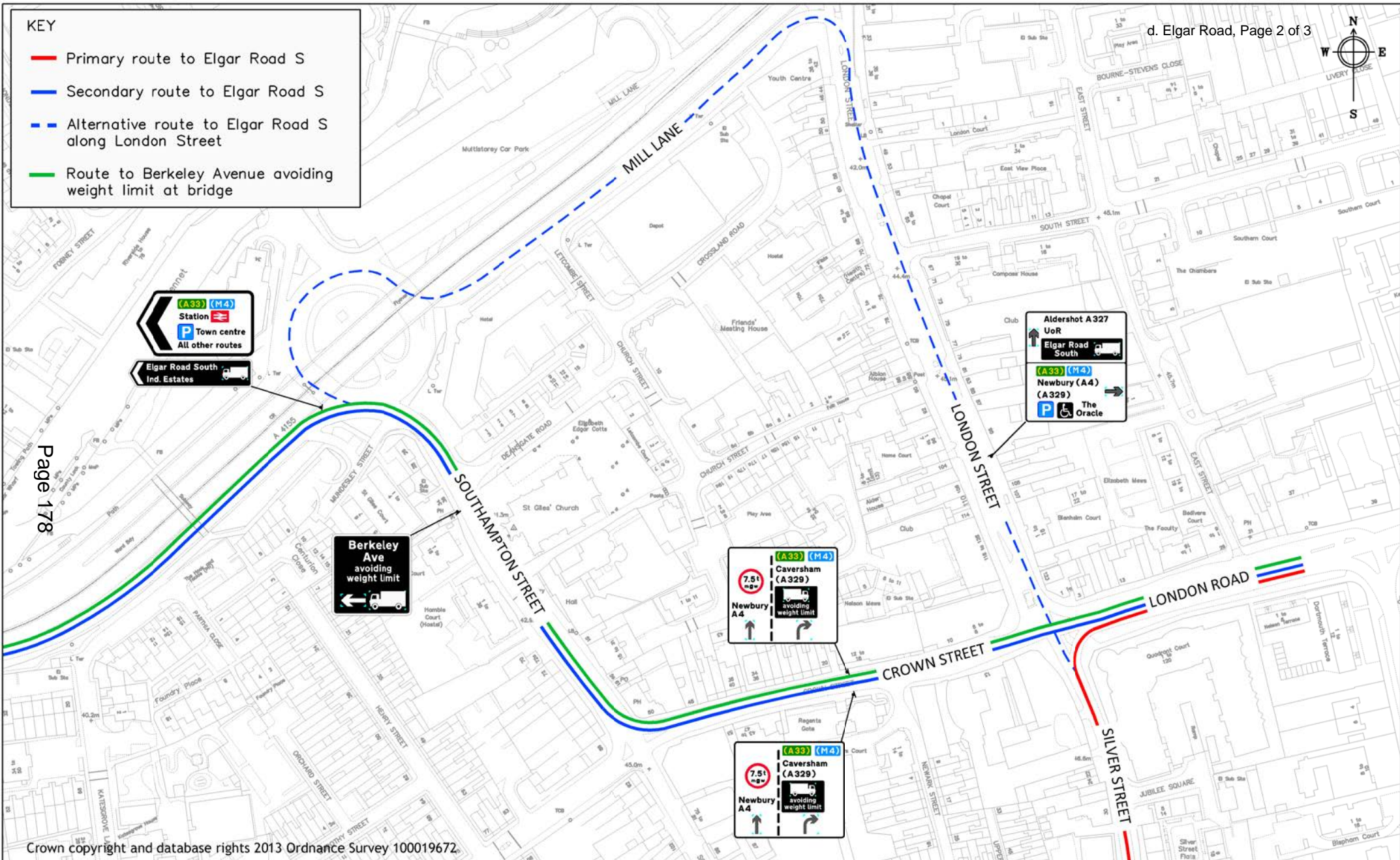
Project		ELGAR ROAD SOUTH	
Drawing		ELGAR ROAD SOUTH SIGNING SCHEME - ROUTES	
Drawn	Checked	Approved	Date
ED			SEPT 19
Scale		Drawing No.	
Page 177 N.T.S		NM/SIGNS/ELGAR_ROAD_S/ROUTES	



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KEY

- Primary route to Elgar Road S
- Secondary route to Elgar Road S
- Alternative route to Elgar Road S along London Street
- Route to Berkeley Avenue avoiding weight limit at bridge



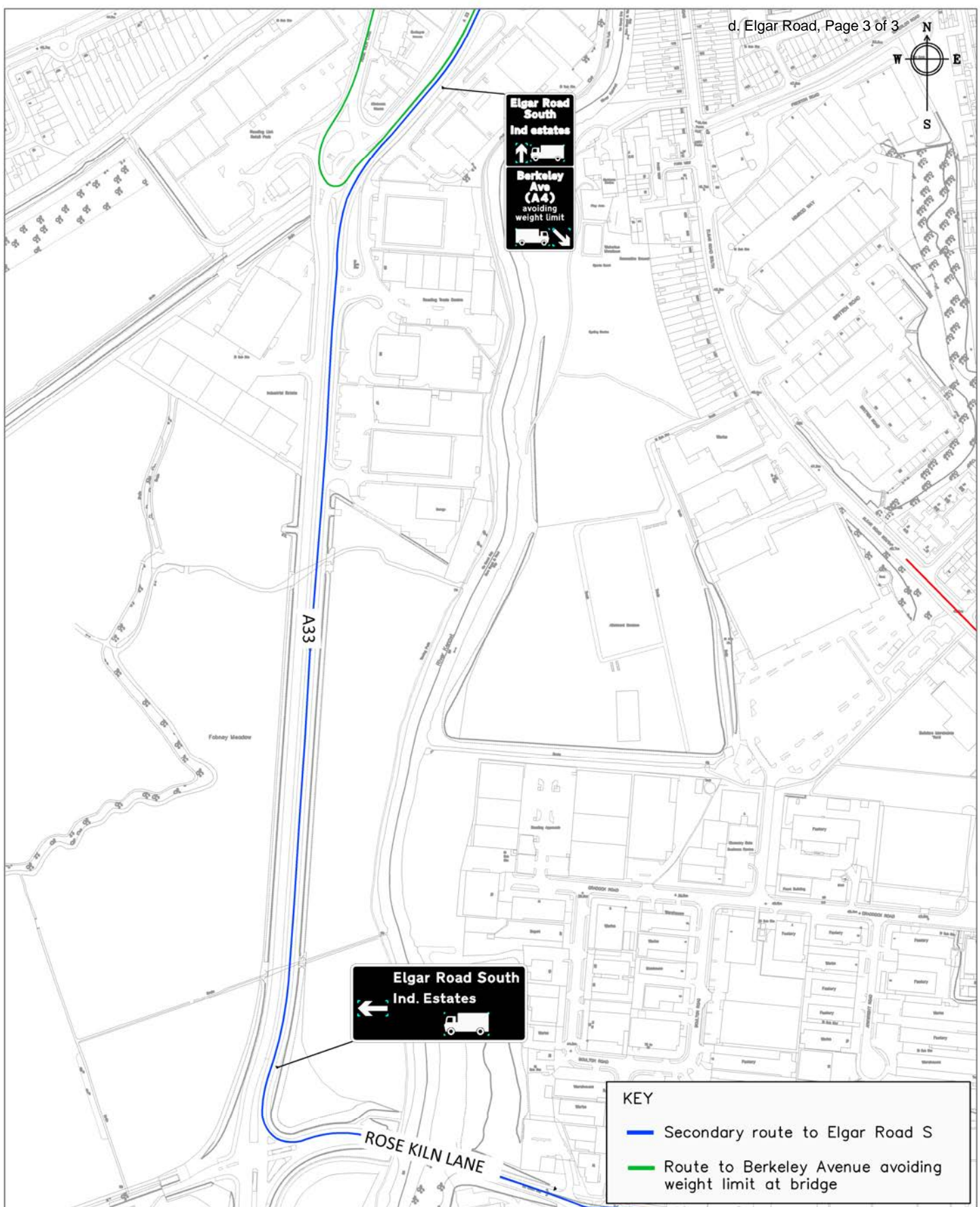
Page 178

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Project ELGAR ROAD SOUTH	Scale N.T.S	Drawn ED
	Date SEPT 19	Checked Approved
Drawing ELGAR ROAD SOUTH SIGNING SCHEME - 1 OF 2	Drawing No. NM/SIGNS/ELGAR_ROAD_S/ 001	



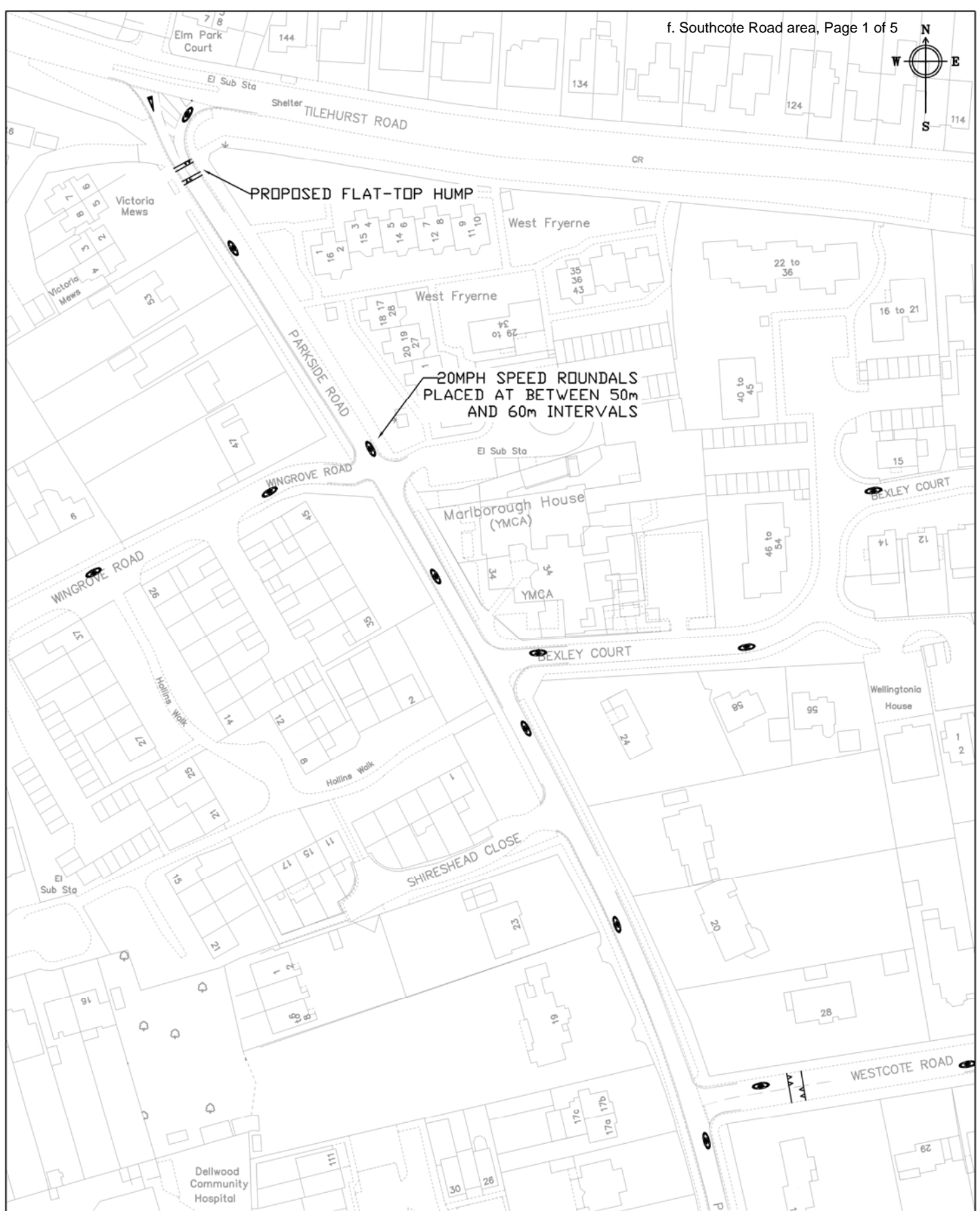
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CAD DRAWING LOCATION:



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Project		ELGAR ROAD SOUTH	
Drawing		ELGAR ROAD SOUTH SIGNING SCHEME - 2 OF 2	
Drawn	Checked	Approved	Date
ED			SEPT 19
Scale Page 179 N.T.S		Drawing No. NM/SIGNS/ELGAR_ROAD_S/002	



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Project SOUTHCOTE ROAD 20MPH ZONE

Drawing PARKSIDE ROAD PROPOSED SCHEME - 1 OF 2

Drawn ED	Checked	Approved	Date SEPT 19
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Scale Page 180 N.T.S	Drawing No. NM/20MPHZONES/PARKSIDE_ROAD_001
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CAD DRAWING LOCATION:

Project		SOUTHCOTE ROAD 20MPH ZONE	
Drawing		PARKSIDE ROAD PROPOSED SCHEME - 2 OF 2	
Drawn	Checked	Approved	Date
ED			SEPT 19
Scale		Drawing No.	
Page 181 N.T.S		NM/20MPHZONES/PARKSIDE_ROAD_002	



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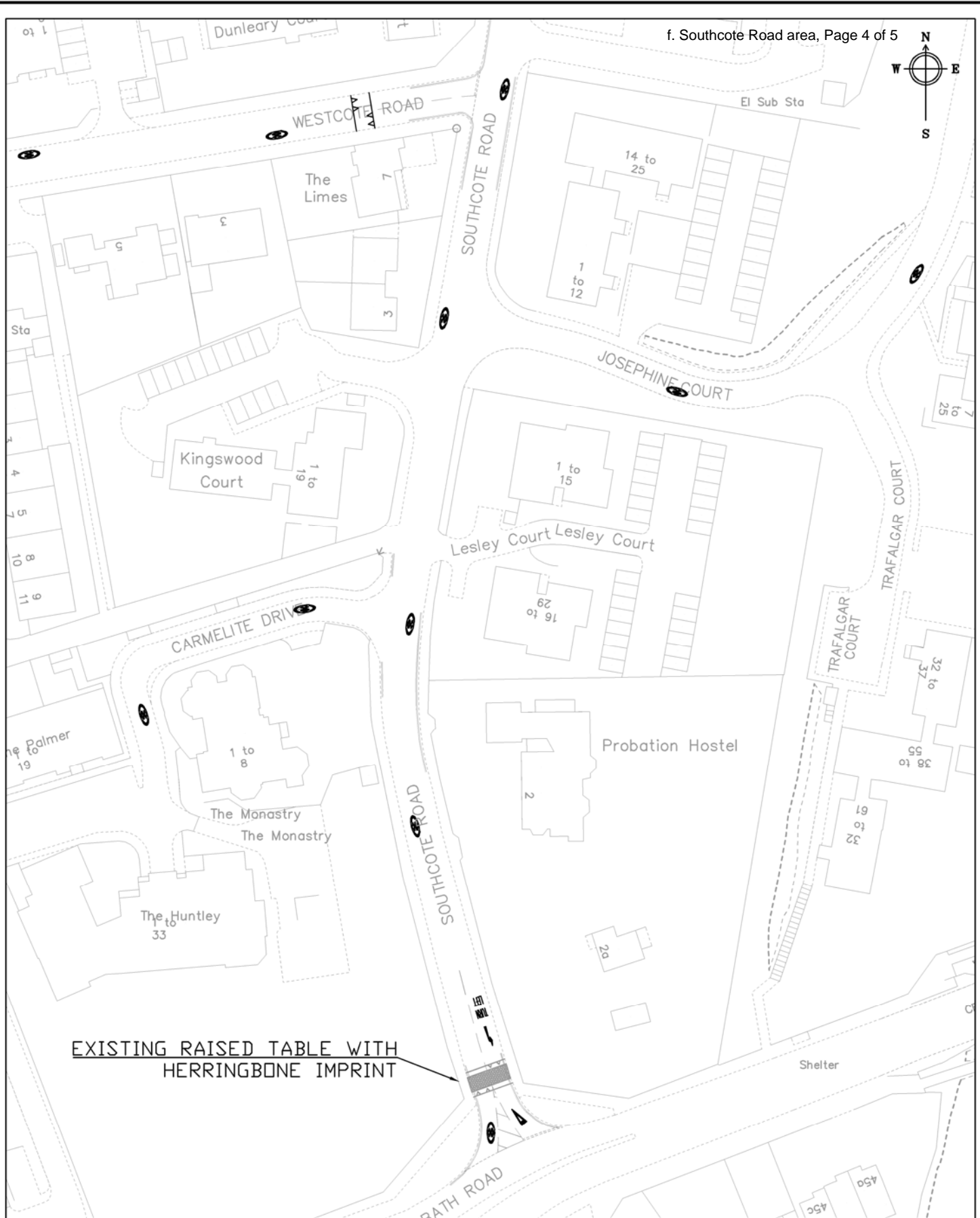


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Project				SOUTHCOTE ROAD 20MPH ZONE			
Drawing				SOUTHCOTE ROAD PROPOSED SCHEME - 1 OF 2			
Drawn	Checked	Approved	Date				
ED			SEPT 19				
Scale			Drawing No.				
N.T.S			NM/20MPHZONES/SOUTHCOTE_ROAD_001				



EXISTING RAISED TABLE WITH HERRINGBONE IMPRINT

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Project **SOUTHCOTE ROAD 20MPH ZONE**

Drawing **SOUTHCOTE ROAD PROPOSED SCHEME - 2 OF 2**

Drawn ED	Checked	Approved	Date SEPT 19
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Scale Page 183 N.T.S	Drawing No. NM/20MPHZONES/SOUTHCOTE_ROAD_002
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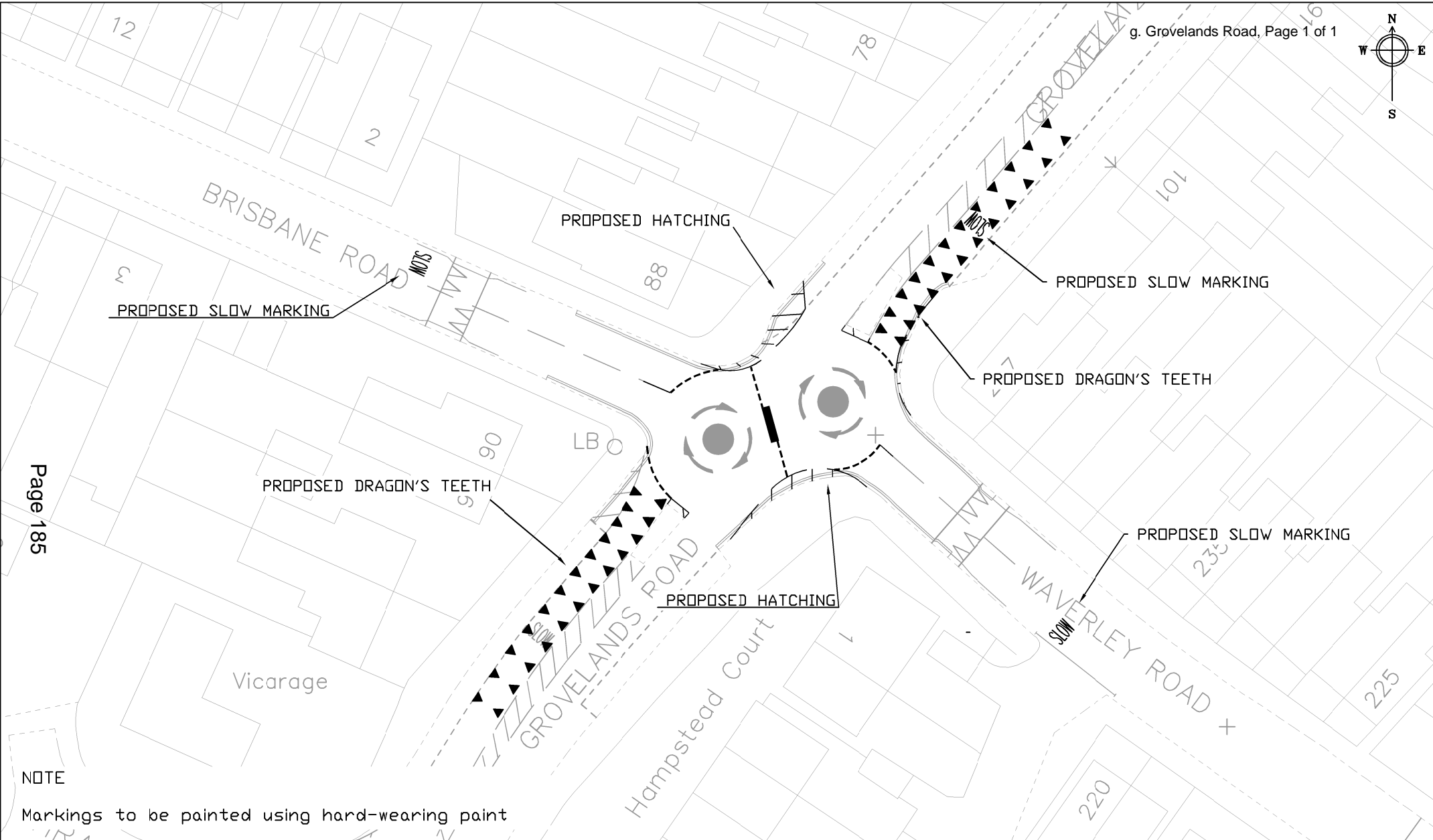
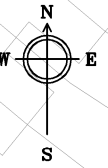
Page 184

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Project SOUTHCOTE ROAD 20MPH ZONE	Scale N.T.S	Drawn ED
	Date SEPT 19	Checked Approved
Drawing WESTCOTE ROAD PROPOSED SCHEME	Drawing No. NM/20MPHZONES/ WESTCOTE_RD	



Page 185

NOTE

Markings to be painted using hard-wearing paint

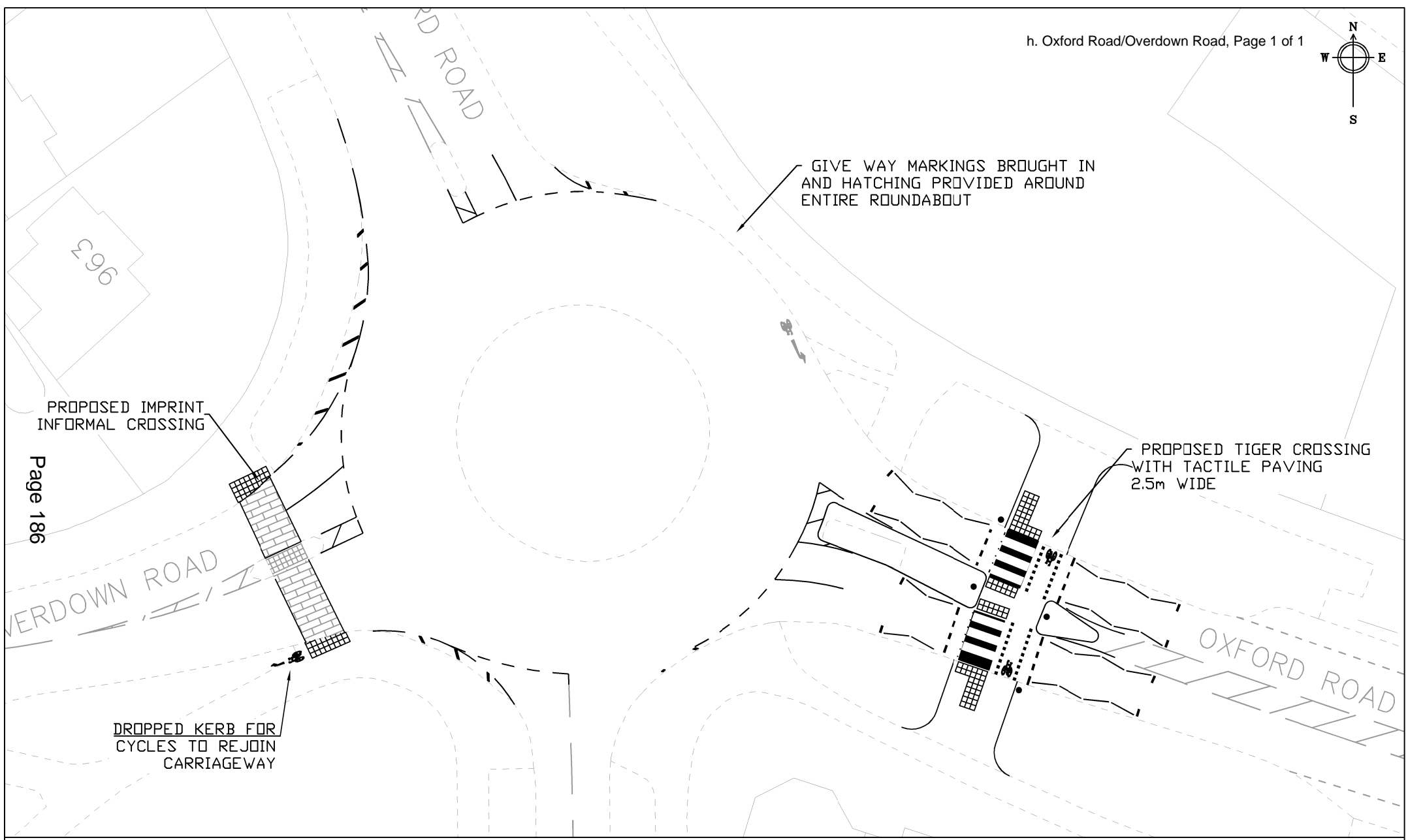
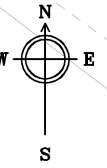
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Project	TRAFFIC MANAGEMENT MEASURES	Scale N.T.S	Drawn ED
		Date JUL 2019	Checked JC
Drawing	GROVELANDS ROAD DOUBLE MINI ROUNDABOUT PROPOSED SCHEME	Approved	
		Drawing No. NM/TMM/GROVELANDS_RD/ PROPOSED_SCHEME_001REVA	



GIVE WAY MARKINGS BROUGHT IN AND HATCHING PROVIDED AROUND ENTIRE ROUNDABOUT

PROPOSED TIGER CROSSING WITH TACTILE PAVING 2.5m WIDE

PROPOSED IMPRINT INFORMAL CROSSING

DROPPED KERB FOR CYCLES TO REJOIN CARRIAGEWAY

Page 186

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Project
OVERDOWN ROAD/OXFORD ROAD
ROUNDABOUT

Scale
N.T.S
Date
JUL 19
Drawn ED
Checked
Approved

Drawing
OVERDOWN ROAD/OXFORD ROAD
PROPOSED CROSSING

Drawing No.
NM/PC/OVERDOWN_OXFORD/001

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	12
TITLE:	THE ABBEY SCHOOL, CHRISTCHURCH ROAD / VICARAGE ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	REDLANDS
LEAD OFFICER:	DARREN COOK	TEL:	0118 937 2612
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	DARREN.COOK@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee a review of the traffic management measures associated with proposed new accesses on Christchurch Road and Vicarage Road relating to the development works to The Abbey School.
- 1.2 This report seeks approval to carry out a Statutory Consultation on the proposed changes which include the following:
 - Alteration to the 'No Waiting Mon - Sat 8am - 6.30pm' restriction at the proposed access on Christchurch Road.
 - Extension of the 'No Waiting at Anytime' restriction on Vicarage Road to the north and south of the proposed access on Vicarage Road.
- 1.3 Appendix 1 - Christchurch Road / Vicarage Road location and restriction plan.
- 1.4 Appendix 2 - Existing access arrangements.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed restrictions on Christchurch Road and Vicarage Road, as per Items 4.6, 4.7, 4.9 and 4.10.
- 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.
- 2.4 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.5 That the Head of Transport (or appropriate Officer), in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.
- 2.6 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

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

4. BACKGROUND AND PROPOSALS

- 4.1 On 14th September 2018 planning permission was granted for the erection of single and two storey extensions to the existing building and the creation of new access and alterations and adaptations to existing access points at The Abbey School.
- 4.2 The access alterations include the provision of upgrading the existing dropped kerb access on Christchurch Road to a Bellmouth access in order to aid access for coaches and deliveries. The proposals also include the removal of the existing dropped kerb located on the corner of Christchurch Road and Vicarage Road and the creation of a new bellmouth access onto Vicarage Road located 15.8 metres from the Christchurch Road / Vicarage Road junction. Images of the existing arrangements can be found at Appendix 2.
- 4.3 The existing access onto the Christchurch Road / Vicarage Road junction will be replaced with a pedestrian only entrance with a further pedestrian entrance located south of the new vehicular access onto Vicarage Road.

- 4.4 As stated above the design was agreed at the planning application stage and work is currently underway to implement the building works associated with the development. This report seeks to alter the traffic management measures surrounding the revised access proposals.

Christchurch Road

- 4.5 The Christchurch Road school frontage is currently controlled through a 'No Waiting Mon - Sat 8am - 6.30pm' restriction, which extends across the existing dropped kerb.
- 4.6 These proposals seek to alter the existing 'No Waiting Mon - Sat 8am - 6.30pm' restriction to the west of the proposed access. The restriction commences at the Christchurch Road / Vicarage Road junction, which would continue, and would extend to the east for a distance of 36 metres following the kerb radii of the proposed junction and cease at the back of the footway.
- 4.7 To the east of the proposed access the 'No Waiting Mon - Sat 8am - 6.30pm' restriction will commence at the back of the footway and is to follow the radii to the east of the proposed junction for a distance of 8 meters.

Vicarage Road

- 4.8 The Vicarage Road school frontage is currently controlled through a 'No Waiting at Anytime' restriction, which extends from the Christchurch Road / Vicarage Road junction across the existing dropped kerb for a distance of 18 metres commencing at the end of the existing footway build out.
- 4.9 These proposals seek to extend the existing 'No Waiting at Anytime' restriction to the south for a distance of 5 metres following the junction radii concluding at the back of the footway.
- 4.10 To the south of the junction the proposals seek to introduce a 'No Waiting at Anytime' restriction, this is to commence at the back of the footway and extend for a distance of 12 metres until it meets the existing School Keep Clear restriction.
- 4.11 All of the above alterations are to ensure that parents do not drop off and/or pick up their children from Christchurch Road and/or Vicarage Road within close proximity to the proposed accesses, which would have detrimental implications for visibility and movement at the either of the proposed accesses and for traffic movements close to the Christchurch Road / Vicarage Road junction.

4.12 The proposed restrictions for both Christchurch Road and Vicarage Road can be identified on the plan at Appendix 1.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

7. LEGAL IMPLICATIONS

7.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.

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 be discriminatory to 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.

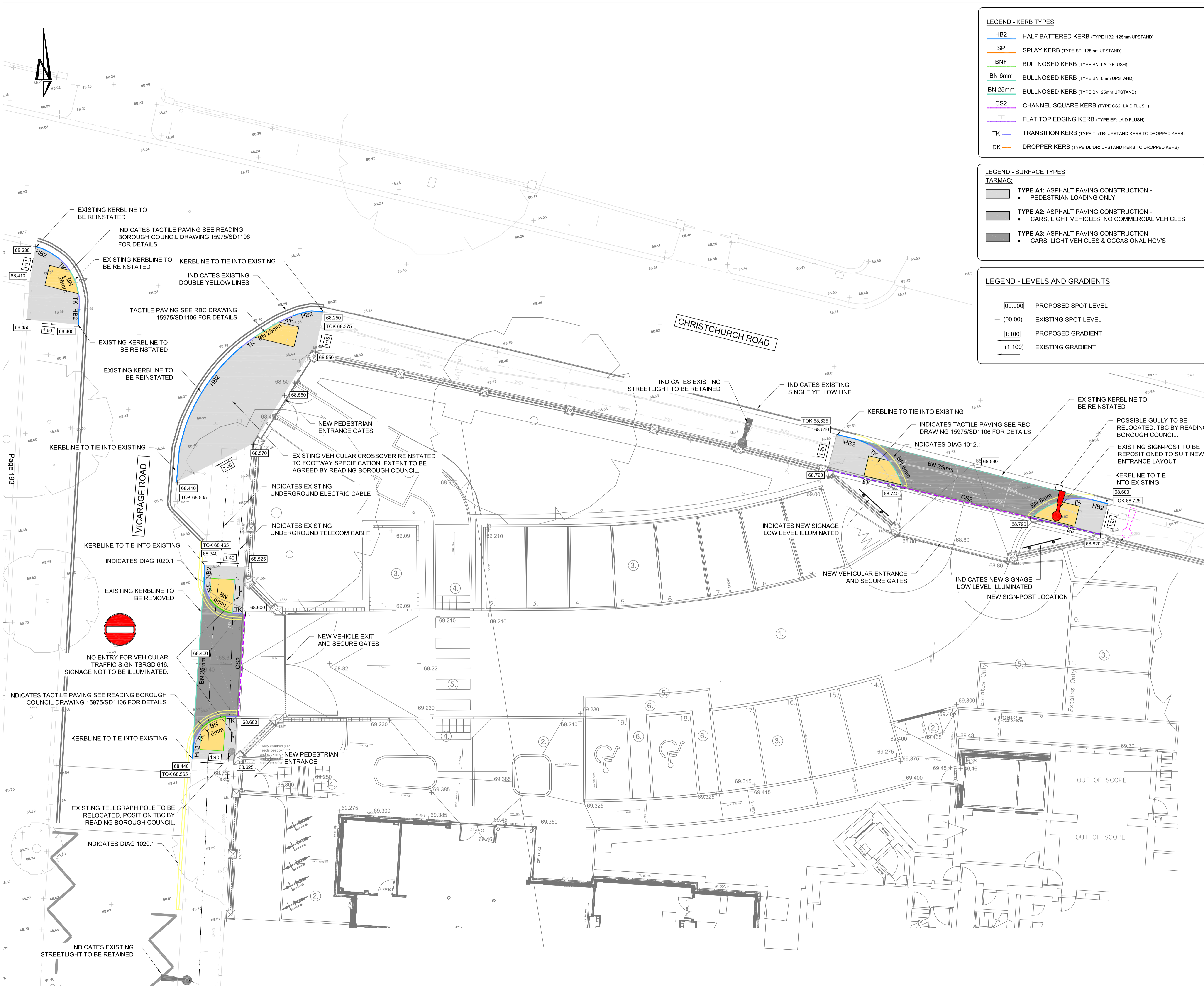
9. FINANCIAL IMPLICATIONS

- 9.1 Funding for the statutory consultation comes from S106 monies secured to mitigate the transport impacts of the expanded Abbey School which was approved by Planning Applications Committee on 14th September 2018. The implementation of the parking restrictions will be undertaken by the developer by way of a S278 Agreement, which is also required to implement the proposed accesses.

10. BACKGROUND PAPERS

- 10.1 None

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LEGEND - KERB TYPES

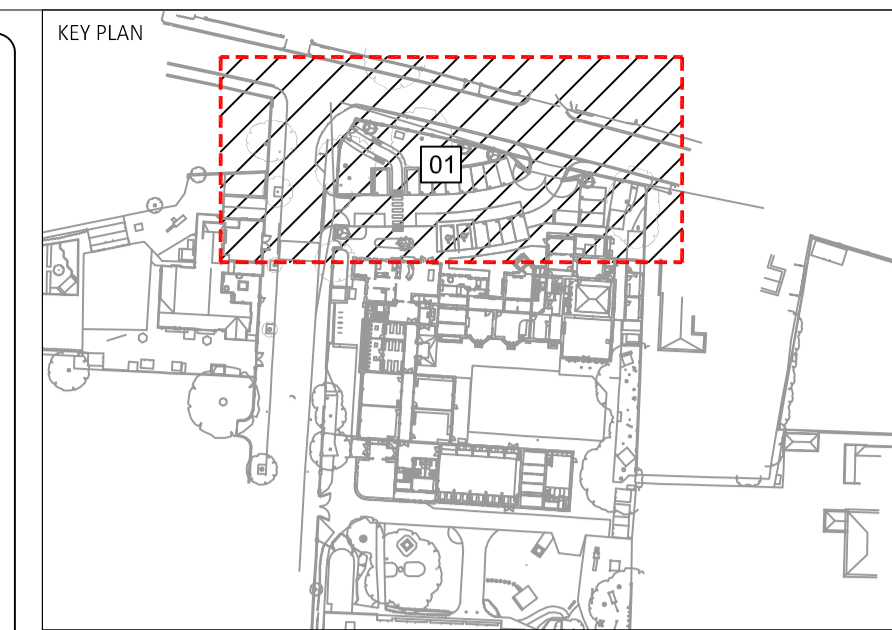
- HB2 HALF BATTERED KERB (TYPE HB2: 125mm UPSTAND)
- SP SPLAY KERB (TYPE SP: 125mm UPSTAND)
- BNF BULLNOSED KERB (TYPE BN: LAID FLUSH)
- BN 6mm BULLNOSED KERB (TYPE BN: 6mm UPSTAND)
- BN 25mm BULLNOSED KERB (TYPE BN: 25mm UPSTAND)
- CS2 CHANNEL SQUARE KERB (TYPE CS2: LAID FLUSH)
- EF FLAT TOP EDGING KERB (TYPE EF: LAID FLUSH)
- TK TRANSITION KERB (TYPE TL/TR: UPSTAND KERB TO DROPPED KERB)
- DK DROPPER KERB (TYPE DL/DR: UPSTAND KERB TO DROPPED KERB)

LEGEND - SURFACE TYPES
TARMAC:

- TYPE A1: ASPHALT PAVING CONSTRUCTION - PEDESTRIAN LOADING ONLY
- TYPE A2: ASPHALT PAVING CONSTRUCTION - CARS, LIGHT VEHICLES, NO COMMERCIAL VEHICLES
- TYPE A3: ASPHALT PAVING CONSTRUCTION - CARS, LIGHT VEHICLES & OCCASIONAL HGV'S

LEGEND - LEVELS AND GRADIENTS

- + 00.000 PROPOSED SPOT LEVEL
- + (00.00) EXISTING SPOT LEVEL
- 1:100 PROPOSED GRADIENT
- (1:100) EXISTING GRADIENT



- NOTES
- All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 - The DWG file is issued for the purposes of coordination only and do not represent formal drawing issue and are not to be reprinted in any form. Formal issue of drawings is via DWG, Adobe PDF files and/or hard copies and their associated information issue sheets.
 - Note that all care has been taken with the export of DWG files and their content, but we recommend that you make due dimensional checks before using any DWG file information. Any errors found are to be reported to Hydrock immediately.

NOTE: FOR ALL KERB DETAILS SEE READING BOROUGH COUNCIL DRAWINGS 15975/SD1101 & SD1103.

NOTE: FOR VEHICLE & PEDESTRIAN CROSSOVER DETAILS SEE READING BOROUGH COUNCIL DRAWINGS 15975/SD1104 & SD1106.

Page 193

POS	ISSUED FOR APPROVAL	J.MAGEE	30.10.19	J.MAGEE	30.10.19	M.GRIFFIN	30.10.19
P04	ISSUED FOR APPROVAL	W.SANDERCOCK	31.01.19	J.MAGEE	31.01.19	J.MAGEE	31.01.19
P03	LEVELS ADDED	W.SANDERCOCK	14.01.19	J.MAGEE	14.01.19	J.MAGEE	14.01.19
P02	ISSUED FOR TENDER	W.SANDERCOCK	05.12.18	J.MAGEE	05.12.18	J.MAGEE	05.12.18
P01	ISSUED FOR TENDER	W.SANDERCOCK	28.09.18	J.MAGEE	28.09.18	J.MAGEE	28.09.18
REV	REVISION NOTES/COMMENTS						
	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE	

Hydrock Merchants' House North
Wapping Road
Bristol
BS1 4RW
t: +44 (0)117 945 9225
e: bristolcentral@hydrock.com

CLIENT
ABBAY SCHOOL READING

PROJECT
KENSINGTON REMODEL AND EXTENSION

TITLE
SECTION 278
GENERAL ARRANGEMENT PLAN

HYDROCK PROJECT NO. C-07181-C	SCALE @ A1 1:100	STATUS FOR APPROVAL	S2
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) ASR-HYD-00-XX-DR-C-7500		REVISION POS	

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Image 1 - Existing dropped kerb access located onto Christchurch Road



Image 2 - Existing dropped kerb access located on the radii of the Christchurch Road / Vicarage Road junction



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

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

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