

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

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24 February 2021

Your contact is: **Jenny Hazell- Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 4 MARCH 2021

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 4 March 2021 at 6.30 pm via Microsoft Teams. 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 - 16
To confirm the minutes of the meeting held on 14 January 2021.		
3. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS		
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.		
4. RECEIPT OF PETITION - IMPLEMENTATION OF A 20MPH ZONE IN THE RESIDENTIAL STREETS OFF THE OXFORD ROAD	BATTLE; KENTWOOD; NORCOT	17 - 24
To receive a petition, requesting the implementation of a 20mph zone in the residential streets off the Oxford Road.		

Urgent item

Further to the agenda for the meeting of the Traffic Management Sub-Committee to be held on Thursday 4 March 2021 at 6.30 pm, and in accordance with Section 100B (4)(b) of the Local Government Act 1972, the Chair has agreed to allow the item listed below to be considered as a matter of urgency in order to consider a petition received after the publication of the papers.

- 4 (a) **Petition Receipt - Petition against the cycle lane in Sidmouth Street, Reading** **ABBEY** **25 - 28**

A report on the receipt of a petition against the cycle lane in Sidmouth Street, Reading and recommending that Officers investigate the proposal and submit their findings to a future meeting.

5. **WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2020 & REQUESTS FOR WAITING RESTRICTION REVIEW IN THE 2021A PROGRAMME** **ALL WARDS** **29 - 92**

A report informing the Sub-Committee of objections received during statutory consultation for the agreed 2020 proposals, as well as providing a list of new requests for potential inclusion in the 2021A programme.

6. **RESIDENT PERMIT PARKING - PROPOSALS FOR STATUTORY CONSULTATION AND REQUESTS FOR FUTURE INVESTIGATION** **NORCOT; REDLANDS ; SOUTHCOTE** **93 - 114**

A report providing the Sub-Committee with proposals for the Cintra Close, Shilling Close area Resident Permit Parking (RPP) schemes and seeking its approval for the schemes to be progressed to statutory consultation. The report also provides an update on requests received for the introduction of new RPP schemes.

7. **EAST READING PERMIT PARKING SCHEME - UPDATE** **PARK** **115 - 124**

To receive an update on the delivery of the East Reading Resident Permit Parking Scheme.

8. **REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES - UPDATED LIST AND SCHEMES PROPOSED FOR CONSULTATION** **BOROUGH WIDE** **125 - 158**

To provide the Sub-Committee with requests for new traffic management measures as well as an update regarding to the implementation of schemes funded by local CIL (Community Infrastructure Levy) funding.

9. **BERKELEY AVENUE ZEBRA CROSSING** **BOROUGH WIDE** **159 - 164**

A report seeking the Sub-Committee's agreement to the necessary statutory process to enable delivery of the zebra crossing on Berkeley Avenue.

10. BATTLE STREET CAR PARK	ALL WARDS	165 - 170
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A report advising the Sub-Committee of the proposal to change the former Central Pool Car Park from a building associated Pay and Display car park to a public Pay and Display car park and rename it to Battle Street Car Park.

Urgent item

Further to the agenda for the meeting of the Traffic Management Sub-Committee to be held on Thursday 4 March 2021 at 6.30 pm, and in accordance with Section 100B (4)(b) of the Local Government Act 1972, the Chair has agreed to allow the item listed below to be considered as a matter of urgency in order to consider the objections that have been received from Thames Valley Police.

10 (a) Abbatoirs Road No Right Turn - Results of Statutory Consultation	ABBEY	171 - 180
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A report providing the objection that has been received from Thames Valley Police and seeks the Sub-Committee's approval to implement or otherwise, the scheme as recommended and advertised.

11. EXCLUSION OF PRESS AND PUBLIC

The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act”

12. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS	ABBEY; BATTLE; PARK; REDLANDS	181 - 232
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To consider appeals against the refusal of applications for the issue of discretionary parking permits.

Present: Councillors Debs Absolom (Vice-Chair in the Chair), David Absolom, Ayub (Chair), Barnett-Ward, Carnell, Duveen, Ennis, Hacker, Page, Stanford-Beale, Terry and Whitham.

Apologies: Councillor R Singh

29. DECLARATIONS OF INTEREST

Councillor Terry declared an interest in item 33 on the basis that she lived in the vicinity.

30. MINUTES

The Minutes of the meeting of 12 November 2020 were confirmed as a correct record.

31. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS

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

Questioner	Subject
Councillor Duveen	Notification of residents regarding parking consultations

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

32. PETITION RESPONSE: HAMILTON ROAD PLANTERS

Further to minute 22 of the meeting held on 12 November 2020, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the findings of Officer investigation regarding the implementation of traffic calming planters on Hamilton Road, as proposed by the petition. Signatories to the petition had suggested a number of benefits to the proposals, which were set out in the report.

The report stated that an external representation, opposing the implementation of the planters, had been shared with Councillors ahead of the meeting held on 12 November 2020. In summary, the representation considered that the planters would have no positive effect on traffic speed above that already provided by the current speed bumps and parked traffic and would cause adverse effects for road users and pedestrians.

Officers, having considered the content of the petition, the external representation made to Councillors in November 2020, had investigated the proposal and recommended against progressing proposals to place planters along Hamilton Road. The reasons were set out in detail in report. They included the following observations:

- Parking capacity - the current layout of the bays maximised the parking capacity while maintaining visibility at junctions and providing sufficient space for traffic to flow. Siting planters on the carriageway would reduce the number of parking spaces available for residents and their visitors and, along with the risk of the vegetation growing taller and could compromise visibility along the road and around junctions/accesses.
- Speeding and safety - Hamilton Road was already a traffic calmed street with speed humps and there was no pattern of speed-related (or other) incidents involving casualties.
- Notwithstanding that the petition suggested that a number of residents would be willing to plant and maintain the vegetation in the planters, the expectation would be for the Council to maintain and remove them; this would have cost implications, were the planters not maintained locally.

The Sub-Committee discussed the proposal and considered that the concerns identified by Officers outweighed the arguments put forward by the petitioners.

Officers confirmed at the meeting that they would be notifying the lead petitioner of the Sub-Committee's decision and would be happy to engage with the petitioners on any modified proposal which they might wish to submit. The Sub-Committee suggested that it would also be helpful if a copy of the report, which set out Officers' reasons as to why they recommended against progressing the proposal, was sent to the lead petitioner, together with the offer of further engagement with them, should they wish to do so.

Resolved -

- (1) That the report be noted;
- (2) That the Officer's recommendation not to progress with the implementation of planters on Hamilton Road be agreed;
- (3) That a copy of the report, together with the Sub-Committee's decision, be sent to the lead petitioner, with the offer of further engagement with Officers, should the petitioners wish to do so.

33. CIL LOCALLY FUNDED SCHEME - REDLANDS 20MPH ENHANCEMENTS: RESULTS OF CONSULTATION

Further to minute 24 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report, providing the Sub-Committee with the feedback that had been received regarding all elements of the proposed scheme of physical traffic calming measures focused on improving motorist compliance to the 20mph zone in Redlands Ward, but also covering Kendrick Road, which was partially in Katesgrove Ward. Drawings to show the recommended range of physical measures reported in November 2020 were attached to the report at Appendix 1. This included the installation of speed humps at various locations along Allcroft Road, speed cushions and rubber kerbing with TMP bollards and tapers at various locations along Kendrick Road, speed humps at various locations along Morgan Road, speed cushions and parking bay build-outs with priority restrictions at various locations along Redlands Road.

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The report recommended the implementation of speed cushions on Redlands Road instead of the parking bay build-out features requested during consultation as it was considered that they would be more effective measures that would affect traffic flow in both directions. However, should the Sub-Committee agreed to the implementation of the parking bay build-out feature for Redlands Road, in place of the southernmost set of cushions. Officers considered that they could be implemented on the north-western approach to the parking bay, subject to the road safety audit results.

In respect of the latter feature, the report explained that at the time of writing, Officers were awaiting the completion of the independent road safety audit for the build-out solution along Redlands Road and that once received, Officers would need to review this information.

A copy of the consultation feedback that had been received was attached to the report at Appendix 2. The feedback suggested significant support for the scheme; of the objections received, many referred to speed enforcement such as cameras as being the most effective solution. However, it was noted that it was not within the Council's legal remit to enforce speed compliance, as this was a matter for the Police. The Council was continuing to lobby for speeding enforcement powers, or for greater influence over Police enforcement.

Upon reviewing the consultation feedback and bearing in mind that the objective of the scheme was to reduce vehicle speeds/improve speed compliance, the report recommended implementing the scheme as reported to the Sub-Committee in November 2020 and advertised.

Officers provided a verbal update at the meeting. They advised that they had now received the initial feedback from the independent road safety audit, which had been circulated to members of the Sub-Committee that afternoon before the meeting. Officers considered that the comments raised in the audit necessitated some minor alterations to the exact location of some speed cushion sets (those inside the crossing 'zig-zag' markings for Kendrick Road and Redlands Road), which fell within the minor alterations/tolerances allowed and did not cause any difficulty in proceeding with the proposed scheme.

The Sub-Committee welcomed the proposed schemes and were content with Officers' proposed implementation of the scheme, as reported to the Sub-Committee in November 2020 and as advertised. However, bearing in mind that there was a strong local objection to the proposed speed cushions on Redlands Road, towards the junction with Elmhurst Road (as set out in objection number 31 of Appendix 2), it was suggested by the local ward councillors for Redlands Ward that a build-out feature, similar to those proposed on Kendrick Road, at the approaching end (north west direction) of the parking bay should be used instead. Officers advised that were the Sub-Committee to agree to this minor variation, it would not be necessary to re-consult, but had discussed a recommendation for a more 'substantial' feature than those proposed for Kendrick Road.

Resolved -

- (1) That the report be noted;**
- (2) That the scheme, as reported to the Sub-Committee in November 2020 and advertised, be implemented, subject to the speed cushion proposed on**

Redlands Road, towards the junction with Elmhurst Road, being replaced with a parking bay build-out feature;

- (3) That no public inquiry be held into the proposal;
- (4) That any money left over from this scheme be used for other highways schemes in Redlands Ward.

(Councillor Terry declared an interest on this item the basis that she lived in the vicinity).

34. CIL LOCALLY FUNDED SCHEME - OXFORD ROAD TIGER CROSSING: RESULTS OF STATUTORY NOTICE

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on feedback that had been received following statutory consultation regarding the proposed installation of a new tiger crossing on Oxford Road. - A copy of the drawing of the consulted crossing design was attached to the report at Appendix 1 and a letter dated 26 November 2020 from Thames Valley Police was attached to the report at Appendix 2.

The report advised that Officers had commissioned the undertaking of an independent road safety audit for this scheme, which had identified some potential concerns being raised regarding vehicular visibility to the proposed crossing. Officers had reviewed carefully the content of the safety audit and undertook detailed on-site evaluations. Officers concluded that the inter-visibility of and stopping sight distance between the eastbound drivers emanating from the northern Oxford Road and pedestrians/cyclists attempting to cross from the northern side of the Oxford Road should be established. It was also recognised that the roundabout could benefit from some minor adjustments. Appendix 1 showed the adjusted scheme design which was intended to visually reduce the carriageway width and better position vehicles across the roundabout.

Officers had served the Notice of Intention to install the crossing on Oxford Road, which had commenced a statutory consultation process in November 2020 with the local police (Thames Valley Police).

Thames Valley Police had objected to the design of the crossing due to concerns relating to vehicular visibility to the proposed crossing and its close proximity to the roundabout. Concerns were also raised in respect of vehicle speeds.

In December 2020 a speed survey had been conducted on the northern circulatory of the roundabout and also at the proposed crossing location. The results had shown that the average vehicle speeds were 17.7 miles per hour and 21.8 miles per hour respectively. The results also suggested the achievable inter-visibility distance of 43 metres between the driver and the pedestrians waiting to use the crossing, which was compliant with the Department for Transport's guidance, as recommended in the LTN 02/95, The Pedestrian Design Guide.

Having considered the representations made, and in light of the results of the surveys that had been conducted and the on-site evaluations that had taken place, Officers were satisfied that was appropriate to proceed with implementing the scheme as advertised.

The Sub-Committee welcomed the proposal. In respect of Thames Valley Police's concern about lighting potentially being compromised by an overhanging tree, it was suggested that this could be dealt with by arranging for the tree to be cut back and officers agreed to make arrangements for this to be done.

Resolved -

- (1) That the report be noted;**
- (2) That the CIL locally funded scheme for a new tiger crossing on Oxford Road, to the east of the roundabout with Overdown Road, be implemented;**
- (3) That no public inquiry be held into the proposal.**
- (4) That arrangements be made for the cutting back of any tree branches potentially causing visibility/lighting obstructions**

35. ANNUAL WAITING RESTRICTION REVIEW - 2020 PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking the Sub-Committee's approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions, which would address the issues raised in the initial list of requests. The initial list of requests had been agreed for investigation by the Sub-Committee at its meeting on 16 September 2020 (minute 13 refers). It was noted that the recommendations within the report had been shared with Ward Councillors, with an opportunity for them to comment.

The annual waiting restriction review programme list of streets and officer recommendations (including any Ward Councillor comments) was attached to the report at Appendix 1. Appendix 2 contained drawings to accompany Officer recommendations in Appendix 1.

The Sub-Committee considered the recommendations for each of the items listed on the review programme at Appendix 1. This included considering which of the options it wished to proceed to statutory consultation in respect of line 1 of Mapledurham Ward and lines 5 and 7 of Redlands Ward, which had multiple options.

In respect Redlands Ward (line 7 in Appendix 1), Officers advised that the reference to the permit zone contained in the plans showing Marlborough Avenue and Elmhurst Road was incorrectly referenced as 13R and should have read 15R, albeit there was no proposal to alter the existing permit zone reference.

Resolved -

- (1) That the report be noted;**
- (2) That in respect of Mapledurham Ward, Hewett Avenue (line 1 in Appendix 1), option two be agreed - namely the request be removed from the programme until the new school had been opened. This is to allow Officers to take a reactionary approach to any parking issues that had arisen and address the needs of the area holistically;**

- (3) That in respect of Redlands Ward, De Beauvoir Road, Carnavon Road/Junction Road (line 5 in Appendix 1), option 1 be agreed - namely to convert De Beauvoir Road to "Permit Holders Only" restriction, as shown in drawing WRR2020/RE2;
- (4) That in respect of Redlands Ward, Marlborough Avenue and Elmhurst Road (line 7 in Appendix 1), option 2 be agreed - namely change the restriction timings of the permit bays on Elmhurst Road and Marlborough Avenue, as well as installing a new single yellow line restriction on Marlborough Avenue;
- (5) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows:
 - In respect of Church Ward, Shinfield Road (line 5 in Appendix 1), the scheme be brought back /investigated if the referenced Tranche 2 Active Travel scheme is not taken forward
 - In respect of Norcot Ward, Water Road (line 7 in Appendix 1), it be noted that this scheme did not fall under the developing Grovelands Road area Resident Permit Scheme, as stated in the Officer recommendation
 - In respect of Redlands Ward, Newcastle Road (line 8 in Appendix 1), the scheme be retained - later clarified as being 'rolled-over' into the next WRR programme (2021A)
 - In respect of Thames Ward, Albert Road and Wrenfield Drive (lines 1 and 6 respectively in Appendix 1), these schemes be retained - later clarified as being 'rolled-over' into the next WRR programme (2021A)
 - In respect of Thames Ward, Hemdean Road (line 3 in Appendix 1), the double-yellow-lines be installed along the western side of Hemdean Road, following a local request received during the consultation, and not the eastern side, as set out in the report.
- (5) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within Appendix 1 and 2, subject to resolutions (2), (3) and (4) above;
- (6) That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (7) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (8) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (9) That no public inquiry be held into the proposals.

36. KENAVON DRIVE, OSCAR WILDE CLOSE, ROBERT PARKER ROAD & ALEXANDER TURNER CLOSE - FORMERLY KNOWN AS 42, KENAVON DRIVE DEVELOPMENT SITE

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on traffic management measures associated with the Highway Adoption of Kenavon Drive, Oscar Wilde Close, Robert Parker Road and Alexander Turner Close, which was due to take place in approximately March 2021, subject to remedial works. The proposed restrictions at various locations throughout the site were attached to the report at Appendices 1 to 3.

The report explained that during the later stages of construction of the site that extensive commuter parking occurred on Kenavon Drive and throughout the development. It had therefore been agreed with the developer that to ensure commuter parking did not occur, a private enforcement company would manage parking throughout the development and prior to adoption. It was proposed that the continuation of the current traffic management measures currently in place be managed/enforced by the Council, following the adoption of the internal road network.

The report set out a description of the proposals, as listed at paragraphs 4.11 to 4.34 of the report and sought approval to carry out Statutory Consultation on the proposals which included:

- Creation of 7 parking areas that allow for '4 hour parking no return within 2 hours' restriction at various locations throughout the development.
- Creation of a 'No Waiting at Any time' restriction on both sides of the carriageway from the junction of Kenavon Drive and Gas Works Road through the development to the eastern extent of the site on Alexander Turner Close.
- Creation of a bus stop on Kenavon Drive to serve bus route Buzz 42.

The Sub-Committee discussed the report and agreed that it was important for the existing traffic management measures currently in place to be managed by the Council following adoption of the internal road network in approximately March 2021.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed restrictions on Kenavon Drive, Oscar Wilde Close, Robert Parker Road and James Alexander Close, as per items 4.11 to 4.34 in the report;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;

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

37. OXFORD ROAD WAITING RESTRICTION CHANGES (READING WEST STATION UPGRADE)

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking approval for Officers to undertake statutory consultation for recommended alterations to waiting restrictions on the Oxford Road at Reading West Station. This was in order to facilitate the building of a new station building as part of the station upgrade scheme, for which a separate planning application 201448 had been submitted. A plan of the proposed amendments was attached to the report at Appendix 1.

The Sub-Committee noted that at its meeting on 13 January 2021 the Planning Application Committee had granted consent for application 201448 (Minute 68 of that meeting refers) and construction work was due to commence on site in Spring 2021.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within Appendix 1;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposal.

38. ABATTOIRS ROAD JUNCTION WITH CAVERSHAM ROAD - BANNED RIGHT TURN MOVEMENTS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking approval for Officers to undertake statutory consultation for banned (right turn) movements at the junction of Abattoirs Road with Caversham Road. The report explained that with the imminent closure of the NCP Garrard Street car park, the intention was to make Cattle Market car park more accessible. This would entail a proposed vehicle entrance

from Caversham Road via Abattoirs Road. Consequently, there was a need to manage turning movements at the junction whilst maintaining road safety.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for banned right turn movements at the junction of Abattoirs Road with Caversham Road;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposal.

39. PARKING TARIFF REVIEW 2021

The Executive Director for Economic Growth and Neighbourhood Services submitted a report advising the Sub-Committee of the proposal to change the on-street and off-street car parking order, which had come about following a review of the tariffs. The following appendices were attached to the report: -

Appendix 1 - Proposed Car Park tariff Charges 2021

Appendix 2 - Proposed Car Park season ticket Charges 2021

Appendix 3 - Proposed On-Street Pay & Display tariff Charges 2021

The report advised that should the changes be agreed, and the associated Traffic Regulation Order be implemented, it was planned to introduce them from 1 April 2021 provided there were no objections to the order.

It was noted that in Appendix 1, the 'Proposed Weekends' tariff for the initial 30-minute parking at Queens Road car park, should have read £1.00 (i.e. No Change).

Resolved -

- (1) That the report be noted;
- (2) That the Head 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, as recommended in the proposals for:
 - (i) Changes to on-street Pay and Display tariffs;
 - (ii) Changes to off-Street car park tariffs;

- (3) That subject to no objections being received during the periods of statutory consultation, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That no public enquiry be held into the proposals.

40. ANNUAL PARKING SERVICES REPORT 2019-2020

The Director of Environment and Neighbourhood Services submitted a report presenting financial and statistical data on the Council's civil parking enforcement activities during 2019-2020. A copy of the Parking Services Annual Report 2019-2020 was attached to the report at Appendix 1.

The report stated that it was intended that the Annual Report for 2019-2020 would be published in January 2021.

The Sub-Committee discussed the report and it was suggested that it would be helpful if future annual parking services reports included a map showing the location of all the Residents Parking Permit Zones in the Borough. The possibility of including information on the different types of parking offences such as parking on grass verges was also suggested.

Resolved -

- (1) That the report, and the availability of annual reports for 2015-2019 on the Council's website, be noted;
- (2) That the intention to publish the Annual Report for 2019-2020 in January 2021 be noted.

41. 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 42 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.

42. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from 18 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That application 2 be deferred for officers from Transportation and Streetcare to have further discussions with officers from Brighter Futures for Children regarding which roles for healthcare professionals are to be included on the list of approved professions for a Healthcare Professional permit, and report back to Traffic Management Sub-Committee;
- (2) That with regard to application 3, a first Discretionary Residents Parking Permit, personal to the applicant, be issued;
- (3) That with regard to applications 4 and 14, they be deferred for further consideration on the possible impact of adding their professions to the list of approved professions to be allowed to be issued to Healthcare Professional, and report back to Traffic Management Sub-Committee;
- (4) That with regard to applications 7 and 8, a second Discretionary Resident Parking Permit, personal to the applicant, be issued, subject to adequate proofs being provided;
- (5) That with regard to applications 9 and 12, a first Discretionary Residents Parking Permit, personal to the applicant, be issued, subject to adequate proofs being provided;
- (6) That with regard to application 16, a third Discretionary Resident Parking Permit, personal to the applicant, be issued, subject to adequate proofs being provided;
- (7) That with regard to application 17, a second Discretionary Resident Permit be issued, personal to the applicant, subject to confirmation that the second Discretionary Resident Permit has expired; if it has not expired and has been renewed, a third Discretionary Resident Permit can be offered.
- (8) That application 18 be deferred until the next meeting in order for officers, in consultation with the Chair and Vice-Chair of the Sub-Committee, to investigate why the previous application for one book of discretionary visit permits was allowed. The Chair and Vice-Chair of the Sub-Committee to decide the application following the completion of the investigation.
- (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 5,6, 10, 11, 13 and 15 be upheld.

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

(The meeting started at 6.30 pm and finished at 8.18 pm).

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2021		
TITLE:	RECEIPT OF PETITION REQUESTING THE IMPLEMENTATION OF A 20 MPH ZONE IN THE RESIDENTIAL STREETS OFF THE OXFORD ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	KENTWOOD, NORCOT, BATTLE
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 937 3962
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, requesting the implementation of a 20mph zone in the residential streets off the Oxford Road and to recommend that officers investigate the proposal, bringing their findings to a future meeting.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request is investigated, and a future report be submitted to the Sub-Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of speed limits and associated criteria is specified within the existing Traffic Management Policies and Standards.

4. PROPOSAL

4.1 The Council has received a petition containing an informal consultation that can be seen in appendix 1. The petition requests implementing a 20mph zone in the residential streets off the Oxford Road within the Battle, Kentwood and Norcot wards.

4.2 It is recommended that the request raised within this petition is to be investigated by officers and a future report is to be submitted to the Sub-Committee for consideration.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 There are no proposals arising from this report, which are considered to contribute to the Council's Strategic Aims.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

6.1 The Council declared a Climate Emergency at its meeting on 26th February 2019 (Minute 48 refers).

6.2 There are no proposals arising from this report, which are considered to have any environmental or climate implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The lead petitioner will be informed the Committee decision, following publication of the meeting minutes.

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 It is not considered that an Equality Impact Assessment (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

9. LEGAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

10. FINANCIAL IMPLICATIONS

10.1 None arising from the recommendations of this report.

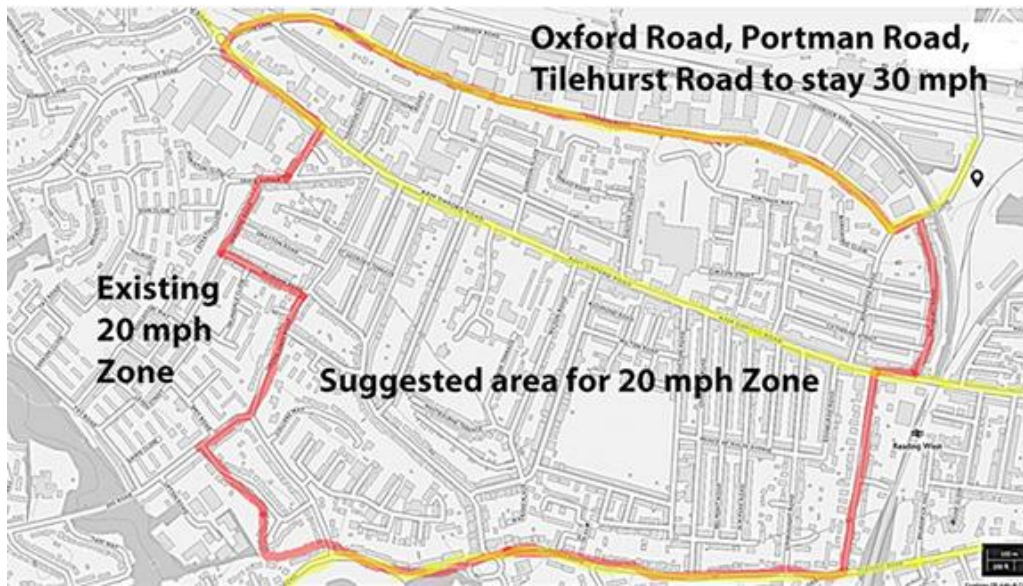
11. BACKGROUND PAPERS

10.1 None.

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Is 20 Plenty in the residential Streets off the Oxford Road?

Area included in the survey:



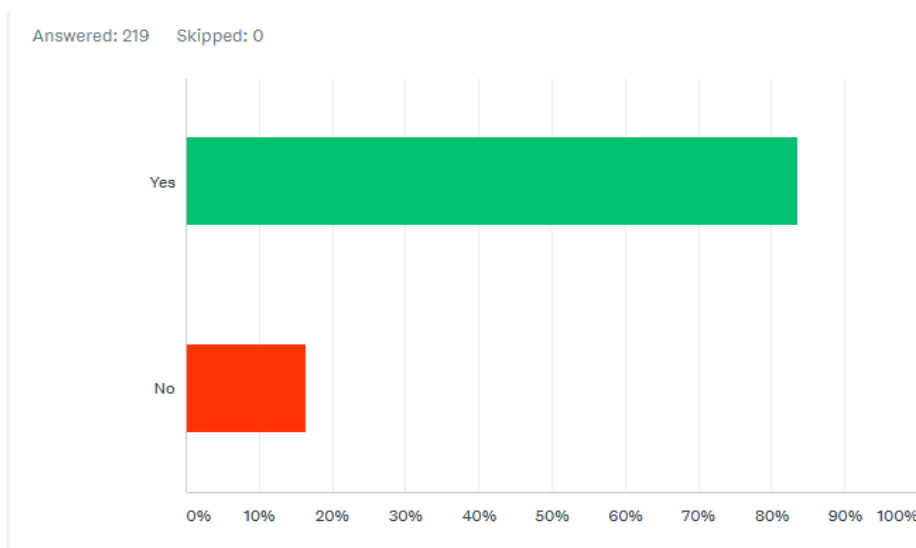
Date of Survey: Survey conducted via social media channels, email, whatsapp groups between Monday 11 January and Sunday 31 January 2021.

Results:

Total of 219 respondents.

1. Do you live within the proposed area for a 20mph zone?

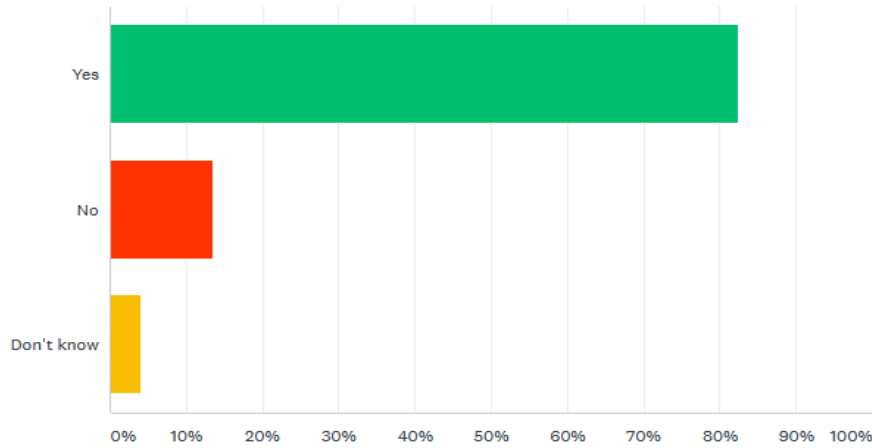
ANSWER CHOICES	RESPONSES	
Yes	83.56%	183
No	16.44%	36
TOTAL		219



2. If yes, do you think that some vehicles drive too fast in your road and/or the roads around where you live?

ANSWER CHOICES	RESPONSES	
Yes	80.82%	177
No	16.89%	37
Don't know	2.28%	5
TOTAL		219

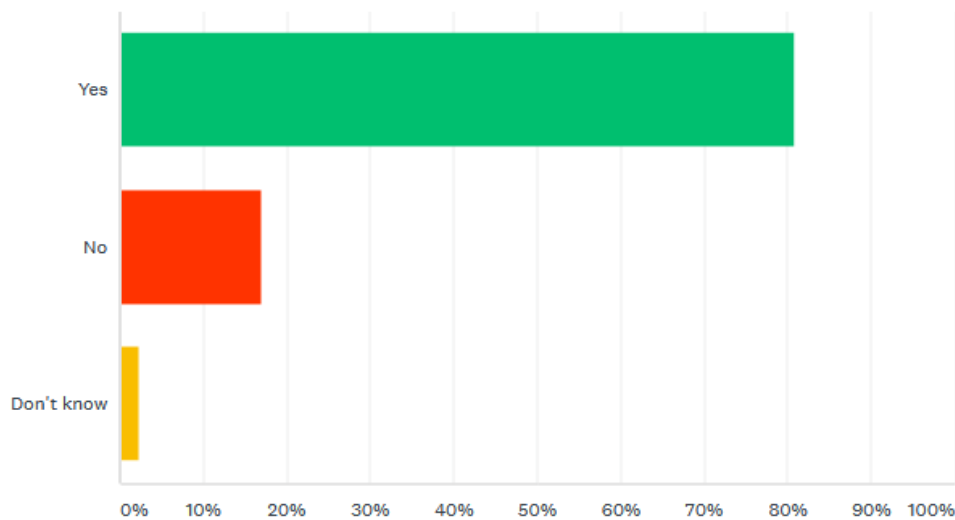
Answered: 199 Skipped: 20



3. Do you support the introduction of a 20mph speed limit on residential roads?

ANSWER CHOICES	RESPONSES	
Yes	80.82%	177
No	16.89%	37
Don't know	2.28%	5
TOTAL		219

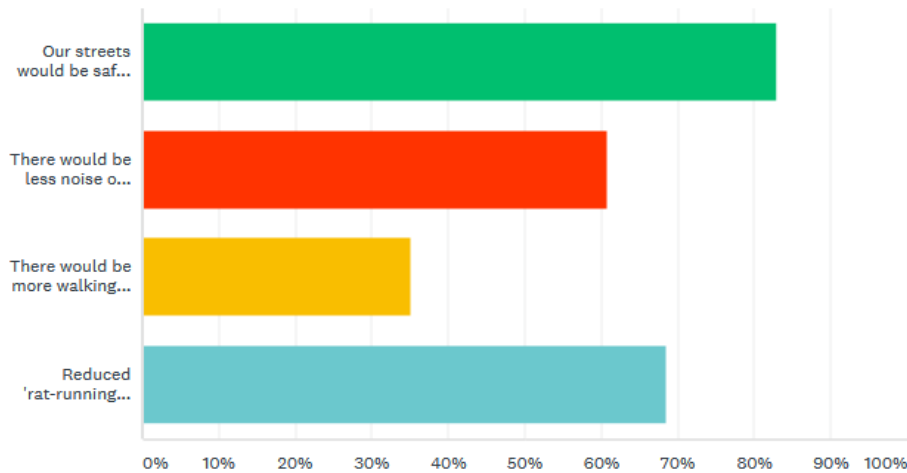
Answered: 219 Skipped: 0



4. What do you think the main benefits of introducing a 20mph zone would be? (Tick as many boxes as you think apply)

ANSWER CHOICES	RESPONSES	
Our streets would be safer for residents, pedestrians, cyclists and drivers.	83.11%	182
There would be less noise on our streets and air quality would be improved.	60.73%	133
There would be more walking and cycling.	35.16%	77
Reduced 'rat-running' through our residential streets	68.49%	150
Total Respondents: 219		

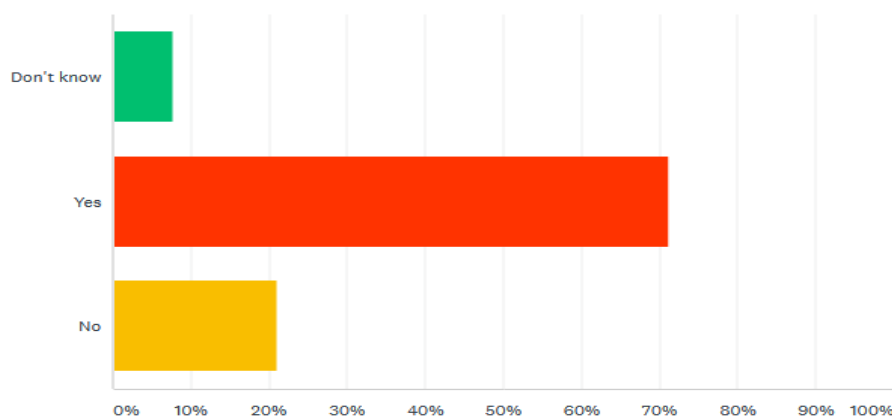
Answered: 219 Skipped: 0



5. Enforcement of speed limits in residential roads is currently the responsibility of Thames Valley Police, the police admit they cannot always make speeding enforcement a priority. Do you support Reading Borough Council's request to the Government to be given powers of enforcement in 20mph zones?

ANSWER CHOICES	RESPONSES	
Don't know	7.76%	17
Yes	71.23%	156
No	21.00%	46
TOTAL		219

Answered: 219 Skipped: 0



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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2021		
TITLE:	PETITION RECEIPT: PETITION AGAINST THE CYCLE LANE IN SIDMOUTH STREET, READING		
LEAD COUNCILLOR:	Cllr TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	ABBEY
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK AND PARKING MANAGER	E-MAIL:	Simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition 'against the cycle lane in Sidmouth Street, Reading' and to recommend that officers investigate the proposal, bringing their findings to a future meeting.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request is investigated, and a future report be submitted to the appropriate Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of traffic management measures including cycle provision and associated criteria is specified within the existing Traffic Management Policies and Standards and the Local Transport Plan and Local Cycling and Walking Infrastructure Plan (LCWIP)

4. PROPOSAL

- 4.1 The Council has received a petition titled 'Petition Against the Cycle Lane in Sidmouth Street, Reading'. The petition reads:

'We the undersigned request Reading Borough Council to dismantle and remove the cycle lanes recently introduced in Sidmouth Street, Reading. The cycle lanes have been introduced without public consultation, are not needed, are unused, are unsuitable, are badly laid out and providing to be counter-productive especially in the creation of additional congestion. The cycle lanes are an accident waiting to happen. There is a negative impact on the response emergency services.'

- 4.2 It is recommended that the petition and the request to remove the cycle lanes in Sidmouth Street is to be investigated by officers and a future report is to be submitted to the appropriate Committee for consideration.
- 4.3 A copy of the petition received prior to this meeting has been circulated to members of the Sub-committee.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 There are no proposals arising from this report, which are considered to contribute to the Council's Strategic Aims.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26th February 2019 (Minute 48 refers).
- 6.2 There are no proposals arising from this report, which are considered to have any environmental or climate implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The lead petitioner will be informed the Committee decision, following publication of the meeting minutes.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

8.2 It is not considered that an Equality Impact Assessment (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

9. LEGAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

10. FINANCIAL IMPLICATIONS

10.1 None arising from the recommendations of this report.

11. BACKGROUND PAPERS

10.1 None.

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2021		
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2020& REQUESTS FOR WAITING RESTRICTION REVIEW 2021A		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGH WIDE
LEAD OFFICERS:	MIRIAM FUERTES	TEL:	0118 9373923
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 This report informs the Sub-Committee of objections received during statutory consultation for the agreed proposals that formed the 2020 programme. Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2021A programme. Members are asked to consider the requests and whether the investigation of these requests and potential development of design proposals, should be resourced as part of this next review programme.
- 1.4 APPENDIX 1 - Objections, support and other comments received during statutory consultation for the 2020 programme. Please note that personal information and details that are considered to potentially identify the respondent have been removed from this appendix.
- 1.5 APPENDIX 2 - New requests for consideration in the 2021A programme.

2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the report.**
- 2.2 That objections noted in Appendix 1 are considered and the Sub-Committee agrees to either implement, amend or reject the proposals.**
- 2.3 That the 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 Sub-Committee considers the requests made for waiting restriction changes in Appendix 2 and agree whether each request should, or should not, be investigated by officers as part of the 2021A review programme.**
- 2.6 That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for their comments to be included in the next report to the Sub-Committee.**
- 2.7 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to conduct the Statutory Consultation on the recommended schemes for the 2021A programme.**

3. POLICY CONTEXT

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

4. BACKGROUND AND RECOMMENDATIONS

Objections to Traffic Regulation Order - 2020 programme

- 4.1 Approval was given by the Sub-Committee in September 2020 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.**
- 4.2 Investigations were carried out and a recommendation for each scheme was shared with ward councillors between 30th November 2020 and 18th December 2020 for their comments.**
- 4.3 A further report went to the Sub-Committee in January 2021 seeking approval for officers to conduct a statutory consultation for these recommended schemes. The statutory consultation took place between 4th February 2021 and 24th February 2021. The objections, support and other comments received for the proposals are contained in Appendix 1.**

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

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

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

Bi-annual waiting restriction review - 2021A

4.5 Appendix 2 provides a list of requests that have been received for potential consideration in the 2021A programme. The Sub-Committee is asked to consider whether each request should, or should not, be considered in this next programme.

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

4.7 Officer recommendations will be shared with respective ward Councillors for a suitable period (ideally 4 weeks) prior to reporting deadlines for the Sub-Committee meeting in June 2021 and will be the recommended schemes for the programme. This period provides Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in the recommendations report to the Sub-Committee.

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

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

5. CONTRIBUTION TO CORPORATE PRIORITIES

5.1 This proposal contributes to the Council's priorities, as set out below:

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

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26th February 2019 (Minute 48 refers).
- 6.2 It is not expected that the decisions arising from this report will have any environmental implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

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

8. LEGAL IMPLICATIONS

- 8.1 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.

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 An equality impact assessment scoping exercise will be conducted prior to recommending schemes to progress to statutory consultation or implementation.

10. FINANCIAL IMPLICATIONS

- 10.1 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.
- 10.2 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.

11. BACKGROUND PAPERS

- 11.1 Waiting Restriction Review - 2020 Proposals for the Statutory Consultation (Traffic Management Sub-Committee - January 2021).
- 11.2 Waiting Restriction Review - Objections to Waiting Restriction Review 2019B & Requests for Waiting Restriction Review 2020 (Traffic Management Sub-Committee - September 2020).

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WAITING RESTRICTION REVIEW 2020 - OBJECTIONS TO TRAFFIC REGULATION ORDER APPENDIX 1

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

UPDATE: 24/02/2021

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated

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Street	Objections/support/comments received.
AB1_Barry Place	Summary of responses: Objections - 1, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident objection/ comment	1) Dear Sir's I am a [REDACTED] resident Swansea Road [REDACTED] and would like to object to the above proposals on the following grounds. All-though there is a certain amount of miss-use of the parking facilities by nonresidents (which may be alleviated by a residents parking only area), this benefit will be totally negated by placing double yellow lines along the N.E. side of Barry Place (and effectively removing 6 car parking spaces). On a personal level I currently park my [REDACTED] on the hard standing in Barry Place having been refused a parking permit due to size of vehicle (length 5.36 m, height 2.7 m width 2.15 m (within the 2.2m width of parking bays). A resident opposite me owns [REDACTED] for which he was issued a permit. [REDACTED] If Barry place is therefor to be made a resident only zone and you cannot prevent me from owning a camper van, I will be expecting you to allow me to purchase a permit or offer me an alternative solution
2) Resident comment	2) Dear M Graham. As a resident of Barry Place for [REDACTED] I now find myself being gradually pushed out with nowhere to park, with residents now owning two cars each and one even has four. Please could someone tell me how the proposed permit will work ? and does it mean that Swansea rd. and Cardiff rd. can also park in Barry place? Could it be possible for each resident of Barry place to have one allocated space marked on the rd. so, there will be No conflict. as I'm sure arguments will occur. please help me to understand how this is going to work, I'm very happy to pay for permit but only if it guarantees me parking in Barry place. I look forward to hearing from you. yours sincerely,

Street	Objections/support/comments received.
<p>AB3_Princes Street</p> <p>1) Resident, Comment</p> <p>2) Resident, Objection</p> <p>3) Resident, Objection</p>	<p>Summary of responses: Objections - 6, Support - 0, Comment - 1, Mixed Response - 0.</p> <p>1) The proposed change to introduce the “no waiting at any time” would be a significant change for the better. It would provide enough room for vehicles to turn without having to use the pavement and prevent damage to parked cars or resident’s railings or walls. Turning safely is an issue on this road. At the top of the road there isn’t a lot of room which is made worse by vehicles parking on the double yellow lines causing an obstruction. Little or no space is left to turn and access to my driveway [REDACTED] is often obstructed and when it is free it is used to as additional room to turn. There has been damage to residents’ walls and railings where vehicles have hit them when trying to turn. [REDACTED]. Other damage to the railings opposite and at the top of the road seems to be as a result of other vehicles trying to turn. Vehicles prefer to turn at the top or the road rather than the layby near number 2 due to the sloping uneven road surfaces, the bollards and the proximity of the cars parked opposite. Having at least one area on the road that provides enough room to turn safely at all times would be a huge improvement as the road is very busy for a narrow side street. It would also mean that that vehicles wouldn’t have to reverse down the road to the layby to turn on a very uneven and potholed road surface. To ensure that the “no waiting at any times” is effective in practice it would be necessary to have yellow kerb dashes and / or signs on plates. Blue badge holders routinely park and obstruct the top of the road usually whilst visiting the chiropodist opposite on St John’s Street as well as delivery vans who park up and deliver to several of the neighbouring streets knowing that they won’t be ticketed. Having the traffic wardens enforce the parking restrictions would ensure there is enough room to turn. Many Thanks.</p> <p>2) I have recently moved to [REDACTED] princes and it is already extremely challenging to find a parking space. I am an [REDACTED] and often struggle to find a space on my side of the street after work[REDACTED].. I pay for a parking permit and it's already difficult enough. My partner is due to move and the parking difficulty is likely to increase further. I'm aware it's only a small space but it's likely to cause problems for residents. Furthermore, I have on multiple occasions managed to reverse and turn a 7.5 ton ambulance in this road, it isn't that difficult.</p> <p>3) Hi, I am writing to object to proposals to reduce the parking spaces at the north end of Princes Street. Parking for residents is already limited due to excessive non-residents 2 hour parking spaces. Many residents cannot find parking spaces especially in the evening and have to park in other roads. The real solution here would be to make ALL of princes street residents only at both north and south ends, this would allow ample parking and then perhaps your proposal might get some support. So to be clear I</p>

4) Resident, Objection	<p>object to this proposal, as a resident [REDACTED].</p> <p>4) Dear Mr Graham I am writing to strongly object to the proposed works. We do not have enough parking spaces at the moment without loosing any more. We already share with other streets, which causes problems. When my partner arrives home late there is no where to park and has to walk from the next street in the dark, which I feel is unsafe. Furthermore, people visiting hospital and doctors surgery also use two hour bays. Kind regards PS: we already have a turning point.</p>
5) Resident, Objection	<p>5) Many thanks for you for your letter sent on 15th February, 2020. Please accept this as an objection to your proposed plans. Firstly, I am surprised that this matter is only having a consultation period of just over a week, but more importantly, it does not explain the rationale behind your proposed expense. I appreciate that Princes Street is a cul-de-sac, but at times, I have had to drive through to the end, ironically looking for a place to park, only to find that none were available and having to reverse back. I don't see this as a problem which necessitates reducing the amount of what is already limited amount of parking. If you are one of the lucky individuals who can be home by, say 5:30 pm, then parking in front of your home on Princes Street, is not a problem. Unfortunately, for me, I work in [REDACTED] I'm able to be home by 7 pm at the earliest. By this time, there is hardly any parking spaces left on Princes Street. So, as you can see, the suggestion that this parking space should reduce further is quite distressing to me. I would much rather that money is actually spent on implementing an electrification infrastructure, clearing the water drains that are frequently flooding our homes and resurfacing the road which Princes Street is in desperate need for. Furthermore, I am concerned that the council is out of touch with its residents in continually attempting to reduce the amount of parking spaces that are available to its residents. Yours sincerely,</p>
6) Resident, Objection	<p>6) To whom it may concern, I currently live in Princes street, and as such feel I cannot agree with the planning application to enlarge the turning head at the end of the road. Even with a clear road, with no cars parked, the end of the road is too narrow to allow a car to turn around without making many manoeuvres. There has been a railing fence and a brick wall knocked down at the narrow end of the road, but a car parked was not the cause, the road is just too narrow after the slight bend to the right. A natural turning point is the area just where the road bends. There is space here and a lowered kerb for the garages in this space. Locals direct vans to reverse into this area with very little trouble. Again, I repeat my assertion that to create a turning head at the end of the road would be mistake. Yours sincerely,</p>
7) Resident Objection	<p>7) I wish to object to the proposal to the parking amendment at the north end of Princes Street. As a resident the loss of parking spaces puts more pressure on us as it is difficult to park at the best of times, as visitors to the hospital and doctors park in residents bays when the 2Hr zone is full. So to pay</p>

	for a permit and have spaces to park taken away seems a bit unjust.
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Street	Objections/support/comments received.
CA3_Star Road	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, support	1) I write, not to object, but to support the proposal for the unloading / loading bay but would like to further request bollards [REDACTED] as the pavement is regularly mounted by vehicles, even across my lawn at times.

Street	Objections/support/comments received.
CH4_ Tamarisk Avenue	Summary of responses: Objections - 4, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, support	1) Hopefully, if introduced this proposal will help reduce the number of vehicles parked in the road by a local car dealer and a taxi/minicab business both operating from flats above the shops located on the south side of the Shinfield Road/ Whitley Wood Road traffic lights. Also, a car repair business operating from [REDACTED] Whitley Wood Road. These companies use Tamarisk Avenue as their business forecourt for storing vehicles that are often untaxed, uninsured and without MOT. The proposal will also help ease the problem of the above-mentioned vehicles causing access issues for traffic including residents of Tamarisk Avenue and waste collection vehicles safely getting in and out of the street with their vehicles.If introduced it will also help reduce further damage to the footpath in the road caused by vehicles constantly parking on the pavement.
2) Resident, objection	2) I do not think that it is reasonable to increase the no waiting zone as described, though I accept that parking in these spaces is abused by non residents. I would heartily support allocating this additional space to resident only parking.
3) Resident, objection	3) We are contacting you regarding the proposal in consultation on Tamarisk Avenue and have a couple of questions concerning the proposal to extend the no waiting restrictions. We are hoping you are able to put a perspective with an explanation to the reasons behind them to help our understanding before the consultation ends on the 24th Feb. I have tried calling the contact numbers on the notification to discuss as it would of been easier but have been unable to speak with anyone yet. Our current concerns and questions are: What are the identified dangers to persons or traffic that have been referenced in the statement of reasons? Our concern would be that the traffic into/ out of the cul-de-sac would be

	<p>traveling faster as a result of the proposal and therefore result in danger to persons further into Tamarisk avenue and the road crossing from faster moving traffic. The current road markings are comparable to roads in the area. We are interested to know where will the cars park that currently use this road to park? Not an easy question but our concern is that they will park further into the cul-de-sac and only cause additional dangers and congestion further into the residential area where children play. Currently cars sometimes park all over the pavements restricting the access on the public pathway for buggies and wheelchairs especially on bin collection days. I think this will become more of a hazard if the parking availability is reduced. We also have [REDACTED] Tamarisk avenue on the right passed the proposed road markings. The current proposal is not clear on the distance and potential vehicle parking spaces that will be left before the dropped curb and access onto [REDACTED] Whitley Wood Road. My concern is that if there is space for 2.5 vehicles then inevitably 3 will try to squeeze in and be blocking safe access on to my property on a regular basis. Can this be considered please. The drawing layout used to represent the proposal shows an inaccuracy in the property's boundaries. This are not consistent with property title deed or recent council planning approvals. When was this drawing updated and who could I speak with regarding this? It is not ideal that Tamarisk Avenue is used as an overflow car park for the surrounding HMO's and business's but in my opinion parking has been an oversite and something that needs to be addressed in this area for these properties/ business's but maybe there are other options that doesn't impact the residents in Tamarisk avenue or have right of access within the street. We appreciate that it is probably a common issue the council are battling and we are undecide in our view but we would very much like help with our questions and concerns above. I would be happy to speak with somebody to discuss these points but like i said it has been difficult reacing anyone on the available numbers. Thank you. Regards.</p>
4) Resident objection	4) The displacement of up to 5/6 vehicles by introducing further double yellow lines will further frustrate the entering and exiting of Tamarisk Ave, by moving these vehicles further into the residential area where each house has a dropped kerb, therefore increasing the actual length of parking, thus causing a single carriageway, between Whitley Wood Road and the T section of Tamarisk Ave, frustrating traffic entering and leaving.
5) Resident objection	5) Our current concerns and questions are: What are the identified dangers to persons or traffic that have been referenced in the statement of reasons? Our concern would be that the traffic into/ out of the cul-de-sac would be traveling faster as a result of the proposal and therefore result in danger to persons further into Tamarisk avenue and the road crossing from faster moving traffic. The current road markings are comparable to roads in the area. We are interested to know where will the cars park that currently use this road to park? Not an easy question but our concern is that they will park further into the cul-de-sac and only cause additional dangers and congestion further into the residential area where children play. Currently cars sometimes park all over the pavements restricting the access on the public

	<p>pathway for buggies and wheelchairs especially on bin collection days. I think this will become more of a hazard if the parking availability is reduced. We also [REDACTED]. The current proposal is not clear on the distance and potential vehicle parking spaces that will be left before [REDACTED]. My concern is that if there is space for 2.5 vehicles then inevitably 3 will try to squeeze in and be blocking safe access on to my property on a regular basis. Can this be considered please.</p>
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Street	Objections/support/comments received.
KA1_Waldeck Street	<p>Summary of responses: Objections - 1, Support - 1, Comment - 0, Mixed Response - 0.</p>
1) Resident support	<p>1) I support the proposal as traffic in and out of that part of Waldeck street is not particularly busy, which would require a dedicated passing place. In contrast, the need for parking place on that stretch of road is much greater. I always felt that it was unnecessary to give up valuable parking places for an area that is hardly ever been used. Cars parked too close to the top of Ruskin obscure visibility around a sharp corner and can hamper queueing for the traffic lights.</p>
2) Resident objection	<p>2) This space is also important to be able to turn around as the road is narrow and difficult to reverse (especially at night).</p>

Street	Objections/support/comments received.
KE2_Ledbury Close	<p>Summary of responses: Objections - 2, Support - 3, Comment - 1, Mixed Response - 0.</p>
1) Resident, support	<p>1) Fed up with people parking in the close entrance that don't live in the area.</p>
2) Resident, support	<p>2) Permits should be issued to Pangbourne Street residents. The reason there is an issue with parking is the number of vehicles that park on the street, but do not live there</p>
3) Resident, support	<p>3) I Support This As Long As They Also Are Stopped Parking Within Ledbury Close Parking Bays [REDACTED] As They Take Up All The Spot When They Can't Park On There Road. And Support This As Long As It Don't Require [REDACTED] To Have To Pay For A Permit Too.</p>
4) Resident, comment	<p>4) Whilst I understand the reason for the restrictions the area is beyond saturation point with vehicles in Pangbourne Street. The reason being that residents in the Oxford Road have no parking facilities, a lot of them used to park in the hotel before they started charging. We also get vehicles from Tidmarsh Street and Iydyene Road parking here, it also doesn't help when some properties have been turned in to flats which also means extra vehicles. A lot of the vehicles are commercial vans rather than private</p>

<p>5) Resident objection</p> <p>6) Resident objection</p>	<p>vehicles. We need a solution to be provided for the area whether that be an arrangement with the hotel to allow local residents to park for free or not I don't know. The provision of 8 flats also being built at the junction of Pangbourne Street and Oxford Road will only make the situation worse. I [REDACTED] would like to be able to park close to home [REDACTED], however that is virtually impossible now with losing the space for 8 vehicles. Regards</p> <p>5) I would like to raise my objections to the proposal for parking restrictions at Ledbury Close.</p> <p>6) I [REDACTED] already find it difficult on occasion to find a parking space, due to many people who do not live in the street parking their personal vehicles plus large work vans here. [REDACTED] This in turn has led me to have to park across the road which you are wishing to make 'no waiting' leaving me with no parking space. I was looking forward to parking permits being a possibility in 2019 in the hope it might help the situation. To now hear that a number of parking spaces are going to be taken away is really disappointing.</p>
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Street	Objections/support/comments received.
MA2_Pinewood Drive	<p>Summary of responses: Objections - 3, Support - 2, Comment - 0, Mixed Response - 0.</p>
1) Resident objection	<p>1) Good Afternoon we live in [REDACTED] pinewood drive. the house [REDACTED]. we have had never had an issues with people parking in this area and have to ask why has this waiting restriction review proposal been submitted? to restrict parking in the proposed area as per drawings would cause visitors to our house a problem in terms of parking in the short to medium term. also when [REDACTED] will not be able to park outside our home or in area close by. also what will it potentially look like? to mark the road with any sort of coloured line would undoubtedly affect the look and the character of our house and the other residents in this quiet cup de sac. again we have to ask why this proposal has been submitted?</p>
2) Resident objection	<p>2) have been a resident of Pinewood Drive for [REDACTED] and in all of that time I can not recall any incidents where access to Pinewood Drive has been materially affected by vehicles parking in the area proposed to be 'No Waiting At Any Time. Occasionally we have to walk round vehicles that park half on, half off the pavement but these are the exception, not the rule and normally associated with workmen working on properties in Pinewood Drive or infrequent visitors to homes on the street. Whilst our house [REDACTED] space for 3-4 vehicles this is not the case for other properties in Pinewood Drive and the introduction of parking restrictions will materially inconvenience those properties on a regular basis, [REDACTED] in my opinion the benefit of removing a very infrequent, low level</p>

<p>3) Resident objection</p>	<p>inconvenience where vehicles occasionally park in the proposed restricted area is totally outweighed by the frequent, material inconvenience which would be caused to residents of Pinewood Drive through the removal of the ability for visitors to park in a considerate manner in the proposed restricted areas. I would therefore ask that the "No Waiting At Any Time" restriction is not introduced on Pinewood Drive.</p> <p>3) I have lived in Pinewood Drive [REDACTED]. At no point in that time have I ever considered that double yellow lines are necessary for this street. That is still my view. I am vehemently opposed to this unnecessary proposal for the following reasons: There is no evidence (nor has there ever been) of anyone parking in this street in order to use the shop or the bus stop for travel into town. There is no abuse of the street for parking by persons not living in the immediate vicinity. The only vehicles that park on the road from time to time are those of delivery drivers, persons providing services (telephone, water etc) to the residents and private visitors to those residents. Any on-street parking is short-term in nature and of very little (if any) inconvenience to anyone. I am very lucky in that I live in a house that [REDACTED]. Others in the street do not have that advantage. I am absolutely opposed to causing unnecessary inconvenience to other residents in the street and their visitors from time to time (who may include elderly persons or young children) by forcing them to find alternative parking on Conisboro Avenue, or further afield. The painting of road markings on such a small side road as this one would be very detrimental to the street scene. They would simply be unsightly, an unnecessary eye-sore. Bright yellow lines and other road markings are necessary for busy roads, town centres and so forth with high traffic volumes. They are not necessary for quiet little residential cul-de-sacs such as this. In a time of very constrained public budgets, this would be an extraordinary waste of valuable council budgets and resources. Much better to spend the money on improving cycle safety throughout Caversham and Reading. Any painting of double yellow lines in the proposed locations in Pinewood Drive would simply result in either or both of: more parking obstruction on Conisboro Avenue where it could potentially result in more inconvenience and danger for road users as well as more inconvenience to residents of Conisboro Avenue. It is also noted that Conisboro Avenue is a bus route and the bus is often held up here temporarily for inconsiderate or excessive on-street parking as the situation currently stands.</p> <p>b. on-street parking obstruction on dropped kerbs etc to driveways of residents in Pinewood Drive causing genuine and regular inconvenience and delay. Enforcement. A few years ago, the Council painted double yellow lines around the junction of Conisboro Avenue and Uplands Road. I supported that decision and believed it to be very sensible, given the level of traffic to the corner shop (Conisboro Stores) and the related amount of parking that contravened the Highway Code for parking near a road junction. However, without enforcement, the yellow lines are often pointless as they are simply ignored by many, 'just popping into the shop for a few minutes' or result in people parking in dangerous places such as the western side of Conisboro Avenue directly opposite the junction with Uplands Road. The relevance of this point, is that double yellow lines in Pinewood Drive would become substantially pointless if not enforced. The cost of enforcing the double yellow lines would obviously be an utterly</p>
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	ridiculous waste of the Council's budget. Please do not proceed with putting double yellow lines in Pinewood Drive. It is attempting to solve a problem that does not exist and would result in material inconvenience to others and would be an everyday eyesore on a pretty street scene. Please save the money and invest it in the very many, much more worthy demands on the Council's budget in Reading.
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Street	Objections/support/comments received.
NO2_Drayton Road	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, objection	1) To whom it concerns. I would like to register my objection to the proposal as it directly effects accessibility to our property [REDACTED] in Drayton Road. I have attached some notes* to explain my objection, and my suggested modifications. Yours Faithfully

***Notes can be found at the end of this report**

Street	Objections/support/comments received.
PE1_Fraser Avenue	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, support	1) [REDACTED]We have looked at the notice and studied the map. Whilst in agreement 'in principle' with the proposal, it is unclear where the restrictions finish - ie do the restrictions go past our property such that our driveway and the place we park our 2nd vehicle is within the restrictions? From our study of the map we believe this to be the case and would therefore like to ask what consideration is given to residents facing potential new restrictions which affect their property and where they park their vehicles in this proposal? We would welcome the opportunity to talk to you please. Apologies, but please could I add a point to my previously raised point? [REDACTED]I have written in before asking for double yellow lines because of people who park inconsiderately on the junction. This can be delivery drivers, utility vehicles, and people parking to visit Clayfield Copse. the effect of this is that the junction is dangerous [REDACTED] because it is awkward and unsafe to leave our driveway and also because they block our driveway or park right in front of it. When challenged/questioned, people aren't always kind and see the effect on us they cause and there has been upset in the past [REDACTED] We have also had SGN/electricity/Thames Water vehicles park inconsiderately to us (along similar lines to delivery drivers). And also the Police - but we didn't mind them as they were kind and pleasant. The point I have already raised is what consideration will be given to residents under these proposals who have more than 1 vehicle and a driveway that cannot accommodate both vehicles. [REDACTED] If this proposal is brought into force without consideration to residents and their parking, [REDACTED] have also telephoned into your offices to express our concerns, although in principle we agree with the proposal it is the consideration to residents that causes our concern. We look forward to hearing the outcome. Best wishes

Street	Objections/support/comments received.
PE3_Kingsway Road	<p data-bbox="528 217 2141 288">Summary of responses: Objections - 2, Support - 1, Comment - 0, Mixed Response - 0.</p> <p data-bbox="226 328 416 400">1) Resident, support</p> <p data-bbox="584 328 2141 400">1) I think there needs to be a conversation with schools near all of these areas. I also think that enforcement will need to be out to support any changes made.</p> <p data-bbox="226 440 416 512">2) Resident, objection</p> <p data-bbox="584 440 2141 1150">2) Hello, I am writing to object to the plan to introduce the "No waiting time" on Kingsway with its junction with Illingworth Avenue to a point 41 meters west of that junction. I see no benefit in creating parking restrictions within a residential area. Currently around 5 cars and 1 van regularly park along that stretch of road. If you create a "no waiting" zone along that stretch it will result in those vehicles simply parking elsewhere, and that elsewhere will be Illingworth Avenue. As a resident of Illingworth Avenue we already have those who live on Kingsway regularly parking up our road, meaning we have less space for visitors to park and making it increasingly difficult to get into our driveways. If you remove that stretch of parking on Kingsway, what do you think will happen to those 6 vehicles? they will not simply disappear, they will be moved to Illingworth avenue, making life even more difficult for its residents. If you are going to create a "no waiting" zone along Kingsway then I would like to receive funding for my driveway to be converted from one parking space to 2, making access to my drive easier and adding a space for my visitors to park as the road will be filled with those from Kingsway who are no longer able to park. Please consider the implications to those in the surrounding roads if you make that stretch of road a no waiting zone. The cars that currently park there on a regular basis are not just going to disappear because you have added a parking restriction, they are going to be moved elsewhere, impacting on the surrounding roads. There is simply no benefit to making that stretch a no waiting zone. If you want to make anywhere a no waiting zone make the junction between Kingsway and Caversham Park road a no waiting zone, people frequently park there making it lethal to enter and leave the junction, at least that would have a positive impact. This however as far as I can see, has none.</p> <p data-bbox="226 1190 416 1262">3) Resident objection</p> <p data-bbox="584 1190 2141 1519">3) To whom it may concern, I am writing to object to the plan to introduce the "No waiting time" on Kingsway, Caversham Park Village with its junction to Illingworth Avenue. I can only see a negative impact to you implementing these changes. Whilst I appreciate that there are cars that regularly park there, instead of using their own driveways, if you go ahead with it, you will only create further problems for residents of Illingworth Avenue and the roads off of it. As a resident of Illingworth Avenue, I often have problems getting in and out of my driveway, and if you go ahead with your plan, it will just get worse. In the past, I have spoken to a resident [REDACTED] in Kingsway, where you intend to make the changes. [REDACTED] has a [REDACTED] parked outside my house, I cannot get out of my drive, which has a dropped curb. Also, if a van parks opposite my house or cars park too far away from the</p>

	<p>curb, lorries are unable to get around the corner into or out of Kirkham Close, this includes your dustbin lorries. It forces them up onto the grass verge as there are no pavements, which is very dangerous, as the driver may not see the person waiting on the verge. In the past, lorries have also driven into my planters and into my fence post whilst trying to turn out of Kirkham, navigating a vehicle parked opposite. By making these changes, you will be forcing people onto our street and as we, the residents, rarely find a spot to park as it is, where do you think the people from Kingsway will park? Clearly on Ilingworth Avenue! I cannot stress enough how dangerous this will be for us and the children that play around here, and all it will be is “an accident waiting to happen”. If you wanted to make changes, the best place to do that would be as you come off of the main Caversham Park Road into Kingsway. There are regularly cars parked just on the entrance, making it very dangerous when entering or leaving Kingsway. I hope you will consider my appeal.</p>
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Street	Objections/support/comments received.
PE5_Ruskin	<p>Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.</p>
1) Resident support	1) Very necessary!
2) Resident support	2) Cars parked too close to the top of Ruskin obscure visibility around a sharp corner and can hamper queueing for the traffic lights.

Street	Objections/support/comments received.
RE1_Corbridge Road	<p>Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.</p>
1) Resident, support	<p>1) To whom it may concern, I'm responding to the consultation about double yellow lines on Corbridge road bus stop. I do sincerely hope this will happen as the buses are parking [REDACTED]- not at their allocated stop-[REDACTED] The no.5 buses are so frequent and every couple of minutes [REDACTED]buses run 24/7.[REDACTED]noise nuisance[REDACTED] It's unbearable and something needs to be done ASAP. I have a lot of evidence to support my claim. I look forward to hearing from you soon and hope you will look into this. Kind regards</p>
2) Resident, support	<p>2) Let's hope it's not going to be like all the other projects in Reading, you do your best to improve things, but no maintains, no point putting down yellow lines and then not in forcing penalties for the law breakers.</p>

Street	Objections/support/comments received.
RE2_De Beauvoir Road	Summary of responses: Objections - 8, Support - 6, Comment - 0, Mixed Response - 0.
1) Resident, objection	<p>1) I would like to object to the proposal on altering parking restrictions in De Beauvoir Road. [REDACTED] I have been struggling for years to park my car after coming back from work. This is most usually the case because there's quite a few visitors parked on the road. This proposal will not only not resolve the issue but actually exacerbate it. Visitors who would normally park their cars on both De Beauvoir and Carnarvon Roads, will now be left with the option of only parking their cars in Carnarvon Road. What consideration has been given for the residents of Carnarvon Road? Honestly, it feels like the people that raised this alteration only considered De Beauvoir Road and gave zero consideration about the neighbouring roads and the effect this change will have on them. But here we are discussing altering the parking restrictions on De Beauvoir and Carnarvon Road while Eastern Avenue remains literally empty of cars all year round. Let's try and optimise the two busiest roads in the neighborhood while there is a road adjacent to them that is completely empty and would take the pressure off both Carnarvon Road and Junction Road. I'm sure you'll have a ton of reasons why changing the Eastern Avenue permit cannot happen but the fact remains. Eastern Avenue is empty all year round. Maybe focus your efforts on fixing that? Or at least make both De Beauvoir and Carnarvon Road permit holders only so visitors are excluded from both? The proposer's incompetence is monumental. I urge the council to reconsider their proposal. You do not have my support and if you make my parking life worse than it already is I'll make sure to remember that in the next local elections.</p>
2) Resident, objection	<p>2) I disagree with the proposed plans. [REDACTED] if there is only permit spaces on De Beauvoir then all the visitors to houses on that road will park on my road which already has too little spaces. It's bad enough for me to get a space when I get home from work as it is and your plans are going to make it ten times worse.</p>
3) Resident, objection	<p>3) While I support the introduction of restricted parking I would prefer that you make it a timed resident permit zone rather than 24 hour. [REDACTED]</p>
4) Resident, objection	<p>4) [REDACTED] I'm aware of parking problems in this area and to our permit zone and cannot object strongly enough to making De Beauvoir permit only as this will have a massive impact to the parking on Junction and Carnarvon Rd. The option you are proposing will shunt more cars onto these 2 roads and in</p>

<p>5) Resident, objection</p> <p>6) Resident, objection</p> <p>7) Resident, objection</p> <p>8) Resident, objection</p>	<p>doing so you are not solving the problem of parking but creating a huge one in these two neighbouring ones. I believe that Junction and Carnarvon should also be made a permit only zone. We have already lost the ability of being able to park in a section of Eastern avenue which is empty of cars most days and a complete waste so this makes having more visitors cars on our roads very worrying. But failing this option 2 of the proposals would be the best one for all concerned.</p> <p>5) I object on the grounds that restricting parking along the entire length of De Beauvoir Rd to permit holders at all times without changing restrictions on adjoining Carnarvon Rd and nearby Junction Rd[REDACTED] will simply encourage waiting short-term visitors to park on the other nearby roads, therefore simply shunting the issue onto other roads rather than dealing with the underlying cause (which is the number of vehicles needing or wanting to use the streets for parking, not where they can park).As this proposed change was stated as being initiated due to the concerns of a handful of residents with people using the northern sections of De Beauvoir and Carnarvon Roads to park to visit shops on Cemetary Junction, I don't see how changing the restrictions along the entire length of De Beauvoir Rd would tackle this problem. If you want to restrict people using the streets immediate to Cemetary Junction to park in then restrict waiting in those immediate areas (the northern ends of De Beauvoir and Carnarvon) instead of restricting the entire length of one road but with nothing on other one.[REDACTED] Nothing outlined in the WRR2020 does much, in my opinion, to tackle the underlying issues with parking in our area.</p> <p>6) Regarding the proposed changes to parking regulations in the De Beauvoir /Junction and Carnarvon Roads area - I would prefer Option 2 of the previous suggestions - i.e removing visitor parking at the bottom of De Beauviour Road (London Road end) rather than for the whole road. In my opinion this would put even more pressure on parking in Junction Road.</p> <p>7) I am happy with the current road parking and the 2-hour slots, i object the other option</p> <p>8) We have no permanent car but we have frequent need of parking for short periods. This proposal would effectively mean that the 'have cars' own the street and we would not be able to function. For instance, we had to move in very quickly (arranged 2 days prior) owing to the virus and there was no visitor permit available at the house in De Beauvoir Road we were moving into. I tried several times to get through to the council but could not get through. The proposed rules would have made our task impossible. I also have a lot of deliveries - drivers will not want to complete a permit for a 2-minute dropoff so what do we do then? It will all become overly bureaucratic and restrictive. And why shouldn't people use the parking spaces if they are empty and they are staying only a short while? If there are 10 permit spots all empty all day, why shouldn't others use them? If people want off-road parking or their own private driveway then they should buy a house that has that and stop trying to</p>
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<p>9) Resident, support</p>	<p>force others to live with fewer rights and freedoms. We pay our council tax too and should have the right to use the road and parking. WE VOTE STRONGLY TO LEAVE THINGS AS THEY ARE</p> <p>9) I strongly support making De Beauvoir Road permit only for a number of reasons:De Beauvoir Road is different to the surrounding roads as it is an access road from the London Road to the Redlands area, so has significantly higher traffic footfall. This consequently results in much more non-permit parked vehicles on De Beauvoir Road, than either Carnarvon Road and Junction Road. De Beauvoir Road is used frequently by non-permit vehicles than surrounding roads due to access to shops at Cemetery Junction (on the London Road end) and the Co-op and Café Yolk on the Erleigh Road end. Introducing a restriction of 8am-8pm 2 hours only will not solve the parking issue, as residents are usually home before 5 or 6pm, which is when they want to find a parking space. Additionally, [REDACTED]traffic wardens, they do not largely enforce along the street beyond 7pm. Ultimately this makes the permit only parking beyond 8pm unenforceable. Compared to surrounding streets, De Beauvoir Road only has 1 side of the road with parking bays, nothing else, and consequently has much less space for residents. Despite having terraced housing on both sides of the road. Neighbouring streets have driveways on one side, or single yellows with parking from 6.30pm till 8am. Consequently De Beauvoir Road has far fewer parking options than neighbouring streets, but for the same amount of residents. Due to the above points, I strongly believe that the only way to solve parking issues on De Beauvoir Road is to make it permit-only parking.</p>
<p>10) Resident, support</p>	<p>10) [REDACTED], it has become noticeably harder to find parking over recent years. I believe that changing the parking to permit-only is the best way forward and strongly support the proposal. Any parking restrictions more relaxed than 'permit-only' will not go far enough to help the residents on De Beauvoir Road.</p>
<p>11) Resident, support</p>	<p>11) I support the proposal. There is not enough parking on the street and permit only parking will help address this and protect the residents. De Beauvoir Road in particular struggles with parking as people use the street to go shopping in Cemetery Junction and using cafe Yolk. There is also more people per parking space than on any other streets nearby. Other streets either have private driveways or double-sided parking. De Beauvoir Road does not have this. Any other form of parking restriction will not do enough to solve the serious lack of parking. This is why I support the permit only parking proposal.</p>
<p>12) Resident, Support</p>	<p>12) Remove the visitors' hours from the London Road end of Carnarvon Road to make it less convenient for non-residents to park to visit the shops at Cemetery Junction.- time-limit the visitors' hours at the Erleigh Road end of Carnarvon Road so visitors can only park for free without a permit for up to 2 hours between 8 AM and 8 PM. We constantly have people parking to go to the shops[REDACTED]multi occupancy houses on this stretch of the road that is almost 50%. [REDACTED]This needs to be looked</p>

13) Resident, Support	into urgently. Also less than 50% of these are actually registered as HMO's.
14) Resident, Support	13) Option 2 Permit holders only from 1 - 25 Debeauvoir Road and 2 - 26 Debeauvoir road. Too many shoppers parking on this end of Debeauvoir Road and the top end. Never able to find a spot. Permit holders only between 8pm and 8am on the rest of the Road. We have put so many complaints in about the parking over the last 3 years and its now time something changed. We have Particularly complained about the lack of traffic wardens so with these new restrictions in place we do sincerely hope this will improve otherwise there is no point in changing what already in place. 14) I agree with making De Beauvoir Road permit holder only - there are not enough spaces to share with temporary parkers. Also, increase the number of speed bumps and pave the road, marks out the spaces better as people are racing through the street.

Street	Objections/support/comments received.
RE5_Elmhurst Road	Summary of responses: Objections - 3, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, support	1) We are very much in favour of the new proposed parking restrictions in Marlborough Avenue. I just want to check the existing white lines in front of the garage doors on the side where there will be "no waiting", will be preserved.
2) Resident, objection	2) The existing parking arrangements are quite adequate for most of the roads residents. These proposals have been put forward to satisfy the concerns of a minor of residents who don't want to use guest parking vouchers for their visitors. The proposals put forward leave the road very open to non-residents at weekends - Marlborough Ave will now be at the mercy of visitors to the University who are looking for a free place to park. I also note how the parking bays that are proposed for relaxation cut across a number of driveways and garages - this is likely to cause problems for those residents at weekends if visitors can park in front of them. All in all this seems like an idea that satisfies a few of Marlborough's residents but will leave the majority worse off. This proposal should be voted down please.
3) Resident, objection	3) I don't think this plan is needed. Most residents are quite happy with the current parking bays and times. I know there are some residents that want to change it but I am not one. I don't want students and nurses parking all over my road like they used to. I am not happy that this new idea has been pushed through by a few residents who live at one end of the road and that the rest of us just have to do what they say. I don't think this is fair. I want to keep my road for residents only and visitors need to

<p>4) Resident, objection</p>	<p>use a ticket just like they do already. I don't like this new plan and I don't want the parking to be changed. Please don't change it as its good the way it is now.</p> <p>4) Why are the council doing this? I think the parking on Marlborough is fine how it is. I like my road nice and quiet and I don't want lots of other people parking outside my house. Please don't change anything on Marlborough Avenue.</p>
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Street	Objections/support/comments received.
<p>S05_Silchester Road</p>	<p>Summary of responses: Objections - 1, Support - 0, Comment - 1, Mixed Response - 0.</p>
<p>1) Resident, objection</p>	<p>1) [REDACTED]. I'm very familiar with the issues that have given rise to this proposed change to the parking restrictions in Silchester Road - congestion, obstruction of driveways and damage to the grass verges. My experience is that problems over parking arise mainly, if not exclusively, at the beginning and end of each school day, i.e., not at weekends and not in the holidays. Therefore to have permanent a restriction of 'no parking at any time' seems excessive to me. [REDACTED]I would like to suggest that, instead of placing the restrictions on both sides of Silchester Road, they should be on the North side only, to stop the problem of driveways being obstructed at certain times of the day and to preserve the grass verges, as it is on this side of the road that the majority of the damage to them has occurred. This would leave the South side unrestricted, as it is now, and available to local residents to use for their own or their visitors' parking at all times. (To have restrictions in place outside school times seems unnecessary to me.)I hope these observations are useful and that they will be taken into consideration.</p>

Street	Objections/support/comments received.
<p>T11_Beverley Road</p>	<p>Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.</p>
<p>1) Resident, support</p>	<p>1) With regard to the proposed Restrictions at the Tee section of Beverley Road we FULLY SUPPORT proposal.[REDACTED]this Junction has never been more dangerous than at present. There is nightly parking directly across the Junction causing severe hazard and in the past Thames Valley Police have moved vehicles. In fact, I would recommend EXTENDING the 25m section to be longer say 30m as this would benefit traffic turning.[REDACTED]for safety please go ahead with our full support.[REDACTED]</p>

Street	Objections/support/comments received.
<p>T12_Elvaston Road</p>	<p>Summary of responses:</p>

1) Resident objection/comment	<p>Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.</p> <p>1) Closing these roads from parking down will leave multiple homes with nowhere to park in an already poor situation increased during a period of lockdown when people are at home and being told to stay inside. Notification is not clear as to what roads are being closed, poor representation will leave residents confused as to what roads are expected to be closed. Should be represented on a map to allow fair review. Unless cancelled or parking for residents created within sensible distance, Reading council will yet again be proving they just want to penalise people and obtain income through fines.</p>
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Street	Objections/support/comments received.
TH2_Hemdean Road	<p>Summary of responses: Objections - 25, Support - 4, Comment - 0, Mixed Response - 0.</p>
1) Resident objection	<p>1) I'm writing to strongly object to the proposals at Hemdean Road to introduce a No Waiting Time to a 218m section of the road. As a resident, this would cause issues for myself and many neighbours with car parking and cause more cars to park on the opposite side of the road especially during school times. I'm not aware of any issues currently with the existing markings/restrictions, which had not prevented access for traffic including buses - if not broken don't fix it! I would rather the money is spent on reducing the speed limit to 20mph for the whole road.</p>
2) Resident objection	<p>2) Thank you for considering the parking and driving situation in Hemdean Road, ref PT/016105 As a resident I would like to object however to your proposals. Losing any waiting and parking space will be highly impractical for us residents as we often use this side of the road to park, offer parking spaces to the postman/ delivery drivers and guests (post Covid!) Taking this away feels like a huge restriction. [REDACTED]now worried about where to park our car. [REDACTED]It just throws up chronic problems for residents. On another note, very worried about the speeding of cars if the road becomes empty. Especially around the corner of the bus stop. At the moment parked cars break the speed of cars. It would have to become a 20 mile road to secure the safety of children living there as well as children walking to school.I think there is one small area that is problematic in terms of parking and pavement obstruction which is next to Oakley Road. The pavement there is always blocked so maybe you could add a yellow line there. Other than that I don't see which problem you are trying to address.Thanks for all your efforts, and hope you reconsider your view points.</p>
3) Resident objection	<p>3) The lack of parking spaces available (even to parents on the scho run) is evident already. To force residents to park miles away is just unfair and clearly a lack of thought has gone into this strategy without surveying the residents on the road. Please do not go through with this.</p>

4) Resident objection/ comment	4) [REDACTED]they park on the road behind my car. If this was not available they would have to walk for some distance. I have no objections to making it no waiting at school drop off and pickup time and just to have the very end no waiting near the Oakley Road roundabout.
5) Resident objection	5) The bus route carries 2 - 3 persons per bus... because public transport is now a significant health hazard those at high risk from corona virus. Therefore a car is absolutely necessary to attend vaccination, hospital and doctors appointments. Caters attending houses need parking outside the property. A car is now an essential life saver to those working who have to travel to work and avoid the same risk to their health from public transport reduced social distancing. These are facts not suggestions. Public transport use must be minimised on recommendations of national government and the NHS. There are a number of disabled residents in the toad who need their cars outside their house for access with minimal contact to others and to preserve social distancing. Deliveries to properties for essential food and supplies is now critical. We do not want someone who does not live in Hemdean road telling us how to live our lives.
6) Resident objection	6) I would like to object to the proposal to amend parking restrictions on Hemdean Rd on a number of grounds. The purpose and benefits of this proposal have not been clearly or adequately explained. I do not see how this proposal is supposed to alleviate a problem when it only covers parking on one side of the road and not the other. This has not been explained adequately and appears arbitrary rather than evidence led. Insufficient evidence has been presented as to why this proposal has been made. As one of the residents affected by this change I have not been consulted prior to the proposal being made. And anecdotal evidence suggests that none of the other neighbours affected has been spoken to about it either. If the purpose of the proposed changes is to alleviate an issue, then it would be better to have the courtesy to take the time to actually engage with the residents affected prior to submitting proposals which are then posted on an A4 sheet of paper on a sign post. This does not allow residents with a visual impairment or other disability, an adequate method of being properly informed, engaged and consulted about the process. There is a link to the RBC website but not all of the residents affected have access to the internet. My [REDACTED] neighbour does not have access to the internet and is therefore unable to fully engage in this consultation process. This process therefore discriminates against people who are unable to engage in the proposal by not making other methods to respond readily available. The response time limit given for the consultation is totally inadequate for people who have to receive information and send responses to the proposals via a method other than via the internet. This again discriminates against them. I live in a property which has a sign post outside it. If I am no longer going to be able to park outside my house I will need to park in my what is currently my front garden. To do so I will need to have the sign post moved. I would not expect to have

<p>7) Resident, objection</p>	<p>to pay to have this sign post moved, and would fully expect RBC to pay and arrange for this to be done should this proposal go ahead. This seems only fair and reasonable to me. If I am no longer going to be able to park outside my house I will have to pave over my front garden and have the kerb dropped. This is going to be an expense to me which I cannot afford. And it is damaging from an environmental perspective. Residents will be reluctant to park on the other side of the road for several reasons - firstly there will be great demand for spaces but limited availability. This will cause strife amongst neighbours as they vie for spaces. Residents will also be wary of having to cross the road when having to bring young children into and out of the car. Can you please provide all evidence, including the decision making process and research which has preceded this formal proposal being made. I would also like to make an FOI request for this information so that it may be made readily available for residents to inspect via the RBC website - for those residents who have access to the internet. Kind regards</p>
<p>7) Resident, objection</p>	<p>7) Hi there, Whilst I can see something needs to be done about the traffic challenges on Hemdean Road I don't believe the proposed solution will actually help. My first observation is that you haven't stated what you are trying to achieve or why you are proposing these changes. I imagine the approach is designed to assist the bus in getting up the road? This needs more clarity. The second observation is, regardless of what you do enforcement is actually the challenge. People just ignore the current yellow lines at school drop off and pick up time at present. More yellow lines won't help. My third observation is, I agree that traffic calming measures need to be put in place. I believe your proposal will actually increase speeds on the road as people will have a clearer run through, thus making it more dangerous. Can you provide more details of what the changes are designed to do. We have a group for the road and are happy to have a meeting to discuss this properly. Thanks</p>
<p>8) Resident, objection</p>	<p>8) I am a resident of Hemdean Road and wish to object to the consultation ref PT/016105 for two reasons. Firstly and generally the Statement of Reasons covering all parts of the borough is extremely vague and does not make a compelling argument for placing additional restrictions and changes upon each of the areas included in the consultation relative to other areas in the borough. Statement of Reasons: The introduction of restrictions and changes to existing waiting restrictions is necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. While I fully support avoiding danger to persons and other traffic using the roads, this is a blunt objective and I cannot understand how it can be the reason for imposing the specific restrictions proposed. You could equally apply this reasoning to restrict waiting, etc., on all roads and indeed use of motorised transport more generally. As such you are not treating all residents fairly and instead placing an unfair burden and inconvenience on an unfortunate few. You need to be more specific in your rationale for the proposal, so we can understand whether the proposal meets the objective. Secondly I wish to object to the one specific consultation, namely "Hemdean Road, West side From its junction with Oakley Road to a point 218 metres southeast of that junction.". I live</p>

<p>9) Resident objection</p> <p>10) Resident objection</p>	<p>[REDACTED] and do not find it particularly dangerous even relative to other sections of Hemdean Road. In fact I find the section from Hemdean Hill to Victoria Road, and particularly between Hemdean House School to Victoria Road, to be more dangerous than this section of road. Furthermore the proposed restrictions would inhibit the enjoyment of my property as deliveries and visitors would not be able to access my property conveniently if they arrive by vehicle. There is insufficient parking on one side of the road for all residents of both sides currently. More importantly it would increase the number of pedestrians in the road by making them cross to get to their cars. It would also likely push parking to Oakley Road, which is a narrower road with faster-moving traffic and more dangerous. These issues would more than offset any benefit of the proposed plan. A better solution in my opinion for this road would be to apply a 20 mph limit from Oakley Road to Hemdean Hill. Certain residents have mentioned in our local Facebook and Whatsapp groups that there is an issue with parking during the school drop-off times. This is neither the subject of your consultation, nor does your solution address it specifically (being to restrict waiting from 8am to 5pm). I would be happy to share views on this should it become a part of a future consultation. Kind regards</p> <p>9) When our elderly grandparents come to visit, there is nowhere else for them to park except outside our house. If these restrictions are put in place, they will not be able to see their visually impaired daughter or grandchildren.</p> <p>10) The proposed parking plans for Hemdean Rd to Oakley Rd are over-restrictive and excessive for residents who live along that section of road, preventing their visitors from being able to park in daytime, and hampering pickups and deliveries all day. There will not be sufficient space for this activity on just 1 side of the road impacting residents considerably on enjoyment, amenity and serviceability of their properties. It is also of concern the knock on impact the measures will have with parking in surrounding roads that already have an issue with parking. The council have not been clear in this "consultation" what they are intending to achieve with the restrictions. If it is to try to prevent the school gridlock and parking issues, then waiting restrictions could just be for a short period around those busy times of the day for say 30-45 mins at most as this will address the congestion then but it certainly need not apply all day. Residents moved to properties near to the school on understanding there would be a little disruption in week days around school start and end times (these are tolerable and not an issue for us) but we did not expect nor want such draconian parking and waiting restrictions to be in place. The restrictions will create a severe parking problem as only one side of the road will be available for day time parking, when currently both sides are needed. Also, we consider it will make cars travel faster along that stretch of road since it will be clear and encourage impatient drivers to speed. We also consider very little attempt has been made to bring these proposed restrictions to the attention of residents. Details could have been posted in affected houses letterboxes very easily but this was not done, some notices are now attached along the road but only recently, as far as we are</p>
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	<p>aware. In addition the information about Hemdean Road plans is completely buried amongst a host of other proposed measures around Reading, and so very confusing and easily missed and misunderstood. Much more effort should have been made to alert residents in Hemdean Road of the Council's plans risking them being adopted without full and informed consultation. We would be in favour of leaving roads exactly as they are, but if restrictions are considered necessary to bring some order at busy school start and end times then restrictions should be weekdays, term-time and last no more than 45mins at those 2 times only, (commencing 8.15 and 3pm) minimising impact on local residents.</p>
11) Resident objection	<p>11) I object to the length of the no waiting zone. It would be understandable to introduce one near Victoria Road and another by the Rotherfield Way roundabout but these should be roughly 4-6 cars long and not the entire length of the road. I live at one of the houses covered by the proposed changes and I do not have an issue with parents using the curb outside of our house. I'm also concerned that if there are fewer cars parked on the road then drivers are more likely to speed and that delivery drivers and tradespeople will not be able to park.</p>
12) Resident objection	<p>12) I've tried ringing both phone numbers on the notice, but unfortunately have not received an answer or a call-back from one (after leaving a message), and on calling the second I was advised that they couldn't answer my question: namely, why and on what basis is this measure being proposed? There isn't any justification in the proposal documents, and without this it is difficult to understand any legitimate purpose behind the proposals. Without the answers to this question I feel I have to submit an objection, which I have detailed below, along with suggested modifications if indeed some restrictions are legitimately required (although, as I note, I have not seen the justification or evidence for why they are.) For context, we live in this proposed "no waiting at any time" zone, in a terrace on the west side of Hemdean Road. (I assume given the lack of mention of it that there would be no exemptions, residents permits etc., as have been used elsewhere on Hemdean Road, to at least enable residents to be able to park across their own driveways...)- Whilst there are always residents' cars parked on the western side of Hemdean Road here, and I agree that there are some generic and low level risks posed by cars parked on roads, I wasn't aware that there were any serious, significant, or abnormal problems in this area being caused by the parked cars to either pedestrians or road users, nor of a large number of accidents or near misses. Even though residents do park cars half on the pavements, the pavements are generally relatively wide, and this style of parking eases potential problems with traffic flow by widening the road, making it wider than it is in many places further down Hemdean Road - even with buses and relatively heavy traffic using the road, things always seem to get through fine (the greatest risk of jams tends to be when buses take the mini roundabout and they get the corner wrong and have to reverse, or when other road users do not give them enough space to make the tight corner - nothing to do with parking on the road.) - In contrast I would suggest that the greatest traffic problem we have here is speeding - lots of people come round the mini roundabout on the junction with</p>

Oakley/Rotherfield and accelerate rapidly after the speed bumps, heading southwards, whilst others accelerate from the speed bumps by Caversham Primary School, speeding up to the roundabout. Removing parked cars from one side of this area will only serve to further encourage speeding on what is a densely populated residential street, which has families with children living in many of the houses, and many other families with children using the street to access the primary school and the recreational areas at Balmore Park and Buggs Bottom. As a result the speeding here is particularly dangerous, and it is clear to me that this issue will get significantly worse without parked cars hindering and discouraging them. Of course alternative solutions, other than parked cars, should be introduced to combat the speeding, e.g. traffic calming chicanes with give way signs (which the parked cars currently serve as), more speed bumps, more severe speed bumps, or a speed camera. The proposed parking restriction measures will cause the opposite, making the speeding problem worse. Prior to any change I feel a proper traffic survey with a radar gun should be carried out to assess the current level of speeding, and the locations of incidents of speeding relative to parked cars noted. - Most of the houses on this western side of the road, at least at the northern end, are terraces, and as such have very limited off-road parking - most only one space, and several houses none at all. Removing all roadside parking would mean a relatively large number of cars needing to be parked elsewhere in the vicinity, where they would cause difficulties for other Caversham residents and traffic - this change would simply be moving any problems elsewhere. At the same time this non-solution would seriously inconvenience residents in the "no waiting" zone, particularly any elderly or mobility-affected residents, or families with small children, which accounts for most of the properties. Residents would now have to walk some distance to and from their cars, carrying children, car seats, prams, shopping, bags, or anything else they need to move. Similarly any residents in this area who might have family or guests to visit, for instance to help with childcare, or tradesmen round to do work on their houses, would now need to ask them to park some distance away, again causing similar issues of accessing transport, and simply moving any (perceived) problems on Hemdean onto other roads, rather than solving them. - Whilst the proposed "no waiting at any time" zone on the western side of the road affects many terraced houses, the eastern side of the road opposite them has semi-detached houses with much larger drives, nearly all with a minimum of two off-road car parking spaces. If there is a genuine need to remove parked cars from the road here (which, again, I've not seen the evidence for), it would make far more sense to make this eastern side of the road "no waiting at any time" for the first 150 or so metres south of the roundabout, rather than the western side, as this will give the same outcome to the traffic flow whilst negatively affecting far fewer residents, since the terraced houses have significantly less off-road parking. Further along the road there are a number of maisonette flats on the eastern side, with semi-detached properties on the western - here it might make sense to switch the zone to the western side (as proposed) to allow the maisonette residents, who have zero off-road parking, to park. - Many residents park their cars with two wheels on the pavement - along most of the road this doesn't cause problems, as the pavement is wide enough for

<p>13) Resident objection</p>	<p>wheelchair-users/prams still to get through, and helps traffic flow on the road. This could be made "official" by demarcating lines on the pavement showing how far onto it people could park, to ensure enough space is left for pavement users. Admittedly at the very northern end of this stretch on the western side of the road, near to the roundabout junction, parked cars do cause an issue for wheelchair users/prams for about 10 metres of pavement, and I agree something could be done to address this. However, I don't believe this justifies restrictions for the full 218 metres proposed.</p> <p>13) I object to the proposed no waiting at any time on one side of Hemdean Road. Firstly the reasons backing this proposal are not mentioned anywhere. As residents who will be affected by such measures should be given the opportunity to clearly understand and view the reasons behind this proposal. It is quite disappointing from the council that they have not informed us with a letter explaining this proposal and one notification only has been signposted on one post before the Oakley Road roundabout. I was always under the impression that Reading Borough Council could do better notifying and informing its residents but this has not been the case. The proposal it's self is very restrictive and will impact greatly the residents of the area. Parking spaces will not be enough on one side of the road as there is already plenty of properties that don't have their own off road parking. As you are aware more and more people work from home meaning that cars do not move during the daytime creating insufficient parking spaces on one side of the road and impacting the serviceability and amenity of the resident's properties. Our visitors will be impacted as it will be extremely difficult to find a place nearby to park. Deliveries will be a big problem especially on heavy goods. Furthermore, I worry that such changes will also create a heavy traffic area with speedy driving something that the council should not overlook especially as schoolchildren use and cross this road. I generally disagree with these measures and believe that double red lines may be appropriate in areas of main roads and heavy traffic but this is a heavily residential area with a primary school on its doorstep where parking is an absolute necessity for some that live further away and will still need to drop and pick up their children from school. Myself and family and all residents I have spoken to object to the proposed restricting changes and will not be happy to accept these being adopted by the council without informing us the reasons backing this and giving us the opportunity to make our suggestions. I hope the above will be taken under consideration.</p>
<p>14) Resident objection</p>	<p>14) We park [REDACTED] near the Oakley/Hemdean Road roundabout, there are no other places we can park our car. The council can't block parking vehicles on Hemdean Road without giving residents proper notification! Where do you suppose we park our car in such case? Whoever come up such "brilliant" idea is totally lost touch with reality and not fit for office! Ridiculous, and there's no proper consultation - as owners in one of the house on Hemdean Road, we never receive this consultation until someone found out by chance and mass emailing knowing residents!</p>

15) Resident objection	15) Caversham Primary has a large number of kids with physical and educational special needs whereby the safety of getting children into school requires close access to the car from the school gates My sons [REDACTED] and access to school and the ability to get him to the school gates whilst managing other siblings - safely- due to his lack of road awareness relies on parking near the premises.
16) Resident objection	16) I am very concerned and worried about the proposed changes to street parking on Hemdean Road. This will lead to:A/ No access for Carers, Delivery drivers and many of the vital services that we rely on. We have [REDACTED] B/ speeding cars with the new proposed changes endangering pedestrians and in particular school children in Caversham Primary school. It is very disappointing to receive no reasons for this big change that will have a significant impact on our lives. Neither there was any attempt to reach out to residents or consultation on any changes. For example the Council could consider a limited change towards the roundabout opposite the bus stop, as this would likely make the biggest improvement with minimum impact on residents. I trust you would take this into consideration and engage with Hemdean Road inhabitants before imposing such radical change to the road and to our lives.
17) Resident objection	17) There are many residents with second cars which will make parking for parents very difficult, also for residents who may not be able to access their driveways if blocked in by parents dropping off children. And for special needs children who require access to the school and may have to walk further.
18) Resident objection	18) There will be nowhere for parents dropping and picking up children at school to park as the other side will be filled with residents cars. Residents will not have enough spaces to park as many don't have driveways. It will create large problems. I have [REDACTED] where it's already hard to find a space near the gates to pick up and drop off. This will make matters much worse as there are no disabled parking spaces anywhere. My [REDACTED]
19) Resident objection	19) We live on hemdean road. Some people don't have driveways and the other side of the road people with 2 cars will be using the very limited spaces. It will make accessing our homes very difficult and congestion else where.
20) Resident objection	20) There are little to no provisions for parking for the school as it is. The road can be a very busy dangerous one for crossing as it is, by removing the ability to park cars will drive even faster down this road. Residents without drives will have nowhere to park.
21) Resident objection	21) There is not enough parking if you remove it from one side of the street to will be worse.

22) Resident objection	22) There is a primary school on this road which already has very limited parking for drop off and collection of school children. This is in addition to the council/school not providing adequate measures for school children requiring more help and support at drop off and pick up (ie those with physical or mental difficulties). There are no dedicated spaces for these children's carers. Removing cars from parking along this road will encourage drivers to drive faster, which is a danger to the school children.
23) Resident objection	23) I strongly object to the proposal to limit parking along the west side of Hemdean Road. I live [REDACTED] where there are [REDACTED] and as such we require [REDACTED]. There is not enough space in the small driveway for [REDACTED], so I must park mine [REDACTED]. If this proposal goes ahead, I will have no where to safely park my car.
24) Resident objection	24) As a resident [REDACTED] of Hemdean Road and directly affected by this proposal, I would like to object on several grounds: The Statement of Reasons is too vague. It does not precisely state the nature of the problem, and so it is impossible to judge whether the proposal might be successful in solving it. If the perceived problem is parents parking to drop off children at Caversham Primary School, this is an issue that is known and accepted by residents (who communicate on the Hemdean Road Facebook and WhatsApp groups). It is only a problem at very limited times in the day, and imposing all-day no-waiting would be using a sledgehammer to crack a nut. It would be better to impose a time-limited restriction and issue unlimited parking permits to residents. Even then it will only push the school drop-off problem onto other streets such as Oakley Road or (even worse) Rotherfield Way. The real solution is for the Heights Primary School to relocate to Caversham Heights / Mapledurham, so that children are not travelling so far to school. A no-waiting restriction would cause incredible inconvenience to residents. Not all the properties on that stretch have wide drives on which to keep multiple cars, and some of the houses have no drive at all. Residents would have no choice but to park on other streets instead some distance away. More people would decide to concrete over their front garden, which is bad for the environment and water drainage. Many people are working from home at the moment, and some will probably be continuing to in the future, so it cannot be taken for granted that there will be fewer cars at home during the working day. If the Council wants to discourage car usage, it needs to make it easier for people, not more difficult, to leave their car at home. At least one of the residents operates [REDACTED] business from home with occasional clients on-site, and this would cause great difficulties for client parking. It would be almost impossible for postal and delivery drivers, which are necessarily very frequent at the moment (and this will only continue with the growth in online shopping). There is often no parking space available on the other side of the street, and vans would end up double-parking on the east side. If one side of the road is completely clear of parked cars, it will be too tempting for cars (and, even more dangerously, buses and lorries) to drive faster, so increasing the risk of serious or fatal accidents. In short, the proposal does not appear to solve any problems, but rather creates big problems of its own for the people who actually live on the street. It is not supported

<p>25) Resident objection</p>	<p>by any residents I have spoken to.</p> <p>25) The reasons given for this change are vague and non-specific and means a fully considered “consultation” is not possible. The statement “in the interests of safety or in response to demand” raises obvious questions that need to be provided as part of the consolation - what safety interests? And what demand has there been? And made by whom? This haziness also applies to the “quality” of the detail concerning the proposed changes which are staggeringly poor. Relevant details are buried deep with pages of other changes, with the actual nature of the changes being very unclear - the Consultation in Progress note states “No Waiting at Any Time”.....and yet the map suggests that the restrictions in Hemdean Road will be “No Waiting Mon - Fri 8am -5 pm”....or does it? The key bares no resemblance to the markings on the very inadequate map. Are these deliberately designed to be confusing/misleading? These points, together with the fact that affected residents were not informed of the specific proposals directly by post suggests that this change was wanting to be hidden and instead introduced by stealth - and so is duplicitous For residents, the proposals are over-restrictive, unfair and unnecessary, particularly given that the only real congestion times are around school start and school end times after which the traffic soon clears. This in no way warrants the proposed changes. The effect of any proposed No Waiting zone causes considerable concern regarding safety. The current situation means that cars are forced to slow down along the stretch of road proposed for change. Should the no waiting zone be introduced, cars will pick up speed as they pass Victoria Road and will accelerate towards the mini-roundabout at the Oakley Road junction as they know the road will be free from obstruction. This will be a very real consequence - cars do this currently at night - that will bring increased danger, not less. There are also concerns about being able to reverse into a driveway - this will be harder/more unsafe with the overall faster speed of cars. And will waiting for a suitable gap in traffic be permitted in a no waiting zone? The effect of the changes will force residents to look to only park on one side of the road and will create a severe parking problem not only in Hemdean Road that will also be felt as a knock-on effect in all-ready busy surrounding roads. In short, this proposal is erroneous, ill thought out, unwarranted and firmly unsupported by the residents.</p>
<p>26) Resident support</p>	<p>26) I look forward to hearing further information about the proposals. We are a family who would support sensible measures to reduce the "tyranny of the automobile" in our town, and are ourselves taking steps to reduce our car use, but we don't feel the proposed measure will aid this - it will simply make residents' lives less safe, less healthy, and more difficult.</p>
<p>27) Resident support</p>	<p>27) The junction between Hemdean and Oakley Roads is very dangerous with buses/vehicles and pedestrians using the area. I agree that parking should be restricted in Hemdean Road but this will only lead to displacement parking in other parts of Hemdean, Sheridan and other roads. It was only a couple</p>

<p>28) Resident support</p> <p>29) Resident support</p>	<p>of years ago that the current restrictions were put in place. I would suggest that the whole of Hemdean Road parking needs to be reviewed and time restrictions put in place to discourage displacement parking.</p> <p>28) There was a similar consultation a year or so ago concerning junction Hemdean/Oakley Roads. To which I responded saying there should be no parking on the west side of Hemdean Road close to the junction with Oakley. Despite this parking has been allowed and it is only luck that has avoided a serious accident. I fully support the plan to cease parking on the west side of Hemdean junction Oakley and beyond.</p> <p>29) It is difficult for buses to round the corner, cars park up on the pavement obstructing pedestrians. I do wonder where those houses will park however??</p>
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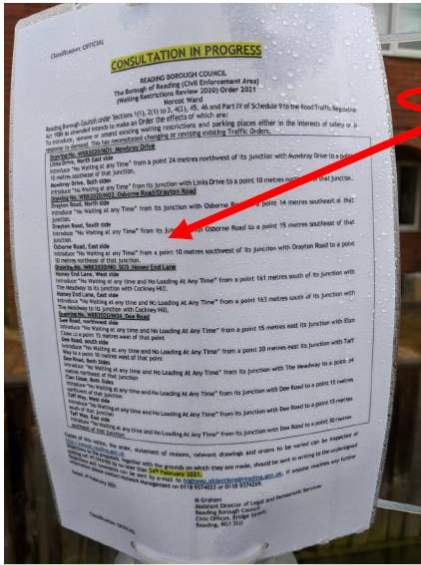
Street	Objections/support/comments received.
<p>TH3_The Ridgeway</p> <p>1) Resident support</p>	<p>Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.</p> <p>1) Too many people parking in the road who do not live in the road, making access to driveways difficult</p>

Street	Objections/support/comments received.
<p>WH1_Fair Isle Way</p> <p>1) Resident support</p> <p>2) Resident support</p>	<p>Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.</p> <p>1) Please implement the double yellow lines to reduce vehicles parking on pavements and causing obstructions for pedestrians and traffic</p> <p>2) All the roads in kennet island need double yellow lines at junctions at at emergency services access points. People continuously park over pavements blocking access and forcing pedestrians wheelchairs and children into the roads. And the blocking of junctions has caused numerous near misses with drivers having to cross over onto the wrong sides of the road while taking junctions and blocking views of oncoming traffic. There is a parking bay system with visitor bays on all roads proposed and through KI area</p>

Street	Objections/support/comments received.
WH2_Greenfields Road	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident objection	1) I am moved to write regarding the proposed “no waiting at any time” on Greenfields Road, relating to Drawing No. WRR2020. This proposes to reduce by 5m, approximately one vehicle, the parking in this area of Greenfields Road, where on street parking is already at a premium. There are often no available spaces near to the houses, particularly to the South-West of the junction with Farrowdene Road, where on street parking is reduced by the presence of the junction. Matters in this area are exacerbated by a large van that remains unmoved for many years parked where the proposed extension to the present double yellow lines [REDACTED]. As a resident of the area I am concerned that the proposed new restrictions will result in this vehicle being moved to create a further obstruction (either or perhaps to both access to off road parking or the pavement) and exacerbate the parking shortage in this area.

Street	Objections/support/comments received.
General comments	Summary of responses: Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.
1) Thames Valley Police, comment	Whilst Thames Valley Police do not enforce parking restrictions we do need to be able to park in all areas for both emergency and routine aspects of police work. Our staff will usually use police vehicles for patrol work and enquires, but there are times when their own personal vehicles are used. I would therefore request that this eventuality should be written into the TRO as an exemption to ensure that any vehicle used in connection with police or emergency services work is covered. I would also request that any signing used to convey restrictions to the public is clear and easy to understand. Thames Valley Police have no further comment.

Drayton Road comments

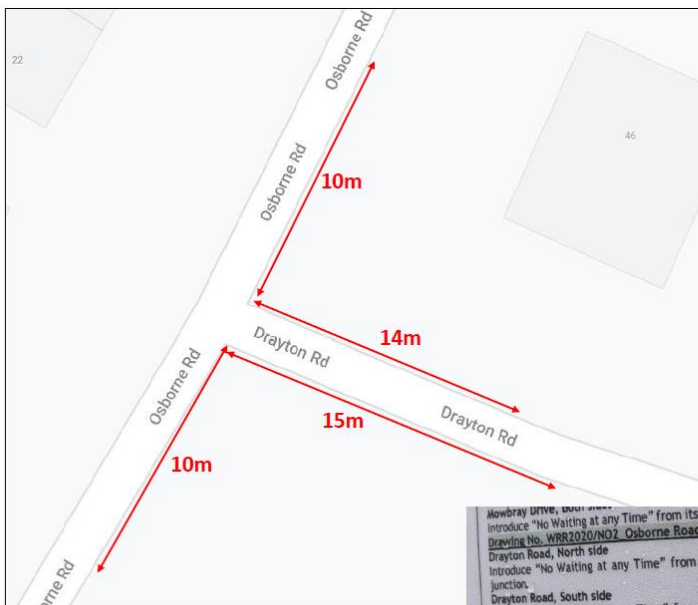


Mowbray Drive, ...
 Introduce "No Waiting at any Time" from its junction with Links Drive to a point ...
Drawing No. WRR2020/NO2 Osborne Road/Drayton Road
 Drayton Road, North side
 Introduce "No Waiting at any Time" from its junction with Osborne Road to a point 14 metres southeast of that junction.
 Drayton Road, South side
 Introduce "No Waiting at any Time" from its junction with Osborne Road to a point 15 metres southeast of that junction.
 Osborne Road, East side
 Introduce "No Waiting at any Time" from a point 10 metres southwest of its junction with Drayton Road to a point 10 metres northeast of that junction.

... of this notice, the order, statement of reasons, relevant drawings and orders to be varied can be inspected at www.reading.gov.uk
 Objections to the proposals, together with the grounds on which they are made, should be sent in writing to the undersigned by 24th February 2021.
 Objections and comments can be sent by e-mail to highway.objections@reading.gov.uk. If anyone requires any further information please contact Network Management on 0118 9374023 or 0118 9374269.
 Signed: 4th February 2021

This is a photo of the "Consultation Notice" recently posted in Drayton Road

Highway.objections@reading.gov.uk

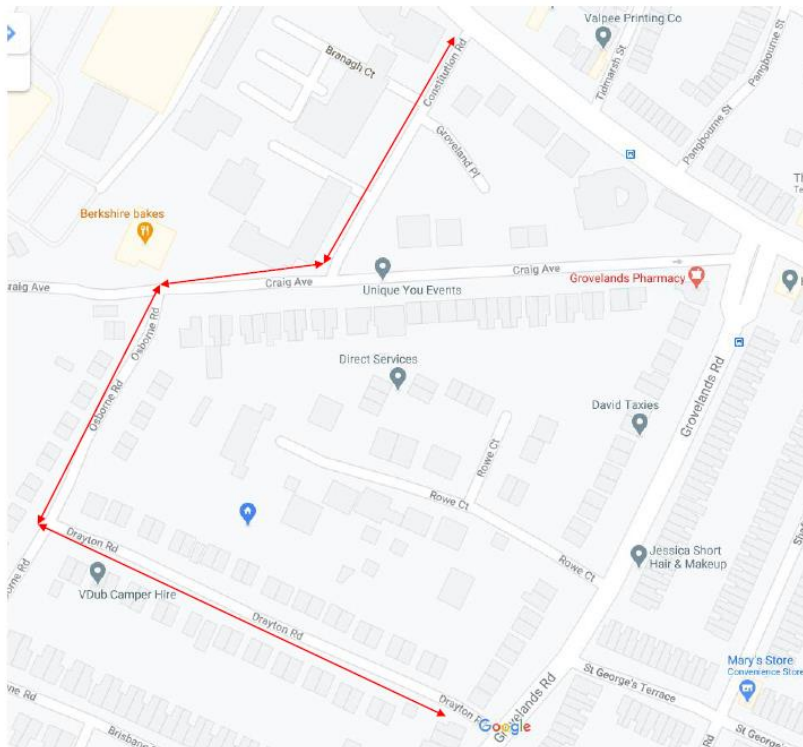


This is my interpretation on the "Consultation Notice"

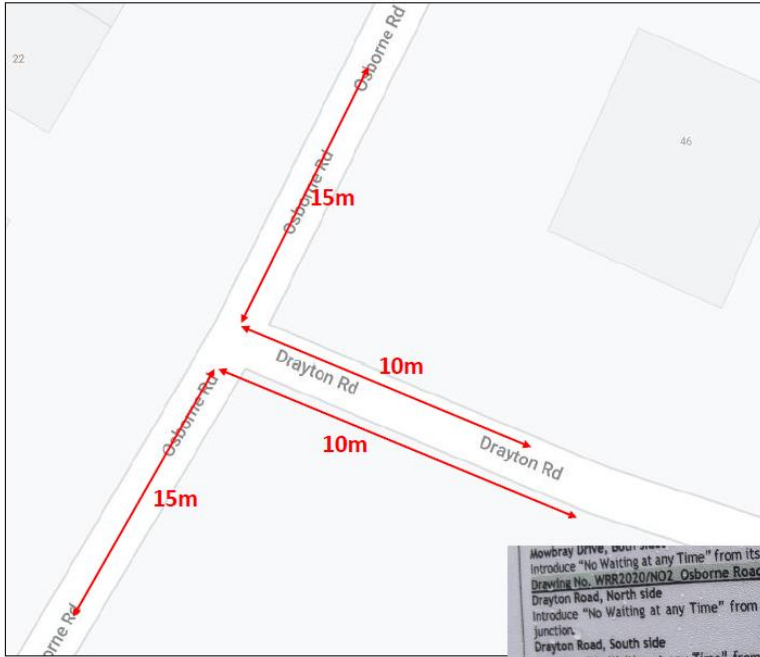
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 Drayton Road, North side
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 Osborne Road, East side
 Introduce "No Waiting at any Time" from a point 10 metres southwest of its junction with Drayton Road to a point 10 metres northeast of that junction.



Cars are regularly parked all along here & obscure view for cars at the junction. It would be more effective to increase the 'no waiting' distance here to +15m rather than the proposed 10m



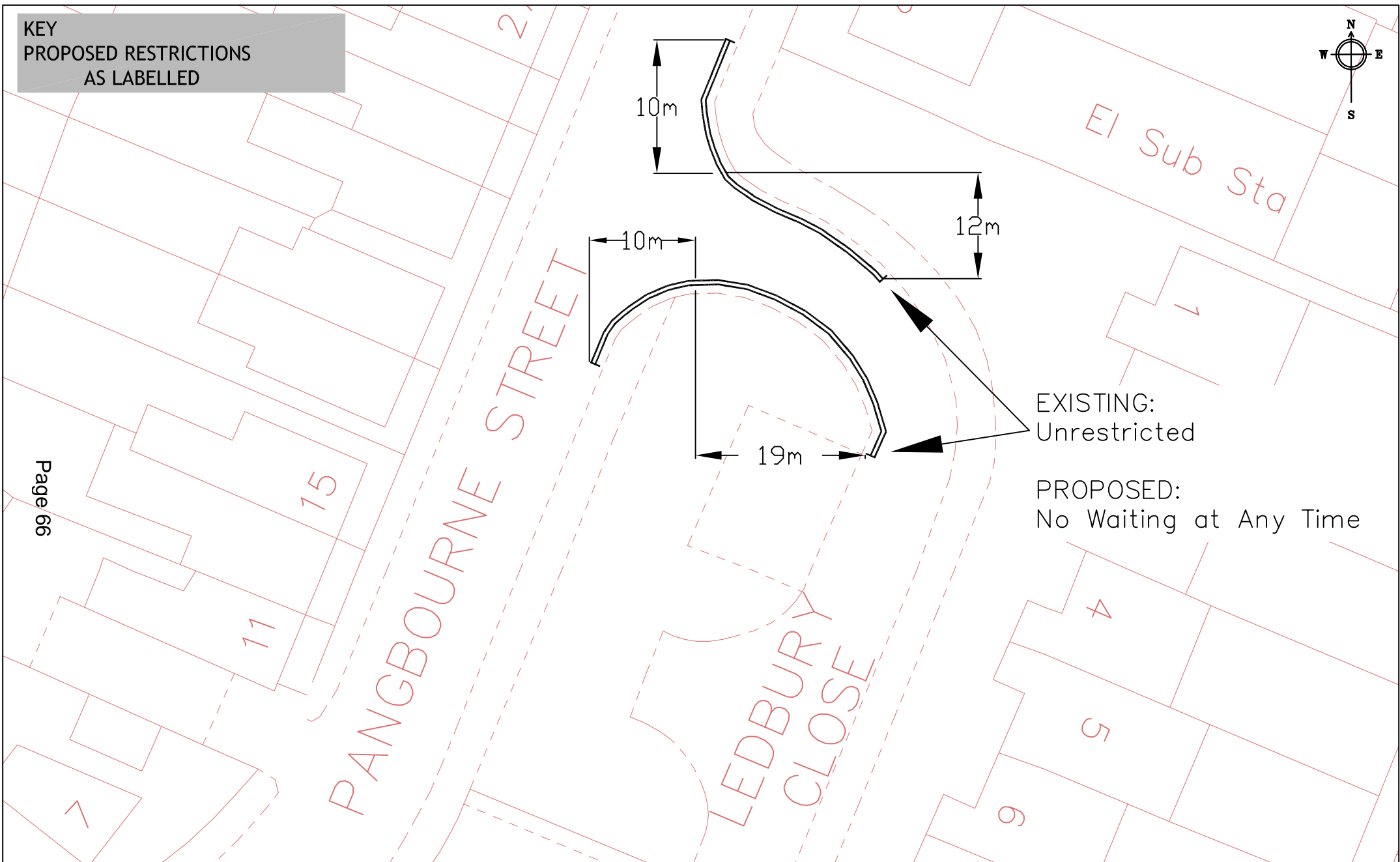
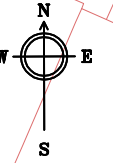
The volume of traffic past our home is artificially high as Drayton, Osborne, Craig Ave, and Constitution Roads are used as a "Rat-Run" for traffic trying to avoid the poor traffic control from the traffic lights at the junction of Grovelands/Oxford Rd that regularly cause traffic jams back up Grovelands, sometimes past Drayton, and as far as Brisbane Rd (and from the other direction as far as Norcot Roundabout)



This is my suggested amendment to the "Consultation Notice"

Howbray Drive, ...
 Introduce "No Waiting at any Time" from its junction with Links Drive to a point ...
Drawing No. WRR2020/NO2 Osborne Road/Drayton Road
 Drayton Road, North side
 Introduce "No Waiting at any Time" from its junction with Osborne Road to a point 14 metres southeast of that junction.
 Drayton Road, South side
 Introduce "No Waiting at any Time" from its junction with Osborne Road to a point 15 metres southeast of that junction.
 Osborne Road, East side
 Introduce "No Waiting at any Time" from a point 10 metres southwest of its junction with Drayton Road to a point 10 metres northeast of that junction.

KEY
PROPOSED RESTRICTIONS
AS LABELLED



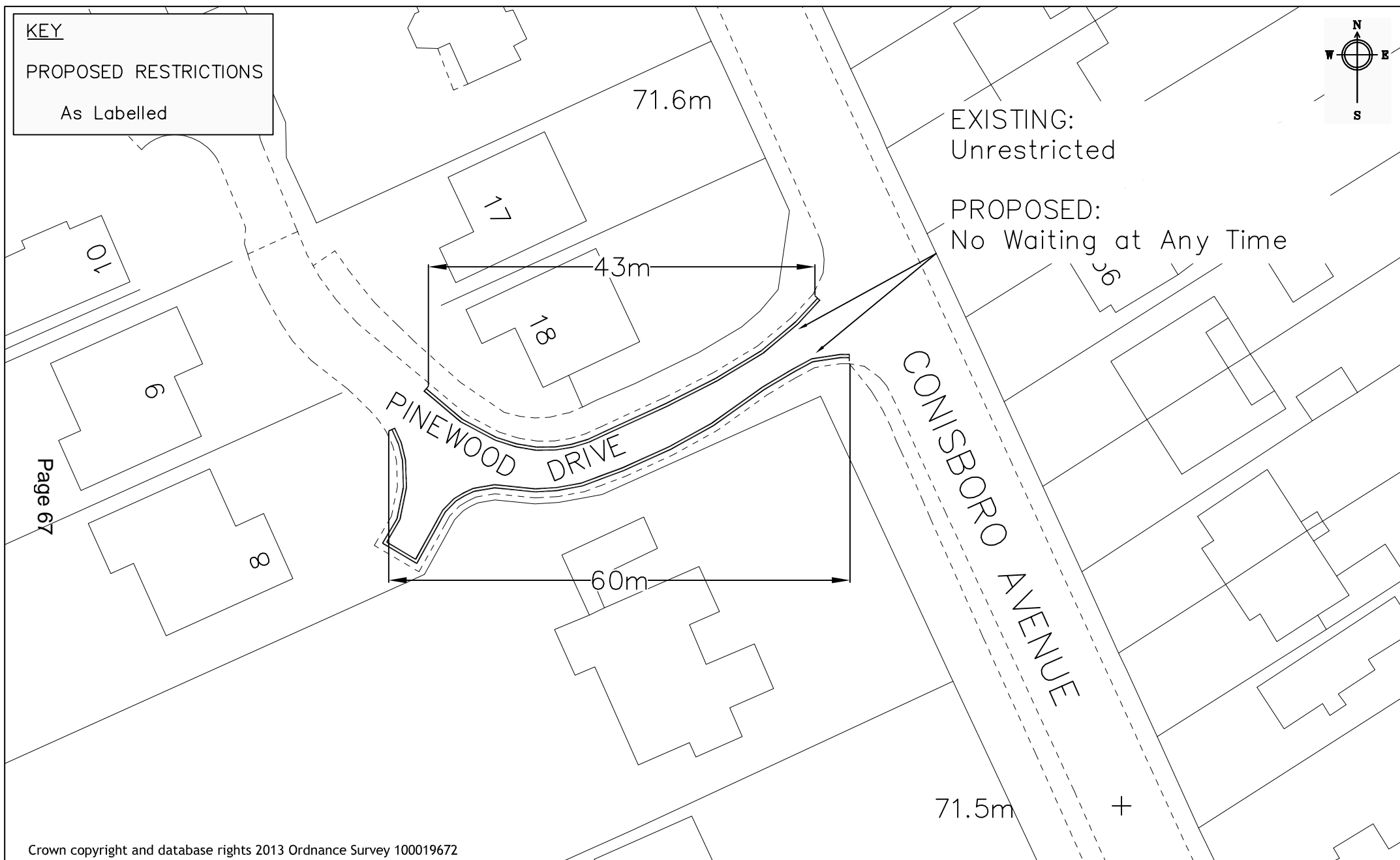
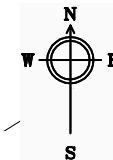
Page 66

Project	Scale	Drawn	MF
	N.T.S.	Checked	PC
WAITING RESTRICTION REVIEW 2020	Date	Approved JT	
	NOV 20		
Drawing	Drawing No.		
LEDBURY CLOSE	KE2_Ledbury Close		

KEY

PROPOSED RESTRICTIONS

As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

Page 67

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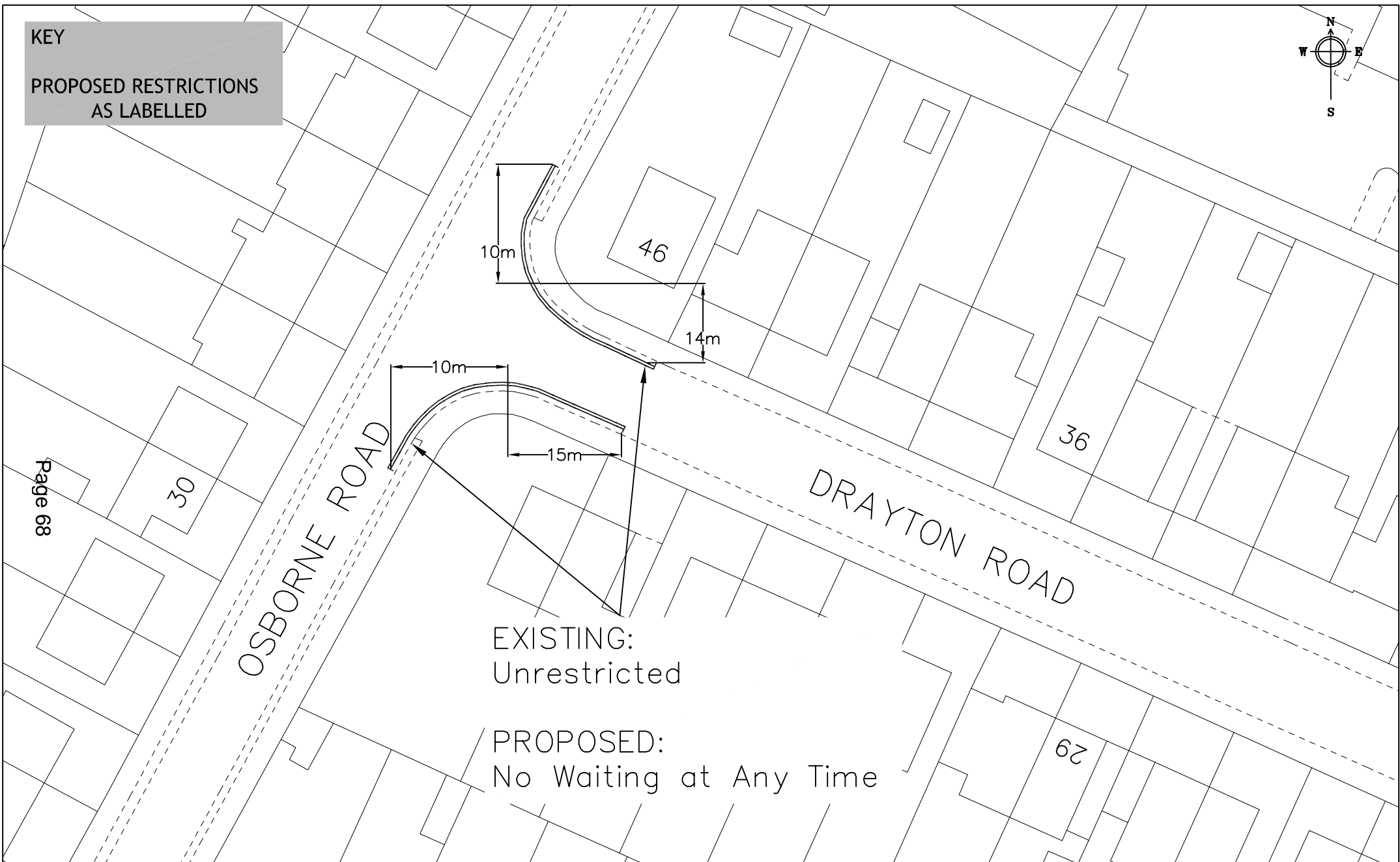
Reading
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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn PC
	Date NOV 20	Checked PC
Drawing PINWOOD DRIVE	Approved JT	
Drawing No. MA2_Pinewood Drive		

KEY

PROPOSED RESTRICTIONS
AS LABELLED



Page 68



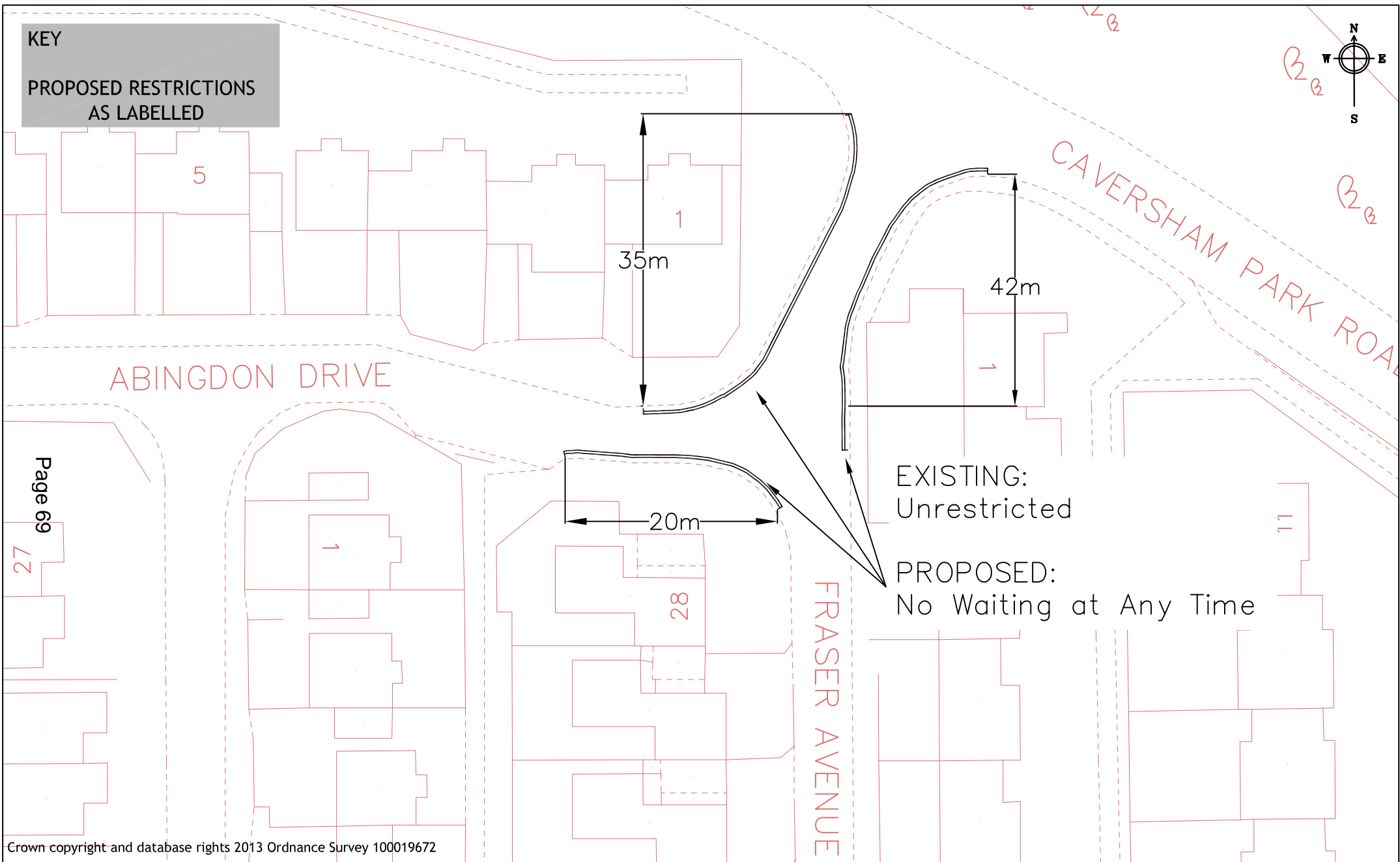
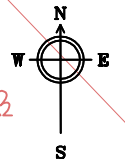
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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing OSBORNE ROAD/DRAYTON ROAD	Approved JT	
Drawing No. N02_Osborne Road/Drayton Road		

KEY

PROPOSED RESTRICTIONS
AS LABELLED



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Project
WAITING RESTRICTION
REVIEW 2020

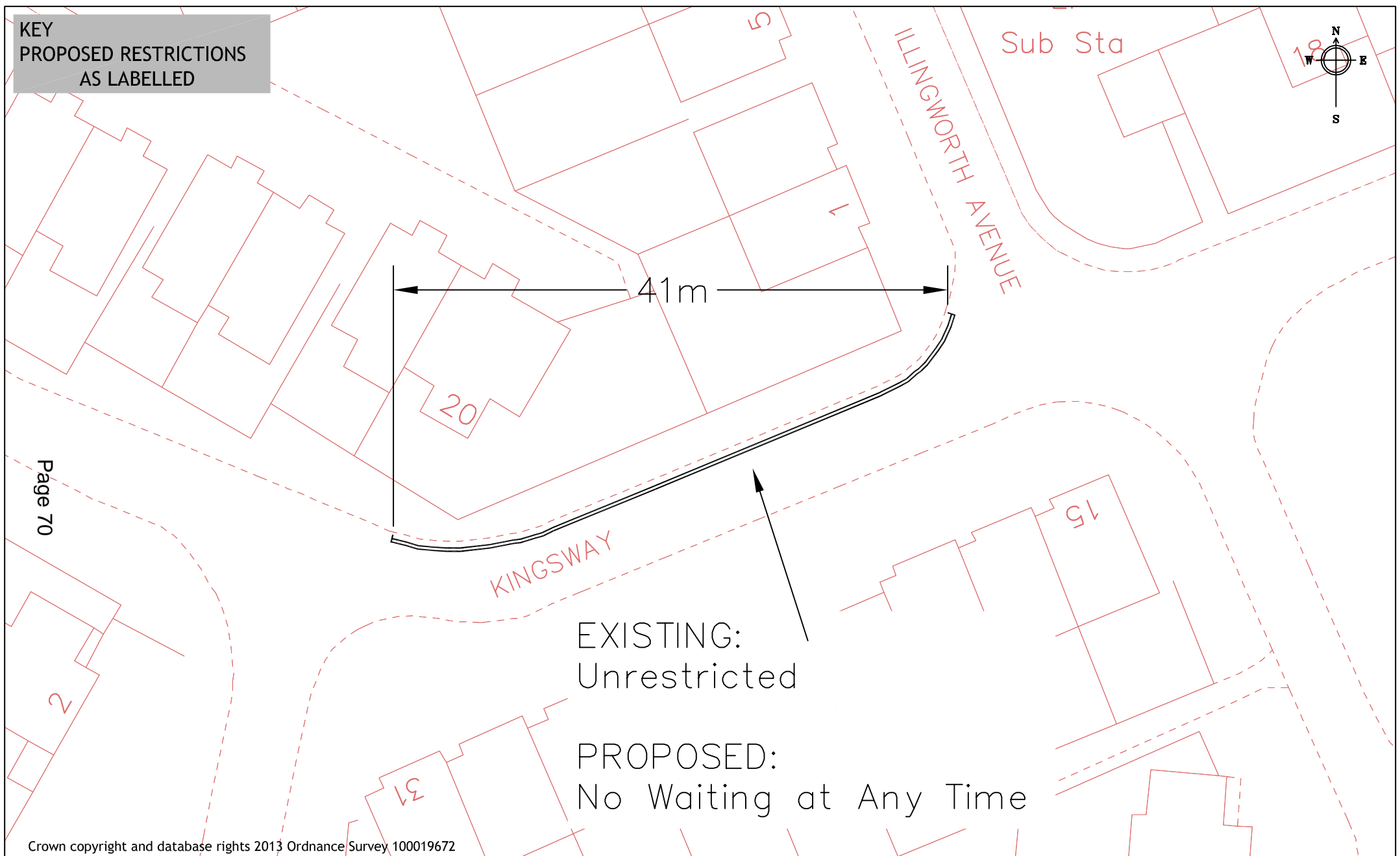
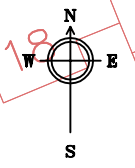
Scale
N.T.S
Date
NOV 20

Drawn MF
Checked PC
Approved JT

Drawing
FRASER AVENUE

Drawing No.
PE1_Fraser Avenue

KEY
 PROPOSED RESTRICTIONS
 AS LABELLED



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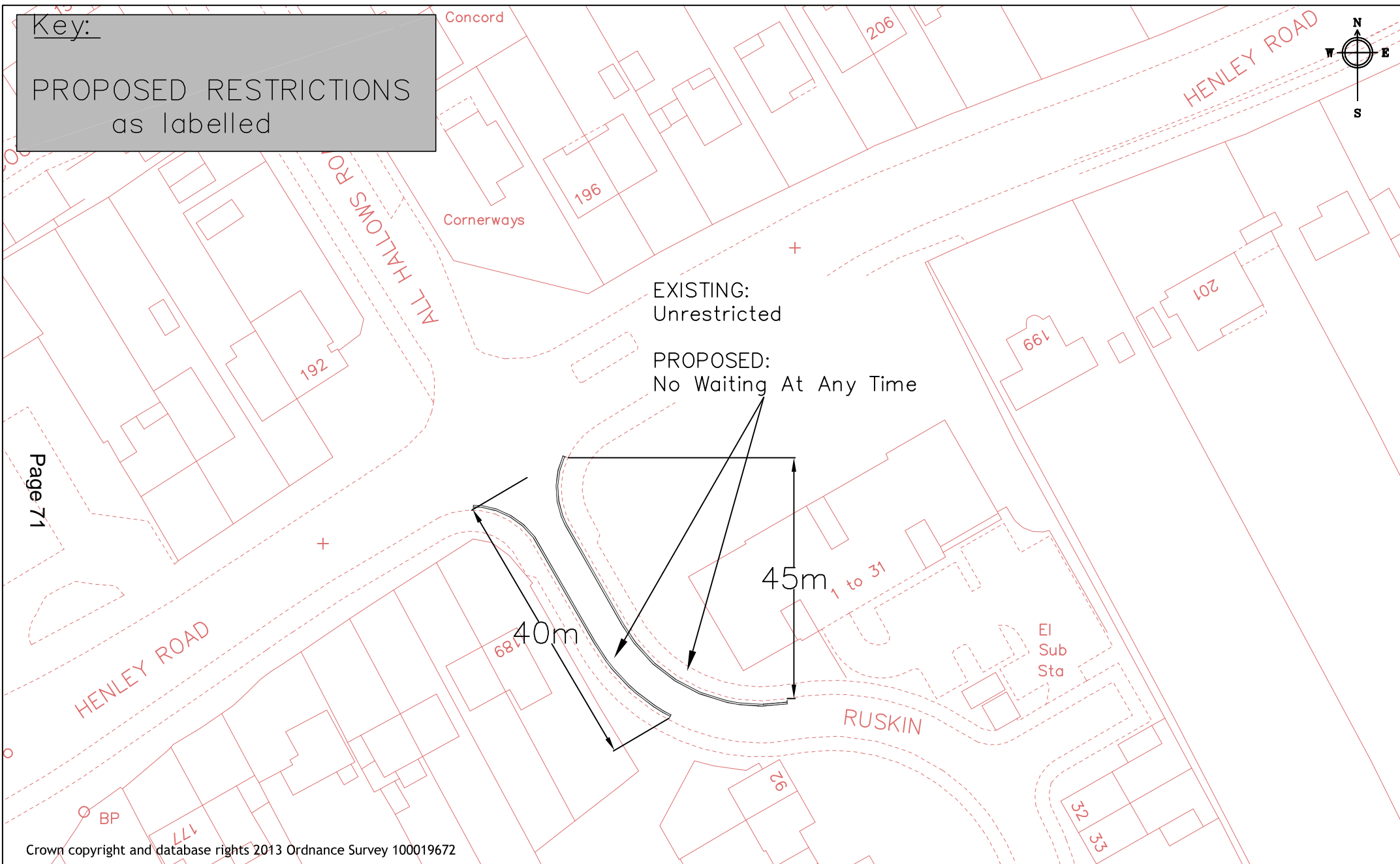


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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing KINGSWAY	Approved JT	
	Drawing No. PE3_Kingsway	

Key:

PROPOSED RESTRICTIONS
as labelled

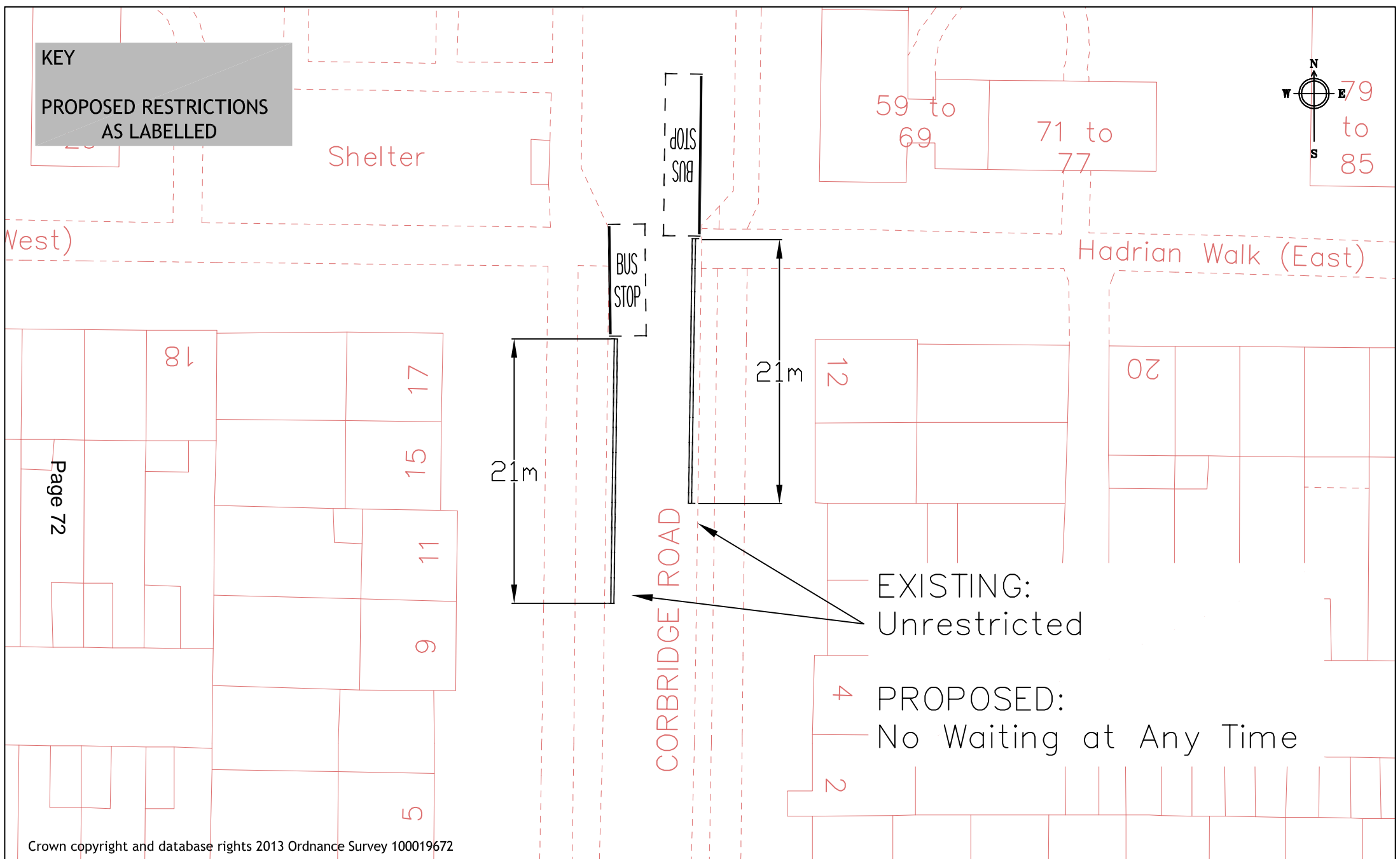
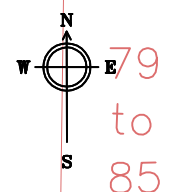


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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn PC
	Date NOV20	Checked PC
Drawing RUSKIN	Approved JT	
	Drawing No. PE5_Ruskin	

KEY
PROPOSED RESTRICTIONS
AS LABELLED



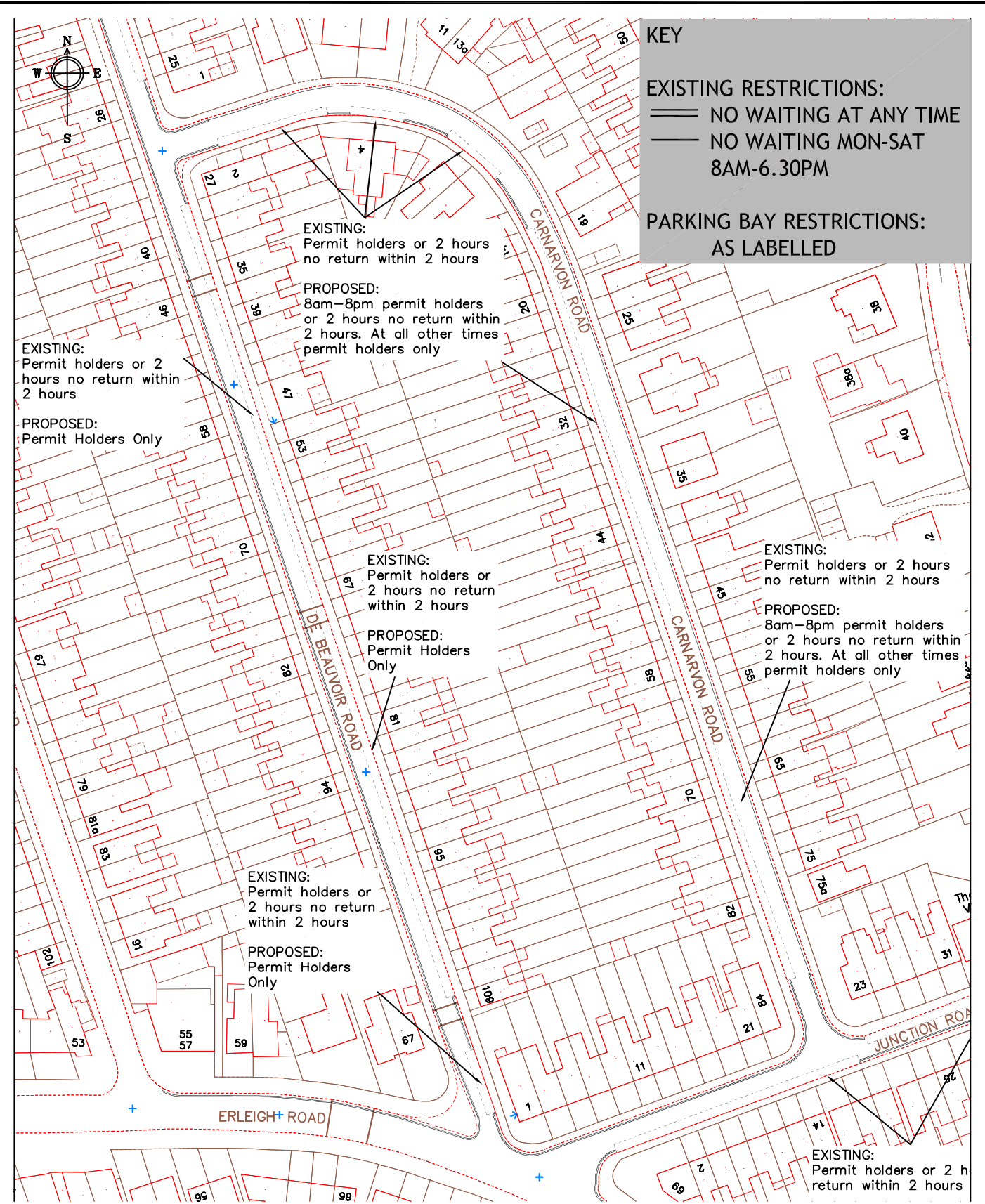
Page 72

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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV20	Checked PC
Drawing CORBRIDGE ROAD	Approved JT	
	Drawing No. RE1_Corbridge Road	



KEY

EXISTING RESTRICTIONS:

- NO WAITING AT ANY TIME
- NO WAITING MON-SAT 8AM-6.30PM

PARKING BAY RESTRICTIONS:

AS LABELLED

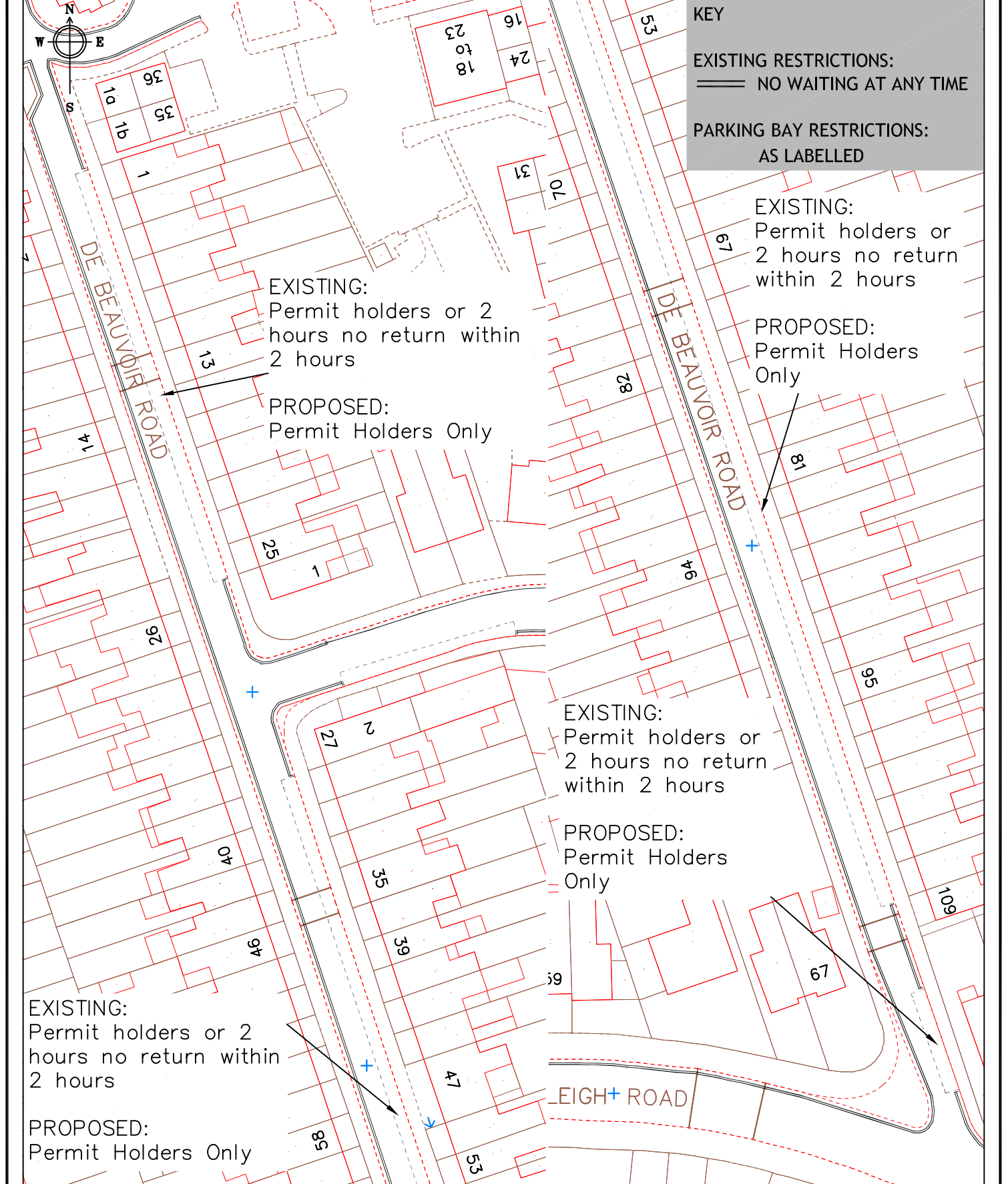
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CAD DRAWING LOCATION:

project		WAITING RESTRICTION REVIEW 2020	
drawing		CARNARVON ROAD	
drawn	checked	approved	date
PC	JT	JP	DEC 20
scale		drawing no.	
NTS		RE2_Carnarvon Road	




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CAD DRAWING LOCATION:



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project				WAITING RESTRICTION REVIEW 2020			
drawing				DE BEAUVOIR ROAD			
drawn	checked	approved	date				
PC	JT	JP	DEC 20				
Page 74			drawing no.				
NTS			RE2_De Beauvoir Road				

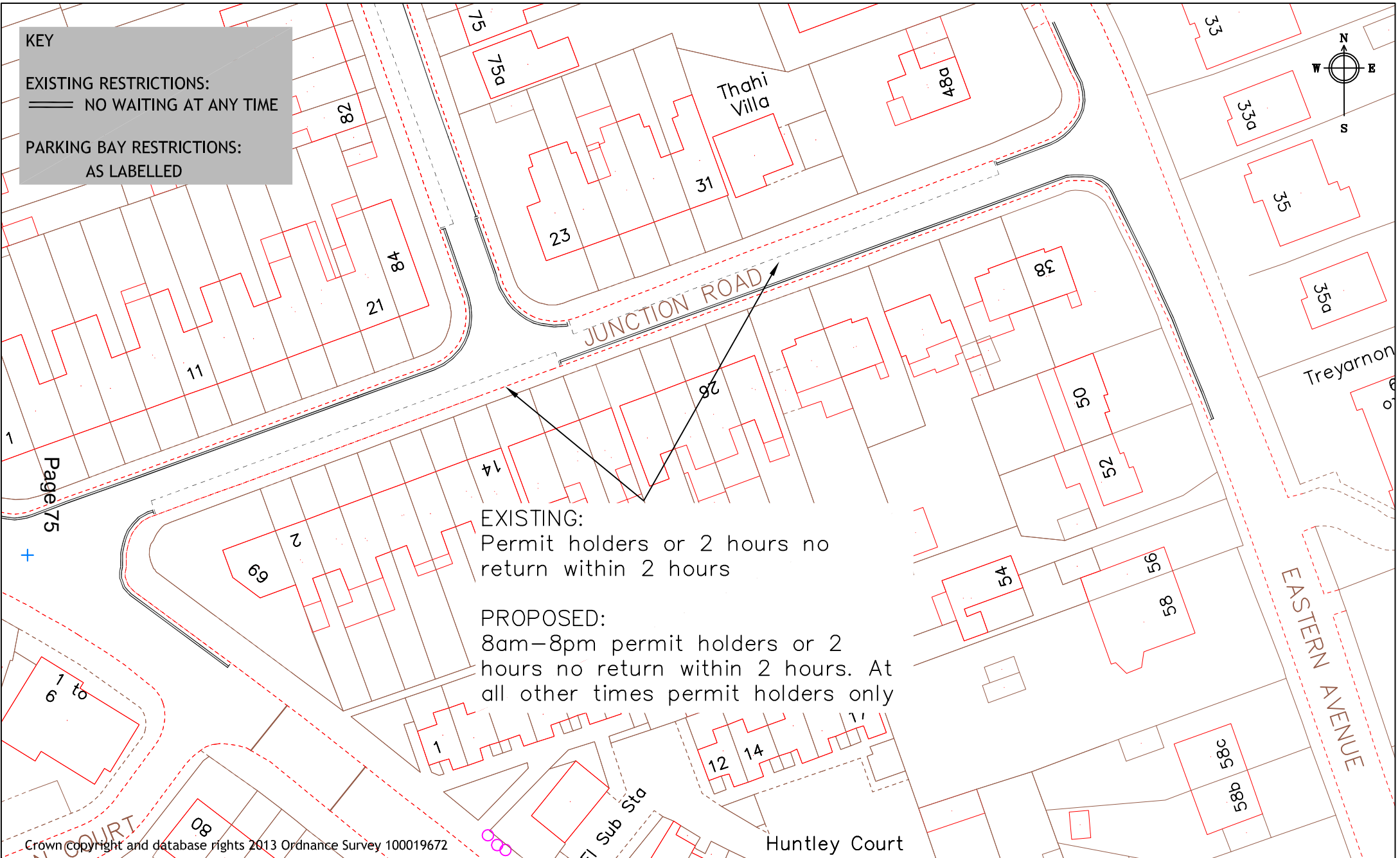
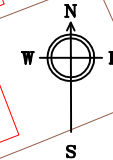
KEY

EXISTING RESTRICTIONS:

NO WAITING AT ANY TIME

PARKING BAY RESTRICTIONS:

AS LABELLED



EXISTING:
Permit holders or 2 hours no return within 2 hours

PROPOSED:
8am–8pm permit holders or 2 hours no return within 2 hours. At all other times permit holders only



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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn PC
	Date NOV 20	Checked JT
Drawing JUNCTION ROAD	Approved JP	
	Drawing No. RE2_Junction Road	

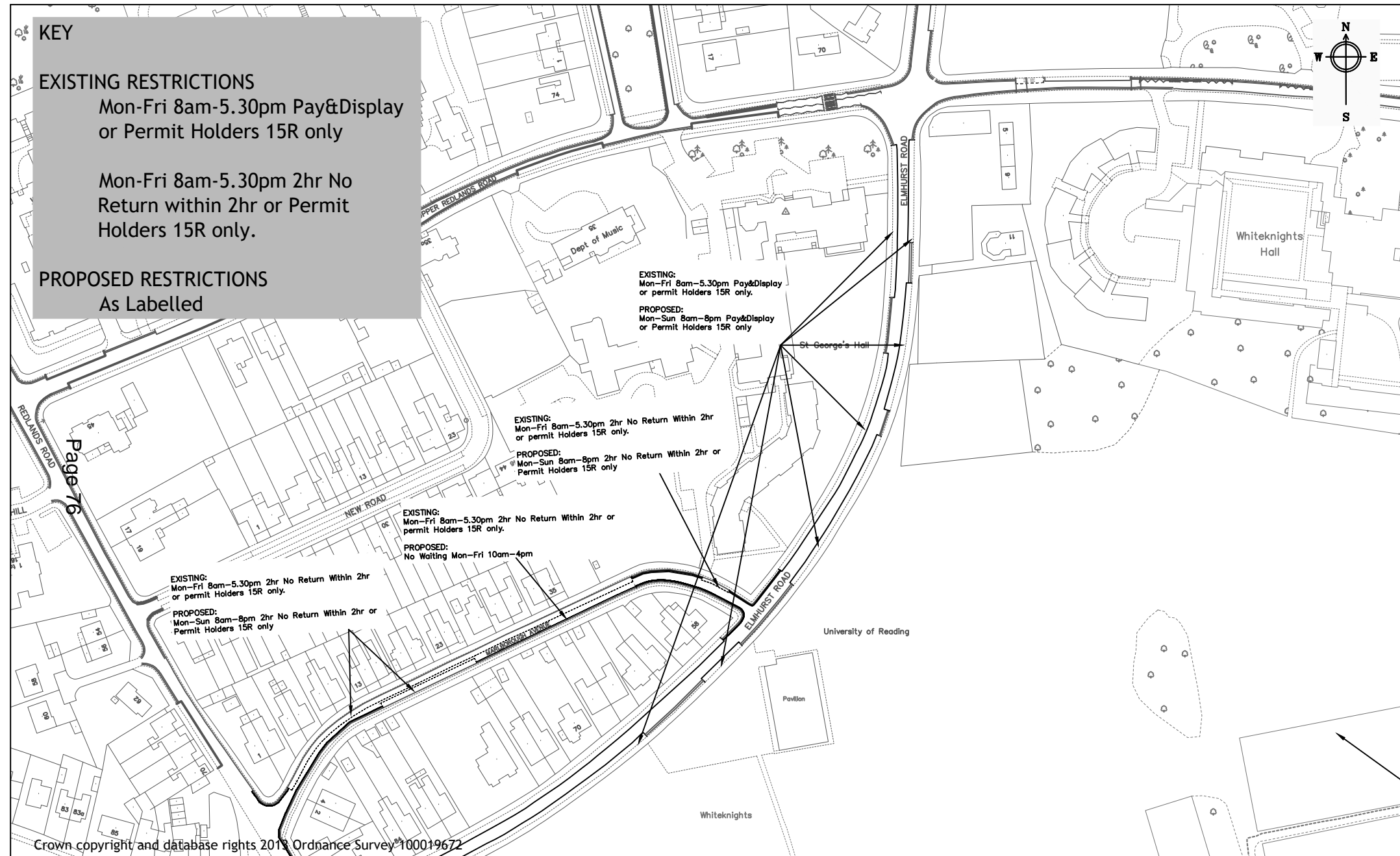
KEY

EXISTING RESTRICTIONS

Mon-Fri 8am-5.30pm Pay&Display
or Permit Holders 15R only

Mon-Fri 8am-5.30pm 2hr No
Return within 2hr or Permit
Holders 15R only.

**PROPOSED RESTRICTIONS
As Labelled**



EXISTING:
Mon-Fri 8am-5.30pm Pay&Display
or permit Holders 15R only.

PROPOSED:
Mon-Sun 8am-8pm Pay&Display
or Permit Holders 15R only

EXISTING:
Mon-Fri 8am-5.30pm 2hr No Return Within 2hr
or permit Holders 15R only.

PROPOSED:
Mon-Sun 8am-8pm 2hr No Return Within 2hr or
Permit Holders 15R only

EXISTING:
Mon-Fri 8am-5.30pm 2hr No Return Within 2hr or
permit Holders 15R only.

PROPOSED:
No Waiting Mon-Fri 10am-4pm

EXISTING:
Mon-Fri 8am-5.30pm 2hr No Return Within 2hr
or permit Holders 15R only.

PROPOSED:
Mon-Sun 8am-8pm 2hr No Return Within 2hr or
Permit Holders 15R only

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Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	MF
		Date	NOV 20	Checked	PC
Drawing	ELMHURST ROAD	Approved		JT	
		Drawing No.		RE5_Elmhurst Road	

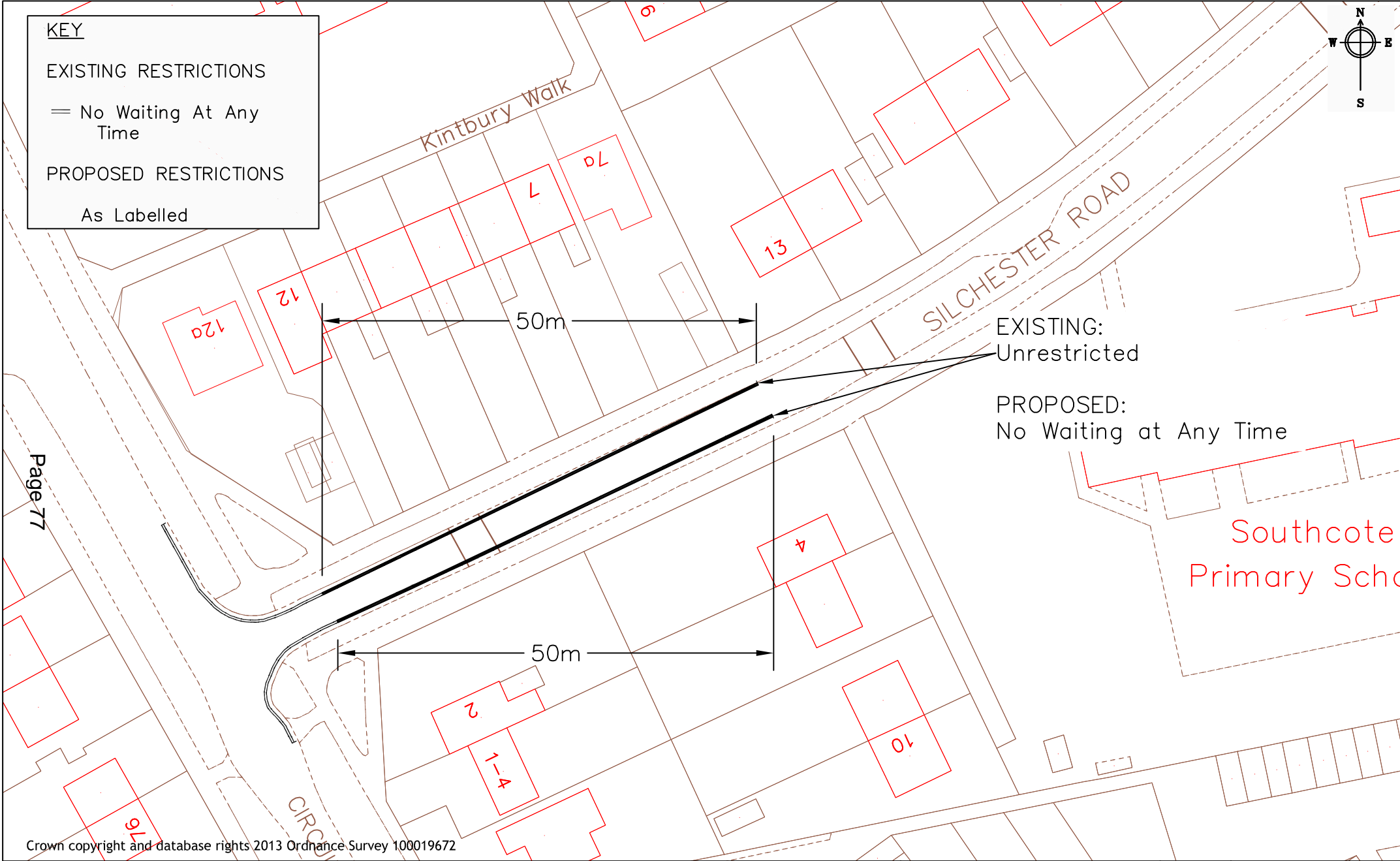
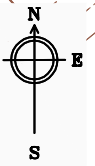
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EXISTING RESTRICTIONS

= No Waiting At Any Time

PROPOSED RESTRICTIONS

As Labelled



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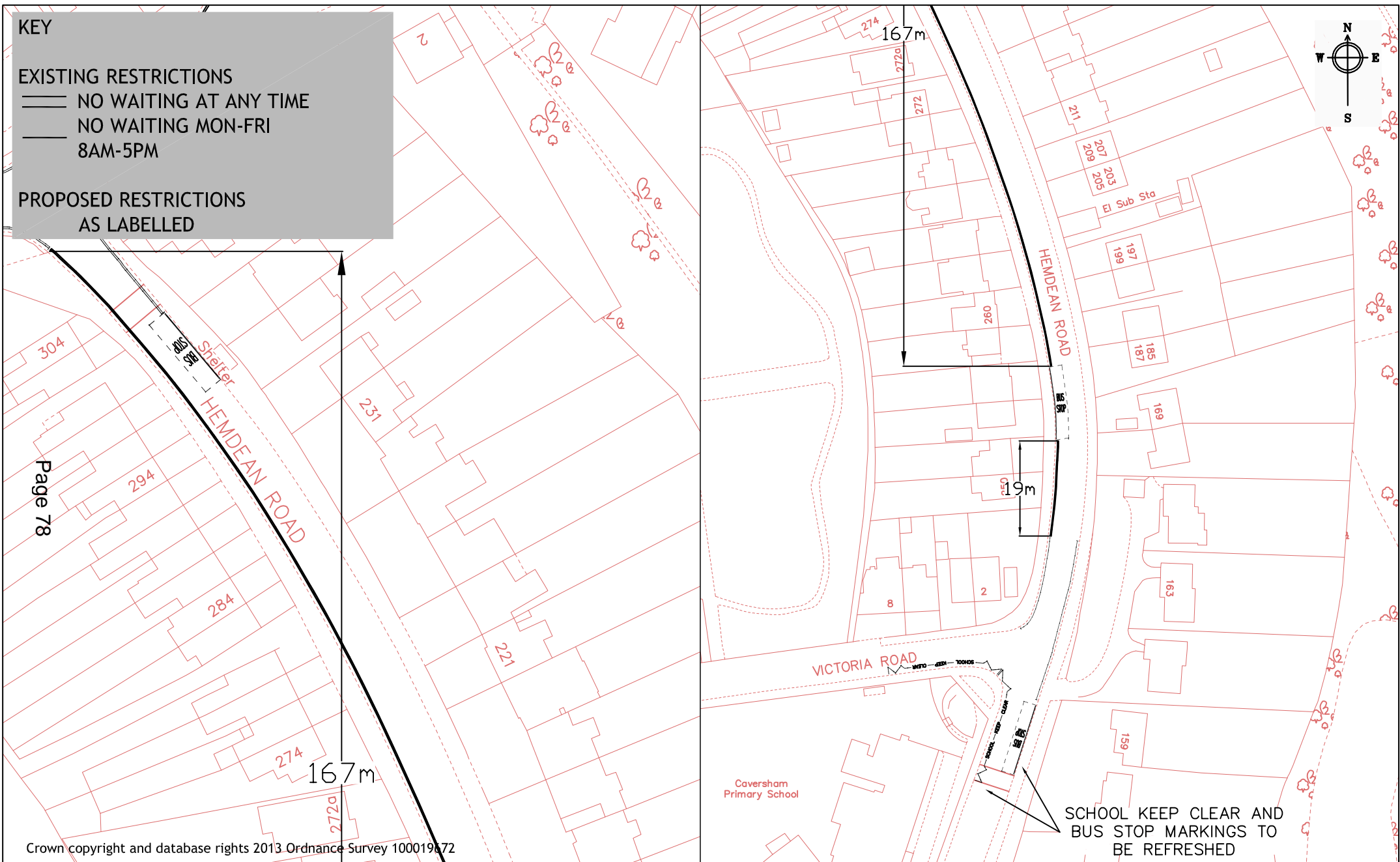
Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	MF
		Date	NOV 20	Checked	PC
Drawing	SILCHESTER ROAD	Drawing No.		S05_Silchester Road	
				Approved	JT

KEY

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING MON-FRI
8AM-5PM

**PROPOSED RESTRICTIONS
AS LABELLED**



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Project	WAITING RESTRICTION REVIEW 2020		Scale	N.T.S	Drawn	PC	
	Drawing	HEMDEAN ROAD		Date	JAN 21	Checked	PC
			Drawing No.	TH2_Hemdean Road		Approved	JC

KEY

PROPOSED RESTRICTIONS

As Labelled



EXISTING:
No Waiting Mon–Fri 1–2pm

PROPOSED:
No Waiting Mon–Sat
8am–5pm in turning head

EXISTING:
No Waiting Mon–Fri
11am–noon

PROPOSED:
No Waiting Mon–Sat
8am–5pm in turning head

EXISTING:
No Waiting Mon–Fri
1–2pm

EXISTING:
No Waiting Mon–Fri
11am–noon

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Core Walk

THE RIDGEWAY

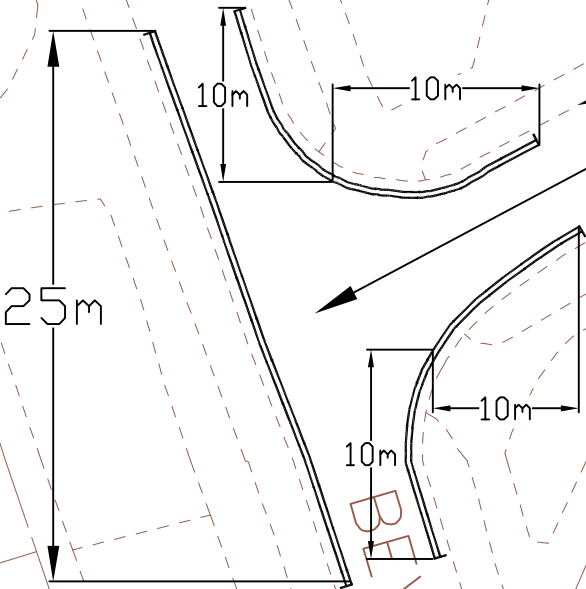
KEY
 PROPOSED RESTRICTIONS
 As Labelled



BEVERLEY ROAD

EXISTING:
 Unrestricted

PROPOSED:
 No Waiting at any Time



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Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	PC
		Date	NOV 20	Checked	PC
Drawing	BEVERLEY ROAD	Date		Approved	JC
		Drawing No.		T11_Beverley Road	

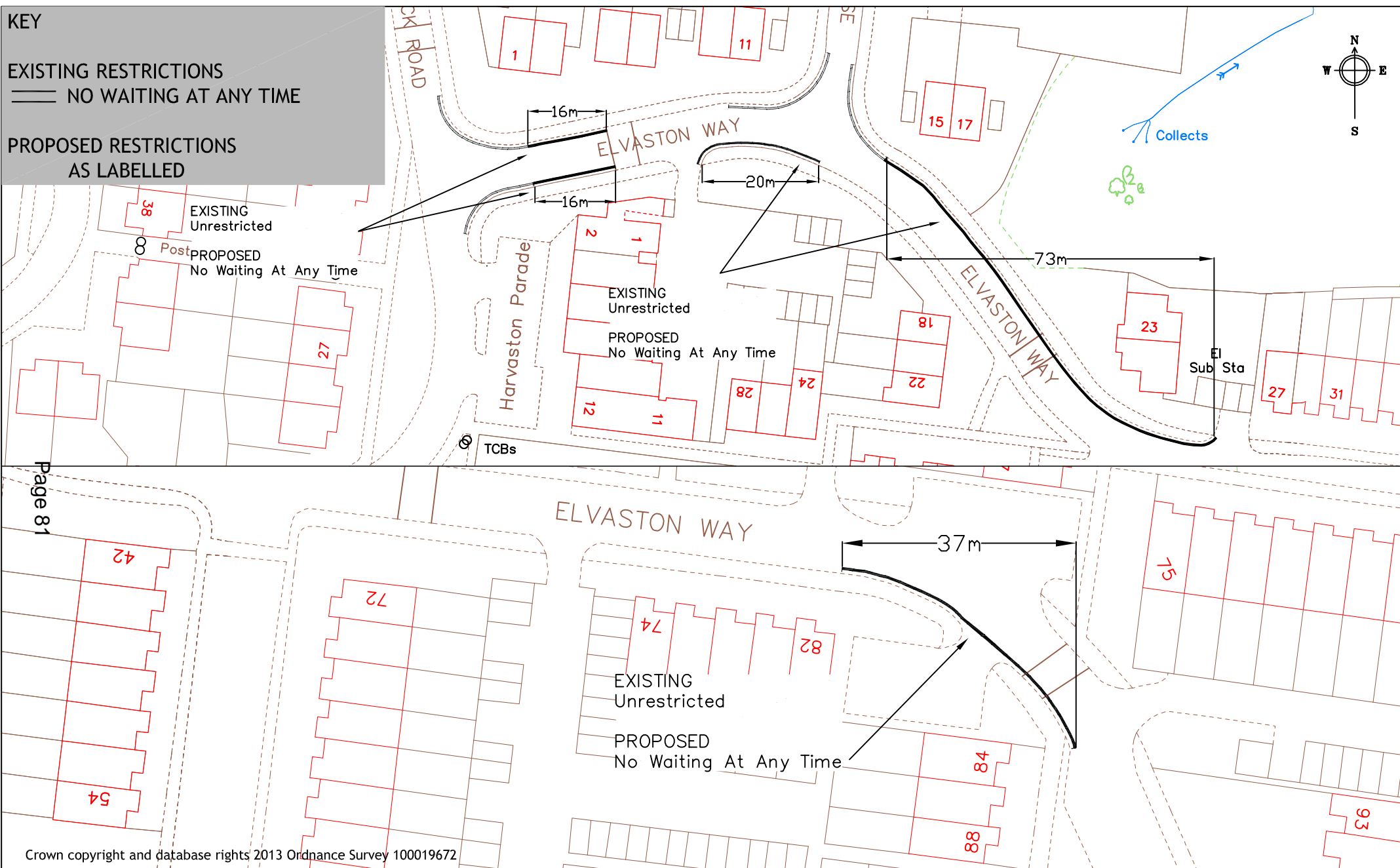
KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



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Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	PC
		Date	NOV 20	Checked	PC
Drawing	ELVASTON WAY	Approved	JT	Drawing No.	T12_Elvaston Way

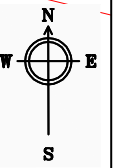
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PROPOSED RESTRICTIONS

As Labelled

EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time



1 to 10

Palmerston House

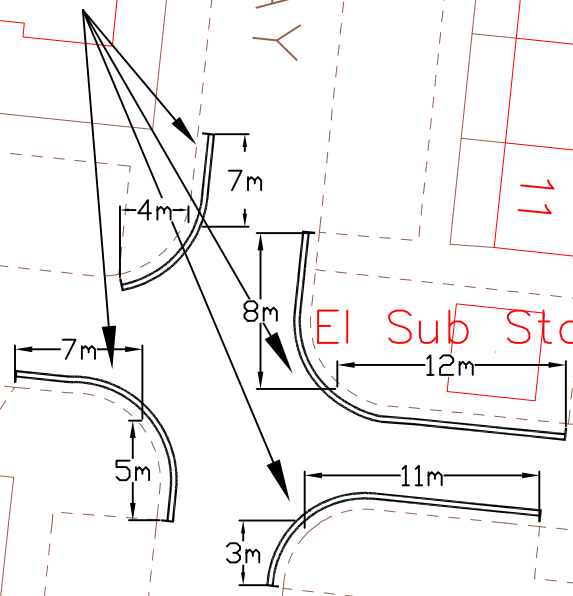
FAIR ISLE WAY

RUSHLEY WAY

EI Sub Sta

RUSHLEY WAY

FAIR ISLE WAY



11

2

15 11

17

27

Page 82

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Project
WAITING RESTRICTION
REVIEW 2020

Scale
N.T.S.
Date
NOV 20
Drawn PC
Checked PC
Approved JT

Drawing
FAIR ISLE WAY

Drawing No.
WH1_Fair Isle Way

KEY

EXISTING RESTRICTIONS

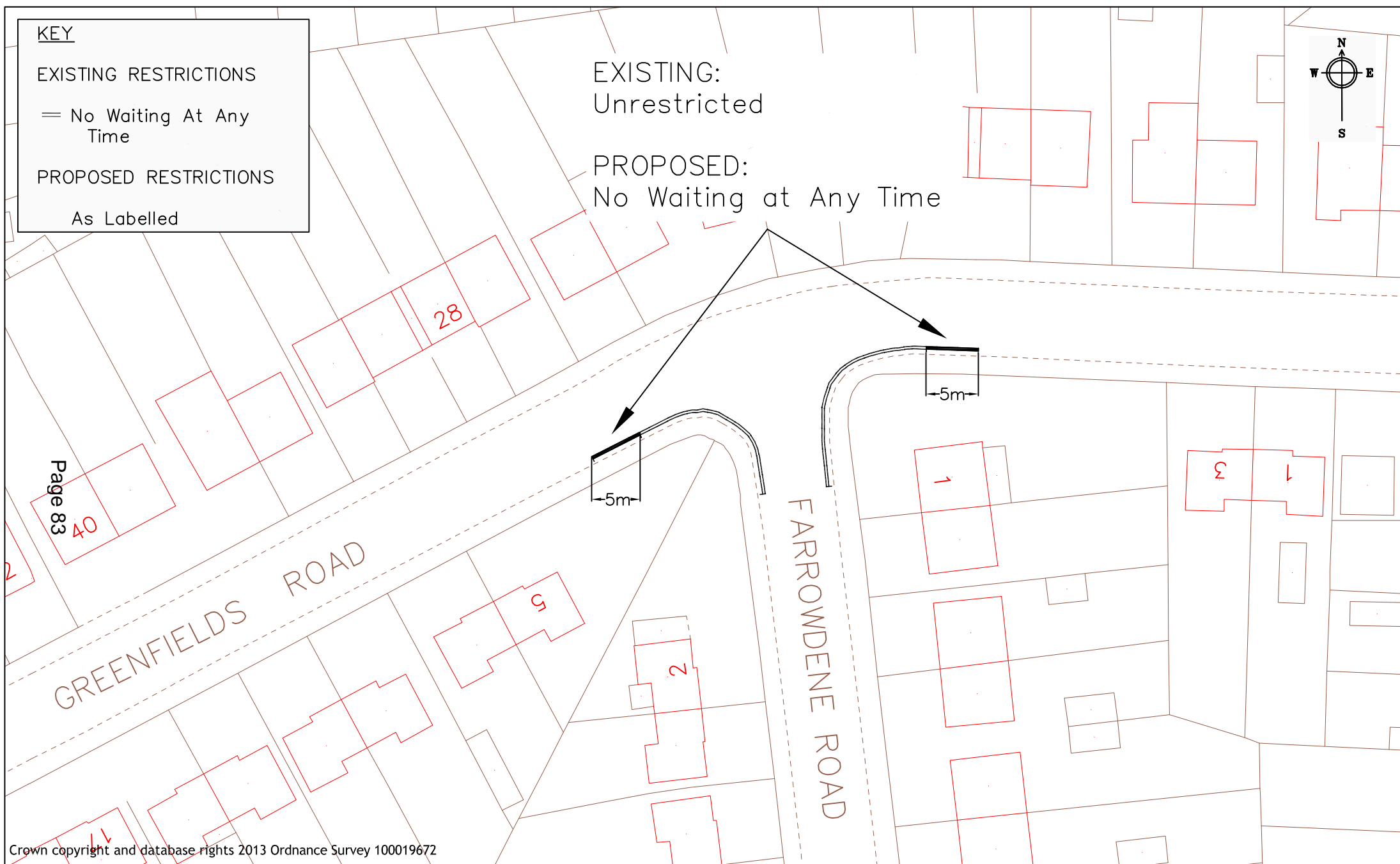
= No Waiting At Any Time

PROPOSED RESTRICTIONS

As Labelled

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time



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Bridge Street
Reading
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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn PC
	Date NOV 20	Checked PC
Drawing GREENFIELDS ROAD	Approved JT	
	Drawing No. WH2_Greenfields Road	

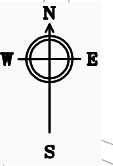
KEY

EXISTING RESTRICTIONS

= No Waiting At Any Time

PROPOSED RESTRICTIONS

As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting at any
Time

Page 84

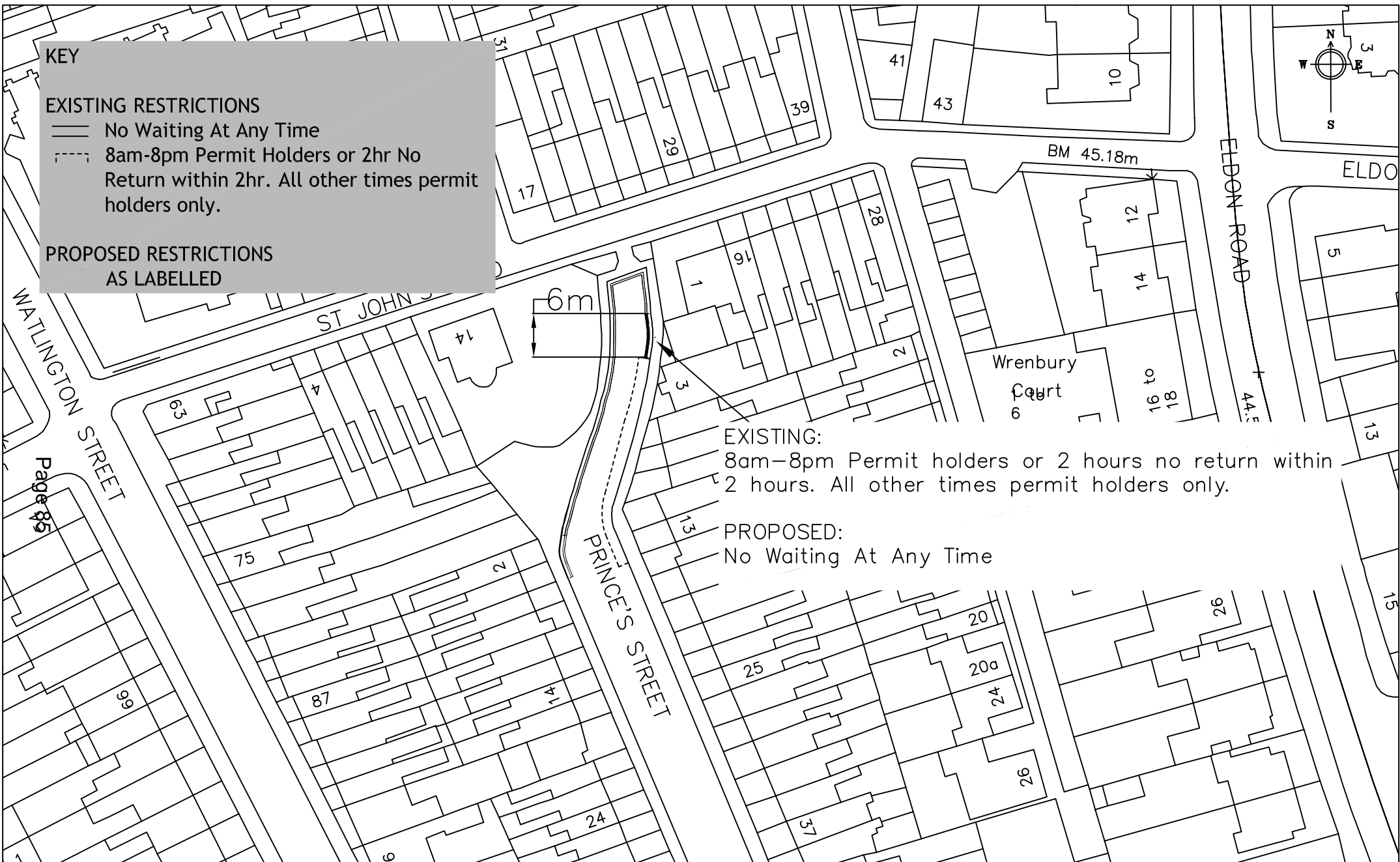
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Project	Scale	Drawn
	N.T.S	PC
Drawing	Date	Checked
	NOV 20	PC
		Approved
		JP
Drawing No.		
BARRY PLACE		AB1_Barry Place



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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing PRINCE'S STREET	Approved JT	
	Drawing No. AB3_ Prince's Street	

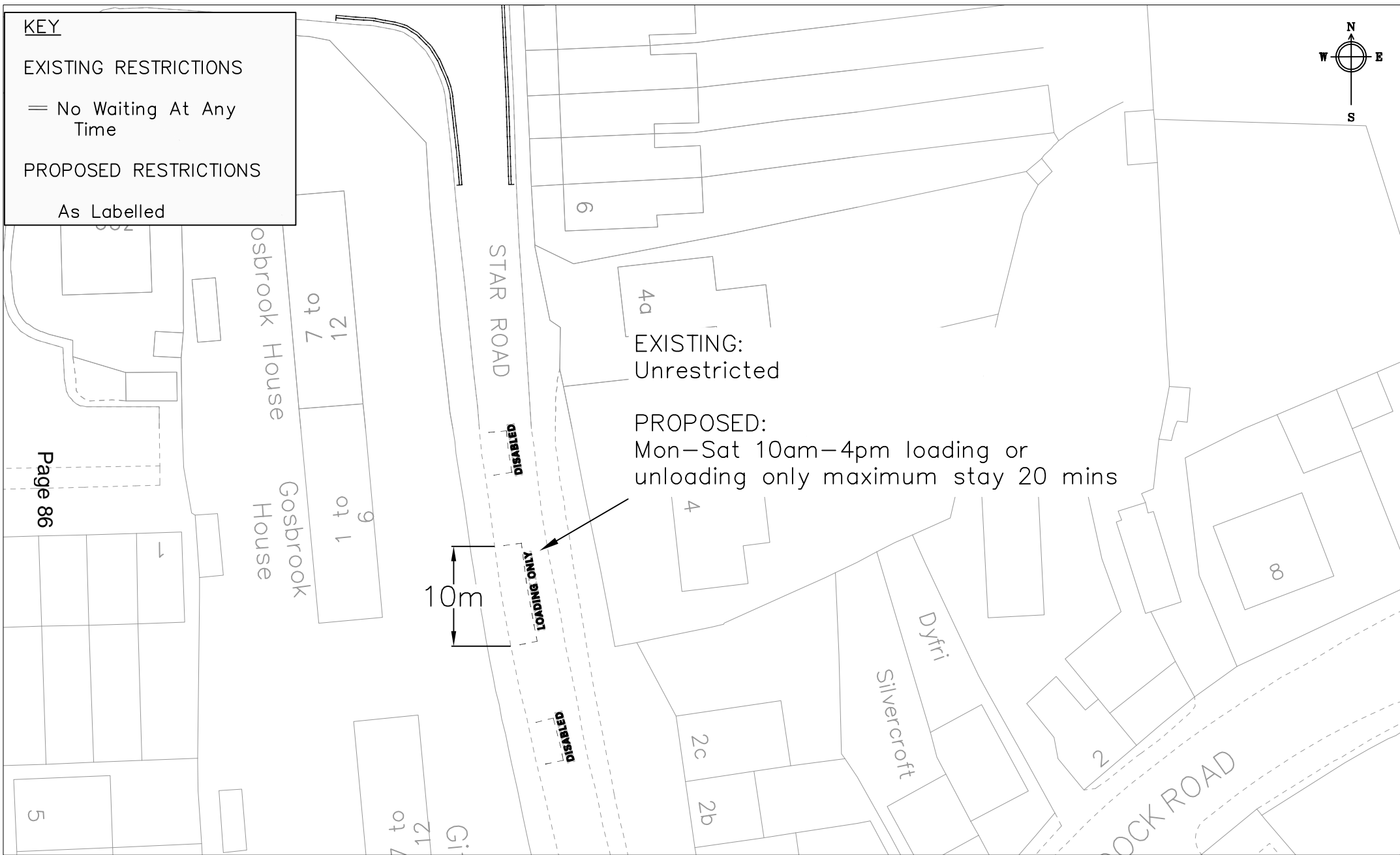
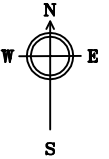
KEY

EXISTING RESTRICTIONS

= No Waiting At Any Time

PROPOSED RESTRICTIONS

As Labelled



EXISTING:
Unrestricted

PROPOSED:
Mon-Sat 10am-4pm loading or
unloading only maximum stay 20 mins

10m

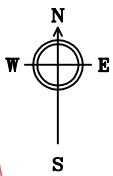
LOADING ONLY

DISABLED

DISABLED

Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing STAR ROAD	Approved JT	
	Drawing No. CA3_Star Road	

KEY
EXISTING RESTRICTIONS
 = No Waiting At Any Time
PROPOSED RESTRICTIONS
 As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

White Cottage

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1 to 10

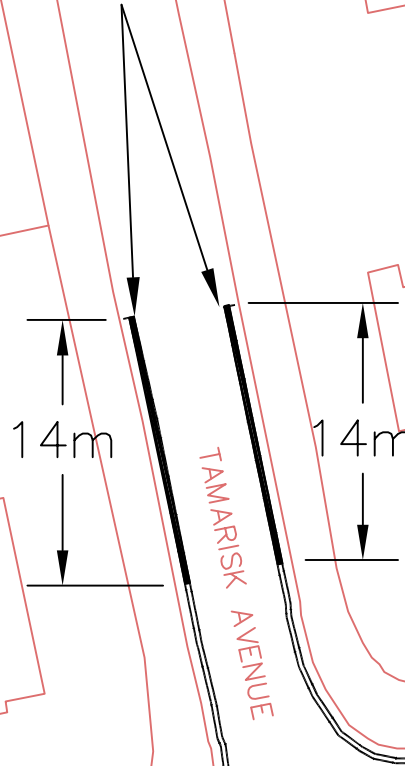
18

16

Pevensey Court

TAMARISK AVENUE

WHITLEY WOOD ROAD

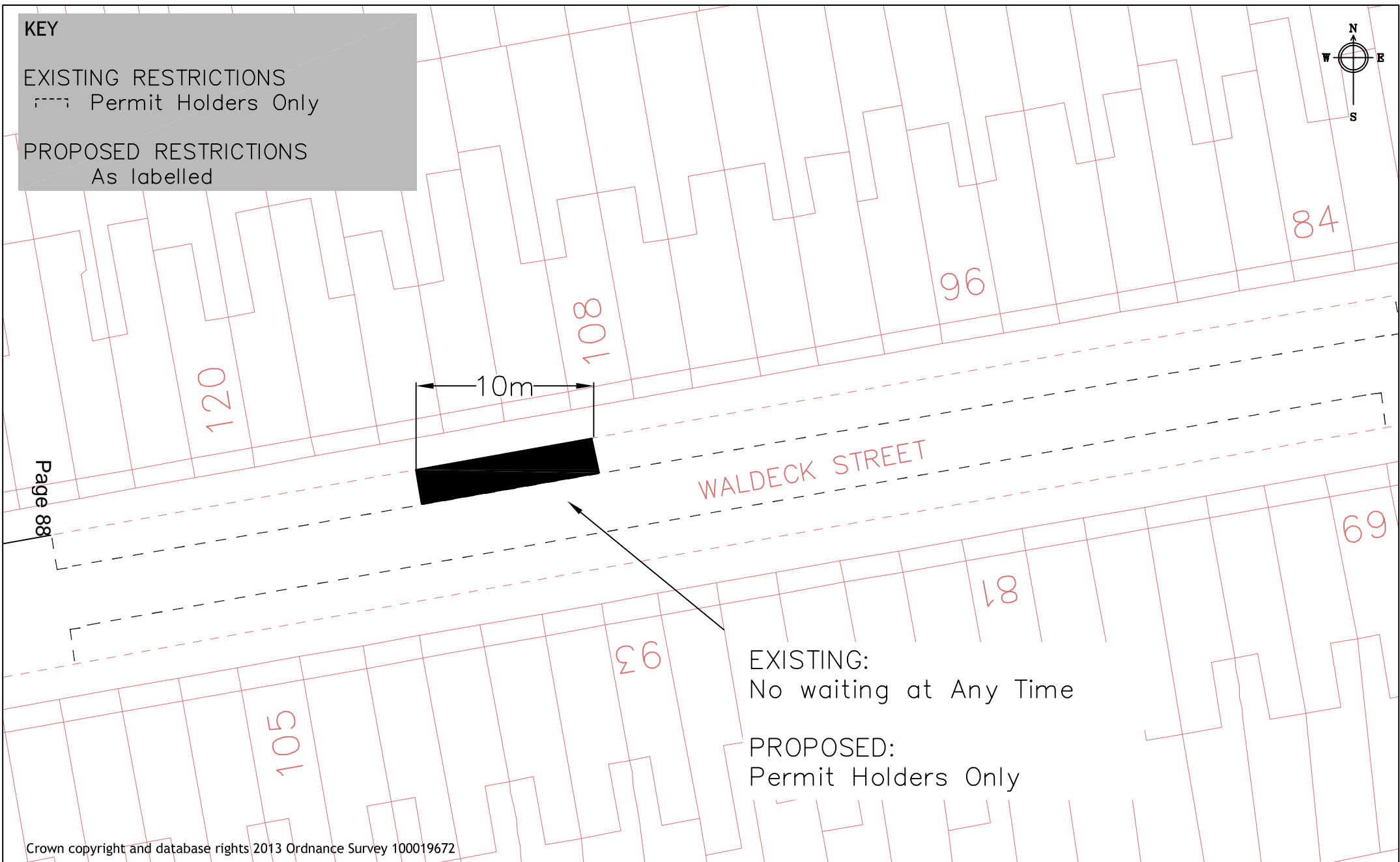
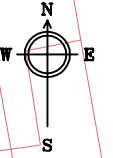


Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	MF	
		Date	NOV 20	Checked	PC	
Drawing	TAMARISK AVENUE	Approved				JT
		Drawing No.		CH4_Tamarisk Avenue		

KEY

EXISTING RESTRICTIONS
--- Permit Holders Only

PROPOSED RESTRICTIONS
As labelled



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WALDECK STREET

EXISTING:
No waiting at Any Time

PROPOSED:
Permit Holders Only

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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing WALDECK STREET	Approved JT	
	Drawing No. KA1_Waldeck Street	

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2021A

UPDATED: 17/02/2021

Ward	Street	Requested By	Summary of Request
Abbey	Jesse Terrace/Castle Hill	Resident	Request to extend double yellow lines on Castle Hill by 5-10m, west of the junction with Jesse Terrace, in order to improve visibility and safety for drivers entering Castle Hill.
Caversham	Cromwell Road	Resident	Request to reduce permit holders bay at north of Cromwell Road by 5m, to address access issues occurring at a property close to the junction with Henley Road. Access is made difficult by the road layout and hill. By reducing the length of this bay any safety/access issues should be alleviated. Officer Comments: Property has an existing APM but visibility and access issues have not been resolved due to road layout/camber.
Caversham	Douglas Road	Resident	Request to investigate further waiting restrictions within Douglas Road from its junction with Star Road, to address road safety concerns caused by parked cars in this area.
Caversham	Hemdean Hill/Hemdean Rise	Resident	Request to extend existing double yellow lines by an additional 5m in all directions on Hemdean Road/Hemdean Rise junction to address visibility issues for drivers caused by parked cars in the permit holders bays closest to the junction.
Church	Shinfield Road	Ward Councillor	Request to investigate waiting restrictions to address parking concerns of residents. Request is in relation to cycle lane project which is pending/waiting development. Officer Comments: Shinfield Road has been identified in the Tranche 2 Active Travel fund scheme. It is possible that this scheme will resolve the parking concerns, so Officers recommended to remove this request from the 2020 programme where the original request was submitted. We will investigate the request through the current programme if Shinfield Road is not included in the Tranche 2 Active Travel fund scheme.
Katesgrove	Ella Garret Close	Resident	Request for double yellow lines on areas of public highway around the junction with Northumberland Avenue to address safety/access issues caused by parked cars at this junction during school pick up/drop off times.

Ward	Street	Requested By	Summary of Request
Katesgrove	Oak Tree Road	Resident	Request to extend the existing 10m double yellow lines at the junction of Oak tree Road and Carlisle Road on both sides to 20m and add another section of double yellow lines opposite the junction with Carlisle Road to improve visibility.
Kentwood	Romany Close	Resident	Request for double yellow lines on the bend within Romany Close, to address reported access issues for delivery and utility vehicles caused by parked cars around the bend and by the garages.
Minster	Edenham Crescent	Resident	Request to investigate adding waiting restrictions within the turning area in Edenham Crescent which forms part of the public highway, to prevent parking in this area which has been reported to be causing turning/access issues.
Norcot	Longridge Close	Resident/refuse services	Request to investigate waiting restrictions within Longridge Close and its junction with St Ronans Road, to address road safety/access issues caused by parked cars in this area. Officer Comments: 10m double yellow lines have been proposed by Officers at this junction as part of the Grovelands Road area Resident Permit Scheme designs which we are seeking approval to conduct statutory consultation on at the March 2021 Traffic Management sub- committee meeting. We hope that if a scheme is implemented here it will improve on-street parking within Longridge Close.
Park	Crescent Road	Councillor/Resident	Request to introduce further waiting restrictions as well as loading bans on areas of existing double yellow lines, to address parking/road safety issues outside the Maiden Earley School during pick up/drop off times.
Park	Sun Street	Councillor	Request to install double yellow lines over the entrance to Icarus Court between the two existing permit holder bays.
Redlands	Hexham Road	Councillor/Resident	Request for waiting restrictions around the garage area on Hexham Road to address access issues to residents garrages, caused by parked vehicles in this area. Officer Comments: Request went through 2018A programme and was not proceeded with due to objections during statutory consultation.
Redlands	Newcastle Road	Resident	Request for double yellow lines at eastern end of Newcastle road, from the junction by the parking area up the grass area to prevent parking on this side of the road, which is causing residents difficulties when accessing their driveways on the west side of the street.
Redlands	Newcastle Road	Resident	Request for Double Yellow Lines by grass verges near flats (139-161) of Newcastle Road to address access/visibility issues. Request for marked out bays in layby area.

Ward	Street	Requested By	Summary of Request
Redlands	Redlands Road	Officer	The Traffic Regulation Order created for the Redlands Road area 20mph enhancements CIL funded scheme must be amended to show the correct measurements for the parking bay between 70 and 64 Redlands Road, which was adjusted against Officer recommendation to include a build out feature, which has resulted in the need to amend the stated measurements of the existing parking bay in the Traffic Regulation Order.
Southcote	Liebenrood Road	Resident	Request for double yellow lines in Liebenrood Road opposite the junction of Penroath Road to improve access to Penroath Avenue, especially when events are held at Prospect Park due to the vehicles parking on Liebenrood Road and over-spilling into Penroath Avenue. Request to review the current waiting restrictions within Penroath Avenue to prevent residents and their visitors not being able to park due to over-spill from events at prospect park and English Martyrs Church. Officer comments: Removed from 2020 programme due to lack of sporting events during National lockdown measures but Officers are happy to work with Ward Councillors on this request through this programme.
Southcote	Southcote Lane	Resident	Request for double yellow on Southcote Lane close to the junction with Monks Road, to address visibility/access issues at this junction caused by parked cars on both sides of Southcote Lane.
Thames	Wrenfield Drive	Resident	Request for double yellow lines in front 18 and 45 to stop commuter parking in this location.
Tilehurst	Bevan Close	Resident	Request to investigate waiting restrictions within Bevan Close and its junction with Conwy Close to address access/road safety issues caused by parked cars in this area at school drop off/collection times.
Tilehurst	Fern Glen	Councillor/Resident	Request for double yellow lines at the junction of Fern Glen and Pierces Hill to address visibility issues/road safety concerns in this area caused by parked cars close to the junction and on grass verge areas.
Whitley	Kingsbridge Road	Resident	Request for double yellow lines to be installed to prevent obstructive parking around the width restriction on the bend within Kingsbridge road.

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2021	AGENDA ITEM:	
TITLE:	RESIDENT PERMIT PARKING a. PROPOSALS FOR STATUTORY CONSULTATION b. REQUESTS FOR FUTURE INVESTIGATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	NORCOT / REDLANDS / SOUTHCOTE
LEAD OFFICER:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report provides proposals for the Cintra Close, Shilling Close area and Grovelands Road area Resident Permit Parking (RPP) schemes, which have been developed following informal consultations. The Sub-Committee is asked to agree for these schemes to be progressed to statutory consultation.
- 1.2 This report also provides an update on requests that the Council has received for the introduction of new RPP schemes including the progress of developing schemes and any new requests that have been received since the previous update.
- 1.3 Appendix 1 - Proposals for Cintra Close scheme
Appendix 2 - Proposals for the Shilling Close area scheme
Appendix 3 - Proposals for the Grovelands Road area scheme
Appendix 4 - Updated list of requests for future investigation

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to carry out the statutory consultations and advertise the proposals in Appendix 1 - 3, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Orders.
- 2.4 That any objections received during the statutory consultation be reported to a future meeting of the Sub-Committee.
- 2.5 That the Network & Parking Services Manager, 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.
- 2.7 That the Sub-Committee considers whether the requests on Appendix 4 are retained for future development, or removed.

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 & RECOMMENDATIONS

Part A: Proposals for Statutory Consultation

- 4.1 Informal consultations were carried out in October 2019 asking residents for their feedback on potential resident permit parking schemes in Cintra Close, the Shilling Close area and the Grovelands Road area. The results of these consultations, alongside those undertaken for other potential schemes have previously been reported to the Sub-Committee.
- 4.2 Officers and Ward Councillors have considered the feedback that was received during the informal consultation stages and have been developing proposals for statutory consultation.

The impact of the COVID-19 outbreak has had a significant impact on the development and delivery of other schemes in their works programme, added additional urgent works programmes and has

added challenges for the necessary survey and design work for this programme. It is regretful, therefore, that it was not possible to develop these scheme designs sooner.

- 4.3 Appendix documents 1 - 3 provide the scheme proposals and it is recommended that these schemes be progressed to statutory consultation.

The Sub-Committee is asked to note that the proposed schemes will apply only to areas of adopted public Highway, so areas marked as 'non-Highway' or 'Private land' are not proposed to become part of the RPP scheme. Please also note that some areas of existing yellow lining is proposed to remain in place (this will not be labelled) or adjusted (this will be labelled).

Part B: Requests for Future Investigation

- 4.4 Appendix 4 provides the list of requests that have been received for Resident Permit Parking (RPP) schemes across the borough. Where the Sub-Committee has previously allocated a priority to a scheme, this has been recorded and adjusted, following delivery of other schemes. Where a request has previously been reported to the Sub-Committee, but not allocated a priority, this has been recorded as 'N/A', along with any schemes that are 'new' for this update.
- 4.5 The Sub-Committee may wish to allocate priorities to particular schemes on this list, although they are asked to note that scheme development is resource-intensive and this limited resource is shared between this and many other works programmes. Prioritisation will influence the order in which potential schemes are developed, but not necessarily expedite their development over other programmes.
- 4.6 The Sub-Committee may wish for requests not to be pursued and these can be removed from the list.
- 4.7 It is the recommendation of Officers that Resident Permit Parking is considered on an area basis, not street-by-street. The list contains some requests from single streets, but it is hoped that this list will prompt consideration of such restrictions from neighbouring streets to create an area scheme before it becomes an active project. Where this occurs, the listed request will be adjusted accordingly.

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

5. CONTRIBUTION TO CORPORATE PRIORITIES

5.1 This proposal contributes to the Council's priorities, as set out below:

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

6. ENVIRONMENTAL IMPLICATIONS

6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).

6.2 The decisions and recommendations of this report are not expected to have any significant environmental implications.

6.3 Managed parking schemes in residential areas could have a positive impact to air quality in those areas, by removing vehicle movements caused by commuters, for example, searching for unrestricted parking. Commuters may then be more open to alternative travel modes (e.g. public transport, including park & ride) or to use the facilities that will more efficiently accommodate them (e.g. car parks).

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 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.

7.2 Objectors to statutory consultations will be contacted with the decision of the Sub-Committee, following publication of the agreed meeting minutes.

8. LEGAL IMPLICATIONS

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

8.2 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 persons with protected characteristics and statutory consultations provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

10. FINANCIAL IMPLICATIONS

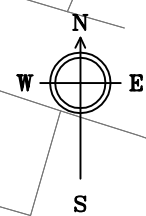
10.1 The cost of a scheme will be dependent on the type of restrictions applied (the signing and lining requirements), the extent and the complexity of the scheme.

10.2 Funding will need to be identified prior to the implementation of any scheme. This funding will be sought from within Capital budgets, prioritising that provided from external funding sources such as Section 106 or CIL funding wherever possible.

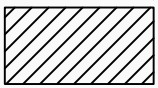
11. BACKGROUND PAPERS

11.1 Resident Permit Parking Update (Traffic Management Sub-Committee, September 2020)

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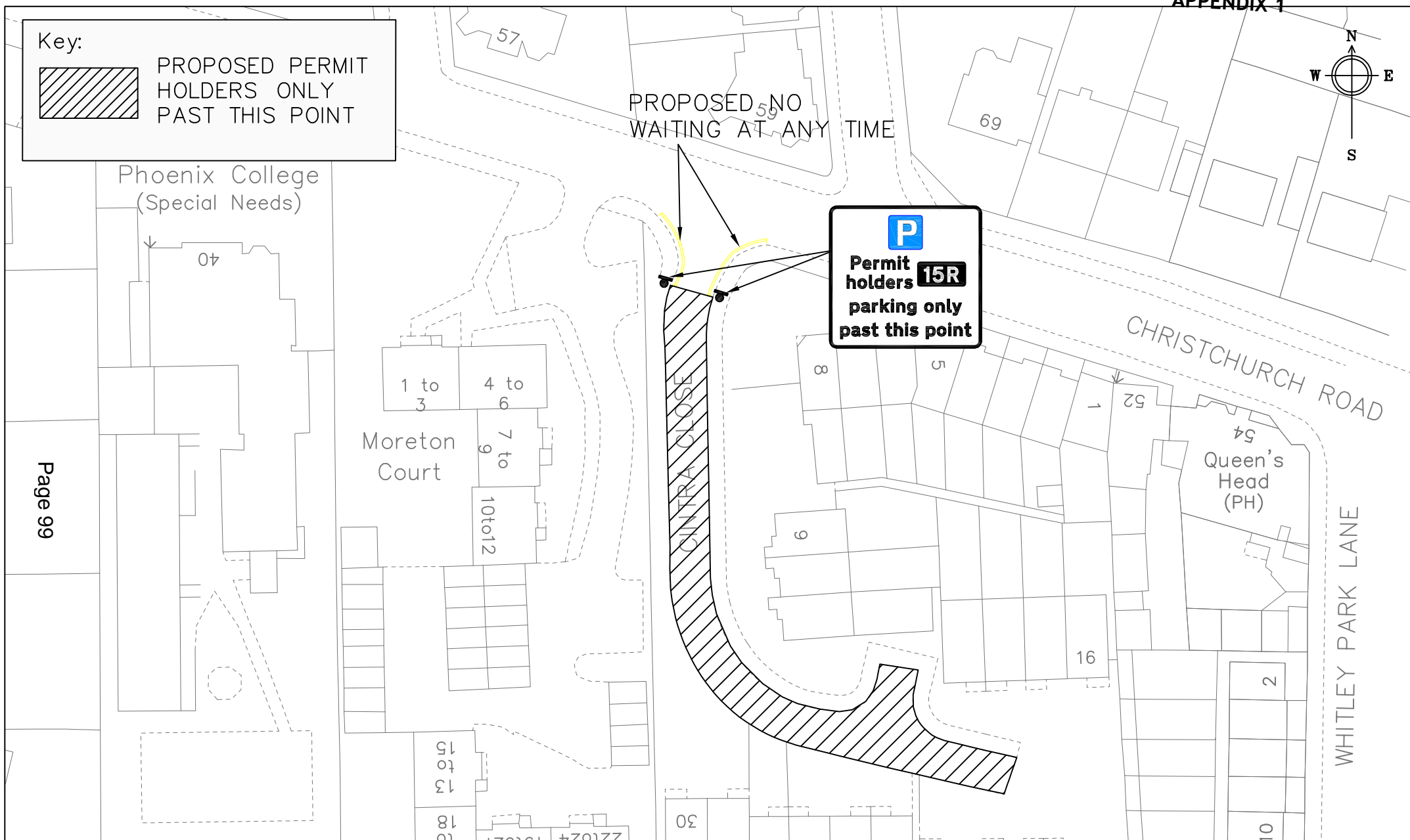


PROPOSED PERMIT
HOLDERS ONLY
PAST THIS POINT

PROPOSED NO
WAITING AT ANY TIME



Permit
holders **15R**
parking only
past this point



Page 99

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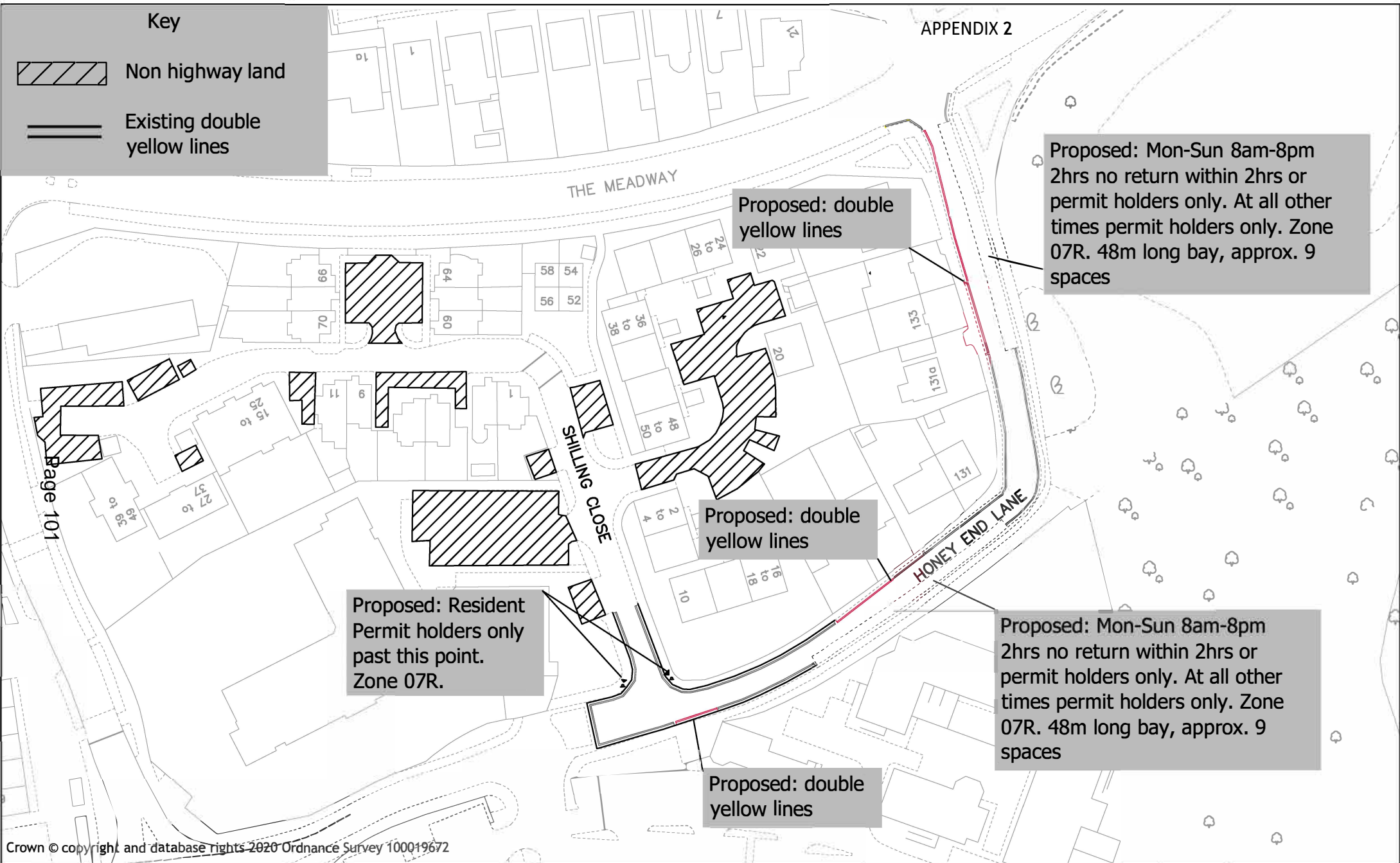
Department of Environment
and Neighbourhood Services
Civic Offices
Reading
RG1 2LU

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	Date APR. 20	Checked JC
Drawing PROPOSED RESIDENT PERMIT	Approved	
Drawing No. NM.RP.CINTRA CLOSE.001		

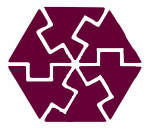
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Key

-  Non highway land
-  Existing double yellow lines



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




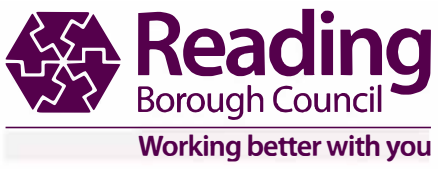
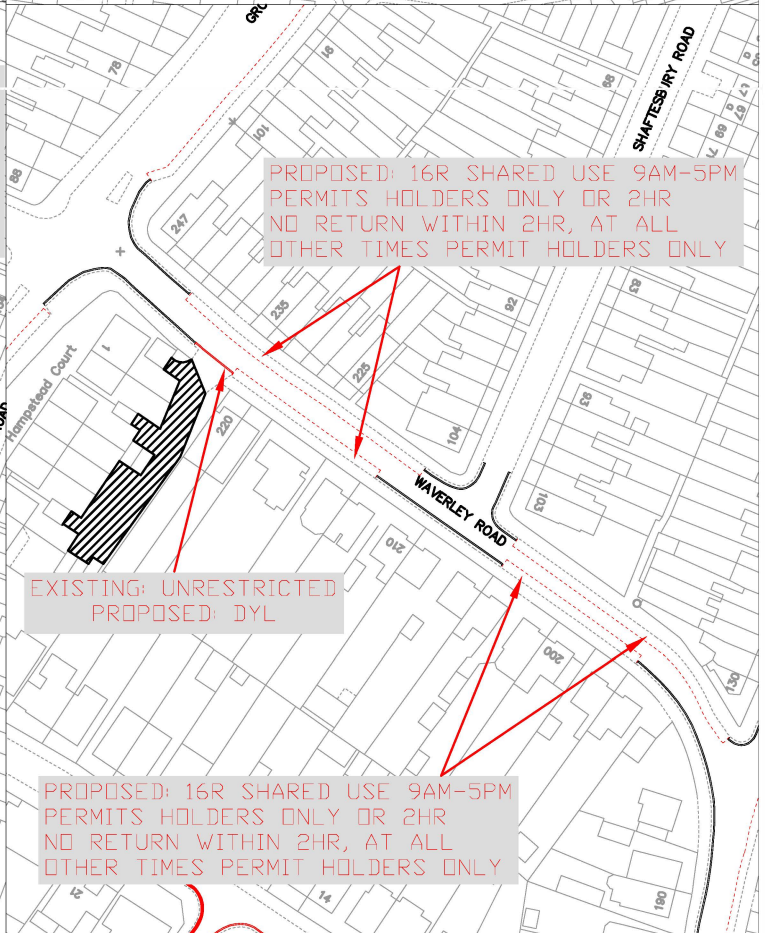
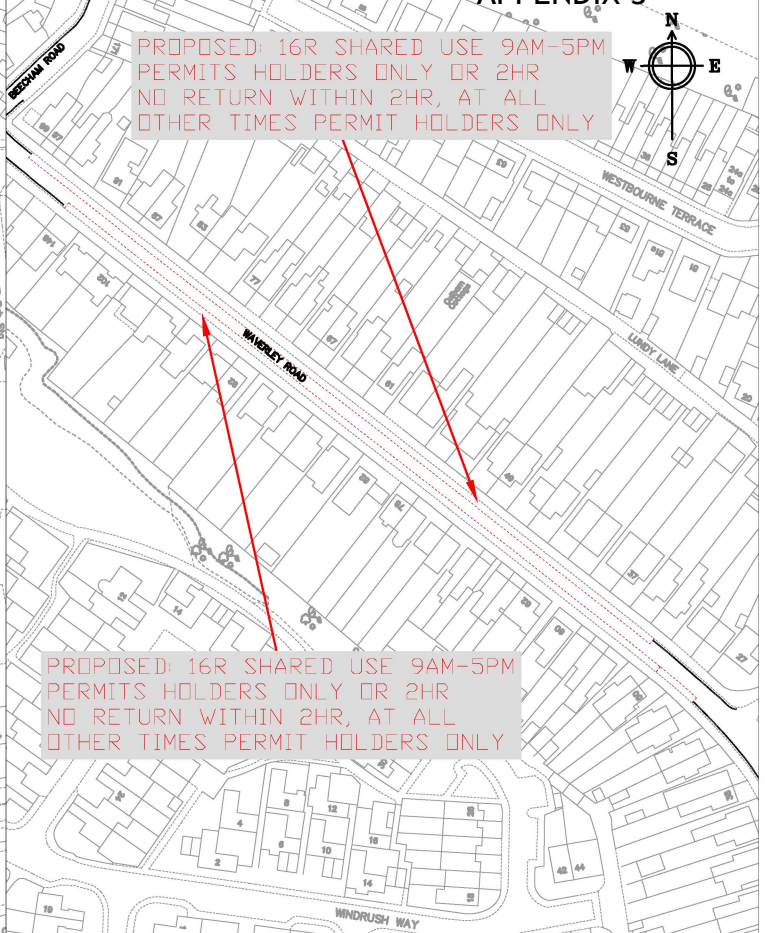
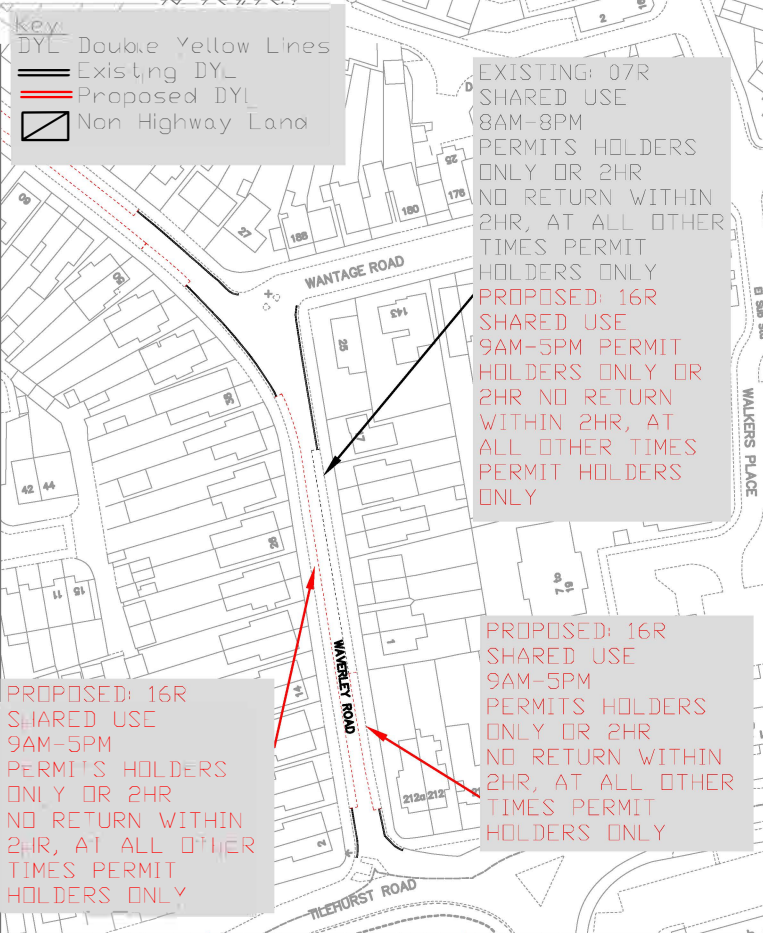
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Civic Offices
Bridge Street
Reading
RG1 2LU

Project SHILLING CLOSE AND HONEY END LANE – PERMIT SCHEME	Scale NTS	Drawn JT
	Date JAN 21	Checked JT
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	Drawing No. SHILLING CLOSE AREA RP SCHEME	

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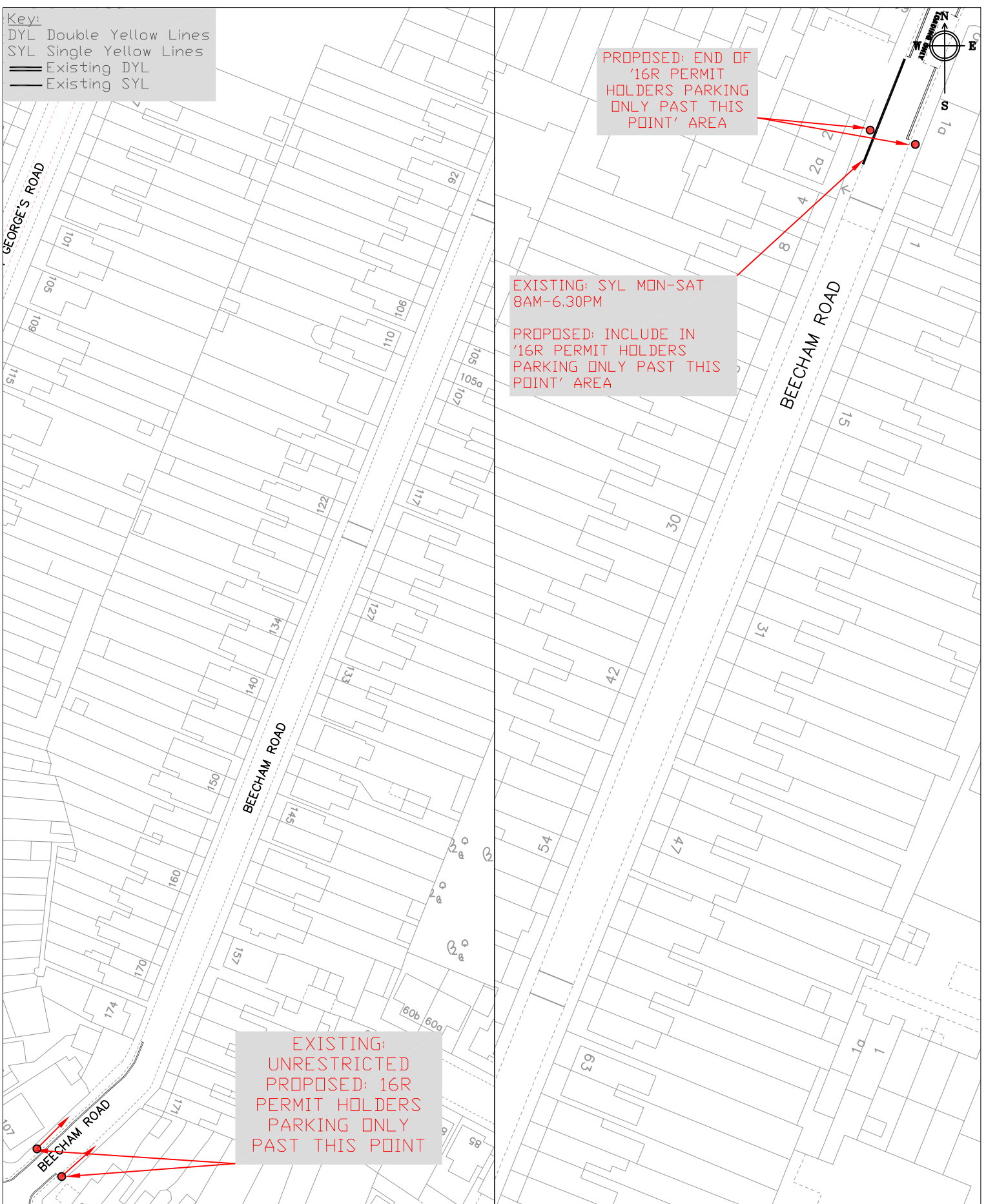
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 DYL Double Yellow Lines
 Existing DYL
 Proposed DYL
 Non Highway Land



Transport
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Drawing				WAVERLEY ROAD			
Drawn	Checked	Approved	Date				
RC	JT	JT	FEB 21				
Scale		Drawing No.					
N.T.S		WAVERLEY ROAD PROPOSAL					

Key:
 DYL Double Yellow Lines
 SYL Single Yellow Lines
 Existing DYL
 Existing SYL



EXISTING:
 UNRESTRICTED
 PROPOSED: 16R
 PERMIT HOLDERS
 PARKING ONLY
 PAST THIS POINT

PROPOSED: END OF
 '16R PERMIT
 HOLDERS PARKING
 ONLY PAST THIS
 POINT' AREA

EXISTING: SYL MON-SAT
 8AM-6.30PM

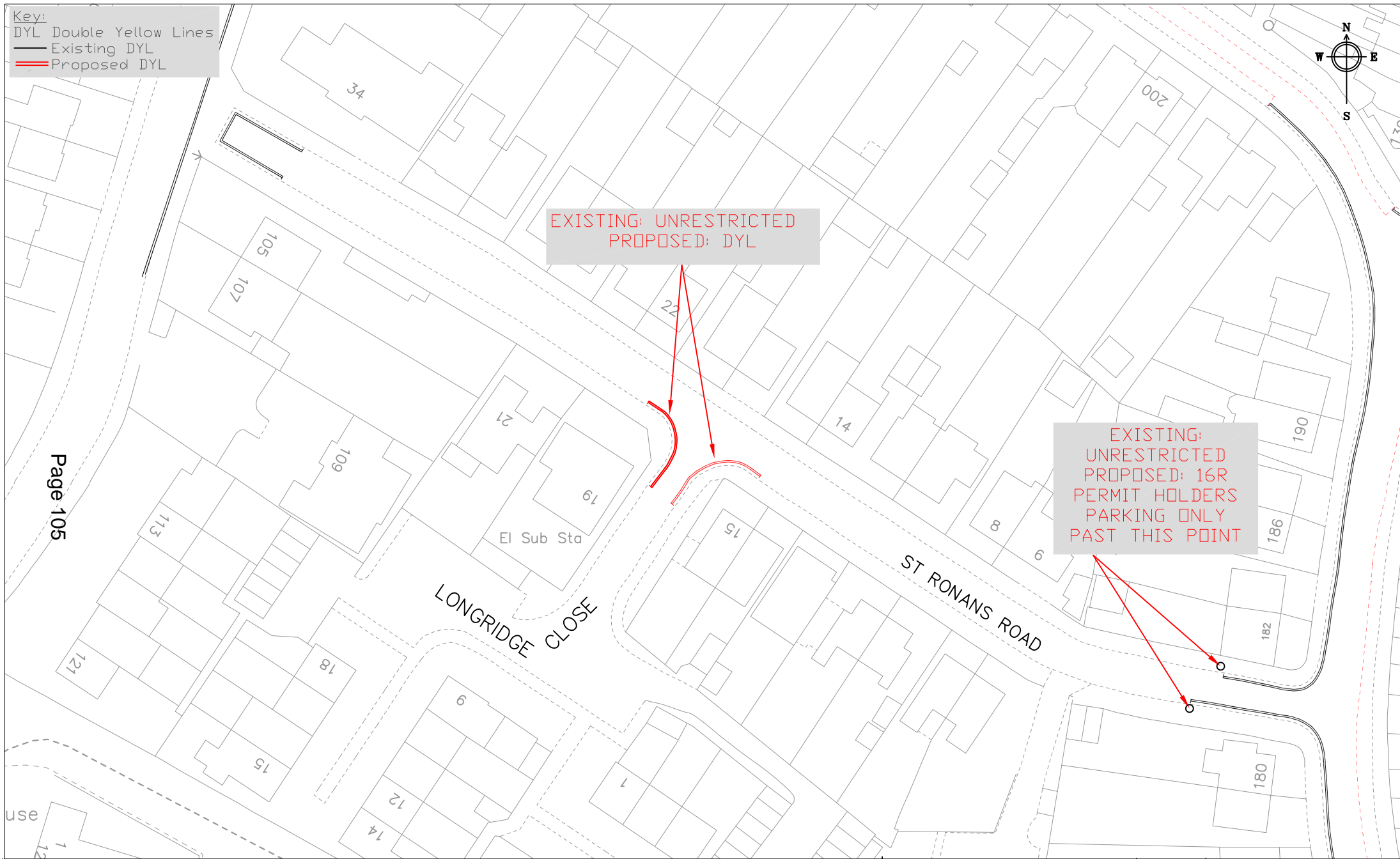
 PROPOSED: INCLUDE IN
 '16R PERMIT HOLDERS
 PARKING ONLY PAST THIS
 POINT' AREA



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Project GROVELANDS ROAD AREA RESIDENT PERMIT SCHEME			
Drawing BEECHAM ROAD			
Drawn RC	Checked JT	Approved JT	Date FEB 21
Scale N.T.S		Drawing No. BEECHAM ROAD PROPOSAL	

Key:
 DYL Double Yellow Lines
 — Existing DYL
 — Proposed DYL



EXISTING: UNRESTRICTED
 PROPOSED: DYL

EXISTING:
 UNRESTRICTED
 PROPOSED: 16R
 PERMIT HOLDERS
 PARKING ONLY
 PAST THIS POINT

Page 105



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GROVELANDS ROAD AREA
 RESIDENT PERMIT SCHEME

ST RONANS ROAD/LONGRIDGE
 CLOSE

N.T.S	Drawn RC
Date	Checked JT
FEB 21	Approved JT

Drawing No.
 ST RONANS ROAD/LONGRIDGE
 CLOSE PROPOSAL

Key:
 DYL Double Yellow Lines
 Existing DYL
 Proposed DYL
 Non Highway Land

PROPOSED: 16R SHARED USE
 9AM-5PM
 PERMITS HOLDERS ONLY OR 2HR
 NO RETURN WITHIN 2HR, AT ALL
 OTHER TIMES PERMIT HOLDERS ONLY
 (170m APPROX 34 SPACES)

PROPOSED: 16R SHARED USE 9AM-5PM
 PERMITS HOLDERS ONLY OR 2HR
 NO RETURN WITHIN 2HR, AT ALL
 OTHER TIMES PERMIT HOLDERS ONLY
 (160m APPROX 32 SPACES)

PROPOSED: 16R SHARED USE 9AM-5PM
 PERMITS HOLDERS ONLY OR 2HR
 NO RETURN WITHIN 2HR, AT ALL
 OTHER TIMES PERMIT HOLDERS ONLY
 (125m APPROX 25 SPACES)

PROPOSED: 16R SHARED USE 9AM-5PM
 PERMITS HOLDERS ONLY OR 2HR
 NO RETURN WITHIN 2HR, AT ALL
 OTHER TIMES PERMIT HOLDERS ONLY
 (110m APPROX 22 SPACES)



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Project GROVELANDS ROAD AREA RESIDENT PERMIT SCHEME

Drawing ST GEORGE'S ROAD

Drawn RC	Checked JT	Approved JT	Date FEB 21
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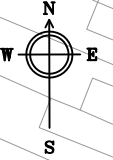
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Key:
 DYL Double Yellow Lines
 Existing DYL
 Proposed DYL
 Non Highway Land

EXISTING:
 UNRESTRICTED
 PROPOSED: 16R
 PERMIT HOLDERS
 PARKING ONLY
 PAST THIS POINT

EXISTING:
 UNRESTRICTED
 PROPOSED: 16R
 PERMIT HOLDERS
 PARKING ONLY
 PAST THIS POINT

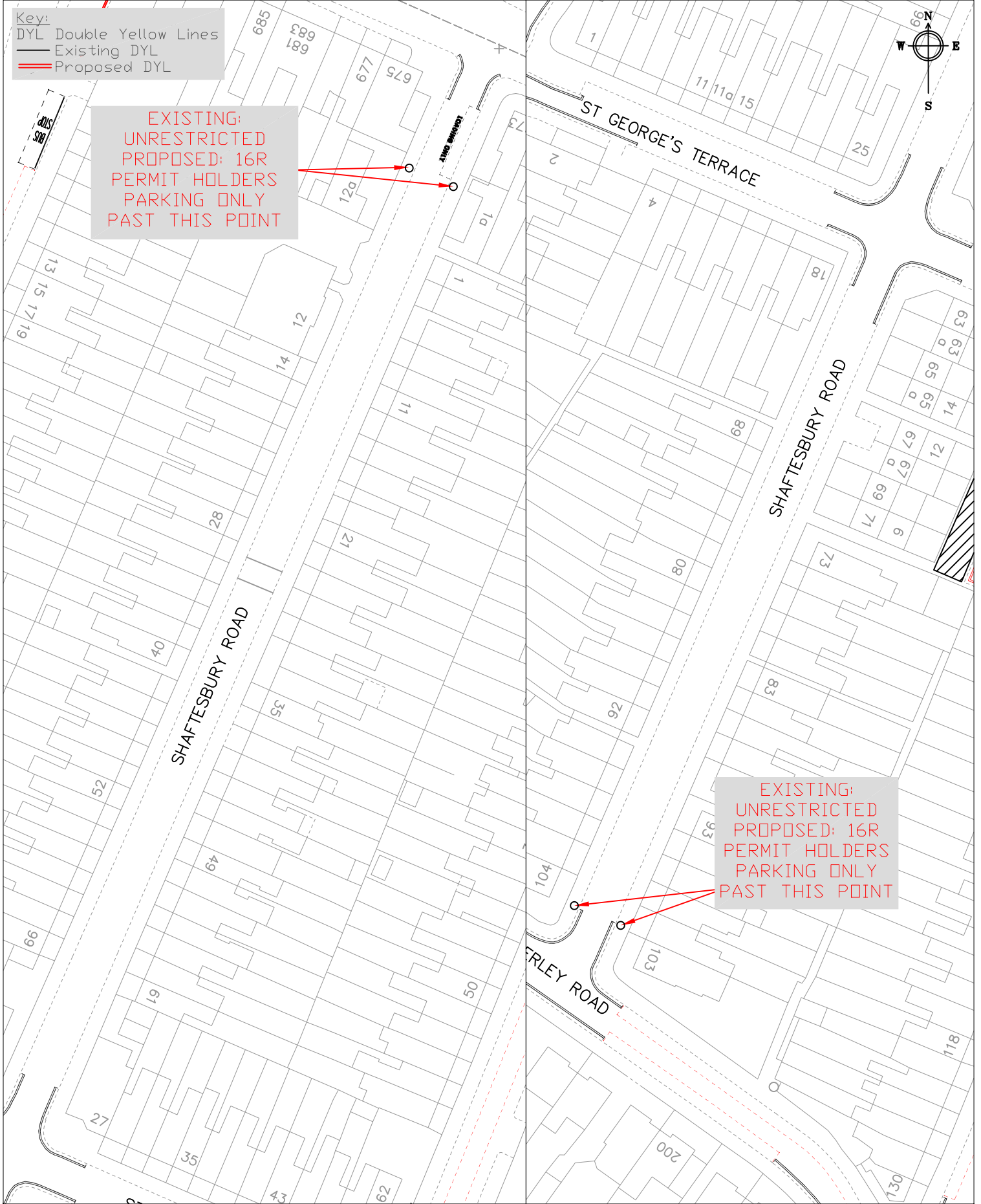
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 PROPOSED: DYL



Key:
 DYL Double Yellow Lines
 Existing DYL
 Proposed DYL

EXISTING:
 UNRESTRICTED
 PROPOSED: 16R
 PERMIT HOLDERS
 PARKING ONLY
 PAST THIS POINT

EXISTING:
 UNRESTRICTED
 PROPOSED: 16R
 PERMIT HOLDERS
 PARKING ONLY
 PAST THIS POINT



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Project GROVELANDS ROAD AREA RESIDENT PERMIT SCHEME

Drawing SHAFTESBURY ROAD

Drawn RC	Checked JT	Approved JT	Date FEB 21
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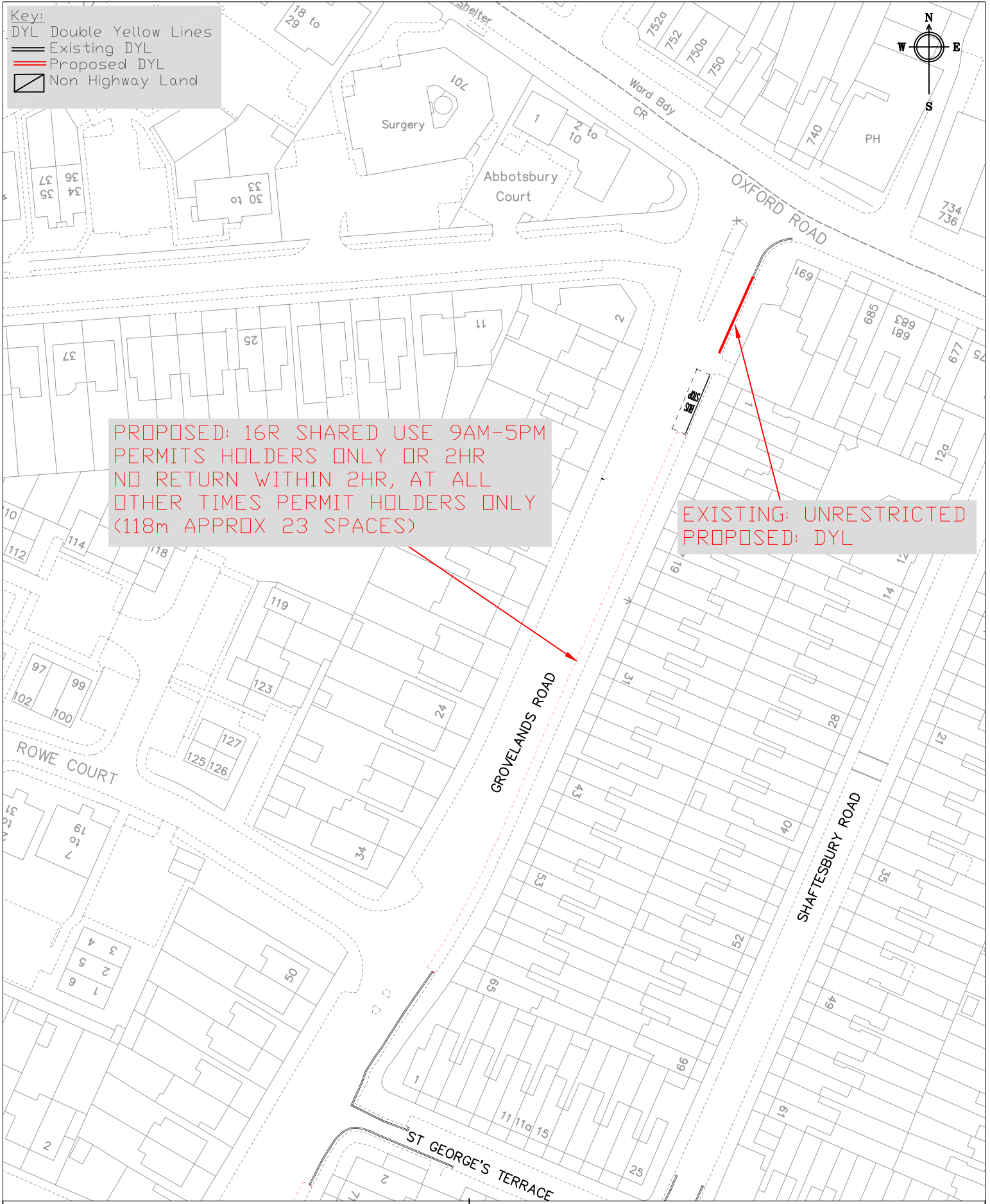
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- Key:
- DYL Double Yellow Lines
 - Existing DYL
 - Proposed DYL
 - ▣ Non Highway Land






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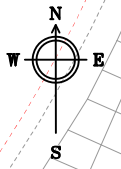
EXISTING: UNRESTRICTED
PROPOSED: DYL



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Civic Offices
Reading
RG1 2LU

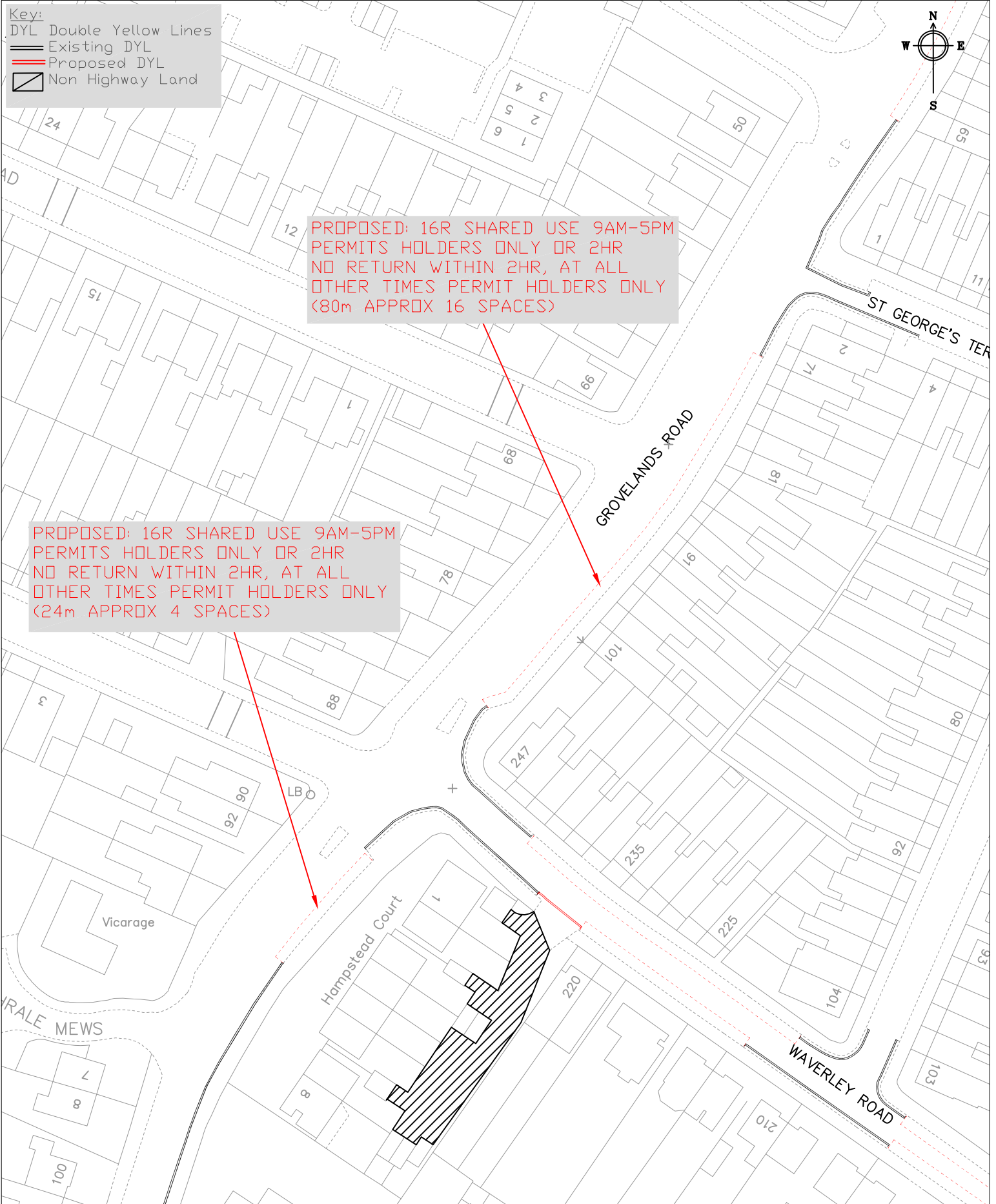
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Drawing			
GROVELANDS ROAD NORTH			
Drawn	Checked	Approved	Date
RC	JT	JT	FEB 21
Scale		Drawing No.	
N.T.S		GROVELANDS ROAD PROPOSAL	

Key:
 DYL Double Yellow Lines
 Existing DYL
 Proposed DYL
 Non Highway Land



PROPOSED: 16R SHARED USE 9AM-5PM PERMITS HOLDERS ONLY OR 2HR NO RETURN WITHIN 2HR, AT ALL OTHER TIMES PERMIT HOLDERS ONLY (80m APPROX 16 SPACES)

PROPOSED: 16R SHARED USE 9AM-5PM PERMITS HOLDERS ONLY OR 2HR NO RETURN WITHIN 2HR, AT ALL OTHER TIMES PERMIT HOLDERS ONLY (24m APPROX 4 SPACES)



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Project GROVELANDS ROAD AREA RESIDENT PERMIT SCHEME

Drawing GROVELANDS ROAD SOUTH

Drawn RC	Checked JT	Approved JT	Date FEB 21
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Scale N.T.S	Drawing No. GROVELANDS ROAD PROPOSAL
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APPENDIX 4 - RESIDENT PERMIT PARKING

UPDATED: March 2021 - This table has been sorted by 'TMSC Agreed Priority', 'Ward' then 'Street'.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
1	1	Katesgrove	Charndon Close, Collis Street and Rowley Road area	Y	N	Requested by Councillors and residents and included in the 2016B Waiting Restriction Review programme. At January 2017 TMSC, Officers noted that the street did not meet the criteria for a permit scheme. The site assessment criteria policy has now been amended and a scheme can be considered. TMSC agreed the priority of this scheme at their meeting in March 2017 and for requests in Collis Street, Rowley Road and St Giles Close to be considered at the same time. This scheme now forms part of the concurrent scheme development programme and informal consultation has been conducted. It was agreed not to proceed with developing a scheme in St Giles Close.	September 2020 (Resident Permit Parking Update)	Officers have shared a concept scheme design with Ward Councillors and are in discussion about the proposals.
2	1	Kentwood	Kentwood Hill	N	N	Received the summary of an informal consultation conducted by the MP. Results suggest that 67% of the 52 participants are in favour of having a RPP restriction in place. From some of the summarised comments, it appears that the parking issues that residents are experiencing are commuter parking difficulties, particularly closer to Tilehurst rail station. This scheme now forms part of the concurrent scheme development programme and informal consultation has been conducted.	September 2020 (Resident Permit Parking Update)	A decision has not yet been reached on whether further development on a proposed scheme should be undertaken and Ward Councillors are continuing to engage with local residents and officers.
3	1	Kentwood	Tidmarsh Street area	N	N	Councillor raised resident concerns about non-resident parking on the street (overflow and business parking). This led to the request for Tidmarsh Street to be added to the waiting list for consideration of a resident permit parking scheme. This scheme now forms part of the expedited delivery programme and informal consultation has been conducted.	September 2020 (Resident Permit Parking Update)	A decision has not yet been reached on whether further development on a proposed scheme should be undertaken and Ward Councillors are continuing to engage with local residents and officers.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
4	1	Norcot	Grovelands Road and Beecham Road area	N	N	Requested by a resident via the MP. At January 2017 TMSC, Officers noted that they were unable to progress the scheme at that time. Agreed at March 2017 TMSC to include concerns on Beecham Road (as raised in the 2017A Waiting Restriction Review proposals) in this potential scheme and officers have received further correspondence from residents of Beecham Road since. TMSC agreed the priority of this scheme at their meeting in March 2017. This scheme now forms part of the concurrent scheme development programme.	September 2020 (Resident Permit Parking Update)	A concept scheme has been developed alongside ward Councillors. Requesting TMSC approval to proceed to statutory consultation.
5	1	Norcot & Southcote	Shilling Close and surrounding area	Y	N	Ward Councillors and local residents have requested this scheme to address a number of parking issues in the area. Options needs to be considered on Honey End Lane (section off of Tilehurst Road, opposite Park Grove), with possible use of RPP and P&D to provide turnover of parking availability for Hospital visitors, while addressing commuter parking. This scheme now forms part of the concurrent scheme development programme and an informal consultation has been conducted.	September 2020 (Resident Permit Parking Update)	A concept scheme has been developed alongside ward Councillors. Requesting TMSC approval to proceed to statutory consultation.
6	1	Redlands	Cintra Close	N	N	Request received from Ward Councillor. This scheme now forms part of the concurrent scheme development programme and an informal consultation has been conducted.	September 2020 (Resident Permit Parking Update)	A concept scheme has been developed alongside ward Councillors. Requesting TMSC approval to proceed to statutory consultation.
7	2	Southcote	Granville Road	Y	N	Concerns raised by residents and ward Councillors regarding the parking pressures in this area, both on Highway and Housing land. It is felt that the introduction of a resident permit parking scheme will assist resident parking and reduce commuter and business parking in the area. It is also considered that the potential inclusion of Housing land parking areas in this scheme will bring a uniform parking scheme to the area, although it will be a potentially complex process. This scheme now forms part of the concurrent scheme development programme and an informal consultation has been conducted.	September 2020 (Resident Permit Parking Update)	Officers are working with Ward Councillors to agree any potential area to be taken forward for further development.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
8	N/A	Caversham	St Annes Road	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking. Also instances of inappropriate parking.	September 2020 (Resident Permit Parking Update)	
9	N/A	Minster	Downshire Square	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking.	September 2020 (Resident Permit Parking Update)	
10	N/A	Caversham	Star Road, Amersham Road and Clonmel Court	Y	N	Three residents have noticed some possible displacement parking as a result of the lower Caversham RP scheme and have noticed an increase in non-resident parking in the area, making it hard to find a space. Some comments have also suggested commuters are parking here in the day.	September 2020 (Resident Permit Parking Update)	With the recent delivery of the Lower Caversham area scheme (December 2019), there have been many enquiries received for the further introduction of RP in the surrounding areas. It should be noted that the majority of correspondence in this regard has taken place in December and early January. This is not unexpected, immediately following the scheme implementation, but it is possible that settlement and passing the festive season has reduced the initial impact of the apparent parking displacement.
			Lower Henley Road			Request from resident to add to the list, following displacement of parking from the introduction of the Lower Caversham scheme.		
			Donkin Hill Paddock Road and Anglefield Road			A few residents have noticed some possible displacement parking as a result of the lower Caversham RP scheme and have noticed an increase in non-resident parking in the area, making it hard to find a space.		
11	N/A	Minster	Carsdale Close	N	N	Councillor raised resident concerns about non-resident parking on the street, in particular a mini bus.	September 2020 (Resident Permit Parking Update)	
12	N/A	Norcot	August End & Brock Gardens	N	N	Resident concern has been raised regarding the volume of non-resident parking that is taking place, making it difficult for residents to park near to their homes.	September 2020 (Resident Permit Parking Update)	

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
13	N/A	Peppard	Kidmore End Road	N	N	Residents have requested that the limited waiting bay, toward the junction with Peppard Road, becomes a resident permit parking restriction.	September 2020 (Resident Permit Parking Update)	The bay is currently limited to 2 hours parking in the daytime, but provides a visitor parking area to adjacent businesses. Residents are reportedly having difficulty finding parking availability in the unrestricted area further north, so any proposals would likely need to cover this area also, while balancing the needs of local businesses.

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2021		
TITLE:	EAST READING RESIDENT PERMIT PARKING SCHEME - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	PARK
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1. EXECUTIVE SUMMARY

- 1.1 To summarise the delivery of the East Reading Resident Permit Parking scheme, provide an update on permit uptake and confirm the previously-reported officer recommendation against adding further multiple-occupancy addresses (e.g. Oaklands) to the Traffic Regulation Order for full permit entitlement.
- 1.2 Appendix 1 - Plan to show the parking restrictions and area of private land on Oaklands.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the current address eligibility for the full allocation of resident parking permits remains unchanged.
- 2.3 That the methodology for renewing discretionary permits in Item 4.11 be adopted.

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. BACKGROUND & RECOMMENDATIONS

Background

- 4.1 Area 1 of a new east Reading resident permit parking scheme was introduced from September 2019. The scheme introduced restrictions in the area that was broadly bounded by the Redlands ward boundary to the west, Whiteknights Road and Wokingham Road. This included the streets surrounding the properties known as 'Oaklands', namely Hamilton Road and Bulmershe Road.

Area 2 of the scheme was introduced in August 2020 and was broadly bounded by the borough boundary, Palmer Park Avenue and Wokingham Road.

Both areas joined the 14R permit parking zone.

- 4.2 Introduction of this scheme has had a transformational, positive impact on parking throughout the area. Availability for residents and visitors has increased and the complaints that the Council received about footway parking obstructions in particular areas have stopped.
- 4.3 The Table below shows the current permits issued in 14R (as at 18/02/2021)

Permit Type	Permits issued
Business	10
Business Discretionary	3
Business Visitor	10
Carer	14
Charity	1
Charity Visitor	3
Resident 1 st	971
Resident 2 nd	238
Resident Discretionary 1 st	48
Resident Discretionary 2 nd	5
Resident Discretionary 3 rd	15
Teacher	4
Temporary	42
Visitor - free	1,430
Visitor - Charged	162
Visitor Discretionary - free	26

Visitor Discretionary - charged	9
Total	2,991

The table below shows the current number of Resident Permits issued in Permit Zone 14R (as at 18/02/2021)

Total Resident Permits Issued	1 st Permits (£40)	2 nd Permits (£150)
1,209	971	238

The table below shows the number of Discretionary Resident Permits issued in Permit Zone 14R (as at 18/02/2021)

Total Discretionary Resident Permits Issued	1 st Discretionary Permits (£40)	2 nd Discretionary Permits (£150)	3 rd Discretionary Permits (£300)
68	48	5	15

The following table shows the permits issued in Hamilton Road, Bulmershe Road and Crescent Road (excluding visitor permits) and the estimated number of available parking spaces. These are the streets closest to the primary concentration of multiple-address properties referenced in Items 4.5 - 4.6.

	Resident Permit 1 st	Resident Permit 2 nd	Discretionary Resident Permit 1 st	Discretionary Resident Permit 2 nd	Estimated Spaces
Hamilton Road	68	13	7	0	136
Bulmershe Road	40	7	5	1	85
Crescent Road	21	4	0	0	45

There are a further 5 spaces on Oaklands Road, 8 on Waybrook Crescent and 3 on The Mews, which are accessed from Hamilton Road and part of the same parking zone.

These spaces are available to all 14R permit-holders, not just to residents of each street, and there are areas of this zone that are more densely-housed than others. The figures should be read in this context.

- 4.4 At the July 2020 meeting of the Sub-Committee, it was reported that the Council had received a petition from Oaklands. The signatories requested for their properties to be included for eligibility to the full entitlement of permits.

- 4.5 It is typical that properties containing flats/multiple addresses, particularly those with off-street parking availability, will not be eligible for the full entitlement of parking permits (up to 2 permits per address and an initial visitor permit allocation, upon application) in the Traffic Regulation Order of a new permit parking scheme in Reading. This approach is taken to minimise the risks of oversaturating parking levels in a new permit parking scheme.

Oaklands is one of a number of developments within the scheme area, to which this applies. Following officer recommendations in the scheme development process, the East Reading Study Steering Group agreed to the property exclusions. The legal Traffic Regulation Order, which legitimises the on-street restrictions, captures those properties that are eligible for the entitlement of permits within this new area scheme.

Residents of properties that are excluded from the scheme are entitled to apply for discretionary parking permits under the scheme rules, so still have an opportunity to receive a parking permit and to legitimately park on street.

- 4.6 Officers reported that within this scheme area (Area 1), there are 278 addresses that are currently not included in the permit entitlement. Of this number, there is a concentration of addresses in the vicinity of Oaklands, which includes 30 addresses on Bulmershe Road and 116 addresses on Hamilton Road (including 50 at Oaklands).
- 4.7 It remains the view of Officers that it would not be reasonable to consider Oaklands in isolation of other properties that are in the same position. To include all properties in the scheme risks opening the scheme up to a flood of permit applications, particularly the excellent-value first permit, and a significant increase in on-street parking that would have specific demand concentrations in Hamilton Road and Bulmershe Road.
- 4.8 It remains the recommendation of Officers that the permit entitlement is not changed.
- 4.9 Officers have been asked to confirm to the Sub-Committee the extent of adopted Highway land on Oaklands and whether there is scope to increase the level of on-street parking.

Appendix 1 provides the scheme drawing that was used for the public consultation and now forms part of the resultant Traffic Regulation Order. The black-shaded area to the south is not adopted Highway. It

is used as a parking area but is not managed nor enforced by Reading Borough Council.

A bay-marked restriction has been implemented on the northern side, with the turning-head of this no-through-road protected by double-yellow-line restrictions.

It is not recommended that the double-yellow-line restrictions be reduced to accommodate more parking on the Highway land, as this would compromise vehicle movements on Oaklands.

- 4.10 It is acknowledged that residents with discretionary parking permits are concerned about the longer-term certainty of having this facility, as they currently expire and require re-application annually.

The table below provides further analysis of the Discretionary permits issued to Bulmershe Road and Hamilton Road addresses

	Discretionary Resident Permits 1 st	Discretionary Resident Permit 2 nd	Discretionary Visitor Permits Free	Discretionary Visitor Permits charged	Carer
Bulmershe Road	5	1	1	4	0
Charfield Court, Hamilton Road	4	0	1	0	1
Hamilton Road	1	0	2	0	0
Oaklands, Hamilton Road	16	0	6	3	0
Osteriey Court, Hamilton Road	2	0	0	1	0

- 4.11 To provide certainty and clarity for those residents that have already received permits, they will be renewed by officers on application. So, these residents will have to re-apply annually for their permit but rather than the application going to TM Sub-committee officers will renew automatically. This is on the basis that the permit is personal to the applicant and should the resident move the new resident will have to restart the process. This will also apply to visitor permits already granted otherwise visitor permits are charged at £25 per book (20 ½ day permits). For new applications these will be viewed by officers on the basis of the guidance as reported to this TM Sub-

committee meeting (item 10). Where new applications are granted at appeal and issued personal to the applicant these will also be renewed automatically on application. This would be subject to the standard terms and conditions of the permit scheme, upon successful application and renewals.

This will also apply to other housing in the area that are not within the normal scheme entitlement.

It is proposed that this method provides residents with the assurance of having a parking permit, but also enables a level of monitoring and management over the parking zone saturation levels, which is a standard consideration of new discretionary parking permit applications.

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. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).

6.2 There are no proposals arising from this report, which are considered to have any environmental or climate implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The lead petitioner for the Oaklands petition reported to the Sub-Committee in July 2020 will be informed the Committee decision, following publication of the meeting minutes.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

8.2 It is not considered that an Equality Impact Assessment (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

9. LEGAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

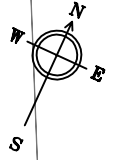
10. FINANCIAL IMPLICATIONS

10.1 None arising from the recommendations of this report.

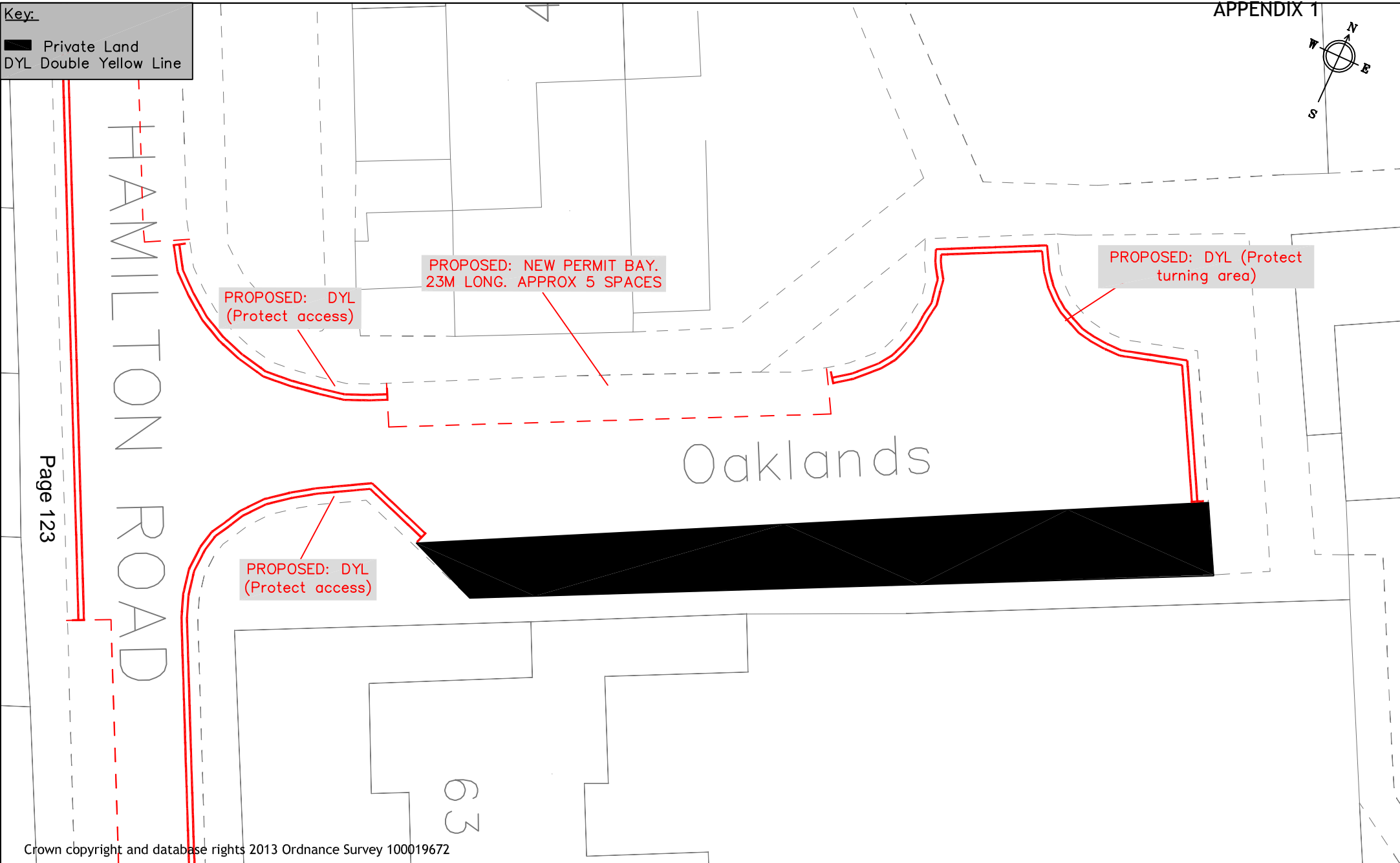
11. BACKGROUND PAPERS

11.1 Petition - Oaklands Residents Parking (Traffic Management Sub-Committee, July 2020)

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Key:
Private Land
DYL Double Yellow Line



PROPOSED: DYL
(Protect access)

PROPOSED: NEW PERMIT BAY.
23M LONG. APPROX 5 SPACES

PROPOSED: DYL (Protect
turning area)

PROPOSED: DYL
(Protect access)

Oaklands

HAMILTON ROAD

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

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2021	AGENDA ITEM:	
TITLE:	REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES a. UPDATED LIST b. SCHEMES PROPOSED FOR CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 9372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GO V.UK

1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 'Part a' of this report informs the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council. These are measures that have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 For this part, the Sub-Committee is asked to consider the Officer recommended action for each new item in Appendix 1, which relate to whether a scheme should remain on the list for future investigation (Appendix 2, subject to funding availability) or removed from the list. Members may wish to consider whether any previously reported items can now be removed on Appendix 2.
- 1.3 'Part b' of this report provides a brief update regarding to the implementation of schemes funded by local CIL (Community Infrastructure Levy) funding.
- 1.4 Appendix 1 provides the list of new requests for 'Part a', with initial Officer comments and recommendations.
- 1.5 Appendix 2 provides the main list of requests for 'Part a'.

2. RECOMMENDED ACTION

- 2.1** That the Sub-Committee notes the content of this report.
- 2.2** That the Sub-Committee considers the officer recommendation for each new request in Appendix 1 and takes a decision on whether to remove or retain these entries on the main list of requests (Appendix 2).
- 2.3** That the Sub-Committee may wish to consider whether any previously reported items in Appendix 2 can now be agreed for removal.

3. POLICY CONTEXT

- 3.1** Any proposals in Part a would need to be considered alongside the Borough Council's Traffic Management Policies and Standards, Council Priorities, the Local Transport Plan and the Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP).

4. BACKGROUND AND RECOMMENDATIONS

Part a (List of Requested Measures)

- 4.1** The Council receives many requests for new traffic management measures across the borough and has a number of programmes in which they may be addressed. Such programmes include the Waiting Restriction Review, Resident Permit Parking and Road Safety. However, with central government transport funding cuts, monies for addressing general traffic management issues is harder to secure.
- 4.2** This report does not affect major strategic transport and cycling schemes that are funded as a part of any major scheme project award from central Government and/or the Local Enterprise Partnership. It does, however, include requests that are received by a number of Council departments and includes requests made by the Cycle Forum.
- 4.3** Appendix 2 provides the current list of requested schemes and requests for measures, which is currently held by Officers.

It is likely that the primary sources of funding for these schemes will be local CIL contributions and other third-party contributions. If funding has been allocated to a scheme, this will be reflected on the list and this list may be used for seeking contributions for specific schemes (for example, during the planning process for a new development).

The list contains some categorised commentary around each scheme/request, providing some contextual background information such as casualty data and, in some cases, indicative costs.

- 4.4 Until a scheme is fully investigated, designed and quotes have been received from appropriate contractors, it is not possible to provide detailed cost estimates. Appendix 1 typically provides a high-level estimation of likely costs, ranging from 'Low', which will be hundreds-of-pounds, to 'Very High', which will be many tens-of-thousands-of-pounds.

There can be many legislative and physical aspects that can influence the feasibility of a scheme and the resources required to investigate requests and develop designs will incur costs. For this reason, it is not intended that any request is investigated further until funding has been identified and Members are asked to note that no item on this list is guaranteed as being deliverable.

- 4.5 Appendix 1 provides the list of requests that have been received by officers since the last update to the Sub-Committee.

Members are asked to consider the recommended action for each scheme and agree the outcome as follows:

4.8.1 Retain - These items will remain on the list in Appendix 2, awaiting funding for further investigation and development.

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

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

Part b (CIL Locally Funded Schemes Update)

- 4.6 The Council has allocated CIL funding to enable the delivery of a number of traffic management schemes, the majority of which originated from the main part of this regular report (Part a). Private/third-party funding has also been received, or indicated, for some entries.
- 4.7 The following table provides a summary of the scheme development to date:

Scheme	Update
Elgar Road South (HGV signing)	Delivered
Grovelands Road double-mini-roundabout signing/markings improvements	Delivered
Brunswick Street & Western Road 20mph zone	Delivered
Southcote Road, Western Road & Parkside Road 20mph zone	Delivered
Ridgeway Primary School (Whitely Wood Road) zebra crossing	Zebra crossing installed and implementing final elements at the time of writing
Northumberland Avenue 20mph zone extension	Being delivered at the time of writing
Gosbrook Road tiger crossing	Being delivered at the time of writing
Redlands 20mph zone enhancements	Being delivered at the time of writing
Oxford Road tiger crossing	Delivery plan being finalised with contractors at the time of writing

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. ENVIRONMENTAL IMPLICATIONS

6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).

6.2 None arising from 'Part a' of this report.

6.3 The placement of speed reduction measures on the unclassified road network in residential areas can make these streets less appealing as short-cut/rat-run routes. This should improve noise and air-quality in the areas, but also increase the perception of road safety, potentially removing barriers that some may have toward walking and cycling.

The placement of controlled crossings, particularly near to education establishments, should have a similar effect to the perception of safety. These features could have a positive impact on chosen transport modes, with a hoped increase in walking and reduced car journeys around student arrival and departure times.

7. COMMUNITY ENGAGEMENT AND INFORMATION

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

- 7.2 Requests that are progressed into active schemes may require statutory consultation and/or public notification.
- 7.3 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.
- 7.4 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.

8. LEGAL IMPLICATIONS

- 8.1 None arising from this report.
- 8.2 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.
- 8.3 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.
- 8.4 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.

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 An Equality Impact scoping exercise will be considered as part of any detailed scheme design, prior to implementation.
- 9.3 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.

10. FINANCIAL IMPLICATIONS

- 10.1 None arising from 'Part a' of this report. Funding will need to be identified prior to the resourcing of investigation, progression and development of requests/schemes.
- 10.2 The CIL and private funding contributions do not provide additional revenue funding, so the maintenance cost implications of any measure will need to be carefully considered.
- 10.3 These schemes in 'Part b' of this report are being funded from the allocated local CIL contributions. These contributions are to cover the whole project costs.

11. BACKGROUND PAPERS

- 11.1 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - September 2020).
- 11.2 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - March 2020).

APPENDIX 1 - NEW* REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

TRAFFIC MANAGEMENT SUB-COMMITTEE (MARCH 2021)

*requested since last update (September 2020)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Battle	Pedestrian Crossing	Portman Road	East of Tesco	Request for a pedestrian crossing as traffic levels have increased on this road in 2020, making it harder for pedestrians to cross.	<ul style="list-style-type: none"> • General: There may be finding available through S106. The area will need to be reviewed to determine the best location for a crossing. • Casualty Data: No incidents resulting in casualties in the latest 3 full years of police-supplied casualty data (2017-2020) • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Survey: Low implementation: High • Recommended Action: Retain
2	Peppard	Pedestrian crossing and 20mph zone	Lowfield Road	Near the junction with Farnham Drive	Residents have raised concerns about speeding in this area, and have noted that there are now more children crossing the road since the new housing was built on 37-91 Lowfield Road. There have been requests to reduce the speed limit and install a pedestrian crossing.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Physical speed calming measures could increase noise complaints and will be costly. The area will need to be reviewed to determine the best location for a crossing. • Casualty Data: No incidents resulting in casualties in the latest 3 full years of police-supplied casualty data (2017-2019) • Benefits/Impact: Potential reduction in vehicle speeds, improved pedestrian crossing facilities. • Anticipated Costs: Survey: Low implementation: High • Recommended Action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
3	Redlands	Speed calming features	Eldon Terrace	Entire street and immediate area	Request, via Councillor, for the installation of physical speed calming measures to aid motorist compliance.	<ul style="list-style-type: none"> • General: The street, and those leading to it, sit within an existing 20mph zone, which will negate the need for additional signing to be implemented alongside any vertical traffic calming measures. Considering the narrow nature of the streets and a level of on-street parking, chicanes or width restricting features are unlikely to be feasible. To improve compliance with the speed limit, speed humps will be the most effective measure. These features, however, will affect all motorists and there is often local concern of noise and vibration raised when such features are proposed to be installed in residential areas. Such features will require public consultation. • Casualty Data: No incidents resulting in casualties in the latest 3 full years of police-supplied casualty data (2017-2019) • Benefits/Impact: Benefits should include improvements in motorist compliance with the speed limit, reducing risks and severity of incidents and improving the perception of safety for the local community. However, there could be an impact of additional noise and vibration complaints and they will impact all motorists using the street, including those residents who do comply with the speed limit. • Anticipated Costs: Speed survey - very low. Implementation - High, but can be scaled depending on the number of features that are desirable. • Recommended Action: Retain
	Tilehurst	Speed calming and traffic management measures	Conwy Close	Entire length	Request from parent whose child attends the Avenue School, for road safety measures such as signs, lines, traffic calming and/or a pedestrian crossing to improve safety at this location. There are concerns about safety due to the high volume of vehicles and pedestrians that use this road e.g. taxis and minibuses parking on the pavement, double parking and general traffic build up.	<ul style="list-style-type: none"> • General: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. • Casualty Data: No incidents resulting in casualties in the latest 3 full years of police-supplied casualty data (2017-2019) • Benefits/Impact: Potential reduction in vehicle speeds and improved crossing for those accessing the school. • Anticipated Costs: Low - High depending on measures taken. • Recommended Action: Retain.

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

APPENDIX 2 -REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

TRAFFIC MANAGEMENT SUB-COMMITTEE (MARCH 2021)

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
6	Abbey	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSM referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> • General: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options, the inclusion of cycle facilities and cycle casualties on the roundabout. • Casualty Data: 1 slight injury in latest 3 year period (up to June 2017) involving pedestrian crossing the road between stationary traffic. • Benefits/Impact: Improved crossing facilities for pedestrians and cyclists, but any assisted/controlled crossing will have a detrimental effect on traffic flow. • Anticipated Costs: High to very high, depending on the solution. • Recommended Action: Retain.
7	Abbey	Cycle Signing	Great Knollys Street		Provision of cycle route heading west from the south side of the station.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved cycle facilities and encouragement of cycling. • Anticipated Costs: This will depend on the scope and extent of the scheme. • Recommended Action: Retain.
8	Abbey	Cycle access	Kings Road	Junction with Watlington Street	Provide advance stop line at bus lane on Kings Road / Watlington Street.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there were no recorded injuries at this location. • Benefits/Impact: Provides dedicated facility for cyclists waiting at this busy junction. • Anticipated Costs: Medium. • Recommended Action: Retain.
9	Abbey	Cycle Access	Market Place	Between Kings Road and Town Hall Square	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme and any physical Highway adjustments may be required. • Recommended Action: Retain.
10	Abbey	Cycle Access	Minster Street	Minster Street/Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
11	Abbey	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: No reported accidents in the latest 3 year period (up to April 2018). • Benefits/Impact: Depending on options considered, traffic speeds could be reduced by speed calming. This could impact public transport and emergency service vehicles as well as creating additional noise for residents. • Anticipated Costs: High, but will depend on the chosen feature. • Recommended Action: Retain.
12	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access to existing facilities. • Anticipated Costs: Medium. • Recommended Action: Retain.
13	Abbey	Cycle Access	Southern Interchange	Garrard Street / Southern Interchange	Improved access to/from Garrard Street junction to Southern Interchange	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there has been 1 'slight' incident involving injury, in which a cyclist was involved. The details are vague, so the cause is not fully known. • Benefits/Impact: Provides improved access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme and any physical changes made to the Highway. • Recommended Action: Retain.
14	Abbey	Cycle Signing	Various	Town centre	Review town centre signing and update to ensure compliance with TSRGD. Locations include: Queen Victoria Street Market Place Town Hall Square	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved directional signing, which could encourage cycling and expedite journeys. • Anticipated Costs: Low (per sign). • Recommended Action: Retain.
15	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved directional signing, which could encourage cycling and expedite journeys. • Anticipated Costs: Low (per sign). • Recommended Action: Retain.
16	Abbey	Cycle Parking	Various	Various	Additional cycle parking at key points in the town centre. For example: St Mary's Butts, Station Road, Cross Street and Hosier Street.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Encourage cycling through the security and convenience that parking facilities provide. • Anticipated Costs: Medium - High (per facility) depending on the type of facility to be used. • Recommended Action: Retain.

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
21	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> • General: It is likely that any potential location for such a facility will be a reasonable distance away from the junction with South View Avenue (and the bend in the road) to satisfy the required forward visibility to the crossing. Surveys would need to be conducted to consider whether a crossing in such a location would be sufficiently used. Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, in the context of the proposed 20mph zone. • Casualty Data: Over the latest 3 year period (up to June 2017), 1 serious and 2 slight incidents involving injury, where pedestrians have been crossing the road. There are a number of causation factors, but all incidents are at the northern end of the street. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on chosen solution(s). • Recommended Action: Retain.
22	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMSO for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSO noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: One slight accident reported in the latest 3-year period involving a pedestrian crossing the junction (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings. • Anticipated Costs: Modelling, design and safety audit - Medium. Implementation - High • Recommended Action: Retain.
23	Caversham	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> • General: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017), which can be attributed to this issue/concern. • Benefits/Impact: To be investigated. Benefits to pedestrians, particularly during school arrival/departure times, from increased footway widths. The resultant narrowing of the carriageway may assist in reducing traffic speeds. • Anticipated Costs: High - Very High. Footway widening will involve

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
						reconstruction works, drainage and utility adjustments. <ul style="list-style-type: none"> • Recommended Action: Retain.
24	Caversham	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> • General: Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered. • Casualty Data: No incidents in the latest 3 year period of data (up to November 2018), • Benefits/Impact: Improved crossing facilities and increased perception of pedestrian safety. Potential reduction in vehicle speeds, depending on the agreed solution. • Anticipated Costs: Medium - very high. Influences will be civils works (build-outs, raised crossing, islands), any electrical works (zebra beacons, traffic signals and control equipment). • Recommended Action: Retain.
25	Caversham	20mph	Various	Lower Caversham and Amersham Road area	A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Benefits/Impact: Reduced speeds around this busy area of Caversham. • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
26	Church	Speed reduction measures	Northcourt Avenue	Entire road	Concerns raised about vehicle speeds and request for speed reduction measures.	<ul style="list-style-type: none"> • General: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). • Casualty Data: 3 'slight' incidents in the latest 3 year period of data (up to July 2019), but none attributed to speeding. • Benefits/Impact: The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: High - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
27	Church	Pedestrian Crossing	Pepper Lane	Between the university campus and Leighton Park School	Concerns raised regarding pedestrian safety when crossing to the bus stops and a zebra crossing has been requested.	<ul style="list-style-type: none"> • General: Private funding has been made available for this scheme. • Casualty Data: One slight accident in the latest 3 year period (up to April 2018) where a pedestrian crossed the road behind a bus. Speeding not a causation factor. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on chosen solution(s). • Recommended Action: Retain (privately funded).
28	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> • General: This would be a low cost measure that could benefit residents and traffic flow on the main road. • Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to Feb 2018). • Benefits/Impact: Could prevent the hindrance of traffic flow on Whitley Wood Road. • Anticipated Costs: Low • Recommended Action: Retain.
29	Katesgrove	20mph	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: Between 2008-2018 there was 1 slight accident reported (in 2013), however, speeding was not a causation factor. • Benefits/Impact: Reduce perceived speeding • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
30	Katesgrove	Speed Calming (closure of the street)	Home Farm Close	Entire Street affected, closure point to be determined	Councillor request to stop speeding/joy-riding by permanently closing the road, potentially mid-way.	<ul style="list-style-type: none"> • General: • Casualty Data: There has been 1 recorded incident involving a casualty ('slight' injury) within the latest 3 year period (up to May 2018), but this has not been attributed to speeding in its recording. • Benefits/Impact: This proposal should be an effective speed reducing feature, but there will need to be careful consideration about the closure point and some parking restrictions to facilitate a clear vehicle turning area either side - there are many driveways along the street. The result would likely be a reduction in the availability of on-street parking space. • Anticipated Costs: Statutory consultation low, implementation medium-high, depending on the closure method. • Recommended Action: Retain.
31	Katesgrove	Cycle Facilities	Silver Street & Southampton Street	Silver Street & Southampton Street	Reallocation of road space to accommodate on-carriageway cycle facilities	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there were no recorded injuries for Silver Street. In Southampton Street there was 1 serious and 3 slight injuries. These were for a variety of recorded reasons at different locations along the street. The 3 slight injuries were around junctions. • Benefits/Impact: Encourage cycling through the perceived safety that dedicated lanes provide. Improved use of road space, where available. Consideration needs to be made for existing on-street parking facilities and junctions and how the cycle facilities would work alongside. • Anticipated Costs: Medium. • Recommended Action: Retain.
32	Kentwood	20mph	Armour Hill	Dudley Close Larissa Close area	Requested reduction of speed limit from 30mph to 20mph due to the lack of visibility and perceived speeding in the area. Additional measures could also be investigated to improve visibility of junctions.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: No incidents involving casualties recorded in the latest 5 year period (up to Feb 19). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: High • Recommended Action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
33	Kentwood	Speed reduction measures	Oak Tree Road	Whole length	Request received for speed calming measures to address the perception of speeding traffic and rat-running.	<ul style="list-style-type: none"> • General: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: High - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
34	Kentwood	Road Marking	Oxford Road	Entrance to & exit from the car wash, to the side of The Restoration PH	Councillor requested, on behalf of cyclist, the installation of some markings to discourage waiting vehicles stopping across the cycleway, and to highlight the presence of the cycleway at the exit of the car wash.	<ul style="list-style-type: none"> • General: Assistance could be provided with KEEP CLEAR and other minor lining works. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) at these locations. • Benefits/Impact: Potential reduction in cycleway blocking, although this isn't enforceable, and greater clarity of the cycleway crossing upon exit of the car wash. • Anticipated Costs: Low (lining only). • Recommended Action: Retain.
35	Kentwood	Pedestrian Crossing	Oxford Road & Overdown Road	Oxford Road (east side of Overdown Road roundabout) & Overdown Road (near to Oxford Road roundabout)	Councillor has raised resident concerns regarding the lack of assisted (formal) pedestrian crossings at these busy locations.	<ul style="list-style-type: none"> • General: CIL funding has been allocated to this scheme. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Retain (funding has been allocated).

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
36	Mapledurham	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> • General: There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to controlled crossings (e.g. zebra crossings) • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Retain.
37	Mapledurham	Speed Calming	Upper Woodcote Road		Request from resident for measures to be put in place to prevent speeding, such as a speed indicator device.	<ul style="list-style-type: none"> • General: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). • Casualty Data: Between 2015-2018 there was 1 slight accident reported (in 2017), however, speeding was not a causation factor. • Benefits/Impact: The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: High - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
38	Minster	Keep Clear markings	Berkeley Avenue	Junction with its service road	Request from resident via Councillor to install a keep clear marking to stop the junction from being blocked by queueing vehicles.	<ul style="list-style-type: none"> • General: The correct application of these markings is to reduce delays on the primary road, caused by right-turn traffic not being able to enter the side road due to queueing traffic. If this is the intended application, and not the perception of aiding traffic turning out of the side road, the recommendation is to retain this item on the list. • Casualty Data: N/A • Benefits/Impact: If applied correctly, there should be a benefit to westbound traffic flow during busier times of the day. • Anticipated Costs: Low • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
39	Minster	Kerbing/ re-profiling	Berkeley Avenue	Cul-de-sac section	Request from resident, via Councillor, to re-profile the kerb line to better facilitate access for larger vehicles, that are otherwise mounting and damaging the corner of the verge.	<ul style="list-style-type: none"> • General: There would need to be funding available for detailed investigation of the make-up (and buried services, tree roots etc.) that may lay within this area. It would need to be reconstructed to take vehicular traffic, so this work will determine what is necessary (and at what cost) to make this alteration. • Casualty Data: N/A • Benefits/Impact: Improved access and hopeful reduced overrunning and damage to the verge. • Anticipated Costs: Investigation - Medium. Implementation - Unknown. • Recommended Action: Retain.
40	Minster	Resurfacing, adoption and illuminating footpath	Wensley Road	Links Wensley Road (near North Lodge Mews) with Coley Avenue South (to the south of Froxfield Avenue).	<p>It has been a long-standing desire of the West Reading Area Study to bring this footpath up to adoptable standards, to adopt it as part of the Highway network and to provide street lighting. This will increase the appeal to use it, improving accessibility through the area.</p> <p>The majority of the CIL-funded West Reading Area Study deliverables have been implemented, but there will be a shortfall in the funding available to deliver this item.</p>	<ul style="list-style-type: none"> • General: This entry has been made to cover the shortfall in WRS CIL funding to deliver this item • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Improved accessibility and an anticipated reduction in anti-social behaviour. • Anticipated Costs: Estimated costs (October 2019) £180k total. Estimated shortfall from area study funding £ • Recommended Action: Retain.
41	Minster	Zebra Crossing Upgrade	Wensley Road	Outside shopping area, east of St Saviours Road	There has been a request made, via ward Councillors, for an upgrade of the beacons at the existing zebra crossing to a 'brighter' LED type.	<ul style="list-style-type: none"> • General: This is a long standing crossing, but requests have been received to upgrade the type of beacon that is in place to a modern LED type, to enhance the visibility. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Perceived improvement to the safety of the crossing through increased advance visibility to a modern LED beacon. There should be a marginal reduction in operational and maintenance costs. • Anticipated Costs: Estimated costs (December 2019) £2.5k - £3k • Recommended Action: Retain.
42	Multiple Peppard / Thames	20mph	St Barnabas Road	Extension of existing scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	<ul style="list-style-type: none"> • General: There have been complaints about safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been no recorded speed-related incidents involving casualties in the latest 3 year period (up to April 2018). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: Survey: Low Implementation: Medium • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
43	Multiple: Abbey / Caversham	Walking/Cycling Improvements	Promenade Road & Caversham Road Roundabout	Promenade Road & Caversham Road Roundabout south of Caversham Bridge	Installation of dropped kerbs to aid access to Abbotsmead Place and Thames Path	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access for cyclists to existing facilities. • Anticipated Costs: Medium (per dropped kerb). • Recommended Action: Retain.
44	Multiple: Abbey / Battle / Kentwood	Walking/Cycling Improvements	Thames Path	Thames Path	Convert the footpath to shared-use and undertaken improvements as detailed in risk assessment, including surface upgrade, speed reduction measures and signing.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Encourage cycling by providing a pleasant, non-trafficked routes across the town. • Anticipated Costs: High • Recommended Action: Retain.
45	Multiple: Abbey / Caversham / Thames	Cycle Improvements	NCN 5	Caversham	Improve cycle facilities along route 5, or alter route, as part of redevelopment of St Martin's Precinct, including improved signing and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access for cyclists and parking facilities to encourage cycling in this area. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
46	Multiple: Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMSC and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> • General: This is strongly encouraged by national Highway signing regulations. • Casualty Data: N/A • Benefits/Impact: Improved street scene and clarity of important information. Removal of signs that no longer comply with regulations, increased footway width from removal of unnecessary poles, reduced maintenance and electrical costs relating to illuminated signs. • Anticipated Costs: Per sign/post cost - Low. • Recommended Action: Retain.
47	Multiple: Borough-wide	20mph scheme	Borough-wide	Borough-wide	Roll out 20mph where appropriate to reduce road accidents and encourage cycling	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this would need to be considered per area/street. • Benefits/Impact: Improved perception of safety for all Highway users. • Anticipated Costs: This will depend on the size of the scheme and the traffic calming features that may be required in the area. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
48	Multiple: Caversham / Thames	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMSM for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSM noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings. • Anticipated Costs: Modelling, design and safety audit - Medium. Implementation - High • Recommended Action: Retain.
49	Multiple: Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements. • Anticipated Costs: Medium - the works will likely require replacement of large strategic directional signs. • Recommended Action: Retain.
50	Multiple: Mapledurham / Thames	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> • Casualty Data: The only recorded injury incident on our database was in 1995. • Benefits/Impact: Improve the advance 'visibility' of this corner and hopeful reduction in the number of non-injury incidents and 'near-misses' that are not reflected in the casualty data, but reported by residents. • Anticipated Costs: Low. This work, as requested, will not require consultation. Signs will not require illumination. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
51	Multiple: Mapledurham / Thames	Signing/Lining	Upper Woodcote Road	The bend near Richmond Road	Resident has concerns about the safety of the bend near the junction with Richmond Road, stating that the police have told residents there is an adverse camber. Additional signs and refreshing existing lining could help highlight the bend.	<ul style="list-style-type: none"> • General: This location has a bend in the road and a junction with a right-turn filter lane. It is a wide section of road and is not significantly cambered, but is slightly barrelled across its profile. This is not a location with an evidenced road safety issue and is not a high speed road. It is most likely that any incidents at this location are caused by motorists miss-judging their approach speed, the weather/road conditions or by intentions to cut the corner when the filter lane is being occupied. A review and potential improvement of the local warning signs and lining may be beneficial and of a relatively low cost. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Potential enhancement of advance warning to motorists. • Anticipated Costs: Low. • Recommended Action: Retain.
52	Multiple: Tilehurst / Kentwood	Pedestrian Crossing	Norcot Road	o/s 101	Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.	<ul style="list-style-type: none"> • General: This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Retain.
53	Multiple: Tilehurst / Kentwood	20mph	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> • General: If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to be careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: High • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
54	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Rd to Taff Way.	Raised by ward Councillor.	<ul style="list-style-type: none"> • General: Dee Road is already included in a 20mph zone but we could expand the zone to include Stanham Rd, Combe Rd, Elvaston Way, Tern Close and Taff Way. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been 5 slight accidents reported in the latest 3 year period (up to April 2018) on Dee Road and Elvaston Way. Speed was not a causation factor for these incidents. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: Survey: Low Implementation: Medium • Recommended Action: Retain.
55	Multiple: Various	Walking/Cycling Improvements	Various	Portman Road Palmer Park Caversham Bridge	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Clarifies the shared-use designation for all users. • Anticipated Costs: Low - medium (per site). • Recommended Action: Retain.
56	Norcot	Road Closure	Craig Ave	At its junction with Grovelands Rd	Complaint from a resident stating that vehicles exiting Craig Ave cause unnecessary delays when they head eastbound down the Oxford Road.	<ul style="list-style-type: none"> • General: While officers understand the concerns raised, we are not aware of significant demand for this change. If the proposal is developed, it would require statutory consultation, which would provide opportunity for objection (and support), but an initial, simple informal consultation may be beneficial (and cost-effective) in the first instance. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: There could be a reduction in congestion for the northbound Grovelands Road approach to the junction with Oxford Road. There would be additional traffic using Constitution Road as an alternative route, with right-turning traffic likely causing delays to Oxford Road as they edge out, or increasing traffic around the Norcot Road roundabout if motorists use this as a means of travelling east. • Anticipated Costs: Medium to High, depending on the closure feature. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
57	Park	Remove/reduce rat-run	Crescent Road	Particularly between Wokingham Road and Bulmershe Road	<p>Concerns have been raised about the volume of traffic that can rat-run across east Reading using Crescent Road. Discussions have taken place at TMSG and with the East Reading Area Study Steering Group, but an agreeable solution is yet to be found.</p> <p>Proposed solutions have included reviewing streets to the east of Wokingham Road, which can also facilitate this cut-through movement.</p>	<ul style="list-style-type: none"> • General: An agreeable solution needs to be found and funded. It will not be possible to cost or fully analyse the potential benefits/impact at this stage. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Unknown at this time, however, there will be perceived safety and environmental benefits noticed for Crescent Road, owing to a reduction in traffic volumes. This will be particularly noticeable during school drop-off/pick-up times. • Anticipated Costs: Unknown at this time. • Recommended Action: Retain.
58	Park	Bollard	Green Road	At the closure point	Request received to install additional bollard, or redistribute existing bollards at the closure point, as vehicles are reportedly using the dropped pedestrian kerb to negotiate the closure.	<ul style="list-style-type: none"> • General: It may be possible to reduce the gap(s) to prevent cars and vans from being able to squeeze past the closure, but the feature needs to remain accessible for mobility aids and pushchairs etc., so could still be open to potential abuse by smaller motorised vehicles. We also need to ensure that any proposal doesn't create additional obstacles for those with impaired vision. • Casualty Data: 1 'serious' incident recorded nearby in the latest 3 years of data (up to July 2019), but not related to the issue raised in this request. • Benefits/Impact: Reduced number of vehicles unlawfully driving across a footway, through a closure point. Potential to create difficulties for legitimate users of the footway. • Anticipated Costs: Low - medium, depending on resultant measures. • Recommended Action: Retain.
59	Park	Road Closure	Heath Road	One end	Councillor request to close off one end of Heath Road to prevent speeding and rat running	<ul style="list-style-type: none"> • General: This would require statutory consultation and may receive objections from residents, who may have significant diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. There will not necessarily be a reduction in speeds, but this would prevent rat-running, which would then likely be pushed to neighbouring streets - this may also generate objections. • Casualty Data: There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019). • Benefits/Impact: As above. • Anticipated Costs: High, depending on closure method and civil engineering requirements. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
60	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	<ul style="list-style-type: none"> • General: This would require statutory consultation and may receive objections from residents, who may have significant/difficult diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. Any closure would also need to consider turning movements for larger vehicles (e.g. delivery or service vehicles) serving residents. • Casualty Data: There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019). • Benefits/Impact: As above. There will likely be additional safety risks if large vehicles cannot turn around in the road and need to reverse onto Wokingham Road or Whiteknights Road. • Anticipated Costs: High, depending on closure method and civil engineering requirements. • Recommended Action: Retain.
61	Park	No right turn	Liverpool Road	Approaching the junction with London Road	Councillor request to ban the right-turn onto London Road to reduce waiting times for traffic approaching the junction. Proposed that motorists wishing to turn right travel to the roundabout with the A3290 to come back into Reading.	<ul style="list-style-type: none"> • General: A survey could be conducted to ascertain how many vehicles are turning right from this junction. • Casualty Data: No incidents in the latest 3 year period of data (up to November 2018), • Benefits/Impact: Could reduce waiting times for traffic entering London Road, but this restriction is currently only enforceable by the Police. • Anticipated Costs: Low - high depending on signing and illumination requirements. • Recommended Action: Retain.
62	Park	Pedestrian crossing	St Bartholomews Road	At the junction of St Bartholomews with London Road going east/west along London Road	Councillor request to introduce a pedestrian crossing.	<ul style="list-style-type: none"> • General: To be on the likely desire line for pedestrians, this would need to be incorporated into the signalised junction. This will require upgrades, additions and reconfiguring of the junction and to the regional traffic flow management system (SCOOT) by specialist contractors. • Casualty Data: No recorded incidents involving casualties in the latest 5 year period of data (up to Feb 2019) at this crossing point. • Benefits/Impact: This would provide a controlled crossing for pedestrians, but the necessary traffic signal adjustments to accommodate this controlled movement will add additional delays to all approaches. • Anticipated Costs: High - very high • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
63	Park	Traffic calming	St Bartholome ws Road	Entire road	Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone.	<ul style="list-style-type: none"> • General: Depending on the measure(s), there may need to be some loss of parking. • Casualty Data: No recorded incidents in the latest 5 year period of data (up to February 2019) that can be attributed to speeding. • Benefits/Impact: There may be a reduction in vehicle speeds, but there could be an impact to emergency service vehicles and residents (noise and potential reduction in parking space) depending on the measures to be implemented. • Anticipated Costs: High. • Recommended Action: Retain.
64	Park	Pedestrian crossing enhancements	Whiteknights Road	Roundabout with Upper Redlands Road	Concern has been raised with Councillor regarding pedestrians crossing the road from the University campus. Request made for enhancements at this difficult location.	<ul style="list-style-type: none"> • General: Officers have initially suggested consideration of pedestrian refuge islands (subject to feasibility) at the roundabout exits. These would slow traffic by removing opportunities to cut across hatched areas and allow pedestrians to cross in two parts. Potential re-profiling of the campus exit could also encourage pedestrians to cross further back from the roundabout to improve visibility. These will be relatively costly civils works, for which there would also need to be some vehicle tracking conducted, to ensure that longer vehicles could safely navigate a 'tightened' roundabout. Unfortunately, the exit and desire line are currently too close to the roundabout to place a controlled crossing facility. • Casualty Data: 1 'slight' incident recorded in the latest 3 year period of data (up to July 2019). This incident did involve a collision between a vehicle and a pedestrian. • Benefits/Impact: There may be a reduction in vehicle speeds and, with the addition of islands, this should help enhance the perception of safety when crossing at this roundabout. • Anticipated Costs: High • Recommended Action: Retain.
65	Peppard	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> • General: Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: High • Recommended Action: Retain.

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
69	Redlands	Pedestrian Crossing	Upper Redlands Road	Near to St Josephs College and at junction with Alexandra Road.	Request received for improved pedestrian crossing facilities to the east of Alexandra Road. Suggestion made for turning the speed cushions into a full-width raised crossing (with imprinting on top), although a controlled crossing is preferred. Also requested improvements at the junction with Alexandra Road to improve the crossing for pedestrians and to reduce the carriageway with the intention of reducing vehicle speeds.	<ul style="list-style-type: none"> • General: Fundraising has raised some private local funding contribution for developing the proposal. An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. The footway widths will also be a consideration, should any beacons/posts need to be installed for a controlled facility. Footway build-outs could be costly, particularly if utility apparatus or Highway drainage is affected. • Casualty Data: One slight accident in the latest 3 year period (up to April 2018) to the east of Alexandra Road. One pedestrian casualty but speeding not a contributing factor. • Benefits/Impact: Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented. • Anticipated Costs: Medium (uncontrolled) to very high (signalised). • Recommended Action: Retain.
70	Southcote	Walking/Cycling Improvements	Southcote Farm Lane	Southcote Farm Lane & off-carriageway links to Southcote Primary School	Improve surface of Southcote Farm Lane and convert routes linking to Southcote Primary School to shared-use	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides additional and improved access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
71	Thames	Pedestrian Crossing	Oakley Road	Close to junction with Hemdean/Rotherfield	Concerns have been raised to Ward Councillor and officers about the number of pedestrians that cross on the Rotherfield Way and Oakley Road sides of this roundabout and controlled facilities have been requested.	<ul style="list-style-type: none"> • General: For safety, controlled crossings require good (and specified) advance visibility and to be away from junctions. Either side will be challenging, as there are dropped kerbs for driveway accesses, junctions nearby and bus stops that would need to be relocated. While detailed investigation would be required, it may be the case that a controlled crossing is not achievable near to the desire lines but that some other enhancements/informal features may help. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Enhance the perception of safety crossing the road at this location and potentially remove some of the barriers to walking to local education establishments. • Anticipated Costs: Very high, based on two controlled crossings. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
72	Thames	Banned Vehicle Movement	Peppard Road	Junction with Derby Road	Councillor has reported resident concerns about the volume of traffic entering Derby Road (a private Road), particularly around school drop-off/pick-up times, then conducting turns in the road to then leave. They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences.	<ul style="list-style-type: none"> • General: Such restrictions require a Traffic Regulation Order to have been formally, publicly, consulted and implemented. The allowable exemption sign would state 'Except authorised vehicles', with no reference to residents being permissible. The authorised vehicles would be defined in the TRO (e.g. vehicles belonging to residents and their visitors). The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application. This restriction would not be enforceable, by any means, by Reading Borough Council thereafter and is not likely to be an enforcement priority of the Police. It is considered by Officers, that this restriction would not likely result in an improvement to the reported concerns on this private street. The sign(s) would require illuminating. • Casualty Data: There have been no recorded incidents involving injury in the latest 5 year period of data (up to Feb 2019) near to the junction with Peppard Road. • Benefits/Impact: As above. • Anticipated Costs: Estimated at £1500 advertising costs for TRO and £5000 per illuminated sign + officer time and ongoing maintenance costs (including electrical). • Recommended Action: Retain (agreed by TMSC Sept 2019).
73	Thames	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: High • Recommended Action: Retain.
74	Tilehurst	Pedestrian Crossing	Chapel Hill	Near to junction with Normanstead Road	Request for pedestrian crossing facility to assist with walking to/from Birch Copse primary school with complimentary speed calming measures also.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street. • Casualty Data: No recorded incidents within the latest 3 year period (up to April 2018). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions is done only by the police. • Anticipated Costs: High • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
75	Tilehurst	Pedestrian Crossing	Church End Lane	In the vicinity of Moorlands Primary School	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSC noted that potential development works at the school could realise some funding availability for implementing an enhanced crossing facility. Once this funding has been identified, it was recommended that Officers look at options with the school, which need not be controlled crossing facilities, such as a zebra crossing. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). No pedestrians involved. • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Medium to High, depending on the type of facility. It is hoped that this could be funded from proposed development works at the school. • Recommended Action: Retain.
76	Tilehurst	Road closure	Gratwicke Road	Junction with Corwen Road	Request received for the closure of the road at the junction with Corwen Road to prevent the alleged rat-running of traffic trying to bypass the Norcot Road/Armour Road/Kentwood Hill/School Road junction.	<ul style="list-style-type: none"> • General: The proposal would limit access to the street, by severing access via Tilehurst Road. This request raises similar issues to that for Recreation Road. It would be advisable that an informal consultation be conducted with residents prior to developing any proposals, should it appear that funding is likely to be forthcoming. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Reduction in through-traffic, but could cause inconvenience to many residents with a lengthy diversion for access/egress. • Anticipated Costs: Medium - high, depending on signing and closure measures. • Recommended Action: Retain.
77	Tilehurst	20mph zone & One-way plug	Recreation Road	Entire length, considering Blundells Road also.	A petition to September 2014 TMSC requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. • Benefits/Impact: Reduced traffic volumes and reduced vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Medium - High, depending on proposals for the scheme. • Recommended Action: Retain.
78	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> • General: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured. • Benefits/Impact: Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
79	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> • General: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. • Casualty Data: 1 'serious' and 1 'slight' incident recorded in latest 3 year period of data (up to July 2019), but neither has been recorded with speeding as a factor. • Benefits/Impact: The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: High - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
80	Tilehurst	Lining Alteration	The Meadway	Roundabout with St Michaels Road	Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.	<ul style="list-style-type: none"> • General: Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance. • Casualty Data: 1 serious and 2 slight injuries in the latest 3 year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors. • Benefits/Impact: Improved driver behaviour and compliance at the roundabout. • Anticipated Costs: Low - Medium. • Recommended Action: Retain.
81	Tilehurst	Prevent one way contraventions	The Triangle and Walnut Way	Junction with St Michaels Road	Councillor request for investigation into measures to discourage motorists from contravening the one way restriction at this location.	<ul style="list-style-type: none"> • General: There is a correctly signed no-entry restriction at the junction with St Michaels Road. These restriction types are not currently within the Council's powers of enforcement - this is police-enforceable only. Any measures will likely be lining-based, to act as deterrents, but are ultimately unlikely to deter those who are determined to willingly disobey the restriction. • Casualty Data: No recorded incidents involving casualties within the latest 5 year period (up to Feb 2019), which can be attributed to this issue. • Benefits/Impact: Possible additional deterrent to abuse of the restriction. • Anticipated Costs: Low-medium. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
82	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to March 2018). • Benefits/Impact: Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented. • Anticipated Costs: Medium (uncontrolled) to very high (signalised). • Recommended Action: Retain.
83	Whitley	Pedestrian Crossing	Imperial Way	Close to the new development Tidman Rd	Request for safe crossing for residents of the new development.	<ul style="list-style-type: none"> • General: There is a significant increase in costs for installation and maintenance between a signalised crossing and a zebra crossing. It is recommended that a zebra crossing is the preferred facility. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. • Anticipated Costs: High • Recommended Action: Retain
84	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> • General: The street has traffic calming (speed cushions), so changes would be the TRO, signing and installation of repeater markings. • Casualty Data: 6 'slight' incidents recorded over the latest 3 year period of data, with a variety of causation factors, but not attributed to speeding. • Benefits/Impact: The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: Medium. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
85	Whitley/ Church	Traffic calming	Northumberl and Avenue	Close to the junction with Stockton Road	Request for traffic calming to be considered or else remove the mini roundabout and revert it to a standard junction. Complaints received about drivers travelling too fast when approaching and manoeuvring around the junction.	<ul style="list-style-type: none"> • General: The issue of motorists choosing to drive at inappropriate speeds and driving across mini-roundabouts is challenging to address with physical measures, particularly considering the space constrictions and pedestrian facilities in this area. It is possible that an extension of the 20mph restriction further north along Northumberland Avenue could provide some benefits, with supporting traffic calming. The types of measures will need careful consideration, as this is a key public transport corridor and likely to be a useful emergency service route - simply installing lots of speed humps will not be appropriate. • Casualty Data: 1 'serious' incident involving casualty in the latest 3 year period of data (up to Feb 2020). It was dark and there is no suggestion that vehicle speed was a factor. • Benefits/Impact: Reduced traffic speeds, increased perception of safety, removal of some barriers to cycling and walking. Potential negative impact of traffic calming (humps, in particular) on public transport, emergency services and to potential local noise. • Anticipated Costs: High, assuming a pragmatic link to the scheme around Reading Girls School and down to a sensible end point (potentially the remaining length of the street). • Recommended Action: Retain.

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

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2020		
TITLE:	BERKELEY AVENUE - ZEBRA CROSSING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report provides a concept design for a formal (zebra) crossing on Berkeley Avenue following the removal of traffic islands as a part of the NCN 422 cycle network.
- 1.2 This report recommends that members of the Traffic Management Sub-Committee agree to Officers progressing with the necessary statutory process to enable delivery of a zebra crossing as proposed.
- 1.3 Appendix 1 the concept scheme design.

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 process for a zebra crossing on Berkeley Avenue.
- 2.3 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to seal any resultant Traffic Order.
- 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 As part of the NCN 422 cycle route within Berkeley Avenue traffic islands were removed to facilitate the mandatory cycle lane.
- 4.2 Unbeknown at the time a set of traffic islands close to Ashley Road provided a valued pedestrian crossing point across Berkeley Avenue. Despite the islands being for the purpose of traffic separation and not being equipped with dropped kerbs a pedestrian desire line had become well established. Following the removal of the traffic island the council received a petition for the crossing point to be restored.
- 4.3 After investigation it has become clear that pedestrian islands can only be reintroduced with the removal of the cycle lane. Consequently, a formal zebra crossing is proposed to reintroduce the crossing point and retain the mandatory cycle lane. This approach establishes the Councils commitment in providing quality pedestrian and cycling facilities and to improve mobility for all.
- 4.4 This report seeks to obtain the necessary approvals from the Sub-Committee, to enable officers to progress with the necessary process to enable the installation of a formal pedestrian crossing. Sub-Committee members are asked to note that this report does not guarantee the implementation of a zebra crossing at this stage. Should any significant alteration be necessary, or objections to the consultation received, officers will offer an alternative scheme to reintroduce islands and remove the cycle lane for a short distance. This alternative facility will not require any formal statutory process.
- 4.5 Appendix 1 provides a concept drawing for the zebra crossing

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 of an intended zebra crossing intention will be published in the printed press and copies will be placed on site. The Police are the statutory consultee.

7. LEGAL IMPLICATIONS

7.1 Notice will be given for the implementation of a zebra crossing under Section 23 of the Road Traffic Regulation Act 1984, 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 This scheme will be funded from transport budgets as allocated by central government as part of the integrated transport block (grant) funding.

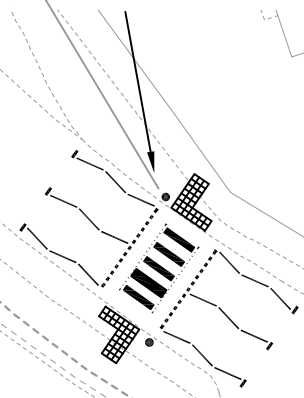
10. BACKGROUND PAPERS

- 10.1 Petition report to Traffic Management Sub-committee
- 10.2 NCN 422 progress reports as part of the capital projects update reports to Traffic Management Sub-committee.



57.2m
+

PROPOSED ZEBRA CROSSING
WITH TACTILE PAVING



BERKELEY AVENUE

ASHLEY ROAD

109

106

66

68

87d



Project BERKELEY AVENUE ZEBRA CROSSING	Scale N.T.S	Drawn RC
	Date FEB 21	Checked Approved
Drawing BERKELEY AVENUE ZEBRA CROSSING PROPOSAL	Drawing No.	

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REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 March 2021		
TITLE:	Battle Street Car Park		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	LEAD COUNCILLOR FOR STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT ALL
SERVICE:	PARKING SERVICES	WARDS:	ALL
LEAD OFFICER:	PAUL ALLCOCK	TEL:	01189 373767
JOB TITLE:	ASSISANT CAR PARKS MANAGER	E-MAIL:	Paul.allcock@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report advises Members of the proposal to change the former Central Pool car park from a building associated Pay & Display car park to a public Pay & Display car park and rename it to the Battle Street car park.
- 1.2 Appendix 1 - Proposed Car Park tariff Charges 2021
- 1.3 Appendix 2 - Estimated gross annual revenue
- 1.4 Appendix 3 - GIS mapping showing overall car park area and photograph showing boundary fencing.

RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Head of Legal and Democratic Services be authorised to undertake statutory consultations in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, as recommended in the proposals for:
- 2.3 Introduction of Off-Street car park tariffs for Battle Street car park
- 2.4 That subject to no objections being received during the periods of statutory consultation, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders.
- 2.5 That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee.
- 2.6 That no public inquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 The current parking strategy is a core element of the Local Transport Plan. The strategy aims to manage the level of long stay/commuter parking in the Town Centre. A key feature of the strategy is pricing of Town Centre parking to reflect

the availability of alternatives, especially long stay parking provided by park and ride.

4. THE PROPOSAL

4.1 Current Position:

4.2 The car park tariffs were last reviewed in January 2021 with changes made to the tariffs in Broad Street, Queens Road, Civic B, Cattle Market, Hills Meadow and King's Meadow car parks. The tariffs reflect the different types of off-street car parking that is available, for example with the local centre shopper's car parks charged differently to town centre car parking.

4.3 The introduction of the Oxford Road Red Route and Pay & Display On Street parking controls has proved a positive step to improving traffic flow and the associated air quality along the corridor. On-Street parking tariffs were last reviewed in January 2021 with changes made to all town locations outside the Redlands area which were unaffected.

4.4 Pay & Display parking along the Oxford Road corridor will encourage short term parking for the local shops West of Bedford Road, however Pay & Display parking East of Bedford Road and closer to the town centre will attract longer 2-hour parking. The provision of 80 off street spaces in Battle Street will significantly reduce the demand for longer term On Street parking. Please see Appendix 1 for full listing of car park charges proposed. Should these be agreed, and the associated Traffic Regulation Order be implemented, it is planned to introduce these from 1 May 2021 provided there are no objections to the order.

4.5 The car park boundaries are demarcated to the east by fixed boarding and to the west by adjacent property walls and Armco barriers. These boundary fences/walls will separate and secure the car park from the old Central Pool development site and the neighbouring properties.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

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

8. FINANCIAL IMPLICATIONS

8.1 Funding for the advertisement requirement of the statutory consultation process will be identified from existing Car Parks budgets and will be a relatively low cost.

- 8.2 Funding for implementation of any new tariff software will be identified from existing Car Parks budgets and will be a relatively low cost.
- 8.3 It is anticipated that the additional 80 off street spaces will not create a reduction in use of the on street pay & display or the associated income.
- 9.4 Estimated gross annual revenue from these proposals, please see Appendix 2.

9 BACKGROUND PAPERS

- 9.1 None

10. APPENDICES

- 10.1 Appendix 1 - Proposed Car Park Tariff Charges 2021
- 10.2 Appendix 2 - Estimated gross annual revenue

APPENDIX 1

Monday - Sunday

24-hour Charging

Car Park	Time Band	Current Mon - Sun	Proposed Mon - Sun	Change	
Battle Street	Up to 1 hour		£1.50	+£1.50	
	Up to 2 hours		£2.00	+£2.00	
	Up to 24 hours		£4.00	+£4.00	
	5 Day Week		£19.00	+£19.00	
	7 Day Week		25.00	+25.00	

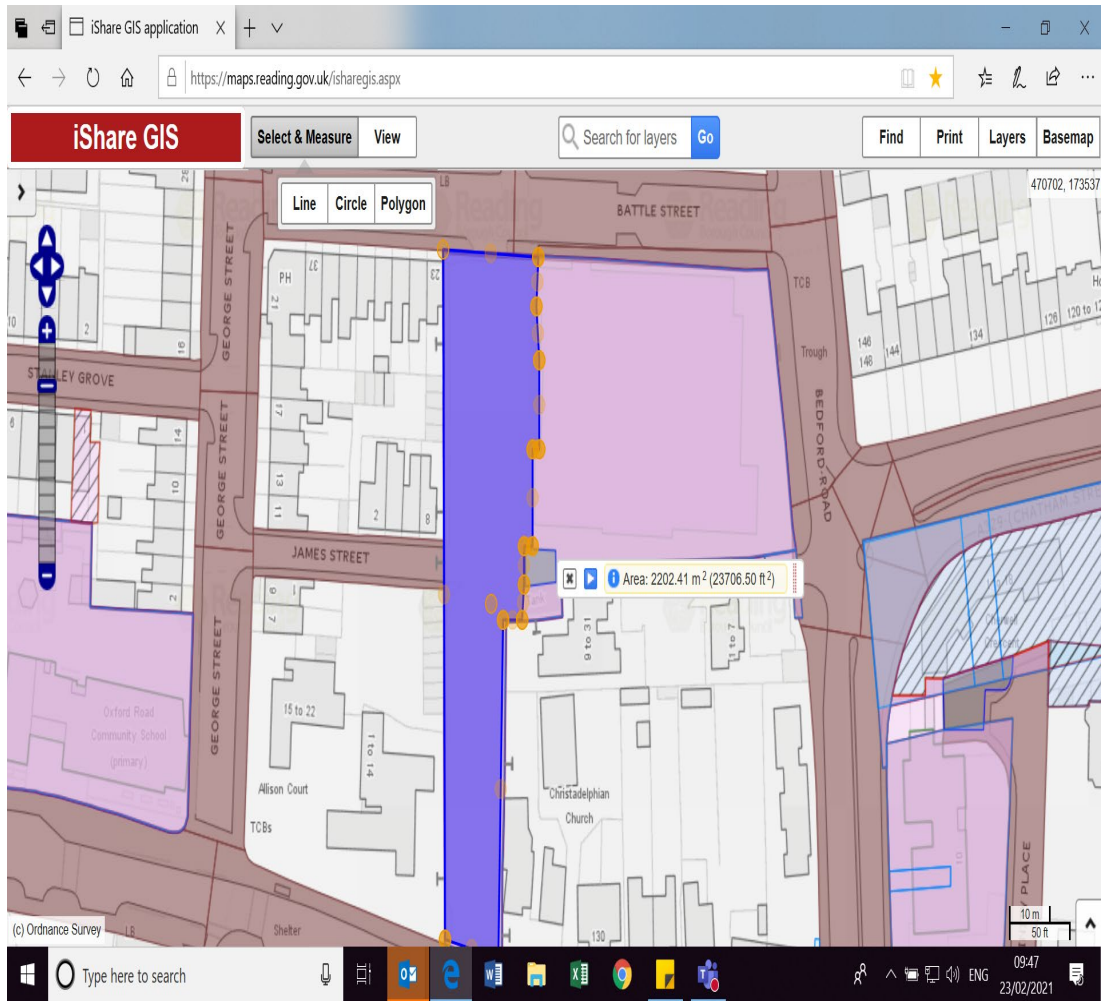
The proposed tariff for Battle Street will cater to the main customer segment using this car park - shoppers.

APPENDIX 2

		Daily				
		£				
		100% Occupancy	60% Occupancy	40% Occupancy	20% Occupancy	10% Occupancy
1 Hour	1.5	120	72	48	24	12
2 Hour	2	160	96	64	32	16
24 Hour	4	320	192	128	64	32
5 Day Week	19	1520	912	608	304	152
7 Day Week	25	2000	1200	800	400	200

		Annual				
		£				
		100% Occupancy	60% Occupancy	40% Occupancy	20% Occupancy	10% Occupancy
1 Hour	1.5	31320	18792	12528	6264	3132
2 Hour	2	41760	25056	16704	8352	4176
24 Hour	4	83520	50112	33408	16704	8352
5 Day Week	19	72960	43776	29184	14592	7296
7 Day Week	25	96000	57600	38400	19200	9600

APPENDIX 3



Battle Street Car Park highlighted in Blue



READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 MARCH 2021		
TITLE:	ABBATOIRS ROAD NO RIGHT TURN - RESULTS OF STATUTORY CONSULTATION		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	ABBEY
LEAD OFFICERS:	JEMMA THOMAS	TEL:	0118 9372101
JOB TITLES:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 The Sub-Committee gave approval for Officers to undertake a statutory consultation for banned (right turn) movements at the junction of Abattoirs Road and Caversham Road at their meeting in January 2021. Officers carried out the statutory consultation in February 2021.
- 1.2 The need for these movement restrictions is to allow for a new vehicle entrance into Cattle Market car park whilst maintaining safety at the junction.
- 1.3 This report provides the objection that has been received from Thames Valley Police and seeks Sub-Committee approval to implement or otherwise, the scheme as recommended and advertised.
- 1.4 Appendix 1 provides the drawing of the consulted design.
- 1.5 Appendix 2 provides the consultation feedback received by officers.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Sub-Committee reviews the consultation feedback in Appendix 2, alongside the officer recommendations in this report, and agrees to either implement, remove, or alter elements of the scheme as advertised.
- 2.3 That no public inquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 The provision of traffic management measures including movement restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 As reported to the Sub-Committee in January 2021, with the gradual demise of off-street car parking over a number of years within the town centre area and imminent closure of the NCP Garrard Street car park the intension is to make Cattle Market car park more accessible. This entails a proposed vehicle entrance from Caversham Road via Abattoirs Road consequently there is need to manage turning movements at the junction to maintain road safety.
- 4.2 The vehicle access via Abattoirs Road with be entry only and drivers will be required to leave the car park via Great Knollys Street joining the Caversham Road via the traffic signal managed junction which allows all turning movements. Although drives are required to leave via Great Knollys Street there is still a need to ban the right turn movements at the junction particularly the right turn from Caversham Road into Abattoirs Road.
- 4.3 At the January 2021 meeting of this Sub-Committee, officers reported the designs for the banned movement proposal, which was shared with respective Ward Councillors.
- 4.4 Officers received agreement, to proceed with the necessary legal consultation that was required to enable the proposal to proceed toward delivery.

The statutory consultation process was started on 4th February 2021. Thames Valley Police have provided feedback and have objected to the proposal. Please see Appendix 2 for the full response.

As per the officer response to the objection in Appendix 2, Officers recommend implementing the scheme as advertised.

- 4.5 The Sub-Committee is asked to review the consultation feedback alongside the officer recommendation and agree whether the scheme may be implemented as advertised, or not implemented.

5. CONTRIBUTION TO CORPORATE PRIORITIES

- 5.1 This proposal contributes to the Council's priorities, as set out below:

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

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26th February 2019 (Minute 48 refers).

6.2 It is not expected that the decisions arising from this report will have any significant environmental implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Consultation notices were erected on location in accordance with appropriate legislation and details of the proposed scheme were available on the 'Consultation Hub' section of the Council's website.

8. LEGAL IMPLICATIONS

8.1 The creation of 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.

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 persons with protected characteristics. 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.

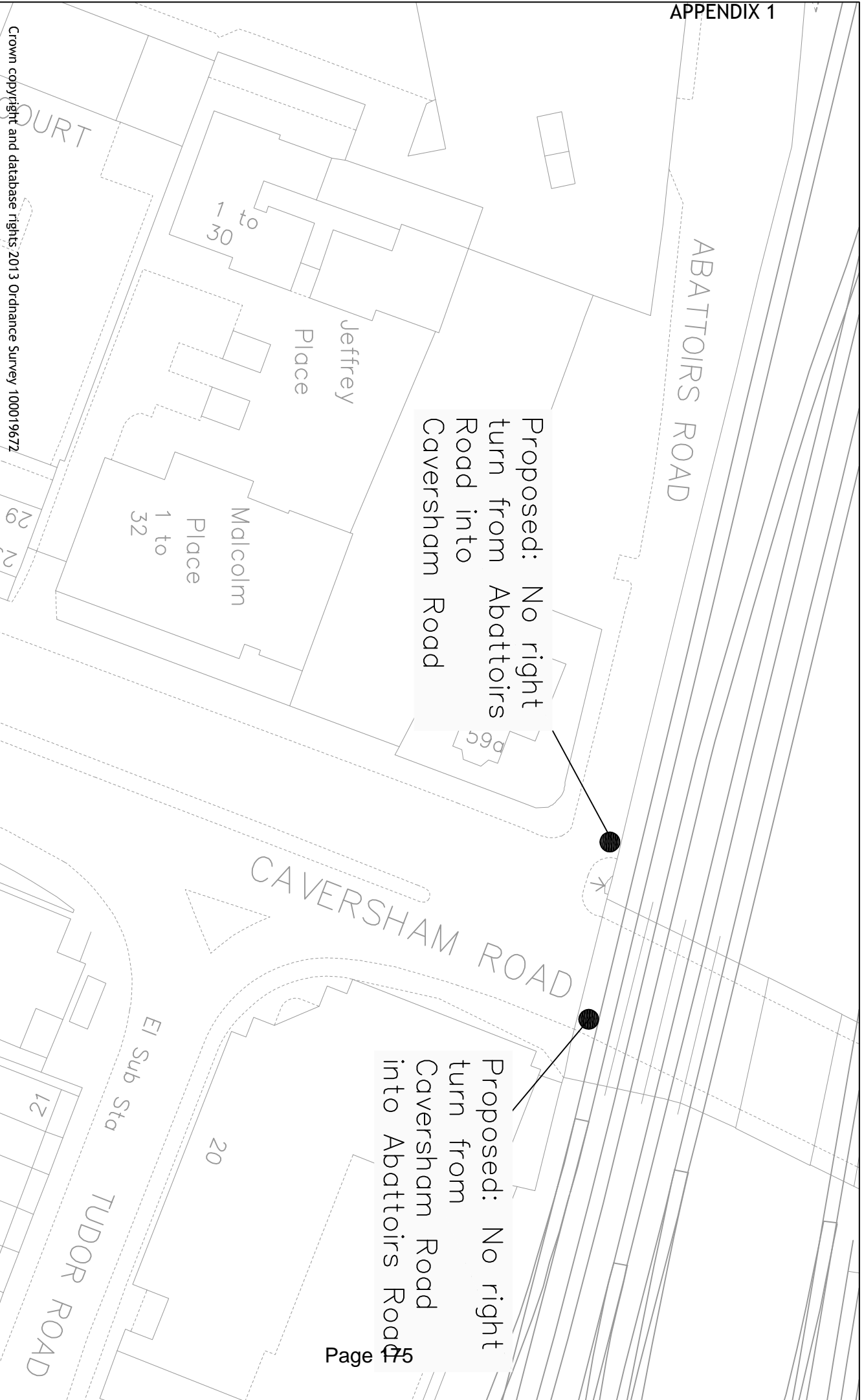
10. FINANCIAL IMPLICATIONS

10.1 Funding for the implementation of agreed changes will be delivered as a part of a project to improve Cattle Market car park. These costs will be met by the Council's Capital Works budget using National Productivity Infrastructure Funding as awarded to the Council by National government.

11. BACKGROUND PAPERS

11.1 Abattoirs Road junction with Caversham Road - Banned right turn movements (Traffic Management Sub-Committee, January 2021).

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Project		Scale	
No right turn proposal - Abattoirs Rd		N.T.S	
Drawing		Date	Drawn
Abattoirs Road		JAN 21	JT
		Checked	JP
		Approved	JP
		Drawing No.	
		Abattoirs rd - no right turn	

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ABATTOIRS ROAD NO RIGHT TURN RESTRICTION - OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATE: 25/02/2021

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated

Street	Objections/support/comments received.
Abattoirs Road/Caversham Road	<p>Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.</p>
1) Objection, Thames Valley Police	<p>Thank you for the notice of the above consultation sent to me by email on Thursday 4th February 2021. I have reviewed the plans supplied, discussed the proposal Jemma Thomas and visited the site.</p> <p>I understand that Reading Borough Council wish to increase parking capacity at Cattle Market NCP car park. A dedicated access is planned from Abattoirs Road with egress onto Great Knollys Street. There is no planned egress from the car park into Abattoirs Road. Two no right turn prohibitions are proposed, one from the southbound lane of Caversham Road into Abattoirs Road, and from Abattoirs Road onto the southbound lanes of Caversham Road. These are signed only restrictions that on Caversham Road will be on the nearside on the approach to the junction.</p> <p>I have reviewed the injury collision statistics for the last five-year period, from 1st September 2016 to 31st August 2020. I have found only one personal injury collision that was caused by a taxi driver performing an illegal U-turn manoeuvre from the northbound to the southbound lane of Caversham Road and was in collision with a car that was travelling from south to north on Caversham Road. The junction of Caversham Road and Abattoirs Road has a good safety record.</p> <p>Abattoirs Road is a dead end and has bollards across the width of the road a few metres from the junction of Caversham Road. There are two residential dwellings fronting onto Caversham Road on the south side of the junction. A small car park is present behind these dwellings which is not currently accessible as they are behind the bollards. I understand that a housing project for homeless people is proposed in the area of the car park behind the bollards which will hold a small number of dedicated parking spaces. Access to this area will also be required for services and</p>

bin lorries etc.

The current geometry of the junction with Caversham Road will not easily allow two-way traffic due to a build out of the kerb on the northern extent of the junction. Vehicles turning left onto Caversham Road are forced to the centre of the road at the junction due to the kerb buildout. This will restrict vehicles entering Abattoirs Road who may drive over the footway to gain access or have to stop and cause congestion on the Caversham Road.

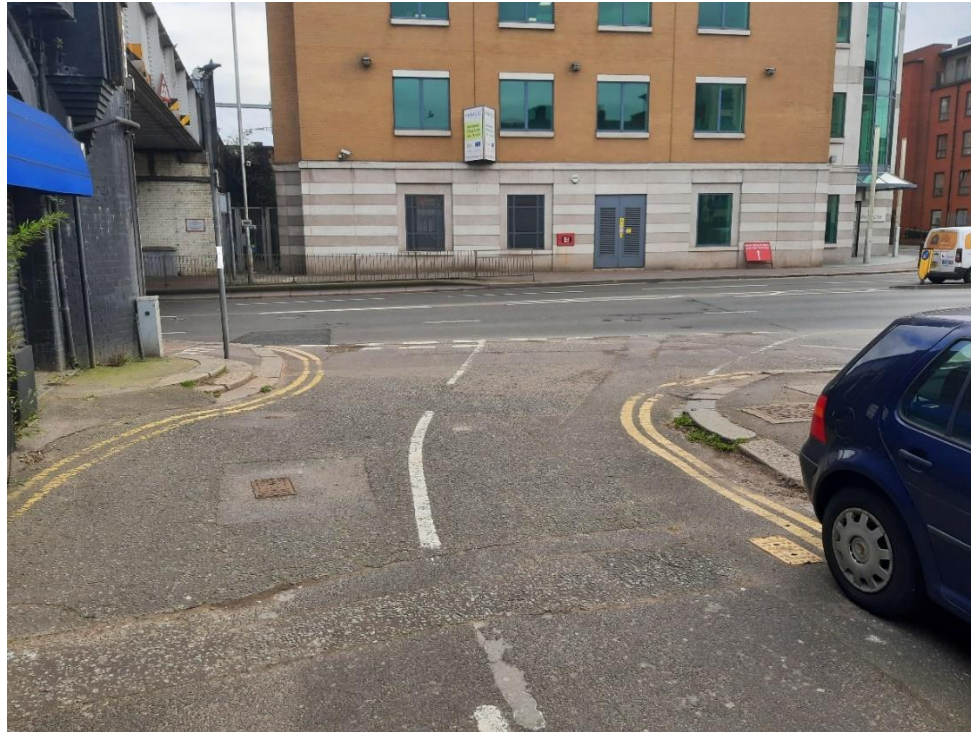


Figure 1 - Abattoirs Road - view east towards Caversham Road.

Vehicles wishing to enter the car park from the southbound lane of Caversham Road will be required to continue passed the junction, through the traffic lights at Great Knollys Street before negotiating Weldale Street roundabout, re-joining the northbound lane of Caversham Road, crossing Great Knollys Street junction again and entering Abattoirs Road. Caversham Road is the main route north/south through Reading and is heavily congested at the best of times. It

may therefore be an attractive option for motorists wishing to enter the car park from the southbound lane to ignore these restrictions.

Cattle Market car park already has access and egress from Great Knollys Street. I would invite the Highway Authority to consider ways to utilise this access for both entry and egress from the car park. If not, to provide engineering measures to prevent illegal turns in both directions. It is my view that drivers will disregard the no right turn movements and this is a safety issue that has potential to increase personal injury collisions at this junction.

Thames Valley Police will object to this proposal. Should the Highway Authority go ahead regardless of our advice enforcement of these restrictions will be a low priority for police activity.

Officer Response:

Should the proposals be implemented, Officers do not anticipate an increase in traffic volume at this location. There is currently no entry or exit to the car park from Abattoirs Road so there are very few motorists who currently use the route. This proposal is not expected to have a negative road safety impact and seeks to prohibit movements that could otherwise have a negative impact to road safety. If there is a significant compliance issue, Officers will consider what further physical measures could be provided. However, the highway space available, particularly with the narrowing of Caversham Road as it passes underneath the rail bridge, will likely restrict most options.

It is recommended that the restriction be implemented as advertised.

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