

To: Councillor Ayub (Chair)  
Councillors Barnett-Ward, Duveen, Hacker,  
Ennis, Page, R Singh, Stanford-Beale,  
Terry, Whitham, Gittings, Leng and  
Mitchell

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7 September 2021

Your contact is: Richard Woodford - Committee Services

**NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 15 SEPTEMBER 2021**

A meeting of the Traffic Management Sub-Committee will be held on Wednesday, 15 September 2021 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF PREVIOUS MEETING		5 - 14
	To confirm the minutes of the previous meeting held on 16 June 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. PETITIONS		

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

4 (a) <b>Petition Report Palmer Park Avenue</b>	PARK	15 - 18
A report seeking approval for officers to undertake investigation and development of Permit Parking restrictions on Palmer Park Avenue to be changed to Resident Permit Parking only.		
<b>5. RESPONSE TO A PETITION - 20MPH</b>	BATTLE; KENTWOOD; NORCOT	19 - 32
A report to consider a request for a 20mph zone across of number residential streets off the Oxford Road to be added to the 'Requests for Traffic Management Measures' list and that development of the scheme also be considered for implementation as part of the Oxford Road Corridor Study.		
<b>6. STATION SOUTH EAST TAXI RANKING</b>	ABBEY	33 - 42
A report seeking approval for officers to undertake a statutory consultation on a proposal that maintains taxi ranking at the Reading Railway Station 'horseshoe' rank, while considering the needs of the Station Hill development construction and the competition for kerb-space and access within Reading Town Centre.		
<b>7. WAITING RESTRICTIONS REVIEW - 2021A RESULTS OF STATUTORY CONSULTATION AND REQUESTS FOR NEW PROGRAMME</b>	BOROUGHWIDE	43 - 92
A report providing the Sub-Committee with consultation feedback that has been received during a statutory consultation for the agreed proposals that formed the 2021A programme. The report also provides the Sub-Committee with a list of new requests, for potential inclusion, in the 2021B programme for consideration. The report also seeks the Sub-Committee's approval to implement, amend or reject the proposals.		
<b>8. RESIDENT PERMIT PARKING - RESULTS OF STATUTORY CONSULTATION AND UPDATE ON REQUESTS FOR NEW SCHEMES</b>	BOROUGHWIDE	93 - 150

A report providing consultation feedback that has been received on resident permit parking (RPP) proposals for Granville Road and the Katesgrove area. The 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. The report also seeks the Sub-Committee's approval to implement, amend or reject the proposals.

9.	<b>RED ROUTE - ROUTE 17 (CENTRAL SECTION)</b>	ABBEY	151 - 172
10.	<b>CIL - PROPOSALS FOR STATUTORY CONSULTATION</b>	KENTWOOD; REDLANDS; TILEHURST	173 - 192
	A report to recommend that the central section (town centre) of the Red Route, which is currently in place with an 'experimental' Traffic Regulation Order, to be made a permanent Order.		
11.	<b>REQUESTS FOR TRAFFIC MANAGEMENT MEASURES</b>	ALL WARDS	193 - 234
	A report seeking the Sub-Committee's approval for Officers to undertake statutory consultation/notice processes to progress three scheme designs for zebra crossings on Norcot Road, Church End Lane and Addington Road. Also to request approval to implement lining schemes on Morpeth Close and to notify the Sub-Committee of the lining alterations to the roundabout at The Meadway/St Michael's Road.		
12.	<b>EXCLUSION OF PUBLIC AND PRESS</b>		
	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"		
13.	<b>APPLICATIONS FOR DISCRETIONARY PARKING PERMITS</b>		235 - 454
	To consider appeals against the refusal of applications for the issue of discretionary parking permits.		

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**Present:** Councillors Hacker (Vice-Chair in the Chair), Barnett-Ward, Ennis, Leng, Mitchell, Page, R Singh, Stanford-Beale, Terry and Whitham.

**Apologies:** Councillors Ayub (Chair), Duveen and Gittings.

## 1. DECLARATIONS OF INTEREST

Councillor Ennis declared an interest in item 8 on the grounds that he lived in Grovelands Road.

## 2. MINUTES AND MATTERS ARISING

The Minutes of the meeting of 4 March 2021 were confirmed as a correct record.

Further to Minute 44 of the previous meeting, Receipt of a Petition for the Implementation of a 20 mph Zone in the Residential Streets off Oxford Road, Councillor Hacker stated that as this item was not on the agenda for this meeting (as had been confirmed) she requested that it be submitted to the September 2021 meeting.

## 3. QUESTIONS

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

Questioner	Subject
Duncan Godding	Layout and Signals at the Junction of Bath Road and Burghfield Road
Lin Godfrey	Junction of Prospect Street/Peppard/Henley and Westfield Road

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

## 4. MODIFICATION TO PUBLIC RIGHT OF WAY - FOOTPATH 21A LOCATED SOUTH OF THE FORMER HOMEBASE/TOYS R US SITE KENAVON DRIVE

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to carry out statutory consultation for a Definitive Map Modification Order to Footpath 21A in order to enable development to be carried out in accordance with approved drawings. The following appendices were attached to the report:

- Appendix 1 Approved drawing AL6086-2010 Rev F Illustrative Landscape Masterplan.
- Appendix 2 Towpath Public Right of Way Alterations Proposed Plan.
- Appendix 3 Existing Public Right of Way.

The report explained that Footpath 21A ran on the north side of a channel of the canalised River Kennet, between Forbury Road to Gas Works Road. It was a relatively short path,

providing views over and across the water and had become available when the former Huntley and Palmers biscuit factory had been redeveloped. The path was presently at two levels, a higher, inland level, and a lower level, adjacent to the water, which was accessed by steps at each end. In October 2018 planning permission had been granted for the site adjacent to the river and the approved plans had incorporated a ramp between the lower and upper levels of the path that represented an improvement to the existing arrangement, where step free access to the lowest area of the riverside was not possible. Non-material amendments to the permission were approved in February 2021 that increased the width of Footpath 21A on the riverside.

The report sought approval to conduct statutory consultation on the landscaping and public realm works that affected the line and width of the Footpath. The Council would prepare and publish the public path modification order by advertising in the local newspaper, consulting Statutory Consultees and posting notices on the site. Subject to the proposed order being unopposed, or any objection made being subsequently withdrawn, the order would be confirmed. The modifications to the Footpath would be legally changed on the Definitive Map and Statement of public rights of way within the Borough.

**Resolved -**

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation under Section 257 of the Town and Country Planning Act 1990 and Section 53A(2) Wildlife and Countryside Act 1981 for a Definitive Map and Statement Modification Order to Footpath 21A for the proposals illustrated in Appendix 2 attached to the report;
- (3) That, subject to no objections being received, or any objections made being subsequently withdrawn, the Assistant Director of Legal and Democratic Services be authorised to confirm the order as an unopposed order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Assistant Director of Planning, Transport & Regulatory Services (or appropriate Officer), in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.

**5. RESIDENT PERMIT PARKING SCHEME FOR STATUTORY CONSULTATION (GRANVILLE ROAD AND KATESGROVE AREA)**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to carry out statutory consultation for resident permit parking schemes on Granville Road and in the Katesgrove area. A map showing the proposals for Granville Road was attached to the report at Appendix 1 and a map showing the proposals for the Katesgrove area was attached to the report at Appendix 2.

The report explained that following informal consultation in 2019, there had been no clear support for a resident permit scheme in the Tidmarsh Street area nor on Kentwood Hill. Officers had been liaising with Ward Councillors since collating the results, to reach an

agreement on whether to progress with scheme development. The results of the informal consultation for the Tidmarsh Street area had shown that only 15% of respondents stated that they had felt that a permit parking scheme would improve parking in their area. Using the same measures, there had been only 49% for the Kentwood Hill proposal. Due to the negative response, officers did not recommend that these schemes should be developed further. They also recommended that any further requests for permit parking in these areas should be treated as new requests that would go to the back of the waiting list.

Informal consultations had also been carried out for the Granville Road and Katesgrove area schemes in 2019 and following discussions with Ward Councillors, officers had designed schemes, as set out in Appendix 1 and 2. Officers recommended that these schemes be progressed to statutory consultation and sought approval to carry out this process. The report also recommended that the Granville Road proposal should be included in a new permit zone, whilst the Katesgrove area scheme should be part of the existing 10R permit zone.

At the invitation of the Chair, Councillor Challenger, Katesgrove Ward Councillor, addressed the Sub-Committee on the Katesgrove area scheme.

**Resolved -**

- (1) That the report be noted;
  - (2) That the Tidmarsh Street area and Kentwood Hill area proposals be removed from the resident permit programme and that any renewed request for a permit parking scheme in these areas be treated as a new request, as set out in paragraph 4.1 of the report;
  - (3) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultations for the Granville Road and Katesgrove area schemes, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
  - (4) That subject to no objections received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Orders and scheme delivery planning commence;
  - (5) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
  - (6) That no public inquiry be held into the proposals.
- 6. BI-ANNUAL WAITING RESTRICTION REVIEW - 2021A PROPOSALS FOR STATUTORY CONSULTATION**

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

The following appendices were attached to the report:

Appendix 1 - Bi-Annual waiting restriction review programme list of streets and Officer recommendations.

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

The report explained that approval had been granted to carry out investigations at various location at the 4 March 2021 meeting (Minute 44 refers), following requests that the Council had received for new or amended waiting restrictions. Officers had investigated the issues that had been raised and had considered appropriate measures that could be implemented to overcome each issue. Officers had shared their recommended proposals with Ward Councillors between 14 and 31 May 2021 providing Councillors with an opportunity to consult informally with residents, consider the recommendations and provide any comments.

**Resolved -**

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained in Appendix 1 and 2 to the report, (subject to (3) below);
- (3) That the following proposals made under waiting restriction review 2021A, as shown in Appendix 1 be implemented, amended or removed from the programme as follows:
  - Abbey: Jesse Terrace/Castle Hill - Implement as advertised;
  - Abbey: Chatham Place Service Road - Implement as advertised;
  - Caversham: Cromwell Road - Implement as advertised;
  - Caversham: Star Road/Douglas Road - Implement as advertised;
  - Caversham: Hemdean Hill/Hemdean Rise - Remove from the programme;
  - Church: Shinfield Road - Remove from the programme;
  - Katesgrove: Ella Garret Close - Implement as advertised;
  - Kentwood: Oak Tree Road - Remove from the programme;
  - Kentwood: Romany Close - Implement as advertised;
  - Minster: Edenham Crescent - Implement as advertised;
  - Norcot: Longridge Close - Implement as advertised;
  - Park: Crescent Road - Remove from the programme subject to the road becoming a 'school street';
  - Park: Bulmershe Road/Hamilton Road - Implement as advertised;
  - Park: Sun Street - Implement as advertised;
  - Redlands: Newcastle Road - Remove from the programme;
  - Redlands: Newcastle Road - Remove from the programme;
  - Redlands: Redlands Road - Remove from the programme;
  - Southcote: Liebenrood Road - Remove from the programme;
  - Southcote: Southcote Lane - Implement as advertised;
  - Thames: Wrenfield Drive - Remove from the programme;

- Tilehurst: Bevan Close - Implement as advertised;
- Tilehurst: Fern Close - Implement as advertised;
- Whitley: Kingsbridge Road - Implement as advertised.

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

## 7. READING STATION SOUTH-EAST TAXI RANKING PROPOSALS FOR STATUTORY CONSULTATION

**Resolved** - That consideration of this item be deferred to the next meeting so that further consultation can take place with Reading Transport Limited.

## 8. RESULTS OF STATUTORY CONSULTATION: RESIDENT PERMIT PARKING IN THE GROVELANDS ROAD AREA, SHILLING CLOSE AREA AND CINTRA CLOSE

Further to Minute 47 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report asking the Sub-Committee to consider the results of statutory consultation in respect of resident permit parking proposals in the Grovelands Road area, Shilling Close area and Cintra Close. The following appendices were attached to the report:

- |            |  |
|------------|--|
| Appendix 1 | Grovelands Road area - publicly advertised plans which showed the location and detail of the parking proposals.        |
| Appendix 2 | Grovelands Road area - objections and other comments which had been submitted formally during the consultation period. |
| Appendix 3 | Cintra Close - publicly advertised plan which showed the location and detail of the proposals.                         |
| Appendix 4 | Cintra Close - objections and other comments which had been submitted formally during the consultation period.         |
| Appendix 5 | Shilling Close - publicly advertised plan which showed the location and detail of the proposals.                       |
| Appendix 6 | Shilling Close - objections and other comments which were submitted formally during the consultation period.           |

### Grovelands Road Area

The report explained that the most common objections to the Grovelands Road area scheme included the cost of the permits, including the potential for the cost to increase over time, many residents had multiple cars who might not be entitled to permits and the scheme would not guarantee a parking space. Roads where 'permit holders only past this point' restrictions had been proposed had included requests for free visitor parking, and in other roads there were objections to the two-hour free visitor parking not being sufficient to allow regular

visitors to visit/carry out their work without incurring a charge. In addition, some residents had raised concerns about enforcement of permit schemes in the evenings, where parking became more saturated, and other residents did not believe that the permit scheme would prevent commercial vehicles from parking in the area.

Officers confirmed that commercial vehicles were not eligible for resident parking permits under the current rules.

Cintra Close

Objectors to the proposals for Cintra Close related to concerns about the charges included in the permit scheme and about the impact on property value due to the fact that the scheme would restrict the number of cars per household. Some comments were also made in respect of certain properties and their inclusion in the permit zone.

Shilling Close Area

With regard to Shilling Close, some residents of Tilehurst Road had requested that they be included in the scheme as they had no other parking available. Some of the objections had raised concerns about how the scheme would impact the nearby hospital and others had objected to the cost of the permits.

At the invitation of the Chair, Councillor Lovelock, Norcot Ward Councillor, addressed the Sub-Committee on the proposals for the Grovelands Road area and Shilling Close area. Councillor Lovelock informed the Sub-Committee about previous informal consultations and work that had been carried out in respect of both areas and told the Sub-Committee that there was insufficient support from residents for the proposals at the current time.

The Sub-Committee agreed that the resident permit parking proposals in the Grovelands Road area and Shilling Close area should not be progressed at this time but that the proposal in respect of Cintra Close should be implemented.

**Resolved -**

- (1) **That the report be noted;**
- (2) **That having considered the objections in Appendices 2, 4 and 6, attached to the report:**
  - (a) **The proposed restrictions associated with Cintra Close be approved as advertised;**
  - (b) **The proposed restrictions for the Grovelands Road area and Shilling Close area be removed from the resultant Traffic Regulation Order;**
- (3) **That in respect of Cintra Close, 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 proposal;**

- (4) That respondents to the statutory consultation be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;
- (5) That in respect of Contra Close, officers progress the delivery of the resultant restrictions.

(Councillor Ennis declared an interest in the above item on the grounds that he lived in Grovelands Road.)

## 9. THE HEIGHTS SCHOOL: RESULTS OF STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the results of the statutory consultation for the proposed installation of a new zebra crossing and 'School Keep Clear' restrictions to support the Heights School. The following appendices were attached to the report:

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|------------|--|
| Appendix 1 | Drawing to show the proposed School Keep Clear restriction.                            |
| Appendix 2 | Feedback to the statutory consultation for the proposed School Keep Clear restriction. |
| Appendix 3 | Drawing to show the proposed zebra crossing.   |
| Appendix 4 | Feedback to the statutory consultation for the proposed zebra crossing.                |

The report explained that The Heights School proposal at Mapledurham Playing Fields was currently progressing towards occupation later in 2021 with some Highway alteration works having been delivered already. As part of that development a zebra crossing on the A4074, Upper Woodcote Road, had been secured through the Section 106 Agreement with the detailed design also providing for 'school keep clear' markings to protect the immediate vicinity around the school entrance from potentially obstructive parking.

The implementation of these measures required the Council to carry out statutory consultations in accordance with the Road Traffic Regulation Act 1984 and it would have been standard practice to request commencement of consultations of this nature at a meeting of the Sub-Committee. However, due to a number of factors, it was not possible for this to have been achieved in time for the meeting of the Sub-Committee in March 2021. With joint agreement between Ward Councillors, appropriate portfolio holders, the Chair of the Sub-Committee and officers in Legal and Committee Services and Transport, statutory consultations were carried out between 13 May and 4 June 2021.

Councillor Mitchell read out a statement from Councillor Ballsdon, Mapledurham Ward Councillor, affirming her support for the zebra crossing and detailing some concerns about the new lights from residents in the immediate vicinity.

### Resolved -

- (1) That the report be noted;
- (2) That having reviewed the consultation feedback as set out in Appendix 4, attached to the report, and the officer recommendations as detailed in the report, the zebra crossing be implemented as advertised;

- (3) That having reviewed the consultation feedback as set out in Appendix 2, attached to the report, and the officer recommendations as detailed in the report, the 'School Keep Clear' restriction be implemented as advertised;
- (4) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order for the 'School Keep Clear' restriction;
- (5) That no public enquiry be held into the proposals.

## 10. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 11 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

## 11. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

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

Resolved -

- (1) That with regard to application 1, a second Discretionary Residents Parking Permit, personal to the applicant, be issued, subject to adequate proof of vehicle ownership;
- (2) That with regard to applications 3, 8 and 12, a first Discretionary Residents Parking Permit, personal to the applicant, be issued, subject to adequate proofs being provided;
- (3) That with regard to application 5, a first Discretionary Residents Parking Permit, personal to the applicant, be issued, subject to (a) confirmation that no one else in the development where the applicant lives owns a car and (b) adequate proofs being provided;
- (4) That application 6 be refused but that Housing Officers investigate the on-site difficulties and the ownership of the garages in the vicinity to where the applicant lives;
- (5) That application 9 be deferred for Officers to consult with Park Ward Councillors about possible extension of the Residents Permits Scheme Zone and for a report to be brought back to the next Sub-Committee meeting to review the permit data and capacity of the zone;

- (6) That with regard to application 11, the applicant's request for a reduction of the second permit charge to the first permit charge be refused. However, the applicant to be advised that if the first permit issued to another resident in a different flat in the development becomes available, the applicant be offered it. Until then, the applicant has to pay the second permit charge.
- (7) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 2, 4, 7 and 10 be upheld.

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

(The meeting started at 6.30 pm and finished at 7.29 pm).

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# Agenda Item 4(a)

## READING BOROUGH COUNCIL

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 SEPTEMBER 2021	AGENDA ITEM:	4a
TITLE:	PETITION RECEIPT: REQUEST FOR PARKING FOR PERMIT HOLDERS ONLY IN PALMER PARK AVENUE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	PARK
LEAD OFFICER:	MIRIAM FUERTES	TEL:	0118 937 3923
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	Network.Management@reading.gov.uk

#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition, requesting that the Resident Permit Parking restrictions on Palmer Park Avenue be changed to Resident Permit Parking only. This would be in place of the current restrictions that allow visitor (non-permitted) parking for up to 2 hours between 8am and 8pm.
- 1.2 The report recommends the investigation and development of this request within the 2021B Waiting Restriction Review Programme.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request is investigated and developed as part of the 2021B Waiting Restriction Review programme.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

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

## **4. THE PROPOSAL**

### Current Position

- 4.1 The Council has received a petition requesting that the parking restrictions on Palmer Park Avenue be changed to Resident Permit Parking only.

The petition contains 72 signatures.

- 4.2 The restrictions in Palmer Park Avenue have been in place for many years and permit up to 2 hours of parking, free-of-charge and without the need to display a permit, between 8am and 8pm daily. At all other times the vehicle must have a valid zone 14R parking permit.

Palmer Park sits within the same parking zone as its surrounding streets, which were introduced as part of the East Reading Resident permit parking scheme. This scheme was introduced with a combination of restrictions, which included permit parking only in some streets and others enabling daytime limited parking. This combination was intended to be a good compromise between maximising capacity, while balancing parking flexibility for visitors.

- 4.3 A restriction that implements Resident Permit Parking only will require every parked vehicle to have a valid parking permit. Residents will, therefore, need to arrange visitor permits for friends and family and tradesperson permits (or similar) in advance, should they require any maintenance work on their properties.

### Options Proposed

- 4.4 It is recommended that this request be investigated and a proposal developed within the 2021B Waiting Restriction Review Programme. It is considered that the requested alteration is sufficiently small-scale to sit within the remit of this programme, which will investigate other requests for alterations to parking restrictions boroughwide.

This programme commences with the initial report of requests for alterations later in the agenda for this meeting. The requested alterations to the Palmer Park Avenue restrictions does not yet feature in this Waiting Restriction Review report, but should the Sub-Committee agree to the recommendations of this report, the request will be included in the next development stages for the programme.

### Other Options Considered

- 4.5 None at this time.

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

- 5.1 None directly arising from the recommendation of this report. However, the recommendation is to place the request within the 2021B Waiting Restriction Review Programme, which will contribute to the strategic aims of that overall programme, as described in the report later in this agenda.

## **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. The impact of the Waiting Restriction Review programme overall has been assessed as part of the report later in this agenda.

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

- 7.1 The lead petitioner will be informed the Committee decision, following publication of the meeting minutes.
- 7.2 The request will be investigated alongside those in the 2021B Waiting Restriction Review programme and will receive the same engagement processes as reported in the later agenda item for this programme.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 It is not considered that an Equality Impact Assessment (EIA) is relevant as the recommendation of this report is not deemed to be discriminatory to persons 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 None.

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# Agenda Item 5

## READING BOROUGH COUNCIL REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 SEPTEMBER 2021	AGENDA ITEM:	5
TITLE:	PETITION RESPONSE: IS 20 PLENTY 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 OFFICERS:	JAMES PENMAN	TEL:	01189 372202
JOB TITLES:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:Network.Management@reading.gov.uk">Network.Management@reading.gov.uk</a>

### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report recommends that the request for a 20mph zone to be implemented in across a number of residential streets off the Oxford Road be added to the 'Requests for Traffic Management Measures' list, that is also reported to this Sub-Committee. The report recommends that development of the scheme also be considered for implementation as part of the Oxford Road Corridor Study, should there be remaining funding available for this purpose, following delivery of the core scheme elements.
- 1.2 The report also recommends that representative speed surveys be conducted, as these would be required prior to development of any new 20mph schemes and can help inform the measures required to improve compliance.
- 1.3 This recommendation follows the receipt of a petition to the March 2021 meeting of this Sub-Committee, where the results of a widespread customer survey led by Battle, Kentwood and Norcot Ward Labour Councillors was presented by Councillor Jo Lovelock. This survey demonstrated significant local support for the proposal, based on the responses received.
- 1.4 Appendix 1 - Overview of traffic calming considerations for 20mph zones.

### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request for a 20mph zone, as outlined in the petition received at the March 2021, be added to the 'Requests for Traffic Management Measures' list.

- 2.3** That officers conduct representative speed surveys within the proposed 20mph zone area and share the results with ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport.
- 2.4** That the lead petitioner be informed of the decision of this Sub-Committee, following publication of the agreed meeting minutes.

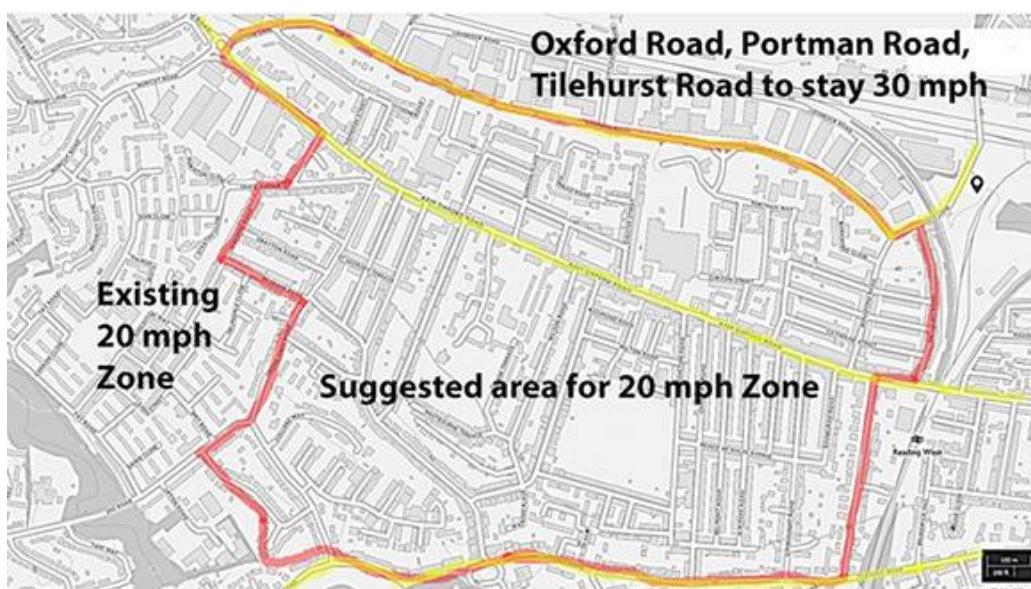
### **3. POLICY CONTEXT**

- 3.1** The provision of 20mph zones in residential areas is in line with the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategies by removing barriers to the greater use of sustainable, healthy transport options.

### **4. THE PROPOSAL**

#### Current Position

- 4.1** In January 2021, Labour Councillors from Battle, Kentwood and Norcot wards conducted a community survey to assess support for the introduction of a new 20mph zone in the area shown in the graphic below:



Of the 219 respondents, more than 80% indicated in favour of introducing this restriction and the results were reported as a petition to the January 2021 meeting of the Sub-Committee, introduced by Councillor Jo Lovelock.

- 4.2** Reading Borough Council has developed useful experience in delivering area 20mph zones in the borough, following national regulation changes in 2016 with the release of the new Traffic Sign Regulations and General Directions. Appendix 1 provides a high-level overview of the range of traffic calming features that could be implemented within a 20mph zone and some of the considerations around these.

It is disappointing that the experiences in Redlands ward, in general, have shown that motorist compliance with the lower speed limit appears reliant on the

implementation of robust and frequent physical traffic calming features. Due to Police resourcing and priorities, speed enforcement over and above ‘normal’ levels cannot be assumed nor expected in a 20mph zone and nor does the Council have any speed enforcement powers.

This experience has informed the officer recommended approach toward new 20mph zones, which is that a scheme should be introduced with a robust and frequent range of physical traffic calming features, of which vertical features (i.e. humps and cushions) make up the significant proportion. This approach is considered to generate the greatest compliance by making the scheme largely self-enforcing.

- 4.3 The introduction of robust physical measures does, however, significantly increase the scheme costs and have a higher initial environmental impact due to the labour costs and materials required.

For context, the addition of physical measures to Kendrick Road, Upper Redlands Road, Allcroft Road and Morgan Road in the existing Redlands 20mph zone was allocated £100k. The extension of an existing zone in Northumberland Avenue was allocated £50k. The introduction of a new 20mph zone on Parkside Road, Southcote Road and Westcote Road was allocated £35k and contained relatively few physical features for the lengths of road. A new zone the size of that requested in this petition would likely exceed £300k, if delivered as recommended.

While there is currently no funding identified for the development and delivery of this new requested 20mph zone, there are mechanisms for potential allocation as follow.

#### Options Proposed

- 4.4 The schemes referenced in Section 4.3 were made possible by allocation of local Community Infrastructure Levy (CIL) funding. The schemes in Northumberland Avenue and the Southcote Road area originated from community requests that were recorded on the ‘Requests for Traffic Management Measures’ list, which is reported to this Sub-Committee and is a document used for the consideration of this area of funding allocation.

It is recommended that the request for this new 20mph zone be added to this list of requested measures.

The list is being reported at this same Sub-Committee meeting, so the next update report is intended for the March 2022 meeting, but the request will be added to the list following this meeting, if this recommendation is agreed.

Consultations for the next allocations of local CIL funding are expected to commence later this year.

- 4.5 Depending on the potential funding available, consideration could be made for delivering the zone in phases, as funding becomes available. It is, however, recommended that each phase is delivered with a robust range of measures to avoid

- the inefficiency of requiring further works at a later stage by maximising its ‘self-enforcing’ capabilities from the outset.
- 4.6 It is recommended that speed surveys are conducted within the proposed new zone to act as the baseline data that will be needed to inform the scheme design (and to measure success following delivery) once funding is available to develop the scheme further. These speed surveys will be limited, as they are outsourced and therefore a cost to the Council. Through-routes/primary roads will be prioritised as these are likely to be the roads with higher speeds that will require the most significant ‘treatments’ as part of the scheme design.

The results of the speed surveys will be shared with Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport. If agreed by the Sub-Committee and subject to contractor availability, it is intended that these surveys are conducted later this calendar year, but are co-ordinated around planned road works, school holidays and the busier build-up to Christmas.

#### Other Options Considered

- 4.7 The Oxford Road Corridor Study has funding allocated and it is intended that development toward statutory consultation for the previously-agreed range of bus priority measures will commence from early next financial year.

Once these core elements are delivered, it is possible that any remaining funding could be considered for allocation against developing this 20mph zone proposal.

- 4.8 Other funding opportunities may arise, particularly considering the Government prioritisation of walking, cycling and use of sustainable transport modes for its funding. 20mph zones in residential streets can lead of a removal of barriers that some may have toward walking and cycling, through the potential reduction in through-traffic and perceived improvement in road safety that they bring.

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

- 5.1 The recommendation of this report is to record the request for a new 20mph zone so that future funding opportunities for development and delivery of the scheme can be identified. While this recommendation does not directly deliver a change, the introduction of 20mph zones in residential areas would contribute to the Council’s Corporate Plan Themes, as set out below:

#### **Healthy environment**

Reduced vehicle speeds increase the perception of safety and can remove some of the barriers that individuals may have toward the greater adoption of sustainable and healthy transport options, such as cycling and walking.

In some situations, the introduction of 20mph zones and speed calming measures can act as a deterrent to those persons using residential streets as rat-runs or short-cuts. This can have some localised environmental benefits in terms of reduced noise and vehicle emissions.

### **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 The recommendation of this report doesn't introduce any physical changes at this time. As a result, an Environmental Impact Assessment has been conducted, which shows a net 'NIL' impact as a result of the Sub-Committee agreeing to the recommendation of this report.

Further assessments will be conducted when funding for scheme development and delivery is identified.

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

- 7.1 The petition for this new 20mph zone originated from a wide area community survey undertaken by Labour Councillors from Battle, Kentwood and Norcot Wards, where local support has been captured.

The recommendation of this report will result in this request being captured and recorded for future funding allocation, potentially through the Oxford Road Corridor Study, but also through local CIL allocations or other developer contributions.

- 7.2 The lead petitioner will be informed of the decision of this Sub-Committee, following publication of the agreed meeting minutes, for the purpose of enabling feedback to the community. This report and subsequent meeting minutes and video recording of this meeting will be available from the Council's website.
- 7.3 Some of the processes for allocating funding to schemes involve public consultation, such as with the local CIL allocations. There are, therefore, further opportunities for community engagement enabling members to consider their local priority schemes/initiatives.
- 7.4 Once funding becomes available, the processes involved in delivering a 20mph zone and many of the traffic calming features in Appendix 1 will require statutory consultation, with feedback requiring consideration prior to any potential delivery of the scheme/feature.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 It is not considered that an Equality Impact Assessment is relevant at this time as the report does not recommend any physical change. Assessment will be considered once funding for development and delivery of this scheme is identified.

## **9. LEGAL IMPLICATIONS**

- 9.1 None arising from the recommendations of this report.

- 9.2 Appendix 1 provides high-level information regarding the legal processes that need to be undertaken prior to the potential delivery of a 20mph zone and many of the traffic calming features.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 Section 4.3 provides some context regarding the potential costs for development and delivery of this requested scheme and Sections 4.4 - 4.7 provide some potential funding sources.

The speed surveys and data analysis will be a recommendation that requires funding. The following information is based on agreement to the recommended actions of this report.

### **10.2 Revenue Implications**

	<b>2021/22 £000</b>	<b>2022/23 £000</b>	<b>2023/24 £000</b>
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>
<b>Net Cost(+)/saving (-)</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>

Staff costs will be capitalised.

### **10.3 Capital Implications**

<b>Capital Programme reference from budget book: page line</b>	<b>2021/22 £000</b>	<b>2022/23 £000</b>	<b>2023/24 £000</b>
Proposed Capital Expenditure	£10	NIL	NIL

Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	N/A	N/A
Total Funding	£10	NIL	NIL

It is expected that the above funding will be necessary to deliver a representative range of speed data within the proposed zone area.

#### 10.3 Value for Money (VFM)

Speed survey data will be required as part of the scheme design process, not only providing the baseline data for post-implementation comparison, but providing data that informs the design and supports the consultations that will be necessary as part of the scheme development process.

The surveys will be conducted by an existing contractor of the Council's and will be commissioned as a single work instruction to deliver best value. Officers will carefully consider the roads that can provide the most useful and representative data.

Future design, consultation and implementation is intended to be conducted using in-house resources. The areas that would need outsourcing are road marking and road sign creation, which are currently not tasks that the Council can undertake. However, these will be outsourced via existing contracts and will be instructed as a single job to maximise value for money and avoid an inefficient 'piecemeal' delivery approach.

#### 10.4 Risk Assessment

It is not considered that there are any financial risks associated with the recommendations of this report.

### 11. BACKGROUND PAPERS

#### 11.1 Petition Receipt: Is 20 Plenty In The Residential Streets Off The Oxford Road? (Traffic Management Sub-Committee, March 2021)

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## Traffic Calming Considerations - 20mph Streets

'Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance.' (DfT circular-01-2013 Setting local Speed Limits)

### 20mph Streets

#### General notes:

We recommend implementing 'zone' restrictions as they bring with them a speed restriction across a cohesive area and are more 'self-enforcing' (effective) due to the physical measures that are required, as oppose to a sign-only restriction.

20mph zones will require a Traffic Regulation Order, which will necessitate conducting statutory consultation and inviting objections to the proposals. It is also standard practice to have Road Safety Audits conducted for the entire proposal (including the chosen features) at detailed design and post-implementation stages.

The entrance and exit of the zone will require 'gateway' signs. The features on the below table are additional requirements to make the zone compliant with national regulations and contains the recommendations of officers, based on experience, guidance and regulation. There is a requirement to have a physical traffic calming feature every 50m and a good proportion of these being 'vertical' features (i.e. not just signing) to improve the self-enforcement of the scheme.

Feature	Legal/Regulatory Requirements for the feature	Pros & Cons	Relative Cost Considerations (Low = £00's, Medium = low £000's, High = higher £000's, Very High = £0,000's)
20mph repeater signs	No TRO required	<p><b>Pros:</b></p> <p>Used in combination with carriageway roundels can leave motorists in no doubt as to the speed limit across a wide field of view.</p> <p>Can be placed on existing posts/lamp columns to minimise additional street clutter.</p> <p>Are considered as a 'traffic calming feature' for a 20mph zone.</p> <p>Signs typically suffer from little wear.</p> <p><b>Cons:</b></p> <p>Not very visible behind on-street parking and near to vegetation.</p> <p>Used on their own, they offer only an edge-of-carriageway reminder of the speed limit and are relatively small.</p> <p>Will add to street clutter if there are limited existing posts/lamp columns, as new posts will need to be installed.</p>	<p>Installation:</p> <p>Low, particularly if being erected on existing posts/lamp columns.</p> <p>Maintenance:</p> <p>Low, infrequent</p>

<b>20mph painted (on carriageway) roundels</b>	No TRO required	<p><b>Pros:</b></p> <p>Very prominent and in motorists forward sight line. Used in combination with repeater signs can leave motorists in no doubt as to the speed limit across a wide field of view.</p> <p>Are considered as a ‘traffic calming feature’ for a 20mph zone.</p> <p><b>Cons:</b></p> <p>They are quite large and impactful on the street scene. Subjectively, this could be considered positively or negatively by residents.</p> <p>Less visible on roads that suffer from dirt/mud run-off and during periods of snow cover.</p> <p>Are on the carriageway surface, so are susceptible to relatively high wear rates through being driven over and environmental impact. This will impact their effectiveness over time and impact ongoing maintenance costs.</p> <p>Require a good road surface on which to be applied.</p>	<p><b>Installation:</b> Low. Installation is broadly 3-4 times the cost of a sign, (excluding post, fittings and installation of the sign).</p> <p><b>Maintenance:</b> Medium, relatively frequent.</p>
<b>Rumble strips (painted)</b>	No TRO required	<p><b>Pros:</b></p> <p>Relatively inexpensive to install.</p> <p><b>Cons:</b></p> <p>Will have little-to-no effect on vehicle speeds.</p> <p>Create a significant noise, so are not recommended for use in urban areas.</p> <p>Are on the carriageway surface, so are susceptible to relatively high wear rates through being driven over and environmental impact. This will impact their effectiveness over time and impact ongoing maintenance costs.</p> <p>Require a good road surface on which to be applied.</p>	<p><b>Installation:</b> Low.</p> <p><b>Maintenance:</b> Low, relatively frequent.</p>
<b>‘Reactive’ LED Signing</b>	No TRO required	<p><b>Pros:</b></p> <p>A clear, high-visibility reminder of the speed limit.</p> <p>Reacts only to those motorists at/exceeding the speed limit.</p> <p>Can be portable (movable to other sites), depending on desirable implementation.</p> <p><b>Cons:</b></p> <p>Unlikely to be effective against regular users of the road - more effective reminders for streets used by a high proportion of ‘visitor’ traffic.</p> <p>Unlikely to significantly reduce vehicle speeds in isolation.</p> <p>Limited to a single location and single direction of traffic.</p> <p>If mains-powered, would be a fixed site location with ongoing electrical costs and costly initial connection.</p> <p>If solar-powered, would be a fixed site with good sunlight with infrequent, but costly, replacement of battery.</p> <p>If battery powered, will require costly spare batteries for rotation during charging. Will require resource to move units between different locations and service units.</p> <p>Will require complete replacement in the longer-term.</p> <p>Potentially higher risk of vandalism/theft.</p>	<p><b>Installation:</b> High (highest for mains and solar units), which will include infrastructure on which to place the equipment.</p> <p><b>Maintenance:</b> See ‘Cons’ - can have a considerable range of short-to-longer term costs, depending on desirable installation.</p>

'Reactive' LED Signing with ANPR technology	No TRO required	<p><b>Pros:</b></p> <p>A clear, high-visibility reminder of the speed limit. React only to those motorists at/exceeding the speed limit. Can lead to Police sending warning letters to offending motorists.</p> <p><b>Cons:</b></p> <p>Very costly to purchase and install, with relatively high ongoing costs, due to mains power, regular camera calibration, mobile data charges and subscription to the cloud data hosting site. Relies on Police resourcing and support for contacting offending motorists, otherwise becomes no more effective than a standard reactive sign. Limited to a single location and single direction of traffic. If mains-powered, would be a fixed site location with ongoing electrical costs and costly initial connection. Will require complete (or substantial) hardware replacement in the longer-term. Potentially higher risk of vandalism/theft.</p>	<p><b>Installation:</b> Very high, which will include infrastructure on which to place the equipment.</p> <p><b>Maintenance:</b> Medium, frequent plus high, infrequent.</p>
Pinch points (small build-outs to narrow the road width)	TRO typically not required.	<p><b>Pros:</b></p> <p>Used in combination with other features, they can contribute to a reduction in vehicle speeds. Relatively low maintenance.</p> <p><b>Cons:</b></p> <p>In isolation are not likely to significantly reduce vehicle speeds - there are more effective measures available. Relatively costly to install. Can have implications on Highway drainage, which could significantly add to installation costs. Potentially unfavourable to cyclists, unless the carriageway is sufficiently wide to accommodate a 'pass through' cyclist lane - this is more likely to be available for chicanes. Placement can be challenging, due to on-street parking, dropped-kerb accesses and junctions.</p>	<p><b>Installation:</b> High.</p> <p><b>Maintenance:</b> Low &gt; Medium, infrequent.</p>
Chicanes (Priority-Flow)	These features will require statutory consultation for the 'give way to oncoming traffic' restriction.	<p><b>Pros:</b></p> <p>They create a physical 'gateway' feature to potentially stop a direction of traffic. A cyclist 'pass through' lane could be created, given sufficient carriageway width to do so. As part of a package of measures, could contribute to reduced vehicle speeds and deterring through-traffic from using a street (desirable for a residential area on a non-classified street).</p> <p><b>Cons:</b></p> <p>In isolation are not likely to significantly reduce vehicle speeds in a wider area - there are more effective measures available. Costly to install, particularly as they will require illuminated signing.</p>	<p><b>Installation:</b> High &gt; Very High (extent depends on size and complexity of the feature).</p> <p><b>Maintenance:</b> Medium, infrequent, Low, frequent (electrical costs).</p>

		<p>Can have implications on Highway drainage, which could significantly add to installation costs, although these larger features can more easily include drainage channels.</p> <p>Without other features in place, could lead to motorists 'racing' to pass the feature ahead of oncoming traffic.</p> <p>Create stop/go situations, which could be disturbing for nearby residents, disruptive to traffic flow (particularly bus routes and overall traffic at busier times).</p> <p>Potentially unfavourable to cyclists, unless the carriageway is sufficiently wide to accommodate a 'pass through' cyclist lane.</p> <p>Placement can be challenging, due to on-street parking, dropped-kerb accesses and junctions.</p>	
Page 30	<p>Cushions (sets of)</p> <p>These features will require statutory consultation.</p>	<p><b>Pros:</b> These features are shown to be more positively impactive on reducing vehicle speeds and are appropriate for use on bus and emergency service vehicle routes. Depending on placement, can be circumnavigated by cyclists and less impactive as a result.</p> <p><b>Cons:</b> These features are not as positively impactive on reducing vehicle speeds when compared with humps (below) but are a necessary compromise on bus and key emergency service vehicle routes. Can be largely straddled by vehicles with a wider wheelbase and higher ride height, potentially having a lesser speed-reducing effect. Placement can be challenging, due to dropped-kerb accesses and junctions. Can be seen as negatively impactive on the street scene. Can generate claims of noise and vibration from nearby residents. Features are run over, so will require lining and other maintenance over time.</p>	<p>Installation: Medium &gt; High, depending on the width of the road to span.</p> <p>Maintenance: Low &gt; Medium, infrequent.</p>
	<p>Humps (full-width)</p> <p>These features will require statutory consultation.</p>	<p><b>Pros:</b> These features are shown to be positively impactive on reducing vehicle speeds as they are unavoidable.</p> <p><b>Cons:</b> Not desirable nor recommended on bus routes, key emergency service routes or those with a high volume of HGV traffic. Undesirable to cyclists, as they will also be impacted by the feature. Placement can be challenging, due to dropped-kerb accesses and junctions. Can be seen as negatively impactive on the street scene. Can generate claims of noise and vibration from nearby residents. Features are run over, so will require lining and other maintenance over time.</p>	<p>Installation: Medium &gt; High, depending on the width of the road to span.</p> <p>Maintenance: Low &gt; Medium, infrequent.</p>
	<p>Tables</p> <p>These features will require statutory consultation.</p>	<p><b>Pros:</b> These features are shown to be positively impactive on reducing vehicle speeds as they are unavoidable. Can become a more 'attractive' feature in the street scene, compared with humps.</p>	<p>Installation: High &gt; Very High, depending on the size and other incorporated features.</p> <p>Maintenance:</p>

		<p>Can be made a more ‘useful’ feature if also made into an ‘at-grade’ pedestrian crossing enhancement, whether uncontrolled or a zebra crossing, for example.</p> <p><b>Cons:</b></p> <p>Not desirable nor recommended on bus routes, key emergency service routes or those with a high volume of HGV traffic, but more acceptable if the top of the table spans a longer length (e.g. 12m+), which will significantly escalate costs and prove the location challenging.</p> <p>Undesirable to cyclists, as they will also be impacted by the feature.</p> <p>Placement can be challenging, due to dropped-kerb accesses and junctions.</p> <p>Many engineering challenges may make these unsuitable, such as the level differentials between footway and carriageway being too shallow, surface water drainage, utility chambers within the desirable area.</p> <p>Can generate claims of noise and vibration from nearby residents.</p> <p>Features are run over, so will require lining and other maintenance over time.</p>	Medium, infrequent.
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# Agenda Item 6

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 SEPTEMBER 2021		AGENDA ITEM: 6
TITLE:	READING STATION SOUTH-EAST TAXI RANKING: PROPOSALS FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	ABBEY
LEAD OFFICERS:	JAMES PENMAN	TEL:	01189 372202
JOB TITLES:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:Network.Management@reading.gov.uk">Network.Management@reading.gov.uk</a>

## 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report recommends that officers be authorised to undertake a statutory consultation on a proposal that maintains taxi ranking at the Reading Railway Station ‘horseshoe’ rank, while considering the needs of the Station Hill development construction and the competition for kerb-space and access within Reading Town Centre.
- 1.2 This recommendation follows meetings with Reading Buses and Reading Taxi Association, the exploration of potential options and further detail about the impacting elements of the Station Hill development during construction and following phase completions.
- 1.2 Appendix 1 - A plan to show the proposal for statutory consultation.

## 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 statutory consultations for the restrictions proposed in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and scheme delivery planning will commence.
- 2.4 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.5 That no public inquiry be held into the proposals.

### **3. POLICY CONTEXT**

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

### **4. THE PROPOSAL**

#### Current Position

- 4.1 There is a 4-space taxi rank to the south-east of Reading Railway Station, referred to as the ‘horseshoe’ rank. This has been fed from taxi feeder ranking along Garrard Street, which exits onto Station Road and has a sightline to the horseshoe rank. Taxis have accessed Garrard Street from the south-west interchange using an indicator device that has linked to the bays on Garrard Street and indicates when there is capacity available.
- 4.2 The Station Hill area redevelopment has been gaining momentum, with works recently commencing to demolish Garrard Street car park and commence construction work on the site that spans both sides of Garrard Street.

This work has already impacted on the taxi feeder rank and Pay & Display bays that utilise kerbside space along the street. Temporary restrictions have been put in place to facilitate the continuation of this taxi feeder facility in the short-term, but it is expected that there will be a safety and operational need to restrict stopping/parking along the street for a number of years during the various phases of major construction work.

- 4.3 In consideration of the major construction operations and the initial expectation that Garrard Street would ultimately become a closed street, officers have been considering viable options to accommodate taxi feeder ranking elsewhere in the vicinity of the station horseshoe rank, to ensure its viable operability.

There is limited kerbside space available in the town centre and a significant number of town centre stakeholders that are important to accommodate, such as taxi and bus operators, space for businesses to load and unload goods and disabled parking spaces. With Reading railway station being one of the busiest outside of London, these challenges are amplified in the immediate vicinity.

Although officers have been meeting informally with Reading Taxi Association, Reading Buses, it has been challenging to find an agreeable compromise that maintains service provision at the rank.

- 4.4 Officers have considered requests to allow certain vehicle types to continue along Greyfriars Road in a southbound direction and turn left onto Friar Street. While this left turn could currently be made viable for a car-sized vehicle, it would not be safely achievable by larger vehicles and also becomes unviable with the introduction of cycle lanes along Greyfriars Road - a future deliverable required of the Station Hill developers. This also removes the possibility of introducing, or retaining on-street parking along the street.

It was also considered that there ~~Page 31~~ difficulty introducing sufficient feeder ranking on Friar Street, that this longer route would increase vehicle emissions,

make it challenging to keep the horseshoe rank sufficiently fed and have the undesirable effect of introducing more vehicle traffic into this busy part of the town centre.

- 4.5 It has since been confirmed that Garrard Street will remain as adopted public Highway and can, therefore, remain open following the completion of the Station Hill redevelopment.

### Options Proposed

- 4.6 It is recommended that, in seeking viable taxi feeder options for the horseshoe rank, that Garrard Street remains a linking route with the existing enforced ‘gate’ restriction at the Station Road link to remain in place.

It is recommended that the existing small taxi feeder bay at the eastern end of Garrard Street be retained, as this will enable a small number of taxis to wait and feed the horseshoe rank with line-of-sight, as they currently do so.

Due to the long-term development works referred in Section 4.2, it is recommended that parking restrictions are placed along the remainder of Garrard Street to prevent parking. This will inevitably become a requirement of Temporary Traffic Regulation Orders in any case, but the ‘permanent’ implementation will provide a clear and consistent approach.

These parking restrictions will also replace the Pay & Display bay to the east of Merchants Place, which was initially proposed as the temporary taxi feeder rank facility. This has generated local noise complaints and is not considered a suitable location for such a facility.

Appendix 1 provides a drawing to show these recommended restrictions.

- 4.7 While this recommendation reduces the feeder ranking capacity on Garrard Street, this will inevitably be the case through temporary restrictions that will need to be in place throughout the development works. Once the development is complete, consideration can be made for on-street restrictions that accommodate the needs of the area.

This recommended proposal is viable and creates a very short route for taxis to travel, when compared to the options explored in Section 4.4. The indicator device for the taxi feed from the south-west interchange will be placed on the short taxi ranking bay that will be retained at the east end of Garrard Street.

- 4.8 Officers recommend that the Sub-Committee approves the undertaking of the statutory consultation that is necessary to promote alterations to these on-street restrictions.

Should any objections be received, Officers will report these to a future meeting of the Sub-Committee (expected to be November 2021) so that they may be considered before a decision is made on whether the proposals should be implemented.

### Other Options Considered

- 4.9 As referred in Section 4.4, officers reviewed options to utilise a loop along Greyfriars Road, Friar Street and Station Road, but this was considered unviable.

Officers also explored options of providing feeder ranking in Valpy Street that linked onto Blagrave Street and fed the horseshoe rank. This was considered unviable as it would require taxis to feed the horseshoe rank from a separate feeder point to the south-west interchange without providing sufficient capacity with which to do so, and would also have necessitated unacceptable impact to bus/parking/loading facilities in order to accommodate.

- 4.10 Officers have investigated the possibility of extending the size of the horseshoe rank. With Garrard Street remaining open and the requirement to retain its exit onto Station Road, there was no scope to move existing facilities in a way that would enable an extension of the bay on the western side of the rank. Vehicle tracking analysis has demonstrated that only a negligible extension of the bay could be possible on the east side, which would not be sufficient to accommodate another vehicle without considerable overhang and, therefore, obstruction to the turning area in front/keep clear area to the rear.

It is considered that the recommendation of Section 4.6 is currently the only viable option for retaining the horseshoe rank.

## 5. CONTRIBUTION TO STRATEGIC AIMS

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

### **Healthy environment**

The recommended proposal will retain the quick and efficient access to the horseshoe rank that taxis currently have. It avoids extended journeys through signalised junctions and along other town centre streets where there are higher traffic volumes and footfall and avoids multiple feeder-ranks, which were risks of the other options explored. As a result, this proposal is not expected to increase vehicle emissions.

The proposal does not impact on bus infrastructure and bus stop availability, so will not have a detrimental impact to these services. This retains the attractiveness of using these mass transit services and removes the potential risks of people switching to less sustainable transport modes that other options may have introduced.

## 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 A climate impact assessment has been conducted for the recommendations of this report. The assessment shows a net minor negative impact.

Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of the alterations will require some lining removal and new lining installation, which will necessitate some burning of fossil fuels for the specialist contractor machinery.

However, the proposal doesn't require significant alteration to the existing restrictions, does not require additional signing to be manufactured and is over a relatively small area. These minor negative impacts will be over a short period of

time will be partially mitigated through the anticipated reduction of Temporary Traffic Regulation Orders required to facilitate the Station Hill redevelopment phases - these would require the posting and maintenance.

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

- 7.1 A 21-day public statutory consultation will be undertaken and all objections considered by the Sub-Committee before a decision will be made on whether to implement the proposed changes.
- 7.2 The consultation will be advertised with local notices on street and in the local printed newspaper, hosted on the Council's website (the 'Consultation Hub').
- 7.3 The Council has been meeting with Reading Buses and Reading Taxi Association, who will be directly contacted by officers to make them aware of the consultation commencing.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. A statutory consultation will be conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

## **9. LEGAL IMPLICATIONS**

- 9.1 The creation of a new Traffic Regulation Order requires 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.

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

## **10. FINANCIAL IMPLICATIONS**

The following information is based on agreement to the recommended actions of this report.

## 10.1 Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>
<b>Net Cost(+)/saving (-)</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>

While the above reflects the expected revenue implications for the implementation of the recommended proposal, it should be noted that there is potential for an increase in revenue through the civil enforcement of the restrictions that are delivered. This, however, cannot be guaranteed and the expectation upon delivery of the proposal is of compliance with the restrictions.

Staff costs will be capitalised.

## 10.2 Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£10	NIL	NIL
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	N/A	N/A
Total Funding	£10	NIL	NIL

This proposed expenditure covers staff time, advertising of the Traffic Regulation Order (proposed and sealed), delivery of the lining alterations and implementation of the indicator device system.

## 10.3 Value for Money (VFM)

Officers consider that the recommendation of this report is the only viable option for retaining the horseshoe rank. As per Section 4, other options have been explored, which would have required more substantial (and costly) alterations within the town centre.

The recommended proposal requires relatively little change and will result in a scheme that requires little ongoing maintenance, beyond lining refreshment and the replacement of battery-powered sensors over time (anticipated 5-year life).

#### **10.4 Risk Assessment**

There are no foreseen financial risks associated with the recommendation of this report. The sensors have been sourced and the lining will be provided by existing suppliers.

### **11. BACKGROUND PAPERS**

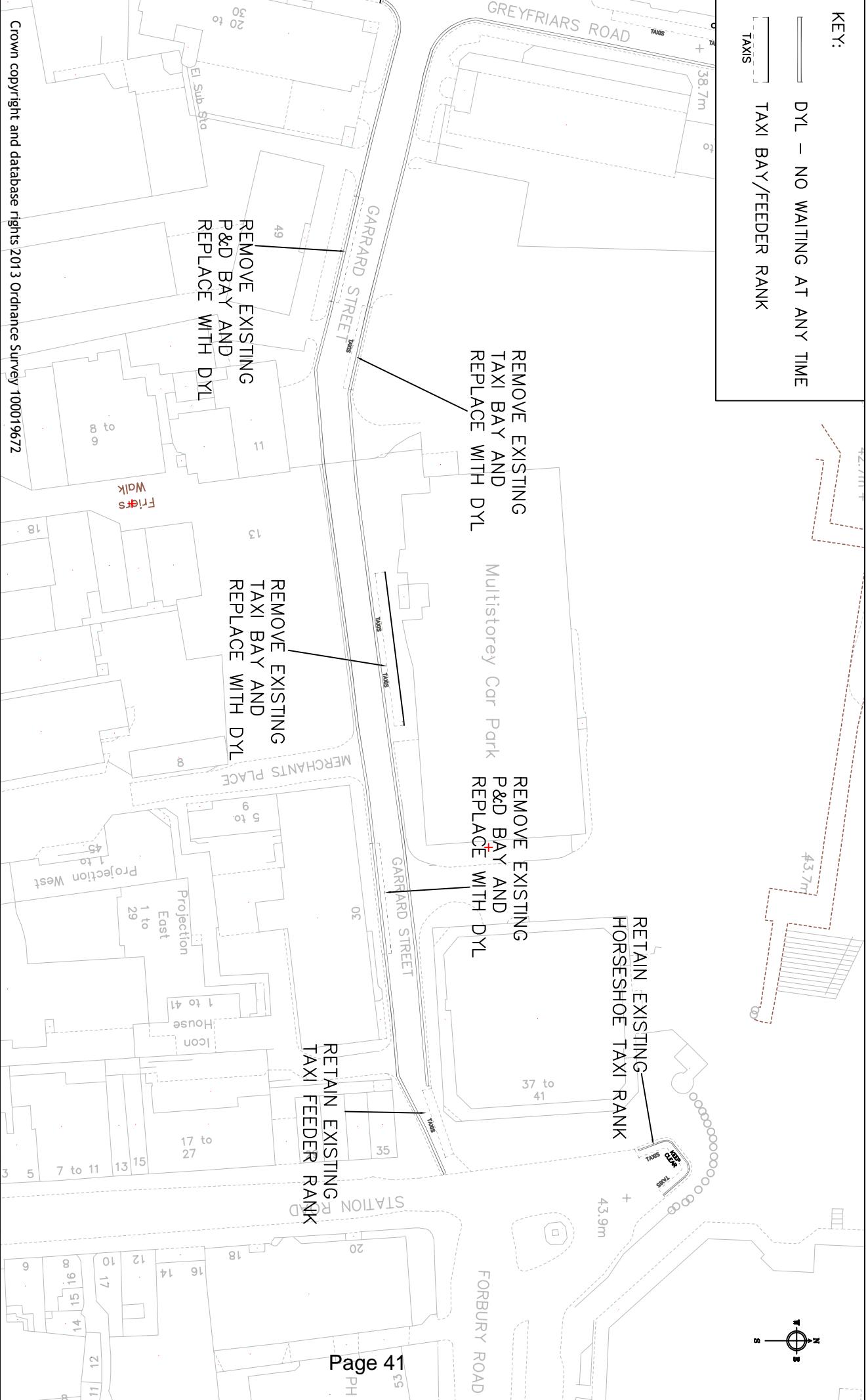
#### **11.1 None.**

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## KEY:

DYL – NO WAITING AT ANY TIME

TAXI BAY/FEEDER RANK



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# Agenda Item 7

## READING BOROUGH COUNCIL

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 SEPTEMBER 2021	AGENDA ITEM:	7
TITLE:	<b>WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2021A &amp; REQUESTS FOR WAITING RESTRICTION REVIEW 2021B</b>		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT BOROUGH WIDE
SERVICE:	TRANSPORT	WARDS:	BOROUGH WIDE
LEAD OFFICER:	GARY MILES	TEL:	0118 9372616
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

#### 1. PURPOSE OF REPORT AND 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 2021A 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 2021B 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 - Feedback received during statutory consultation for the 2021A programme and the advertised drawings for those proposals.
- 1.5 Appendix 2 - New requests for consideration in the 2021B programme.

#### 2. RECOMMENDED ACTION

- 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 2021B review programme.
- 2.6 That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local consultation (informal) and 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 2021B programme.

### **3. POLICY CONTEXT**

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 The Waiting Restriction Review programme also complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on traffic flow, perceived safety and accessibility. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal barriers to the greater use of sustainable, healthy transport options.

### **4. THE PROPOSAL**

#### Current Position

- 4.1 The Waiting Restriction Review programme is intended for relatively small-scale alterations to waiting restrictions, to limit costs and resources required for development and ensuring that the programme can be progressed within the expected timescales.

Larger area schemes will be moved to the 'Requests for Traffic Management Measures' list for development when funding is allocated through local CIL contributions, for example.

Requests for new Resident Permit Parking areas will be reported within the associated reports to this committee and will not form part of this review programme. Minor alterations to relatively small areas of existing Resident

Permit Parking restrictions may be considered for inclusion within this programme.

#### Objections to Traffic Regulation Order - 2021A programme

- 4.2 Approval was given by the Sub-Committee in March 2021 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.

Investigations were carried out and a recommendation for each scheme was shared with ward councillors between 14<sup>th</sup> May 2021 and 31<sup>st</sup> May 2021 for their comments.

- 4.3 A further report to the Sub-Committee in June 2021 sought approval for officers to conduct a statutory consultation for these recommended schemes.

The statutory consultation took place between 15<sup>th</sup> July 2021 and 3rd August 2021. The feedback received during this consultation, alongside the related scheme drawings, is contained in Appendix 1.

- 4.4 The statutory consultation process is a consultation with the public and other statutory consultees to create and seal a Traffic Regulation Order. Traffic Regulation Orders underlie on-street restrictions and allow them to be implemented and enforced.

The statutory consultation process is the Council proposing a new Traffic Regulation Order and in doing so, it must seek any objections so that these may be considered as part of the decision on whether the restrictions be implemented. The Order advertised for this programme contained all of the proposed restrictions and changes, so a decision must be made for all items before it can be sealed and any element implemented.

Statutory consultations are not to be viewed as a vote, where a higher number of objections compared with comments of support would necessarily lead to proposals not being implemented. Rather, it is expected that the responses will be balanced toward objections and the Council needs to consider the reasons provided in the objections and decide whether or not a scheme is amended, removed or installed as advertised.

Statutory consultations are open for anyone to respond, meaning that the respondent's address and other personal information irrelevant. Under Data Protection law, capturing this information is not necessary and therefore is not a requirement for response.

#### Bi-annual waiting restriction review - 2021B

- 4.5 Appendix 2 provides a list of requests that have been received for potential consideration in the 2021B programme.

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.

- 4.6 Officer recommendations will be shared with respective ward Councillors prior to reporting deadlines for the Sub-Committee meeting in January 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.

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

#### Options Proposed

##### Objections to Traffic Regulation Order - 2021A programme

- 4.7 The Sub-committee is asked to consider the feedback received against each scheme in Appendix 1 and 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. The detail of that amendment will need to be agreed by the Sub-Committee and officer representatives at this meeting.

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

##### Bi-annual waiting restriction review - 2021B

- 4.8 The Sub-Committee is asked to consider whether each request should, or should not, be considered in this next programme.

The Sub-Committee is asked to take into account the resources required in investigating, designing and sharing schemes, when considering a recommendation to include requests in this programme. This same resource is shared across numerous projects reported through this Sub-Committee.

#### Other Options Considered

- 4.9 None at this time.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal contributes to the Council's Corporate Plan Themes as set out below:

### **Healthy Environment**

Waiting restrictions can assist in preventing obstructive, hazardous or other nuisance parking. In some situations, inconsiderate parking can compromise safety or result in difficulties for residents and businesses. Many parking issues can create delays or accessibility obstructions for users of the network such as pedestrians, cyclists, domestic vehicles, delivery vehicles, emergency services and public transport.

Proposals promoted through the Waiting Restriction Review programme can help to reduce some of these parking issues. They can lead to more efficient traffic flow, clearer footways, improvements to perceived Highway safety and greater containment. These can lead to lower vehicle emissions, the removal of barriers toward the greater use of sustainable and healthy transport modes and the greater appeal for local communities to consider Play Street initiatives. The proposals will contribute to the Council's goal of making the town carbon neutral by 2030.

- 5.2 This proposal contributes to the TEAM Reading Values, as set out below:

**Together** - The Waiting Restriction Review programme develops schemes based on community engagement throughout the development process, regarding local parking issues.

**Efficiency** - This programme develops various proposals in an efficient and cost-effective way (see Section 10).

**Ambitious** - As per section 5.1, Waiting Restrictions support the Council's goal of making Reading a carbon neutral town by 2030 by aiming to improve traffic flow and remove barriers to the greater adoption of healthy and sustainable transport options.

**Make a Difference** - As per the above.

## 6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26<sup>th</sup> February 2019 (Minute 48 refers).
- 6.2 A climate impact assessment has been conducted for the recommendations of this report.

There will be some minor negative impacts for investigation and design, through travel and energy usage. Travel impacts will be mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever possible. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.

The making of this permanent TRO will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.

However, it is expected that these relatively minor negative impacts over a short period of time will be more than overcome by the benefits of scheme implementation. The proposals cover perceived local safety, accessibility and traffic flow issues that, once resolved, should improve traffic flow (lower

emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

## **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 advised of the timescales of this programme.

7.2 Ward Councillors are provided with the recommended proposals prior to these being agreed for statutory consultation by the Sub-Committee. This provides an opportunity for a level of informal consultation in order to provide initial feedback to officers.

Ward Councillors are also made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.

7.3 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub').

7.4 Where this report contains petitions that have not been separately reported, the lead petitioner(s) will be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—

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

8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals. Waiting Restrictions can have a positive impact whereby the roads are made safer for all users as locally problematic parking issues are reduced.

The agreed requests for the 2021B programme (Appendix 2) will be investigated and the equality impact will be considered as these proposals develop.

## **9. LEGAL IMPLICATIONS**

- 9.1 The Order for the 2021A programme of restrictions will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

- 9.2 Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to any alterations to the restrictions within being proposed through statutory consultation.

## **10. FINANCIAL IMPLICATIONS**

The cost of implementing the 2021A and developing the 2021B programmes will be dependent on a number of factors, including the number proposals that are agreed for implementation (2021A) / investigation (2021B), the number progressed to statutory consultation (2021B), the number agreed for implementation (2021B) 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.

Section 4.1 outlines the remit of this review programme, which helps to mitigate financial and resource risks.

### **10.1 Revenue Implications**

	<b>2021/22 £000</b>	<b>2022/23 £000</b>	<b>2023/24 £000</b>
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	NIL	NIL	NIL
<b>Net Cost(+)/saving (-)</b>	NIL	NIL	NIL

While the above table is typical of the expected revenue implications for the implementation of a Waiting Restriction Review programme, it should be noted that there is potential for an increase in revenue through the civil enforcement of the restrictions that are delivered. This, however, cannot be guaranteed and the expectation upon delivery of the programme is of compliance with the signed restrictions.

Staff costs are capitalised.

## 10.2 Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£20	NIL	NIL
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	N/A	N/A
Total Funding	£20	NIL	NIL

The above table is representative of the expected / average full project costs for delivery of a typical bi-annual Waiting Restriction Review programme.

## 10.3 Value for Money (VFM)

The programme provides value for money by collating requests and developing and delivering schemes as a single project. In comparison to an alternative of addressing requests on a more ad-hoc basis, this provides the benefit of resourcing efficiency and financial economies of scale. For example, the restrictions are included in a single Traffic Regulation Order, minimising advertising costs and the lining implementation is commissioned as a single project.

All aspects of the programme that can be delivered using Reading Borough Council's own resources will be delivered internally and not outsourced. This includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

## 10.4 Risk Assessment

The primary risk with the 2021A programme is any deferral of a decision regarding the elements of the programme to be agreed (or otherwise) for delivery. The Waiting Restriction Review programmes are developed on the basis of a short-turnaround for each stage and a deferral will result in crossover of resource-intensive elements for multiple programmes. With resources shared across a number of projects, this will result in slippage to other schemes, which could have financial implications as well as impacting on the delivery expectations of these other schemes.

The financial risks against the 2021B programme should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 4.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

## **11. BACKGROUND PAPERS**

- 11.1 Waiting Restriction Review - 2021A Proposals for Statutory Consultation (Traffic Management Sub-Committee, June 2021).
- 11.2 Waiting Restriction Review - Objections to Waiting Restriction Review 2020 & Requests for Waiting Restriction Review 2021A (Traffic Management Sub-Committee, March 2021).

## WAITING RESTRICTION REVIEW PROGRAMME, APPENDIX 1

Feedback to Traffic Regulation Order for the 2021A programme.

Updated: 19/08/21

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/Summary	Objections/support/comments received.
AB2_Chatham Place	<b>Summary of responses:</b> <b>Objections - 0, Support - 2, Comment - 1, Mixed Response - 0.</b>
1) Support	This has been used as "free parking" for far too long. It makes access to the Mayer House parking garage impossible and the road being impassable at times due to people parking on double yellow lines with no fear of being ticketed. I am glad that there has not been a fire or other emergency during this time, as it would mean that appliances would be unable to access this road. This is especially worrying given the cladding that is currently installed at Chatham Place.
2) Support	Town centre parking for residents is expensive, which means that now that individuals have realised the double yellows on this road are not enforced, parking is a nightmare. It is a daily occurrence that those that require access to driveways & the private parking garage are unable to gain access due to the parking. If required, it would be unlikely emergency services could gain access to the homes on this road which is a cause for concern for residents. There are currently untaxed vehicles dumped on the street which add to the problem. This would be a welcome change for those living locally.
3) Comment	I live above [REDACTED] And I would like to bring a number of matters to your attention: I cannot understand what the no waiting at any time restriction would achieve in terms of the underlying problems, it does not make sense to me? The problems as I see it are as follows and the solutions, in my humble opinion could be as follows: 1.the drug problem, antisocial behaviour, litter problem, urinating that goes on behind where I live is by people who do not have a car? Either frequent police patrols, CCTV cameras can help identify the persons involved. Council could place CCTV cameras particularly around the Portakabin or is it the responsibility of the owner of the property? And is it the responsibility of the property owner to keep his property area clean, and if this is not done what does the council do if there are rats wandering around? And that is what is happening. There is continuous litter sadly which is attracting vermin and is a health hazard. There is a red bin for the shops and the area around that, since the beginning of time I have been told has been subject to fly tipping. The council needs to send people to frequently clear this area, sweep it up and maybe they can invest some of the money that is currently being made available towards the solution off resident bins and bin area. At the moment there are no recycling bins? Just black bins , where everyone is expected to throw their rubbish. And there are not enough bins or they are not emptied often enough, residents are left with no choice but to leave rubbish by the bins which is extremely unhygienic, attract vermin and is a basic humane right that they pay for which is not being addressed by the council, as I see it. We cannot recycle, as there are no recycle bins, so what is going on there and who is responsible? The area around the red bin The red bin is emptied but incredibly no one seems to be responsible for The council area around it! This is a real eyesore

	<p>for the eyes, and not just that, it is a health hazard and smells. What is needed, is the street cleaners to visit that area including Chatham Place and the area that has been highlighted so clearly in your drawing and to be swept and cleaned. What would be incredible is if trees were planted along the length of Chatham place, that would be a wonderful gentrification exercise. As well, along with the trees parking spaces should be created, with 30 minute slots and no metres so that people can park up dropping to the pharmacy, local shopping et cetera and jump back in their cars and go home. This would make the area commercially viable , Rather than making it commercially unattractive and difficult for people to park. Has the council consulted the local businesses, in terms of business lost due to lack of parking?</p> <p>The solution for the bins in my opinion could be as follows:</p> <ol style="list-style-type: none"><li>1. A designated area possibly metal and caged with access for residents where bins are kept, this would make it impossible for fly tipping. Only residents would then be putting rubbish in that area. A security system would be needed so that residents and binmen could get access.</li><li>2.in this restricted bin area you would have large industrial bins for general waste, glass , cardboard, recycling, organic et cetera</li><li>3.a lorry/ lorries would come along as needed and have an automatic hydraulic system to pick the bins up and empty them or take the respective bin away or replace with empty bins. You would only need one lorry driver and his assistant and then the street cleaners would come daily and clean around the bin area. There would be no need for hundreds of bins. If the council needs to see this system in place, they should visit Alicante region in Spain and see this system where the bins are emptied every day and the council tax there is 60% less than in Reading. There is not an army of binmen running around emptying bins and costing the council. It would certainly work in Chatham Place as there are no individual bins anyway. The council could pilot a scheme where these big bins would be placed on the street with special marking in car parking spaces. On the flipside the residents would have to walk to these bins, but for their mental state of mind and physical health this would be a very good thing. We are living in a generation where nobody walks, talk to anybody. So there would be some social contact possibly around the bins. I look every day down Zinzan street, and I wonder to myself what did the poor people of that street do over the generations not to have been given any trees on their street? From number 80 to 204 Oxford Road, there are no trees outside on the street. Yet across the road there are? Maybe the council could look at planting trees. I trust that these comments will be viewed in a positive manner, as my intention is like all residents to be part of the solution. And I am ready to join in a local resident group to clean up the litter, if the council is not able to help.</li></ol>
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## KEY

 Land owned by  
Reading Borough Council,  
though not Public Highway

## PROPOSED RESTRICTIONS

 As Labelled



Mayer House  
1 to  
97

PROPOSED  
No Waiting at Any Time

Page 55

EATON PLACE

CHATHAM PLACE

104

104

102

96 to  
98

92

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**Reading**  
Borough Council

Working better with you

Transport  
Civic Offices  
Reading  
RG1 2LU

Project  
WAITING RESTRICTION  
REVIEW 2021A

Drawing  
CHATHAM PLACE

Scale N.T.S	Drawn GM
Checked	JT
Date	MAY 21
Approved	JT
Drawing No.	AB2_Chatham Place

Street/Summary	Objections/support/comments received.
CA2_Star Road/Douglas Road	<b>Summary of responses:</b> <b>Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.</b>
1) Object	This will create a shortage of parking spaces on both roads. A majority of Star Road residents do not have off road parking available to them. This will prevent me from parking outside [REDACTED] and not sure where else I should be parking, as well as off loading heavy goods . A more sensible choice would be to introduce parking permits on Star Road, as we had a large increase of none residential parking since permits were introduced to other local areas.

**KEY**  
**EXISTING RESTRICTIONS**  
— No Waiting At Any Time

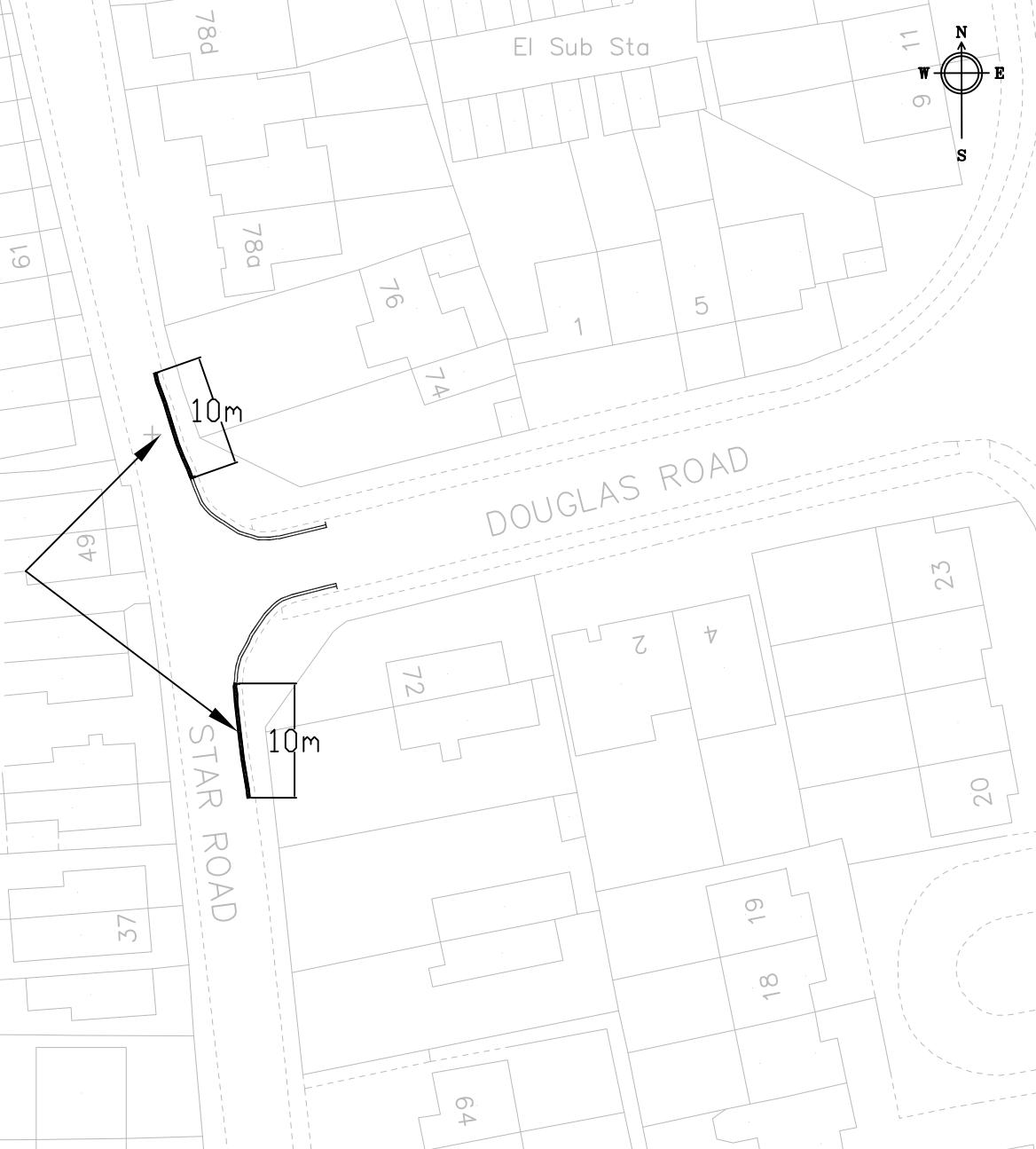
**PROPOSED RESTRICTIONS**  
— As Labelled

Page 57

BRIANT'S AVENUE

**EXISTING:**  
Unrestricted

**PROPOSED:**  
Extend existing double  
yellow lines by 10m on  
each side



Street/Summary	Objections/support/comments received.
KA1_Ella Garrett Close	<b>Summary of responses:</b> <b>Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.</b>
1) Object	<p>I actually live [REDACTED] Ella Garrett Close in Northumberland Avenue and in all honesty adding double yellow lines as proposed will not achieve anything. All it will do is prevent residents from parking on the left hand side of Ella Garrett Close at night. Some cars do park at the bellmouth itself on Northumberland Avenue to drop off and pick up children at school opening closing times. The right hand side of Ella Garrett Close has wooden posts installed which effectively prevents anyone from parking there (indeed I have very rarely seen any vehicle parked on the right hand side at all anyway) so double yellow lines on that side would achieve very little . The issues as far as road safety is concerned are NOT parking at the entrance to Ella Garrett Close but the fact that the 20 mph limit in this part of Northumberland Avenue is frequently broken. In the last week I have seen any number of cars, quadbikes and motorbikes travelling in excess of 50 mph on this stretch of road. Since there is no film in the speed camera at the entrance to Cintra Park and the Police are not interested in policing the road (or do not have the resources) then this danger will continue until someone is seriously injured or killed. The section of Northumberland Avenue between Reading Girls School and Newcastle Road was always a magnet for boy racers but the speed humps have now provided a novelty for them to fly over so. We still see occasional races on a Sunday morning with two cars passing on either side of the bollards in the middle of the road during a race. There is also dangerous overtaking on the wrong side of the road by the entrance to Cintra Park because impatient drivers wish to pass a vehicle not exceeding the 20 mph limit.</p> <p>I would suggest that by clamping down on the enforcement of speed limits whilst preventing illegal parking and congestion during school pick up times at the junction of Newcastle Road and Northumberland Avenue would actually make the area much safer for pedestrians at school opening or closing times in particular.</p>

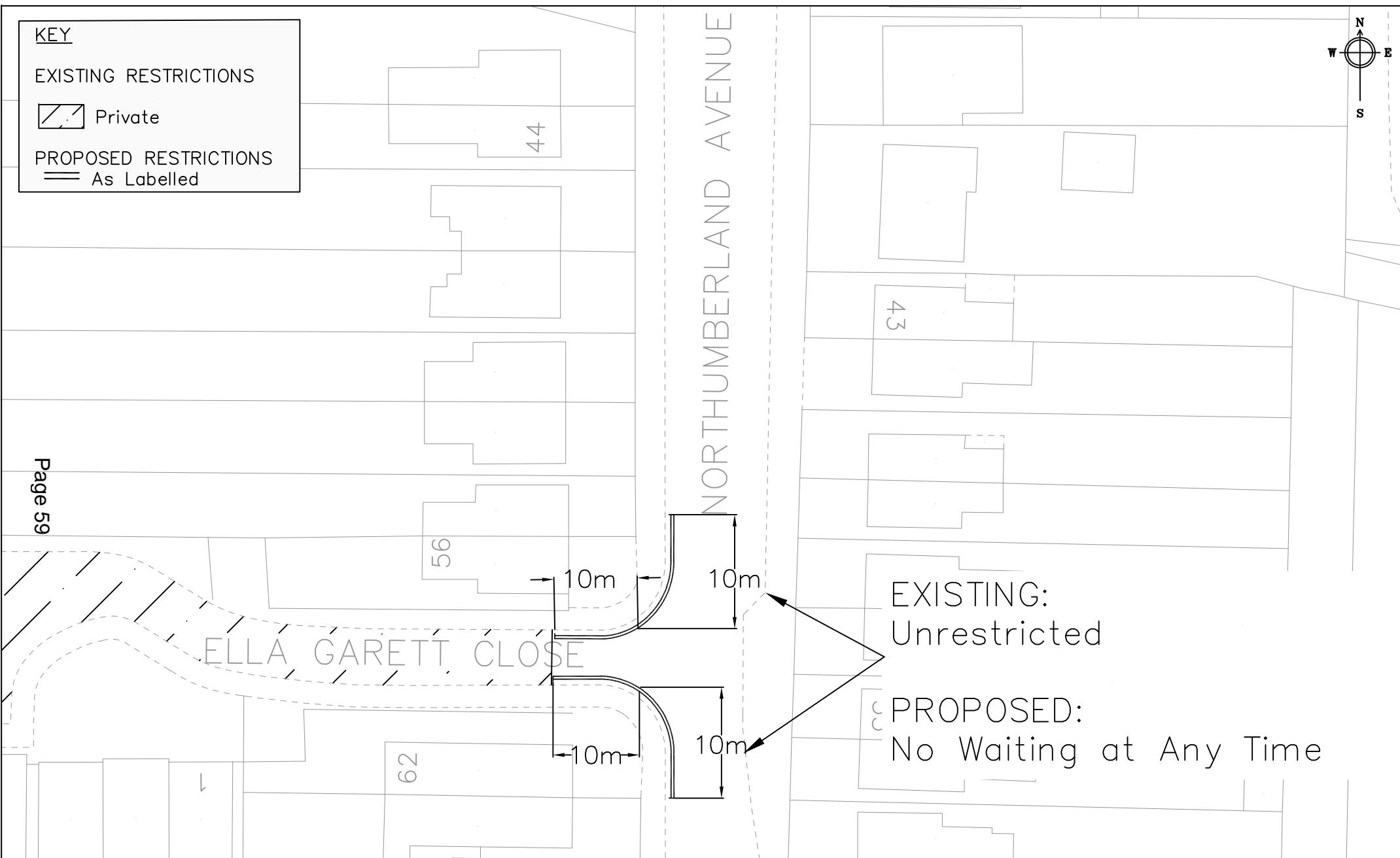
**KEY**

EXISTING RESTRICTIONS



PROPOSED RESTRICTIONS

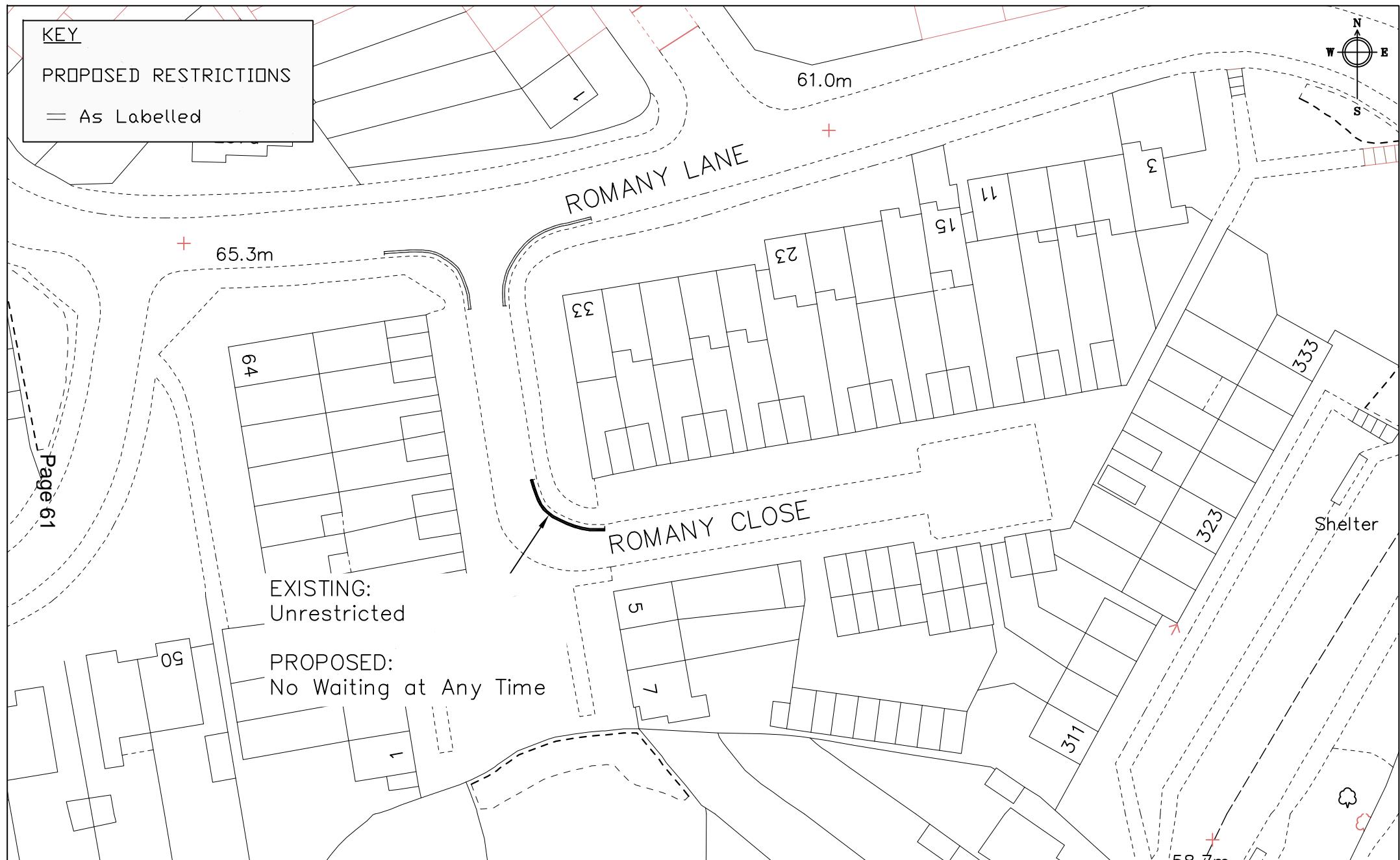
As Labelled



Street/Summary	Objections/support/comments received.
KE1_Romany Close	<p><b>Summary of responses:</b>  <b>Objections - 3, Support - 0, Comment - 0, Mixed Response - 0.</b></p>
1) Object	<p>With regard to PR/017326 double yellow lines in Romany Close. Although I understand the reasons for them. The practicality of the limited amount of parking in the close, placing the double yellow lines will only encourage people to park on [REDACTED] when it's empty. As this does happen. Also for those who are not fortunate to have a drive. Where are they supposed to park. We also have times where other vehicles that do not live in the close, park their cars in the close. Again there will be a big problem for residents. Therefore I strongly object to this proposal. I do not see how you can possibly go forward on this. A very Angry resident</p>
2) Object	<p>I strongly oppose the parking restrictions. We do not have a garage and as 8 residents in Romany Close who all have two cars where are we supposed to park? We have bought our house [REDACTED] years ago with the understanding that we can park outside this will devalue our property and will cause arguments about parking. Residents from Romany lane and lynhurst rd park in our road causing us less room to park. Garages get parked over blocking people in parking bays should be put in to give us more room. I will be looking after a [REDACTED] and can not be walking streets away to my car with the coming of winter. We think this is unsuitable and the council is just trying to get more money from parking tickets instead of maintaining the road surfaces or putting in parking bays. There is no need to put more lines</p>
3) Object	<p>It is mainly residents of Broomfield Road that park on the south stretch of Romany Close where restrictions are proposed. There are two reasons for this!-</p> <ul style="list-style-type: none"> <li>A) There is no parking at the front of their properties</li> <li>B) Their properties and garages back onto Romany Close</li> </ul> <p>In the evenings and weekends this area of the road is completely 'parked up'. There are 7 properties within Romany Close, 4 of which have no garage, and therefore, can only park on the road. Most of the houses 'run' 2 cars and presently park on the stretch of road, running from their properties down to the lower end of the Close. By reducing the parking area on the 'South' side, we are afraid that Broomfield residents will start using the area, now, solely used by Romany Close residents, leaving us short of spaces, causing a lot of friction and 'ill will' in a small community, that, otherwise, get along very well. I appeal to you to reconsider your proposal, or at the very least, reduce the length of the 'No Waiting' area to free up more parking space.</p>

**KEY****PROPOSED RESTRICTIONS**

= As Labelled



Street/Summary	Objections/support/comments received.
MI1_Edenham Crescent	<p><b>Summary of responses:</b>  <b>Objections - 9, Support - 29, Comment - 0, Mixed Response - 0.</b></p>
1) Support	I think the public turning point next to [REDACTED] Edenham cresent should be guest parking only
2) Support	I would like the Turing point , that is located infront of [REDACTED] Edenham Cresent to be officially Turning point with No waiting Time and PCN in-forced aswell all the time .
3) Object	<p>I am the owner and resident of [REDACTED], Edenham Crescent, Reading. This proposition [REDACTED]. Please see the below comments to object to the proposal-</p> <ol style="list-style-type: none"> <li>1. The waiting restriction proposition is [REDACTED].</li> <li>2. Earlier there were unwanted car parking issues. [REDACTED].</li> <li>3. The road [REDACTED] is no more an end-of-the-road turning point for Edenham Crescent. With the development of new houses, the end-of-road-turning point has moved further down in the road near the Courage park area.</li> <li>4. This is far away from the town centre or schools and there is not enough traffic to justify the case for 'No waiting time restriction'. Kindly note a 'No parking restriction' has already been applied with the installation of a white line and has addressed all parking-related problems on the road.</li> <li>5. Council funds could be used for better purposes to benefit the community.</li> </ol> <p><b>OFFICER COMMENT:</b> Some of the redacted comments indicate that the resident is concerned about the impact of the proposal, especially on visitors, builders and others who may need to park in the area. They believe that previous parking issues have been overcome and there is no need for additional restrictions here.</p>
4) Object	<ol style="list-style-type: none"> <li>1. This was historically an area to turn vehicles. Now the turning area has moved further ahead of the road..</li> <li>2. I live very near to the proposed land since last [REDACTED] years and had no issues whatsoever.</li> <li>3. This is purely a residential area away from schools, shopping centres etc. Not sure any fund spend on marking the sign will be the best use of RBC fund during this crunch period</li> <li>4 Funds can be used elsewhere for betterment of life in another needy area.</li> </ol>
5) Support	The proposed double yellow lines will provide absolute clarity that the area is not to be used for parking and to be retained as a turning / passing area in case of need. Thank you for putting this proposal forward.
6) Object	<ol style="list-style-type: none"> <li>1. This is no more end of road turning point for the Crescent.</li> <li>2. Away from busy town centre and schools. Funds could be used for other development projects</li> </ol>
7) Support	<p>First of all I would like to thank you so much for considering this task. I am [REDACTED]. And I can see most of the residents are having issue as this area in question is always used or blocked by [REDACTED] for their personal use. Below are our reason to SUPPORT this application in public interest.</p> <ol style="list-style-type: none"> <li>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</li> <li>2) Local residents including me use this turning head to maneuver our vehicle.</li> <li>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicle is passed hence it is part of important aspect of safety</li> </ol>

	<p>for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy's on west side footpath need to use this area to pass through however since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road.</p> <p>5) Also we can see that owner of House [REDACTED] is treating this area as [REDACTED]. Also [REDACTED] house owners are parking their vehicles in public, turning head on purpose even though there is space available [REDACTED] to block public using that space. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. [REDACTED] House owner recently did [REDACTED] and [REDACTED].</p> <p>6) There are incidents where [REDACTED] house owner [REDACTED] not to use this space for turning as it belongs to [REDACTED]. When we question on it is still public highway and turning head which can be used by all public motorist to turn and all motorists have equal right on the area hence requested [REDACTED] to keep it clear, [REDACTED]. Also on several occasions [REDACTED] block that are with 2-3 cars [REDACTED] causing a lot of congestion.</p> <p>I also requested other impacted residents to send their transparent view. Considering the above reasons, even though it is not end of Crescent any more, it is still public turning head. This area is still of very significant importance and usage to public and residents from safety and convenience perspective. I would kindly request you to mark it as "No waiting at any time" any public area should be used in interest of public rather than a 1 or 2 individual self-interest. I believe if anyone is claiming including [REDACTED] that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time". If any one is objecting this public interest application then intension is pretty clear that they want to use and abuse public area for their personal use.</p> <p>I can see from application day [REDACTED] Vehicles are parked properly however I am sure they will block that area once application process is over. Effort and money are well spent here to save and preserve public interest, especially when few people misuse the area. Appreciate all your consideration, help and support preserving democratic rights of public from abusive forces. Thank you so much!!</p>
8) Object	<p>I live in the house no [REDACTED], Edenham Crescent. I am the owner and resident of the property. This restriction [REDACTED]. I am highly concerned that visitors [REDACTED] will not be able to park their vehicles. I feel there is some kind of discrimination here. There are several areas like narrow turns on the Crescent where no waiting restriction could be applied. The Edenham Crescent East side is no more an end of road turning point. The end of road turning point has been moved to the area around Courage park. There is lots of space for the vehicles to turn around. You could visit Edenham Crescent to reconfirm. I strongly object to the application of the no waiting parking restrictions. The council is short of funds and the funds could be used for other development projects.</p>
9) Support	<p>I leave [REDACTED] from proposed "No waiting at any time" in front of [REDACTED] Edenham Crescent Reading RG1 6HU. I would really appreciate and support this move.</p> <p>Daily, I drive by this area and many times I often see that most of the time vehicles are parked here which makes it tricky if vehicles are coming from the opposite congested corner.</p> <p>Few days back in [REDACTED] a picture of parked vehicle in this public area which according to council confirmation is a public turning point and should be kept clear at all the time. With double yellow line it would empower public to challenge owner if vehicles are parked. At the moment due to lack of such indications this public area has been used for parking and</p>

	<p>there are no sufficient grounds to argue. This makes this particular turn dangerous for motorists. Also, when I walk with my [REDACTED], there is no footpath in this area and if vehicles are parked on this land, we need to either cross on opposite side of the road or walk on main road which is already congested. If the vehicle is coming fast from other side motorists cant see us from turning point as they expect roads to be clear it turns to be dangerous for walkers.</p> <p>Also, I have seen this place could be used by emergency vehicles/Goods vehicles to turn around and avoid immediate next congested turning.</p> <p>This issue is going on from many years and hopefully this simple solution will solve the issue. Thank you so much!!</p>
10) Support	<p>I am [REDACTED] leaves just [REDACTED] Edenham Crescent. I am [REDACTED] of age at the moment. I came to know about this application via [REDACTED]. To be honest I have highlighted few of the issues I was facing year back. Due to [REDACTED] I drive bit slowly and carefully. Since this area for which Yellow lines are proposed I use to use that area for my daily turnaround. That space is convenient for [REDACTED] while I am going out. However, a [REDACTED] has warned me not to use that area as it is a continuation of [REDACTED]. When I discussed this with volunteer they have told me that it is public land and all the motorists have equal right so please keep on using for your convenience as this one is for every once convenience and not below to single person. So I kept on using it. Later I found out that this area has been blocked always via cars hence I am not able to use this area anymore. I completely support proposal of double yellow line as this publing turning area can be utilised by all the public and I believe that is rightful.</p>
11) Support	<p>I am [REDACTED] from Edengam Crescent. I would like to thank you so much for considering consultation " Edenham Crescent East Side" Introduction of "NO waiting at any time" I would agree with all the below points brought up by residents and Support the application.</p> <ol style="list-style-type: none"> <li>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</li> <li>2) Local residents including me use this turning head to maneuver our vehicle.</li> <li>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicle is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</li> <li>4) People on wheelchairs, people with kids and buggy's on west side footpath need to use this area to pass through however since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road.</li> <li>5) Also we can see that owner of House Nu [REDACTED]. Also [REDACTED] house owners are parking their vehicles in public, turning head on purpose even though there is space available in [REDACTED] to block public using that space. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. [REDACTED] House owner recently did [REDACTED] using this public area for turning or waiting area for oncoming traffic and treats it as [REDACTED].</li> <li>6) There are incidents where [REDACTED] house owner told us not to use this space for turning as it [REDACTED]. When we question on it is still public highway and turning head which can be used by all public motorist to turn and all motorists have equal right on the area hence requested [REDACTED] to keep it clear, [REDACTED] keeps on refusing and challenge us to go</li> </ol>

	<p>and complain to any one and [REDACTED] don't care as it is [REDACTED] own area. Also on several occasions [REDACTED] block that are with 2-3 cars during [REDACTED] causing a lot of congestion.</p> <p>7) I believe if anyone is claiming i that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time". If any one is objecting this public interest application then the intention is clear that they want to use and abuse public areas for their personal use.</p>
12) Support	<p>I am resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below points consolidated points and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that people are treating this area as [REDACTED] and house owners are parking their vehicles in this area on purpose even though there is space available in [REDACTED] to block public using that space. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. House owners next to [REDACTED] are possessive about other using this public area for turning or waiting area for oncoming traffic and treats it as [REDACTED] to be used by their and their friends parking space.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and friends block that area with 2-3 cars [REDACTED] causing a lot of congestion.</p> <p>7) Hence we request you to fecilitate this piece of public area in public interest and safetly rather than few individuals use.</p> <p>8) I believe if anyone is claiming that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time". If any one is objecting this public interest application then the intention is clear that they want to use and abuse public areas for their personal use.</p>
13) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this</p>

	<p>area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that people are treating this area as [REDACTED] and house owners are parking their vehicles in this area on purpose even though there is space available in [REDACTED] to block public using that space. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. House owners next to [REDACTED] are possessive about other using this public area for turning or waiting area for oncoming traffic and treats it as [REDACTED] to be used by their and their friends parking space.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and friends block that area with 2-3 cars [REDACTED] causing a lot of congestion.</p> <p>7) Hence we request you to fecilitate this piece of public area in public interest and safetly rather than few individuals use.</p> <p>8) I believe if anyone is claiming that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time" . If any one is objecting this public interest application then the intention is clear that they want to use and abuse public areas for their personal use.</p>
14) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that people are treating this area as [REDACTED] and house owners are parking their vehicles in this area on purpose even though there is space available [REDACTED] to block public using that space. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. House owners [REDACTED] are possessive about other using this public area for turning or waiting area for oncoming traffic and treats it as [REDACTED] to be used by their and their friends parking space.</p>

	<p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and friends block that area with 2-3 cars [REDACTED] causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safety rather than few individuals use.</p> <p>8) I believe if anyone is claiming that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time" . If any one is objecting this public interest application then the intention is clear that they want to use and abuse public areas for their personal use.</p>
15) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that people are treating this area as [REDACTED] and house owners are parking their vehicles in this area on purpose even though there is space available [REDACTED] to block public using that space. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. House owners [REDACTED] are possessive about other using this public area for turning or waiting area for oncoming traffic and treats it as [REDACTED] to be used by their and their friends parking space.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and friends block that area with 2-3 cars [REDACTED] causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safety rather than few individuals use.</p> <p>8) I believe if anyone is claiming that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time" . If any one is objecting this public interest application then the intention is clear that they want to use and abuse public areas for their personal use.</p>
16) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p>

	<p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that people are treating this area as [REDACTED] and house owners are parking their vehicles in this area on purpose even though there is space available [REDACTED] to block public using that space. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. House owners [REDACTED] are possessive about other using this public area for turning or waiting area for oncoming traffic and treats it as their own personal space to be used by their and their friends parking space.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and friends block that area with 2-3 cars [REDACTED] causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safetly rather than few individuals use.</p> <p>8) I believe if anyone is claiming that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time" . If any one is objecting this public interest application then the intention is clear that they want to use and abuse public areas for their personal use.</p>
17) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that people are treating this area as [REDACTED] and house owners are parking their vehicles in this area on purpose even though there is space available [REDACTED] to block public using that space. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. House owners [REDACTED] are possessive about other using this public area for turning or waiting area for oncoming traffic and treats it as</p>

	<p>[REDACTED] to be used by their and their friends parking space.</p> <p>6) When we requested car owners to keep it clear as it is still public highway and turning head which can be used by all public walkers and motorists to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and friends block that area with 2-3 cars [REDACTED] causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safety rather than few individuals use.</p> <p>8) I believe if anyone is claiming that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time". If any one is objecting this public interest application then the intention is clear that they want to use and abuse public areas for their personal use.</p>
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19) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation "Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p>

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20) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that people are treating this area as [REDACTED] and [REDACTED] are parking their vehicles in this area [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction. House owners [REDACTED] are possessive about other using this public area for turning or</p>

	<p>waiting area for oncoming traffic and treats it [REDACTED] to be used by their and their friends parking space.</p> <p>6) When we requested car owners to keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and friends block that area with 2-3 cars [REDACTED] causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safety rather than few individuals use.</p> <p>8) I believe if anyone is claiming that they don't use that area for parking then they shouldn't be having any issue with "No waiting at any time". If any one is objecting this public interest application then the intention is clear that they want to use and abuse public areas for their personal use.</p>
21) Support	<p>I am local resident [REDACTED] Barringtonway. I would like to thank you so much for considering consultation "Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that many people are using this area as [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safety.</p> <p>8) If this area is not marked as "NO waiting at any time" people will keep on blocking this public area as there are no clear indications and many people are not aware that they have to keep it clear</p>
22) Support	<p>I am local resident [REDACTED]. I would like to thank you so much for considering consultation "Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait</p>

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24) Support	<p>I am local Resident [REDACTED] Barringtonway. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p>

	<p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that many people are using this area [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safety.</p> <p>8) If this area is not marked as "NO waiting at any time" people will keep on blocking this public area as there are no clear indications and many people are not aware that they have to keep it clear</p>
25) Support	<p>I am local Resident of Edenham Crescent [REDACTED] I would like to thank you so much for considering consultation "Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that many people are using this area [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</p>

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26) Support	<p>I am resident of Edenham Crescent [REDACTED]. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would Support the application based on below points.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that many people are using this area [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safety.</p> <p>8) If this area is not marked as "NO waiting at any time" people will keep on blocking this public area as there are no clear indications and many people are not aware that they have to keep it clear</p>
27) Support	<p>I am resident of same area [REDACTED]. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p>

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28) Support	<p>I am [REDACTED] resident of Barringtonway within Edenham Crescent . I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that many people are using this area [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of public area in public interest and safety.</p> <p>8) If this area is not marked as "NO waiting at any time" people will keep on blocking this public area as there are no clear indications and many people are not aware that they have to keep it clear</p>
29) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait</p>

	<p>till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that many people are using this area [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</p> <p>7) Hence we request you to fecilitate this piece of public area in public interest and safetly.</p> <p>8) If this area is not marked as "NO waiting at any time" people will keep on blocking this public area as there are no clear indications and many people are not aware that they have to keep it clear</p>
30) Support	<p>I am resident of Edenham Crescent [REDACTED]. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would Support the application based on below points.</p> <p>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that many people are using this area [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction.</p> <p>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</p> <p>7) Hence we request you to fecilitate this piece of public area in public interest and safetly.</p> <p>8) If this area is not marked as "NO waiting at any time" people will keep on blocking this public area as there are no clear indications and many people are not aware that they have to keep it clear</p>
31) Object	The waiting restriction is not required in the proposed area. It is a less busy area and far away from busy school and town centre areas. There is plenty of space for vehicles to move and turn. This kind of discrimination needs to be avoided. The council funds could be used for better development projects.

32) Support	<p>I am [REDACTED] resident of Edenham Crescent. I would like to thank you so much for considering consultation " Edenham Crescent" Introduction of "NO waiting at any time" I would agree with all the below consolidated points brought up by residents and volunteers and Support the application.</p> <ol style="list-style-type: none"> <li>1) This part of land is public highway and still officially a turning head for public use hence need to keep it clear all the time where as this area is blocked by vehicles always.</li> <li>2) Local residents including me use this turning head to maneuver our vehicle.</li> <li>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from opposite side this area provides space for incoming vehicles to wait till other vehicles is passed hence it is part of important aspect of safety for entire Crescent public. When vehicles are parked at area in question it wont leave any room for incoming vehicle to wait till outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to other driver. If this area is marked as "No waiting at any time" then public can use this space to allow oncoming vehicle. Which supports safety and convenience to public.</li> <li>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through, since there are vehicles parked blocking this area they need to expose them self on main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</li> <li>5) Also we can see that many people are using this area [REDACTED]. Whenever there are vehicles parked it cause a lot of inconvenience to incoming vehicle if there is vehicle coming from opposite direction.</li> <li>6) When we requested car ownersto keeping it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</li> <li>7) Hence we request you to facilitate this piece of public area in public interest and safety.</li> <li>8) If this area is not marked as "NO waiting at any time" people will keep on blocking this public area as there are no clear indications and many people are not aware that they have to keep it clear</li> </ol>
33) Support	<p>I agree that this would help remove a lot of the 'clutter' parking from that area and allow more turn space in a congested road.</p> <p>HOWEVER - those who 'steal' space there from nearby houses (the reason for this proposal) would simply park in the road despite having ample parking on driveways. I would suggest that the Council review that section of road - from the no waiting area up into Edenham Crescent, around the very tight corner - where cars are frequently parked causing difficulty in safely negotiating that corner. In fact, I would comment that at times the cars are parked so 'unhelpfully', on and around that corner, that there will soon be an accident - or worse, that an emergency vehicle will be unable to reach the far end of Edenham Crescent, or Barrington Way or Greenidge Close, because they cannot pass between the cars. I would therefore propose that alongside the no waiting restrictions, double yellow lines are painted around that corner - on both sides of the road, from the no waiting area up to the boundary of the first house on the left beyond the corner.</p>
34) Object	<p>I'm a resident of house [REDACTED] Edenham crescent. I strongly object the proposition of no waiting for the following reasons.</p> <ol style="list-style-type: none"> <li>1. This is residential area and far away from town centre, schools and other busy public access areas.</li> <li>2. This is no more a end rod turning point. I expect council finds better place in other development projects or areas.</li> </ol>
35) Object	<p>I am the owner of [REDACTED] Edenham Crescent. I would like to object the proposed no waiting restriction for the below reasons.</p> <ol style="list-style-type: none"> <li>1. This is far away from the busy areas.</li> </ol>

	<p>2. This area is a cul-de-sac and no through general public traffic.</p> <p>3. It is a families living area and no unrelated public come into this area.</p> <p>4. Having such restrictions can only create discomfort for community families and relatives visiting this area residents.</p>
36) Object	I would like to object to this proposal as it is no more a turning point after the estate was extended with more houses to the right with enough turning points and even a big car park at the end of courage park. It will also cause problem for the neighborhood with parking when the guest visits over the weekend or any other time. It use to be a turning point when this was the end of the estate before the new houses after [REDACTED] were built. This is also far away from the town centre and nobody is using it for permanent parking, only occasional need base parking and putting a yellow line will cause more issues.
37) Object	I am writing to you on the behalf of [REDACTED] Edenham Crescent about the proposed waiting restrictions from 37-39 and 56-58 Edenham Crescent. I sincerely apologise for the delay due to personal circumstances, and I hope you will take my opinions under consideration. On behalf of [REDACTED] Edenham Crescent, I object to the proposed waiting restrictions. Firstly, what is considered as a turning outside [REDACTED] is no longer a turning point. The fact that [REDACTED] occupies what is the old turning point should be enough grounds to treat that kerb with regular waiting restrictions. Hence the new restrictions are not required. Secondly, some of the houses in Edenham Crescent have adequate parking for only one car. This, combined with the nature of the "island" means that the Crescent requires flexible restrictions to accommodate for guests and residents alike. Finally, Edenham Crescent is far from schools and the town centre. Therefore, it would not be the best utilisation of council funds. It would be better to utilise the money for other development that will benefit the communities in Reading.
38) Support	<p>As a resident of Edenham Crescent, I would like to thank RBC for initiating consultation for "Ref PT/017326 - Edenham Crescent " No Waiting at Any Time" This public turning head has been the center of the issue in this region from very long. One are [REDACTED] residents have been using this public turning head as [REDACTED] and always blocking this area with their vehicles. Most of the residents/Wheelchair users/Buggy users are impacted and have issues related to this and RBC initiative to put " No Waiting at Any Time" will resolve this issue permanently in the public interest. We have collected and consolidated all the issues residents are facing related to this and submitted the online form Supporting this application. Appreciate all your help and assistance in considering this public interest Application.</p> <p>1) This part of the land is a public highway and is still officially a turning head for public use hence need to keep it clear all the time, whereas this area is blocked by vehicles always.</p> <p>2) Local residents including me use this turning head to maneuver our vehicle.</p> <p>3) Most importantly left turning after this area is very narrow and if there are any vehicles coming from the opposite side this area provides space for incoming vehicles to wait till other vehicles are passed hence it is part of an important aspect of safety for the entire Crescent public. When vehicles are parked at the area in question it won't leave any room for an incoming vehicles to wait till the outgoing vehicle at turning is passed. Hence one driver has to reverse and provide space to another driver. If this area is marked as "No waiting at any time" then the public can use this space to allow oncoming vehicles. Which supports safety and convenience to the public.</p> <p>4) People on wheelchairs, people with kids and buggy on west side footpath need to use this area to pass through as there is no footpath at this patch since there are vehicles parked blocking this area they need to expose themself on the main road causing inconvenience and safety hazard to public as vehicles from turning cant see people on road and turn fast towards road users.</p> <p>5) Also we can see that many people are using this area [REDACTED]. Whenever there are vehicles parked it cause a lot of</p>

	<p>inconvenience to the incoming vehicle if there is a vehicle coming from the opposite direction.</p> <p>6) When we requested car owners to keep it clear as it is still public highway and turning head which can be used by all public walkers and motorist to turn and all public have equal right on the area, but the request has been ignored always. Also on several occasions Guests and visitors block that area with 2-3 cars causing a lot of congestion.</p> <p>7) Hence we request you to facilitate this piece of the public area in public interest and safety rather than the interest of 1-2 residents.</p> <p>8) If this area is not marked as "NO waiting at any time" people will keep on blocking this public area as there are no clear indications and many people are not aware that they have to keep it clear</p>
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**KEY**  
**PROPOSED RESTRICTIONS**  
— As Labelled

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EDENHAM CRESCENT

28m

37

56

**EXISTING:**  
Unrestricted

**PROPOSED:**  
No Waiting at Any Time

EI Sub



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Reading  
RG1 2LU

Project  
WAITING RESTRICTION  
REVIEW 2021A

Drawing  
EDENHAM CRESCENT

Scale	Drawn	MF
N.T.S	Checked	JT
Date	Approved	JT

Drawing No.
MI1_Edenham Crescent

Street/Summary	Objections/support/comments received.
NO1_Longridge Close	<p><b>Summary of responses:</b>  <b>Objections - 5, Support - 0, Comment - 0, Mixed Response - 0.</b></p>
1) Object	<p>Ten metre yellow lines round the corners would mean the loss of several parking spaces. I know the rubbish collection lorries often cannot get up Longridge to empty the bins, so five metre lines would do this easily. Also there is often a problem at the top end of Longridge for them, so having similar yellow lines (5m) up there would solve that issue too</p>
2) Object	<p>10m of 'NoWaiting Allowed' markings around the corner/junction of St Ronans Road and Longridge Close will remove at least 3 parking spaces without increasing safety around the junction... a much shorter set of lines would improve compliance with safe parking around the junction without compromising the amount of parking so greatly.</p>
3) Object	<p>I have the following objections regarding the above waiting restriction;</p> <ol style="list-style-type: none"> <li>1. I live at [REDACTED] St Ronans Rd and consider the double yellow lines proposed in my Road are too long. The lines in my Road are indicated as 10m long, this would limit the car spaces outside my and my neighbours to one rather than the current two. Thus creating more of a parking problem than already exists. Clearly vehicles such as refuse collection lorries require access up Longridge Close, however I've observed on numerous occasions that the obstruction is primarily around the bend going up Longridge, not in St Ronans. So in my view the yellow lines should be limited to 5m on both sides in St Ronans, and 10m on both sides in Longridge. I believe this solution would provide a suitable space for heavy lorries to travel easily up Longridge whilst maintaining parking levels in St Ronans.</li> <li>2. I note also that there are no restrictions within Longridge Close at top of hill, however there have been numerous occasions when heavy vehicles, particular refuse lorries have been prevented from access by parked cars and vans on top corners. Therefore I strongly advise that you consider additional restrictions there. Otherwise the prevented parking at bottom of road by restrictions will force drivers to park at top and have same blocking affect.</li> </ol>
4) Object	<p>I wish to object to the proposed parking restrictions that will introduce "no waiting at any time" to both sides of Longridge Close and Southwest side of St Ronans Road.</p> <p>Firstly I do not believe due process has been properly followed as residents of these roads have not been directly contacted via mail. The notices posted on lamp posts in the road are not clearly visible and many residents will be unaware of the new consultation (it is easy to assume these are left over from the prior residents parking consultation, even if spotted!). I do not believe the council has therefore given sufficient notice to ALL residents to provide appropriate feedback.</p> <p>Secondly I believe it to be improper behaviour from the council to have just closed a consultation on a residents parking scheme in the same roads, without making it clear that these parking restrictions would still be introduced regardless of the outcome of the parking scheme consultation.</p> <p>It is very disingenuous of the council to have asked residents to vote on the residents parking scheme, without highlighting the loss of parking space that these "no waiting at any time" restrictions will create. If the council were to press ahead with these restrictions I believe it should make the previous consultation null and void! Parking is already at a premium in the area and as a resident of St Ronans road we already suffer from an influx of vehicles from surrounding roads. To further restrict parking space in St Ronans Road and Longridge close will only further compound this problem. If such "no waiting areas" are to be proposed for St Ronans Road and Longridge Close then I believe it would be only proper for the council to fully consult JUST with these residents on converting St Ronans Road and Longridge Close to residents only parking (a subset of the original parking scheme consultation). I realise the full Grovelands Road parking scheme was rejected by the wider</p>

	<p>group of residents but I believe in these revised circumstances it is inappropriate that the views of residents in surrounding roads influence the parking in these specific roads. I would request that the council provide the results of the previous consultation by individual road (for and against), but more importantly rerun the consultation for St Ronans Road and Longridge Close, this time with the transparency that additional restrictions will be made for residents even if residents parking is rejected.</p> <p>I look forward to receiving the additional details on the responses from the previous consultation and the transparency we deserve as residents.</p>
5) Object	<p>The principle of yellow "no waiting" lines round the corners described is a good idea. However, they seem unnecessarily long. Extending 5m either side of the centre of the curve of each corner would be sufficient to ensure visibility around the corners, provide easy access for large vehicle such as the bin lorry, while maintaining 4 parking spaces, two on each side, that we can ill afford to lose</p> <p>Two of us paced this out today, and it seems sensible. I hope these comments are helpful</p>

**KEY**  
**PROPOSED RESTRICTIONS**  
= As Labelled



**EXISTING:**  
Unrestricted

**PROPOSED:**  
No Waiting at Any Time

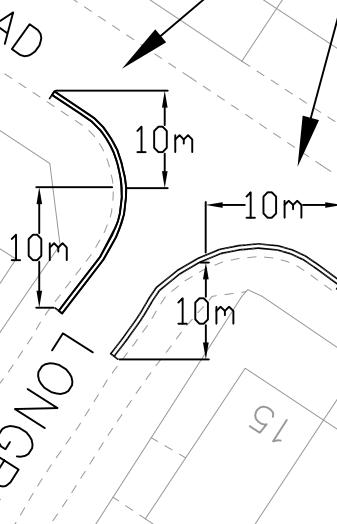
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Project	WAITING RESTRICTION REVIEW 2021A	Scale N.T.S	Drawn MF
Date	APR 21	Checked JT	Approved JT
Drawing	LONGRIDGE CLOSE	Drawing No.	NO1_Longridge Close

Street/Summary	Objections/support/comments received.
ALL	<b>Summary of responses:</b> <b>Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.</b>
1) Comment, Thames Valley Police	Thames Valley Police have no objections to these restrictions.

## WAITING RESTRICTION REVIEW PROGRAMME, APPENDIX 2

New requests for consideration in the 2021B programme.

Ward	Street	Summary of Request
Abbey	Hosier Street	<p>Request to reduce the Red Route restrictions in Hosier Street due to its impact on deliveries to the market.</p> <p><b>Officer Comment:</b> There is high footfall in this area and across the junction with St Marys Butts, with a bus stop also nearby. Officers consider that the application of these Red Route restrictions is appropriate in order to provide clear visibility and remove obstructions between the junction and the Pay &amp; Display parking. There remain sections of double-yellow-lining within the street, which allow for loading and unloading.</p> <p>It should be noted that if the Red Route experimental order not be agreed for permanent implementation at this September meeting of the Sub-Committee, development of this proposal may not be necessary, or may not be possible within the timescales of this programme, depending on the decision made.</p>
Abbey	Great Knollys Street	Request to review the existing waiting restrictions in order to see if any additional permit parking bays can be installed or existing ones extended.
Abbey	Ross Road	Request to reduce the existing permit bay near its junction with Addison Road by 1-2 car lengths to improve access and use of the width restriction at this location.
Abbey	Valpy Street	Request for a 30min time limit on use of the Bus Stands on the north-eastern side of Valpy Street, as it could help to reduce the long-term parking that is taking place which prevents the stands from being used as intended and puts pressure on other town centre stops and the network in general.
Abbey	York Road	Request to reduce one of the 'permit only' parking bays on York Road by one car length in order to allow access for deliveries.
Abbey	Castle Street	Request to reassign the Police only parking bay to be used as public parking consistent with the town centre P&D
Battle	Caxton Close	Request for restrictions on Caxton Close due to the number of vehicles parked on the verge, making it difficult for larger vehicles to make deliveries to this site.
Battle	Foxglove Gardens	Request for double yellow lines on the unrestricted sections of Foxglove Gardens to prevent parking in this area that causes issues for pedestrians with pushchairs and wheelchair users. Vehicles parked in this area have also been described as causing access/turning issues for larger vehicles such as ambulances.
Battle	Cranbury Road	Request for waiting restrictions such as double yellow lines on the west side of the road, close to its junction with Oxford Road in order to address access issues.
Caversham	Anglefield Road	Request for double yellow lines at the junction with Henley Road due to dangerous parking at the junction, which causes issues for pedestrians and motorists as they cannot see oncoming traffic.
Caversham	Charles Evans Way	Request to introduce waiting restrictions near its junction with Amersham Road to address safety/access issues caused by parked cars at this location.

Ward	Street	Summary of Request
Caversham	Heron Island	Request for waiting restrictions to be installed from the corner of Mill Green and also extending the existing lines on the bridge, to address safety and access issues for waste collection services, emergency services and other large vehicles caused by parked vehicles.
Caversham	Rufus Isaacs Road	<p>Request to reduce the length of double yellow lines approved under the 2019B programme, on the south side of Rufus Isaacs Road, due to access concerns.</p> <p><b>Officer Comment:</b> It should be noted that there are still local concerns that these restrictions are needed in order to overcome the access issues raised in the 2019B programme beyond this point. Officers will work closely with ward Councillors to consider options for this area.</p>
Caversham	Star Road	<p>Request for additional double yellow lines on Star Road, south of its junction with Douglas Road, to address issues caused by vehicles partially parking on the narrow pavement.</p> <p><b>Officer Comment:</b> Please note that this is a separate request and location to the proposals advertised as part of the 2021A programme.</p>
Caversham	Talbot Close	Request to introduce waiting restrictions on the roundabout to address access issues caused by vehicles parked in the area.
Church	Cedar Road	Request for restrictions along Cedar Road to improve access. Vehicles parked on both sides of the road have caused issues for waste collection services and there is a concern that emergency vehicles would also struggle to access the road.
Church	Staverton Road	Request to introduce waiting restrictions around its junction with Salcombe Road (on the northern end of Salcombe Road) due to high number of vehicles parked in the area.
Church	Wentworth Ave	Request for double yellow lines on the junction of Wentworth Ave and Whitley Wood Road, to address visibility/access issues caused by parked cars.
Church	Winton Road	Request to investigate adding waiting restrictions on the north east end of Winton Road (on the bend) due to parked vehicles causing access issues for vehicles using this area.
Church (also included in Whitley)	Northumberland Avenue	Request to investigate waiting restrictions in the vicinity of the health centre, children's centre and community hub due to reports of dangerous parking in the area on Fridays.
Church (also included in Katesgrove & Whitley)	Northumberland Avenue	Request to investigate waiting restrictions in the vicinity of the old Whitley Library, due to reports of dangerous parking in the area on Fridays.
Katesgrove	Chesterman Street	Request to review the parking bay on the south side of the street close to its junction with Hill Street and change it into a standard 8am-8pm shared use bay.

Ward	Street	Summary of Request
Katesgrove (also included in Church & Whitley)	Northumberland Avenue	Request to investigate waiting restrictions in the vicinity of the old Whitley Library, due to reports of dangerous parking in the area on Fridays.
Kentwood	Lyndhurst Road	Reports of multiple vehicles parked on the pavement near Norcot Early Years Centre, causing issues for pedestrians. Request for parking restrictions to improve access.
Mapledurham	Hewett Avenue	Request to investigate the suitability of waiting restrictions along this road to address issues caused by overspill parking from the playing fields and the school.
Mapledurham	Knowle Close	A petition has been received with 21 signatures from the residents of Knowle Close. The petition requests an extension of double yellow lines down into Knowle Close by a further 30m on each side, a hatched box on nearside at the junction of Knowle Close and Upper Woodcote Road and to designate Knowle Close as residents only parking or school street with restricted parking 2hrs AM & PM.  Officer Comment: Additional background information has also been received with this petition. Under the remit of this programme (please see Section 4.1 of the report) we will be investigating waiting restrictions that will assist with the issues described. If a permit scheme is ultimately desirable then this will be added to the list of requested schemes in the separate report that comes to this Sub-Committee. Likewise, should additional traffic management measures be ultimately desirable, these will be added to the list contained within the regular 'Requests for Traffic Management Measures' report to this Sub-Committee.
Minster	Berkeley Avenue	Request to reduce some of the existing parking bays in the vicinity of the new zebra crossing to further enhance the visibility on approach to the crossing site.  Officer Comment: This request has originated from officers, to add further benefits/enhancements to a designed scheme.
Minster	Brownlow Road	Request to investigate additional waiting restrictions on this road to help keep the new informal crossing clear for pedestrians and visible to motorists.  Officer Comment: This request has originated from officers, to add further benefits/enhancements to a delivered scheme.
Minster	St Saviours Road	Request for double yellow lines at the top of St Saviours Road near its junction with Wensley Road to address visibility/access issues caused by parked vehicles in this area.
Norcot	Helmsdale Close	Request for double yellow lines at the junction of Helmsdale Close and Brisbane Road to address access issues.
Norcot	Water Road	Request for waiting restrictions along the road to prevent vehicles parking dangerously.

Ward	Street	Summary of Request
Park	Bulmershe Road	<p>Request for restrictions to protect the entrance to the school on Bulmershe Road near its junction with Hamilton Road.</p> <p><b>Officer Comment:</b> This request is fundamentally considering the application of a School Keep Clear restriction at the entrance. Officers are seeking clarification on land ownership, as the majority of this area does not appear to be public Highway. If there is a section of public Highway or other Reading Borough Council owned/maintained land on which such restrictions can feasibly be applied, officers will develop these for consideration in the programme. If this is not the case, the proposals will not be developed through this programme.</p>
Park	Crescent Road	<p>Request to consider additional waiting restrictions in this road such as loading bans on areas of existing double yellow lines, to address parking problems/road safety issues occurring during school pick up/drop off times, despite the School Street initiative being in place. It is also proposed that measures should be considered for the junction with Hamilton Road, which is immediately outside of the planned school street closure point.</p>
Park	St Peters Road	<p>Request for a loading ban on the Wokingham Road end of St Peters Road where there are existing double yellow lines to address access issues caused by vehicles parked at this location.</p>
Peppard	Galsworthy Drive	<p>Request for additional double yellow lines on the bend near the junction of Jordan Close to address visibility issues.</p> <p><b>Officer Comment:</b> This is a new request for restrictions close to those installed as part of the 2019B programme.</p>
Peppard	Micklands Road	<p>Request for double yellow lines on Micklands Road to prevent parking near its junctions with Copse Ave / Hawthorne Road.</p>
Peppard (also included in Thames)	Surley Row	<p>Complaint received about the vehicles parking in the bay between 96 - 108 Surley Row as they are parking at an angle and overhanging into the road near the school. Concern that this could cause an accident.</p> <p><b>Officer Comment:</b> Officers note that whilst we could install bay markings at this location, they would not be enforceable without a parking restriction. This may, however, resolve or improve the issue in a less 'heavy-handed' way, compared with a proposal to implement enforceable parking restrictions. This could be considered in a future programme if considered necessary.</p>
Redlands	Lydford Road	<p>Request for replacing the existing single yellow for a double yellow line waiting to address access issues to residents' garages, caused by parked vehicles in this area.</p>

Ward	Street	Summary of Request
Redlands	The Mount & Sutton Walk	<p>Request to extend the existing permit restrictions in this area due to a high volume of non-resident parking affecting residents as they can struggle to park close to their homes especially in the evening and on weekends.</p> <p><b>Officer Comment:</b> Officers have received the results of a petition carried out locally (see details at the end of this document). The petition results suggest support for changes to the restrictions in the area to 'Mon-Sun 8am-8pm resident permit holders only or 2hrs, no return within 2hrs. At all other times permit holders only'.</p> <p>The Council has also received 2 objections to the requested changes. One objector proposes that there is sufficient parking availability in the street for residents, most of whom have off-street parking availability. It claims that this is likely to improve further, with parking offers that have been made for some NHS staff elsewhere. It also claims that support is needed for local businesses (Progress Theatre, Queens Head PH and Sizzling Spice were referenced), who rely on local parking availability. Another objector also proposes that there is sufficient space for resident parking within the street (although not guaranteed outside any given property) and that the results of the informal survey may be biased and not reflective of the wider view of residents in the street.</p> <p>The request in the petition is clear. The Sub-Committee is asked to consider whether this request is developed toward statutory consultation under this programme, or is removed from the programme and not taken further.</p>
Southcote	Bath Road	Request to review the restrictions on the south side of Bath Road (between its junctions with Burghfield Rd and Granville Road) due to issues caused by large vehicles often parking on the pavement.
Southcote	Glennon Close	Request for double yellow on Glennon close junction with Hatford Road, to address visibility/access issues at this junction caused by parked cars.
Southcote	Shireshead Close	Request for restrictions at the western end of Shireshead Close to address access/safety issues caused by cars parked in the area.
Thames	Albert Road	Request for double yellow lines to improve visibility near the Church car park.
Thames	St Peters Avenue	Request for extension of double yellow lines on the south east side of the road on St Peters Avenue between its junctions with Wychcotes and Kelmscott Close, to address access issues caused by parked cars at this location.

Ward	Street	Summary of Request
Thames (also included in Peppard)	Surley Row	<p>Complaint received about the vehicles parking in the bay between 96 - 108 Surley Row as they are parking at an angle and overhanging into the road near the school. Concern that this could cause an accident.</p> <p><b>Officer Comment:</b> Officers note that whilst we could install bay markings at this location, they would not be enforceable without a parking restriction. This may, however, resolve or improve the issue in a less 'heavy-handed' way, compared with a proposal to implement enforceable parking restrictions. This could be considered in a future programme if considered necessary.</p>
Tilehurst	Corwen Road	Request to investigate waiting restrictions on Corwen Road between its junctions with Bran Close and Ogmore Close to address visibility/access issues caused by parked cars.
Tilehurst	Logan Close	Request for double yellow lines at the junction with Warnford Road to address visibility issues/road safety concerns in this area caused by parked cars close to the junction.
Tilehurst	Hardwick Road	Request for double yellow lines to be installed, due to reports of dangerous parking on Hardwick Road, opposite the shop in Harvaston Parade.
Whitley	Callington Road	Request for school keep clear markings to be installed on the north side of Callington Road between its junctions with Merton Rd North and Redruth Gardens.
Whitley	Chagford Road	Request for waiting restrictions to address visibility and access issues caused by parked cars.
Whitley	Copenhagen Close	Request for extending existing double yellow lines at the junction with Swallowfield Road, down to just before the Community Centre car park entrance to prevent obstructive parking and improve visibility.
Whitley	Forest Dean	Request for double yellow lines at the junction with Whitley Wood Road to address visibility/safety issues caused by cars parked in the area.
Whitley	Long Barn lane	Request for double yellow lines at the junction with Yelverton Road to address visibility/safety access issues caused by parked cars.
Whitley (also included in Church)	Northumberland Avenue	Request to investigate waiting restrictions in the vicinity of the health centre, children's centre and community hub due to reports of dangerous parking in the area on Fridays.
Whitley (also included in Church & Katesgrove)	Northumberland Avenue	Request to investigate waiting restrictions in the vicinity of the old Whitley Library, due to reports of dangerous parking in the area on Fridays.

## **WAITING RESTRICTION REVIEW PROGRAMME, APPENDIX 2**

Additional supporting documentation for 'The Mount & Sutton Walk'

Officer Comment:

The following summary has been provided to us in relation to an informal survey that has been undertaken in the area. As the report to the Traffic Management Sub-Committee is publicly available, sensitive information has been redacted.

### **SUPPORT TIGHTER PARKING RESTRICTIONS ON THE MOUNT & SUTTON WALK (RG1 5HL) 91.3%**

Residents have taken part in a physical letter drop survey - and have **overwhelmingly endorsed change by 91.3% for Highways proposals that will be discussed at the 15 September Traffic Management Sub-Committee.**

Residents were informed of the specific proposals by Highways to bring the area into line with RBC's standard parking restrictions (**"Mon-Sun 8am-8pm resident permit holders only, or 2 hours, no return within 2 hours. At all other times resident permit holders only."**) and **voted to endorse this proposal specifically, with 3 households supportive of change but adding comments about variances and leniencies to the scheme they would prefer.**

I have attached:

1. The results of a preliminary online poll and the physical poll at the base of this email
2. Scans of the returns to the physical poll **which include residents comments**

Residents that have responded to support Highways proposals include homes that:

1. Rely on carers for a fully disabled resident
2. Have partial disabilities
3. Have young children
4. Are elderly / retired
5. Work nights
6. Are married / single

A quarter of The Mount has off-street parking and is unaffected by parking restrictions, so responses represent 60.5% of affected residents, far above the number that vote on local elections (35.96%) and above what would be expected to engage on such a technical issue.

The overwhelming support is indicative of the strength of feeling that the tighter parking restrictions proposed by Highways must be implemented on The Mount / Sutton Walk as soon as possible. Residents look forward to being able to park near their houses, or on The Mount at all, once again soon.

All the very best and thank you so much for the information you provided to us.

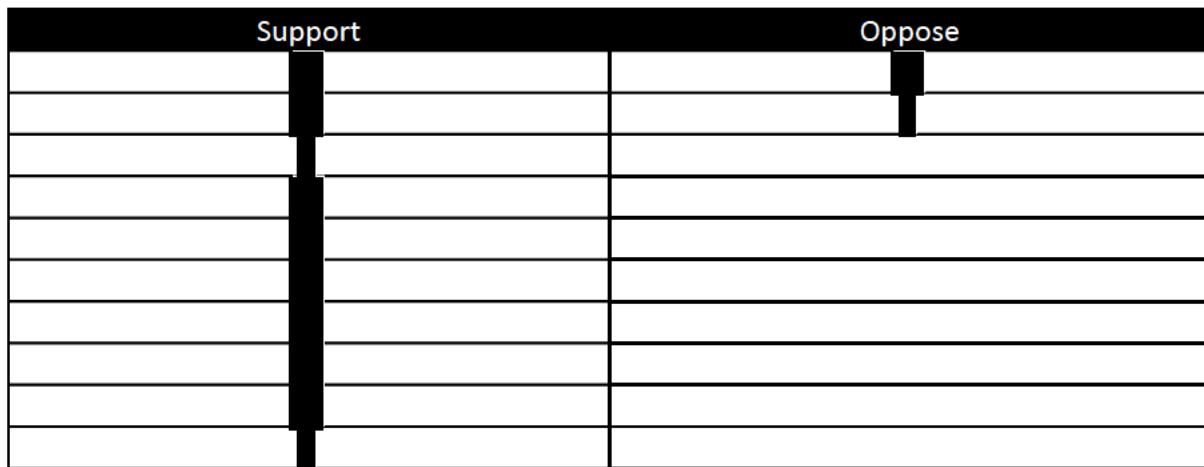


## WhatsApp Poll

11-14 May 2021

83.3% support

*Listed in order of votes cast (vote closed prematurely by minority objectors)*

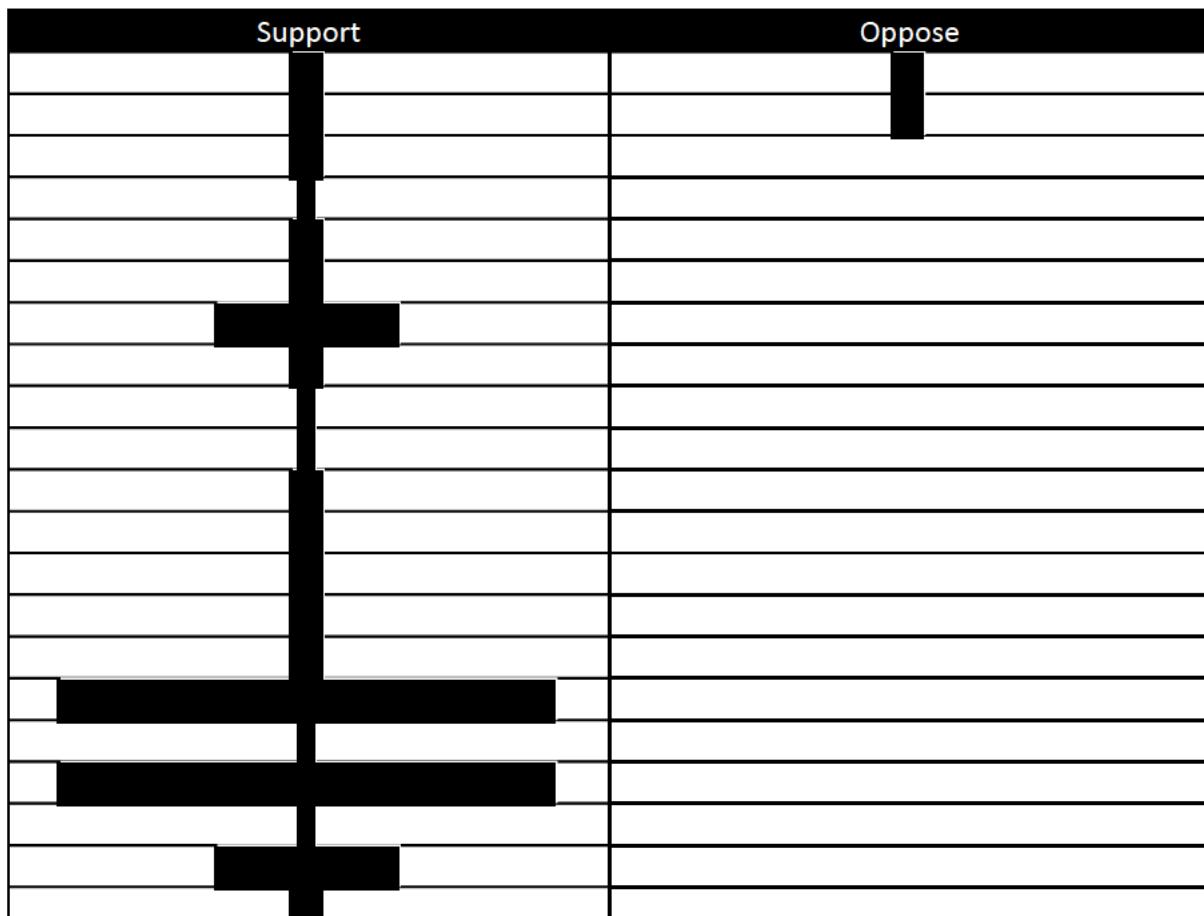


## Physical Poll

**15 July – 15 August**

**91.3% support**

*Listed in order of votes cast*



# Agenda Item 8

## READING BOROUGH COUNCIL

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 SEPTEMBER 2021	AGENDA ITEM:	8
TITLE:	<b>RESIDENT PERMIT PARKING: RESULTS OF STATUTORY CONSULTATIONS (GRANVILLE ROAD AND KATESGROVE AREA) &amp; UPDATE ON REQUESTS FOR NEW SCHEMES</b>		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT BOROUGHWIDE
SERVICE:	TRANSPORT	WARDS:	
LEAD OFFICER:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	NETWORK.MANAGEMENT @ READING.GOV.UK

#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Traffic Management Sub-Committee agreed for the commencement of statutory consultations on resident permit parking (RPP) proposals for Granville Road and the Katesgrove area at their meeting in June 2021. These consultations have been conducted and the Sub-Committee is asked to consider the feedback received and conclude the outcome of these proposed schemes.
- 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.
- 1.3 Appendix 1 - The consultation feedback for the Granville Road RPP proposal, followed by the advertised scheme drawing.
- 1.4 Appendix 2 - The consultation feedback for Katesgrove area RPP proposal, followed by the advertised scheme drawing.
- 1.5 Appendix 3 - The updated list of requests for RPP new schemes.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers the objections in Appendix 1 and 2 and 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 Orders and no public inquiry be held into the proposals.

- 2.4 That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.
- 2.5 That officers progress the delivery of the resultant restrictions.
- 2.6 That the Sub-Committee considers whether the requests in Appendix 3 are retained for future development or removed from the programme.

### **3. POLICY CONTEXT**

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 Resident Permit Parking schemes can compliment the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on traffic flow, perceived safety and accessibility. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal barriers to the greater use of sustainable, healthy transport options.

### **4. THE PROPOSAL**

#### **Current Position**

##### **Granville Road**

- 4.1 The Granville Road statutory consultation was carried out between 1<sup>st</sup>-21<sup>st</sup> July 2021. Appendix 1 provides the feedback that was received and the scheme drawing.

41 responses were received to the Granville Road proposals, 34 of them were objections and 6 of them were comments of support. Supporters of the proposals have raised concerns about emergency vehicle access in the area, due to the high volume of vehicles parked on Granville Road. Objectors have raised a number of concerns, such as financial pressures caused by the cost of permits and possible displacement parking on nearby streets (if the scheme is installed). Some feel that there is no issue with the parking in the area and others believe the Council should create additional parking spaces as there aren't enough spaces for the high volume of properties in this area.

- 4.2 Should the advertised scheme be implemented, properties included in the zone would only be entitled to a maximum of 2 resident permits per household. It has been proposed that the flats on Granville Road would not be included in the permit zone, so these properties would all have to make an application for discretionary permits, should they need to park on the highway land.

Discretionary permits are not guaranteed and will be reviewed on a case by case basis. This could result in a reduction in the vehicles parking on Granville Road, however, it would also impact residents from the flats who do not have off street parking available. As this proposal is for a permit scheme on Granville Road only,

it is also likely that these residents and others who may not want to pay for a permit will park on surrounding streets that would remain unrestricted.

### Katesgrove Area

- 4.3 The Katesgrove area statutory consultation was carried out between 15<sup>th</sup> July - 4<sup>th</sup> August 2021. Appendix 2 provides the feedback that was received and the scheme drawing.

117 responses have been received to the Katesgrove area proposals. 99 objected to the proposals, whilst 17 were comments of support and 1 general comment (not supporting or objecting). Feedback has been received from the whole area, however, Bourne Avenue, Collis Street/Mount Street, Elgar Road South and Shenstone Road in particular appear to have generated a high number of objections. Please note that there are many comments which do not make reference to specific roads whilst others refer to the area scheme as a whole. There have also been a number of comments from different residents in Basingstoke Road (such as objections no.106 - 115 which are from different residents and refer to more than one property, though these details have been redacted from the submissions).

Many residents object to the charges that accompany a permit scheme and the restriction on the number of vehicles, as well as the fact that a number of flats would only be able to apply for discretionary permits which are not guaranteed. Many residents do not believe that a permit scheme would improve the parking in the area and there are also concerns that the restrictions would reduce the number of on-street parking spaces or push the problem elsewhere. There have also been a number of comments asking when residents will be consulted. Other comments suggest that commercial vehicles, non-residents and properties with multiple flats (and no parking spaces) cause parking issues in these areas but there are also comments from commercial vehicle owners and residents in the flats who feel that they should be allowed permits as it would be detrimental to them not to be able to park on-street.

- 4.4 Should the advertised scheme be implemented, there would likely be a reduction in the number of vehicles parking on-street in this area as a number of properties (including flats of 4 or more) would not be entitled to resident permits and properties in the zone would only be entitled to 2 permits under the current scheme rules. Requests for 3 or more permits or permits from 'out of zone' properties would be considered on a case by case basis as part of the discretionary permit process. Commercial vehicles would also not be entitled to permits. This would of course also have a negative impact on those residents who use 3 or more vehicles, commercial vehicles, or live in a large block of flats.

As previously stated, an informal consultation was carried out in this area in 2019 and as part of this statutory consultation we have installed notices on street furniture and additional yellow signs to advertise the consultation to residents. The notice has also been advertised in the Reading Chronicle. This process complies with the regulations for conducting statutory consultations.

Officers recommend introducing schemes over an area, as it enables residents to park flexibly across the streets that are included in that zone, just as they would now, when returning to find that there is no available space in the street

on which they live. Whilst a permit parking scheme does not guarantee a space outside a resident's house or even on their road, it offers a managed scheme which prioritises resident parking on these streets and greatly increases the chances of finding a more convenient parking space nearby. We cannot predict how many residents will apply for permits if the scheme goes ahead, however, on other schemes we have introduced there are often more spaces available and a good level of capacity across the zone.

## General

- 4.5 Traffic Regulation Orders underlie on-street restrictions and allow them to be implemented and enforced. The statutory consultation process is the Council proposing a new Traffic Regulation Order and in doing so, it must seek any objections so that these may be considered as part of the decision on whether the restrictions be implemented. The Orders advertised for these RPP schemes contain every restriction and alteration necessary to deliver the proposals illustrated in the Appendix 1 and 2 plans.

Therefore, statutory consultation is not to be viewed as a vote, where a higher number of objections compared with comments of support would necessarily lead to proposals not being implemented. Rather, it is expected that the responses will be balanced toward objections and the Sub-Committee needs to consider the reasons provided in the objections and decide whether or not a scheme is amended, removed or installed as advertised.

Statutory consultation is open for anyone to respond, meaning that the respondent's address and other personal information irrelevant. Under Data Protection law, capturing this information is not necessary and therefore is not a requirement for response.

## Requests for Future Investigation

- 4.6 Appendix 3 provides the updated 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.

Scheme development timescales will be dependent on the delivery of active RPP schemes, identifying budgets and availability of staff resources in the context of other active programmes/projects/schemes.

## Options Proposed

### Granville Road and Katesgrove area

- 4.7 It is recommended that the Sub-Committee considers the content of the feedback (particularly the objections) received in relation to the statutory consultations for the Granville Road and Katesgrove area RPP proposals. This feedback is contained in Appendix 1 and 2 respectively.

It is then recommended that the Sub-Committee make the following decision for each scheme:

- Implement the scheme as advertised
- Reject the proposal - the scheme will not be implemented
- Implement an amended 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. These must be very minor alterations and the detail of the amendment(s) will need to be agreed by the Sub-Committee and officer representatives at this meeting.

#### Requests for Future Investigation

- 4.8 The Sub-Committee may wish to allocate priorities to particular schemes on this list in Appendix 3, 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.

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

- 4.9 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 STRATEGIC AIMS

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

#### Healthy environment

The installation of permit schemes can encourage residents and other road users to own and use less private vehicles in the area, by restricting the number of vehicles that can park in the designated zones. We encourage the installation of area-wide permit schemes to reduce the potential for displacement parking that is typical when smaller schemes are installed. The schemes can also remove

elements of commuter parking in already congested streets, encouraging use of either public transport or better-suited parking areas (e.g. public car parks).

In complement to other Council initiatives, permit schemes will contribute to encouraging people to make healthy transport choices and toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use and potentially removing barriers toward doing so through improved management of on-street parking.

## **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 A climate impact assessment has been conducted, which considers a net 'NIL' impact as a result of the Sub-Committee agreeing to the implementation of the RPP schemes on Granville Road and the Katesgrove area.

There will be some minor negative impacts for visiting the site as part of the delivery programming, through travel and energy usage. Travel impacts will be mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever possible. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.

The making of these permanent TROs will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.

Permit schemes are lining and signing schemes only, so there will be no civil engineering works required. Any old sign plates would not likely be suitable for re-use with the new signs, although any useable posts/infrastructure will be used for the placement of the new signs to minimise the number of additional posts that will be required.

However, it is expected that these relatively minor negative impacts over a short period of time will be overcome by the benefits of scheme implementation. The proposals aim to address a range of perceived local safety, accessibility, traffic flow and commuter parking issues that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

- 6.3 There are no expected impacts from the decisions relating to the list of new requests (Appendix 3).

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

- 7.1 Informal consultations took place in Granville Road and Katesgrove area in 2019. Following discussions with ward Councillors, a decision was made to progress these schemes further to a concept design stage.
- 7.2 Ward Councillors were provided with the recommended proposals prior to these being agreed for statutory consultation by the Sub-Committee. This provided an

opportunity for a level of informal consultation in order to provide initial feedback to officers.

Ward Councillors were also made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.

- 7.3 Legal statutory consultations were carried out for both schemes. The proposals were advertised in the Chronicle and notices were also installed on posts and lamp columns in the areas affected. Local ward Councillors were informed of the proposals before the consultations took place.
- 7.4 Responses to the consultations have been received in the post, by email and also through the online consultation form on our website.
- 7.5 Objectors to the statutory consultations will be contacted with the decisions of the Sub-Committee, following publication of the agreed meeting minutes.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

## **9. LEGAL IMPLICATIONS**

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

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes, depending on the decisions of the Sub-Committee relating to the implementation (or otherwise) of each scheme.

## **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.

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

- 10.2 As it has been reported to the Sub-Committee in the past, the permit charges contribute to a number of areas that are specific to the scheme. These include the maintenance of the scheme, printing and delivery of permits (all types), specific support staff and software platforms. The fees also contribute to the enforcement of the resultant restrictions, which will be one of the priority activities for the Council's Civil Enforcement Officers.

The following information is based on an assumption that the Granville Road and Katesgrove area RPP schemes are agreed for implementation, as advertised.

#### 10.3 Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	NIL	NIL	NIL
Income from:			
Fees and charges	22	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	22	NIL	NIL
<b>Net Cost(+)/saving (-)</b>	-22	NIL	NIL

The above table shows the Medium-Term Financial Strategy (MTFS) savings that are expected against extending Residents Parking Permit areas. The saving would be realised in a single financial year (2021-22) and maintained thereafter.

It is expected that the Granville Road scheme will generate relatively negligible income <£2k pa., so the majority will be from the implementation of the Katesgrove area scheme.

#### 10.4 Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£12 (Granville) £50 (Kates-grove)	NIL	NIL
Funded by Grant (specify)	Capital Delivery	N/A	N/A

Section 106 (specify) Other services Capital Receipts/Borrowing	Unit Funding		
Total Funding	£62	NIL	NIL

#### 10.5 Value for Money (VFM)

All aspects of the programme that can be delivered using Reading Borough Council's own resources will be delivered internally and not outsourced. This includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

#### 10.6 Risk Assessment

If the schemes are agreed for implementation as advertised, there are no foreseen financial risks associated with them. If the decision is made at this Sub-Committee meeting, it is expected that the schemes can be implemented within this financial year to contribute toward the MTFS saving.

If the schemes are not agreed for implementation the income in Section 10.3 will not be realised. This will impact on the Council's ability to meet the agreed targets for the MTFS and there will be no mitigation for this within permit parking scheme expansion for this financial year.

### 11. BACKGROUND PAPERS

- 11.1 Resident Permit Parking: Schemes for Statutory Consultation (Granville Road and Katesgrove Area) (Traffic Management Sub-Committee, June 2021).
- 11.2 Resident Permit Parking: Proposals for statutory consultation and requests for future investigation (Traffic Management Sub-Committee, March 2021).

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## RESIDENT PERMIT PARKING UPDATE, APPENDIX 2

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

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.

Summary	Feedback Received
<b>Summary of responses:</b> <b>Objections - 34, Support - 6, Comment - 1.</b>	
1. Objection	In an area where we can just afford to pay rent and still have enough money to put food on table we now have to pay parking permit putting more family in debt. Parking is not the issue with the rd.
2. Objection	We don't need parking permits.
3. Objection	There is not a issue here with parking, people will not be able to afford the permits, so will park elsewhere to avoid the charge. Parking has never been a problem in the [REDACTED] years I have lived here.
4. Objection	there are more drug deal and police interruptions that cause more hassle then parking... parking has never been an issue within the granville road area other then the commercial vans taking their time.
5. Objection	It's not going to solve the problem with people who has private and company cars as still will be same with parking just another way for council to make more money while putting struggling families in debt.
6. Objection	There has never been an issue with parking on Granville road. Florian gardens for example will have visitors - sometimes more than 2 hour visits.
7. Objection	Why do you need to have permits along a residential road which isn't near the town centre or any pay to park area? Just another way to make residents pay more money . Some people are struggling already without adding more pressure.
8. Objection	You will push vehicles onto the ready congested roads around
9. Objection	Too many houses and flats for space. They will find somewhere else to park making it worse all over Southcote
10. Objection	Because I live in Gainsborough road and we struggle to park on our own drive way with people parking over our dropped curb and on the grass outside our house already this will only make it harder for us
11. Objection	It'll cause havoc with local residents, especially those who have larger families with more than 1 car! There is plenty of parking on Granville road and also on the roads which come off Granville road so parking really shouldn't be a problem!
12. Objection	I live round the corner from Granville road and this will just cause residents to park on other streets, including my own street, where there is already highly limited parking spaces available for people who actually live on the road!
13. Objection	Instead of putting permits how about you create more spaces In the places where they could go instead of putting in unnecessary things such as a pathway in front of block 28 or silly benches. All other car parks have extended car parks but what about the one block that really needs it. Useless
14. Objection	The amount of residents that are housed in the flats with cars does not equal the amount of parking spaces available. Not only will this cause mayhem in the roads around Granville road but it could have a huge impact on people's lives with not being able to afford a permit for 1 let alone 2 cars therefore potentially putting their jobs at risk. I don't think this has been thought out at all. You must know how

	many residents are on Granville road. People that pay council tax will not be happy and yet another money making scheme. Where I reside its private parking but again we may be affected when residents decide to park in our car park as we do not have or need permits to park there. Where will all these cars go that residents are unable to park by their house? What other parking issues will that cause??
15. Objection	My elderly nan lives here, on her own. She has [REDACTED] who each take a role in caring for her. Permits will just be ridiculous each time we drop by for a short visit.
16. Objection	It's not a high congested area and the permits would cause more inconvenience to residents than the current arrangement
17. Objection	Instead of charging people to park outside their house, why not provide more parking for them - onto the green? There isn't enough spaces for the amount of flats anybody can see that. You will only be causing more parking issues when they park elsewhere possibly presenting other people parking outside their homes. Madness.
18. Objection	This is absurd to put permits in that area, what for? It's not like Granville road is next to anything worth parking there for in the first place. Instead of this being a good idea, it would cause mayhem for residents and visitors. Perhaps you should look at other roads first, before this. There are roads that are ridiculously busy that could do with permits than in Southcote.
19. Objection	Parking permit won't work as there are too many problems with flats parking in my block alone there are only like 12 spaces for 44 flats let alone the other 2 little blocks trying to park in there my [REDACTED] and don't get [REDACTED] at night no spaces available on the road or in the carpark I think someone needs to come out at night time to see the problems on parking before thinking about permits or give me a email address and I can send a photo
20. Objection	Just look at the amount of parking the flats have and all the green area before the Bath Road in front of the park. Why can't some( not all) be used for parking?
21. Objection	How does anyone think this is a good idea family's are just making ends meet with losing jobs and covid times you want them to spend more money on permits what are we paying council taxes for and Granville Road in a council road where people are living in affordable housing I think the council should be more concerned about the drug dealing going on in the flats and the road 24 hours a days they don't even try to hide it
22. Objection	It will cause major disruption in the local area with people not wanting to pay for a permit parking all over the local area. It's a call for trouble.
23. Objection	People are only just making ends meet and now you want to charge stupid amounts of money for permits! Its ridiculous just another money maker for you all.
24. Objection	Parking restrictions there will mean people move on to the surrounding roads, thus leading to parking issues there. Just maintain and add red / yellow lines and junction boxes etc where applicable for safety at junctions etc.
25. Objection	It's just money making we already pay far too much council tax and it's not needed.
26. Objection	The permit seems complete unnecessary and impractical for a lot of the residents especially those who have friends and family park at the flats for longer durations. There won't be any place to park in the area if you set up this scheme prevent those visitors from staying for a prolonged duration.
27. Objection	The parking on granville road has been bad for years, introducing permits for what little spaces there are will not solve the fact there are not enough spaces. Many houses have 2 or 3 cars but there are only enough spaces for 6 cars for about 15 houses at the end of granville road, people would pay for permits that they can't use."
28. Objection	My personal issue is that I may have to have a different car from my work .. will these permits have the number plates printed on them ??? Due to my work and my Company car I have to change it on a regular basis
29. Objection	No comments provided
30. Objection	No comments provided
31. Objection	No comments provided
32. Objection	No comments provided

33. Objection	No comments provided
34. Objection	No comments provided
35. Support	There is so many cars parked or abounded on the road it makes it very dangerous to drive along to road and pull out at the junctions. Also will stop workers from bath road using it as free parking whilst they are at work or storage for their cars to sell
36. Support	Frilsham road needs this as well parking a joke
37. Support	Hope it will enable emergency services space to manoeuvre around the area when needed
38. Support	We have Lived in Granville rd for [REDACTED] and parking has got out of control , we have a [REDACTED] that we look after and people park in the disabled bays , opposite them so an ambulance wouldn't get through if needed, cars get parked hanging over roads that lead down to garages preventing access to them .
39. Support	Not enough parking for residents as it is and with some households owning more than 1 vehicle. Non residents parking and going off to the park, town/ bus journeys, parking and going off into other vehicles etc etc
40. Support	I fully support the proposal as it will stop a lot of unwanted and unnecessary parking down Granville road from people who are no residents of these areas
41. Comment (Thames Valley Police)	Thames Valley Police have no comments to make regarding these proposals.

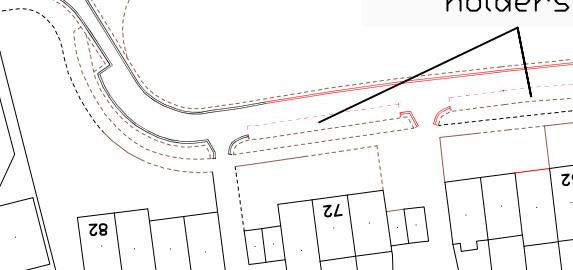
Existing Double yellow lines —  
Proposed Double yellow lines —  
Approx. no of spaces in bays: 81

Proposed: Permit  
holders only

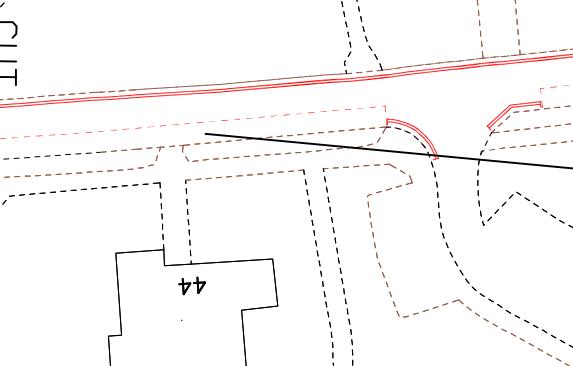
GRANVILLE ROAD

Proposed: Permit  
holders only

CUT  
FROGMORE WAY



Page 106



40 Proposed: Shared use 8am-8pm  
permit holders only or 2hrs no  
return within 2hrs. At all other  
times permit holders only.

CUT

GRANVILLE ROAD

CUT

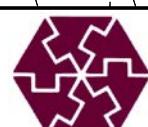
Proposed: Shared use 8am-8pm  
permit holders only or 2hrs no  
return within 2hrs. At all other  
times permit holders only.

FLORIAN GARDENS

GRANVILLE ROAD

CUT

Proposed: Shared use 8am-8pm  
permit holders only or 2hrs no  
return within 2hrs. At all other  
times permit holders only.



**Reading**  
Borough Council  
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Transport  
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Bridge Street  
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RG1 2LU

Project  
GRANVILLE ROAD  
RESIDENT PERMIT SCHEME

Drawing  
GRANVILLE ROAD

Scale NTS	Drawn MF
Checked JC	
Date MAY 21	Approved JP

Drawing No. GRANVILLE ROAD	GRANVILLE ROAD
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## RESIDENT PERMIT PARKING UPDATE APPENDIX 4

### KATESGROVE AREA: Summary of letters of support and objections received to Traffic Regulation Order

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.

Summary	Feedback received
	<p><b>Summary of responses:</b> Objections -99, Support -17, Comment - 1</p>
1) Objection	<p>It is being proposed that two sections of Clint Road are to be banned for parking. This is not a constructive proposal, for several reasons:</p> <ul style="list-style-type: none"><li>1- Previously the northern section of the road allowed 3/4 cars to park. This minimum should be at least maintained.</li><li>2- Parking should be allowed on the two sections for all non-resident cars . This would reduce pressure on the roads further south and north of Clint Road (i.e. Shenstone Road + Rowley Road + Bourne Av.). The parking situation on these roads are terrible.</li><li>3- Allowing parking on the two sections will in no way interfere with the life and traffic of the houses that are on Clint Road.</li><li>4- Many nearby houses on Basingstoke Road are HMO properties where the many residents reside for short periods. They, their associates and service companies would find it difficult to apply for parking permits. Clint Road parking for non-residents would help these people.</li><li>5- There are no restrictions on Roads further north or south of Clint Rd. This practice should be maintained. Clint Rd should not become an exclusive area.</li></ul> <p>For the above reasons we appeal to the officials dealing with the proposal to please allow parking for non-residents on Clint Road please. It would help the people who live in the area. It would reduce pressure on the neighbourhood. Please do not allow such an opportunity to go to waste. Please do not reduce parking spaces for the neighbourhood.</p> <p>The 54m on south side and 16m on the south side would should be made available for non-resident parking.</p>
2) Objection	<p>Permit parking is an additional cost on a household, both for the permit and for the visitor permits. Visitor permits are restrictive, meaning that you're tied to the particular times (8-2pm or 2pm-8am) and can burn through multiple tickets if, for example, you're given a 1pm appointment for a gas engineer, or a whole ticket for someone visiting for 30 minutes or an hour. The stress of going through permits for people visiting and not having enough to last the year is something that I've been glad to be away from.</p> <p>I used to live in permit parking in [REDACTED] and I don't agree that it makes it easier to find a parking space. Often we were left parking far down the road, a long way from the house, if we came back late at night. We are too far away from town or the station to have issues with non-residents parking here - all the cars I see around on Hagley Road are the same and are owned by the residents. Putting in specific bays also will reduce the amount of parking available, which will, if anything, increase the difficulty of finding a parking spot. People are allowed to have two cars per household (we</p>

	have [REDACTED]) and looking down the road, at least one person has two cars, which already take up a proportion of the street, and some houses are unoccupied and the people who move in may come with multiple cars. Permit parking won't solve that, and perhaps might make it worse.
3) Objection	Permits will not have any effect as it's still the same number of cars for the same residents. Other than people parking on street corners there are no parking issues on Bourne Avenue. This is purely another method of taxing us. Permitting works in city centres or town centres but this area of Katesgrove does not suffer from people parking here to get to town, we are too far out. So the only beneficiary of this scheme is this Labour run council. Another stealth tax where it is not required. Your candidate came door knocking and made it clear he thought all of Reading should be permitted, not because it's needed but it is an income stream. I moved out of town to get away from the restrictions of permitting and I'm a totally against permitting in my road. There is absolutely no benefit to the residents here, only restrictions and more payments to the council!
4) Support	The issue with Charndon Close is the unacceptable parking of commercial vehicles mainly in the evening / night by people outside the residential area of Charndon Close. It would be better if all commercial vehicles were banned from parking either in Charndon Close or the garage areas within Chardon close.
5) Objection	I run my own Business [REDACTED]. I have [REDACTED] commercial vehicles [REDACTED] (none of which encroach on the house frontage of neighbouring homes). [REDACTED] This will be all the more difficult if they can not park. If you instigate this policy - I will struggle to pay my mortgage - effectively you will possibly drive me out of my home! It has long been understood that the flats built on the opposite side of Basingstoke Road were designed with inadequate parking so our road is used by residents from there - it would be far more helpful if they were helped to be provided with a car-park. My [REDACTED], also requiring a vehicle for work.  <b>OFFICER COMMENT:</b> Some of the redacted comments suggest that there may be a need for additional vehicles to park on the road in the future.
6) Objection	I finally have my [REDACTED] following a long wait caused by the pandemic. I want to be able to drive to my work at [REDACTED] and park my car on the street where I live. [REDACTED] has to drive for work. He has [REDACTED] vehicles. I need a chance to be independent as well. We do have adequate parking without permits being introduced. If permits are introduced, we will have to dig up our front garden in order to concrete it for vehicles, which is environmentally detrimental and costly. Also, with [REDACTED]; a skip will be required in the drive. Please can you tell me where we can then put the vehicles from the drive and where the Trades can park with materials and tools during the day?
7) Objection	I object because in all the nearly [REDACTED] of living in the Avenue, I have never not been able to park in the road near my property. So I'm actually not seeing a need for the restrictions in parking. Nearly every property in the avenue has its own drive for 1 or 2 vehicles. So now after your restrictions are put in place , when friends and family visit they will need a permit which no doubt will involve a fee.
8) Objection	No thought has gone into this at all. Most residents living in this area are in HMO house shares with more than 2 vehicles. This is another money making scheme for the council who continually fail to maintain the roads as is. This money will not be used in the correct manner. The reason the roads are congested in the first place is due to the permit schemes. Look at the surrounding areas around the hospital. They are empty now due to your ridiculous charges and penalty fees. All

	designed to make money. Your greed is disgusting.
9) Objection	<p>I object firstly because this initiative has been poorly communicated and poorly planned. 3 examples:</p> <ol style="list-style-type: none"> <li>1. What happens on the road outside properties with garages on Shenstone Road and Bourne Avenue? There are several such properties and your diagram does not show what markings will be there. How will you ensure the residents won't have someone else's car blocking the garage?</li> <li>2. There are 2 disabled parking spaces on Shenstone Road. What will happen to these? Your diagram does not say.</li> <li>3. It is not clear how many parking permits each home will be given? Several residents have more than one vehicle.</li> </ol> <p>Secondly I object to the increase in double yellow lines on Shenstone Road. This will considerably reduced the amount of parking space available.</p> <p>I do not believe these proposals will improve the parking situation for residents. They will result in even fewer available spaces for residents than there are now.</p> <p>Thirdly I object because this plan will add more burden to the council, cause more admin, and more enforcement. It will add more admin to the residents, particularly when they have visitors or change cars.</p> <p>Fundamentally it will be a waste of everybody's money and time and will not improve the parking situation for residents, notably those on Shenstone Road.</p>
10) Objection	<ol style="list-style-type: none"> <li>1. Extra and unnecessary admin. I object to this proposal because it will be costly for the council to administrate, and will introduce extra admin for residents when it comes to sorting out permits, changing vehicles, having family to visit with their vehicles etc.</li> <li>2. Disabled parking and garages. How will disabled bays for the disabled people in our street, and access for people with garages, be managed within the new proposed scheme?</li> <li>3. I object to further double yellow lines in the street, again these seem like they will introduce extra barriers for residents here to simply be able to park where we live. How will they impact the disabled bays and garage access? Overall they will not make it easier for people who live here to park here.</li> <li>4. Waste of time and resources. Overall I object to this scheme because it uses up precious council time and resources which I would prefer be channeled into literary anything else. It feels divisive and petty.</li> </ol>
11) Objection	Parking restrictions on Rowley Road will have an effect on business on Basingstoke Road unless there will be part of Rowley Road with a 2 hour parking limit 8am to 6pm and no restrictions after
12) Support	I support the proposal since it becomes near impossible to find parking near my residence on most days . My visitors are also unable to park so permits for guests with help ..daily Blocking of my driveway Excessive illegal parking on double yellow lines and footpaths making disabled access impossible on certain times . Constant parking by non residents of rowley Rd namely Residents living in Surrey Rd, Winchester Rd where parking permits are required. Abuse of parking laws by [REDACTED].
13) Objection	hi we are in clent rd [REDACTED] permanent residents no [REDACTED]. i have spoken to them and we object letting residents letting out rooms on basinstoke rd with no parking and we need clent rd ourselves for our vehicles and visitors no [REDACTED] clent rd is let but has off rd parking .
14) Support	I am only supports this project if owners will have possibility to have permits for more than one car. I am leaving here for [REDACTED] and I am required to have 2 free permits for my cars.
15) Objection	Parking is not a problem on the street where I live. Parking restrictions seem to be creating unnecessary complications and a way for RBC to make money from permits, visitor permits and parking fines.

16) Objection	No need to pay more taxes for a council that doesn't improve roads
17) Support	Fully supportive of the proposals. This safeguards residents rights to park and also provides welcome relief to the road (Bourne Avenue) from congestion and dangerous parking leading to inaccessible pavements.
18) Objection	No comments provided.
19) Objection	Dont want to pay for residential parking
20) Objection	We object to having to pay £42pa to not benefit in any way. In fact you say there are 13 spaces available in our stretch, but you can only fit 11 at a push but more realistically 10. We are happy for increased double yellow lines especially on the corners of roads and think this is a very good idea.
21) Objection	In respect to Park View we already have parking management that is provided within our tenancy agreement. Adding another permit would mean we would have to have two permits per car within the estate, Also it would permit people from outside the estate to park thus creating parking problems within the estate
22) Objection	I do not feel these changes are needed, as parking is available on both sides of the road if needed. The option to limit parking would also incur heavy charges per year.
23) Objection	I object to the proposals as I feel this will just create a problem in private roads. There are too many cars to find legal alternative parking.
24) Objection	I have lived here for [REDACTED] years and do not think there is any parking problem in Waterloo Rise. The problem I see is the dog walking business monopolising the parking in Harley Road. Other than that all is ok. It is just a money making exercise. This will just cause problems for residents and their visitors.
25) Support	Too many company Van's and other vehicles belonging to people that dont live in the road stopping residents from being able to park in their own road. Multiple times I have had to go out in the evening and not been able park again and had to park several roads down from where I live, this is not acceptable. All roads being considered must be made permit holders only otherwise the situation will become worse.
26) Objection	I am a resident of Bourne Avenue, [REDACTED] and i'm NOT supporting this proposal as i owe more than [REDACTED] cars and financially speaking inevitably will affect my family budget! I live on Bourne Avenue for more than [REDACTED] and i haven't got any issue with the other neighbours when it comes to parking issues neither with other people which are parking on this road even if they are not residents! If you wanna go ahead with this scheme do it but free of charge as we are paying high council tax band and the council services are very poor!!! You are not doing nothing with Reading's road! They are destroyed and full of holes and we are damaging our cars and no one it's doing nothing!!!
27) Objection	We pay so much council tax so I think it's a little to expensive for us. At least they should make pay the people that are not residents on this road.
28) Objection	We have 3 cars, is not fair to pay for.
29) Support	I think it will be a great way to solve the overparking problem on Bourne Avenue RG20DU. This has been a significant problem, especially over the last few years.
30) Support	It would be useful to understand why Shenstone road's permit hours significantly differ from the surrounding streets. I still support the move to parking permits, but longer term would like to see Shenstone road restrictions to be in line with neighbouring streets.
31) Support	Having previously lived in East Reading, I've seen how useful permit parking is for a residential area. And seeing some of the awful and, quite frankly, dangerous parking in some areas of Katesgrove, the increased presence of parking wardens

	that comes with permit parking should hopefully help reduce that problem, too.
32) Support	No comments provided
33) Support	No comments provided
34) Support	No comments provided
35) Support	No comments provided
36) Support	No comments provided
37) Objection	Permit parking scheme will mean we ar Bourne Avenue will still have the same number of cars parked as mostly the residents in the area park here so there is no benefit and in turn will make it difficult for me to have any visitors
38) Objection	<p>In the plans you have proposed to double yellow line most of Mount street currently there are about 15+ cars which park in this area. Not all of the houses in Mount street have drives for their own cars. Which means based on the proposals these cars would be allowed to park along the Collis Street road and take one of these parking permits.</p> <p>At the moment in Collis Street the cars which park along this road are resident which live on this road, if you then add back in the lost mount street parking this starts to reduce the parking for residents that actually live on Collis Street.</p> <p>Have you thought about possible alternative parking solutions which could be offered to these residents? Have you thought about offering support/grant to encourage these people to convert their gardens into drives, where possible?</p> <p>On Collis Street you have proposed potentially 39ish parking spaces for residents (but 60ish house holds). But in reality 2 of these spots are already disabled spaces which have been allocated to specific houses on the street. Based on this and to make it fair there should be a allocated bay space for each house.</p> <p>It is also unclear on the overnight visitors staying with residents on the street would work? some of the families here have people visiting most weekends so a resident visitor pass probably would not work as I understand these only have limited uses which would have to constantly be replaced which would add another financial burden on the young families which are depending on this additional help.</p> <p>The only issue we really have with parking in this area is the commercial vans, buses &amp; lorries which people park here which take up 2 parking slots and cause the congestion. If we can have a ban in place for these it would make life easier. But otherwise I don't feel that a parking permit scheme is required here. And if we do have to have one it should be an allocated parking bay linked to the house rather than a free for all situation.</p>
39) Objection	There is no issue with parking in the area at the moment and this scheme is just designed to create a parking problem where none currently exists.
40) Objection	I live in [REDACTED] on Basingstoke Road and it isn't the only one in the area. People living in [REDACTED] will find it very difficult to park if the area is turned into permit only. Our house has [REDACTED] tenants.
41) Objection	<p>I somewhat agree with Schedule 2 - the double yellow no waiting zones at the corners of the streets up adjoining Hagley Road, but only on the junctions themselves. I have no complaints about people parking opposite the junctions. However, if people actually observed the Highway Code, there would be need for this. So I only half agree with Schedule 2 BUT...</p> <p>I do NOT agree to Schedule 4 - permit parking only for the rest of the street, especially if residents have to pay for parking. Hagley Road is generally quiet during the days and only gets busier when residents return. Therefore this can only be seen as a revenue generating scheme from the council. Also, it prevents people visiting residents during the evenings if parking is only available for permit holders after 8pm</p>

42) Objection	<p>First of all, nobody contacted me regarding this matter before you going ahead with this and if it wasn't for the Green Party who just dropped a leaflet I would still be non the wiser about this matter.</p> <p>I have no idea if my family and/or friends, or workmen, will be able to come to visit me or to repair anything that I might need doing at home.</p> <p>How do I know if by any chance my road is full and there is no parking available I will be able to park round the corner or the next road without being fined.</p> <p>As I said, I think this is high handed and that nowhere near information, in my case none, has been given to the residents about this</p>
43) Support	<p>The whole scheme must be approved or rejected,because if partially implemented, cars and vans will migrate to roads left out of the scheme.</p> <p>My [REDACTED] is objecting to the scheme only because [REDACTED] has a drop kerb,so has a pretty guaranteed parking space. Which I think is unfair.</p> <p>Company vans should not be allowed to park in small terraced streets,especially in roads like Rowley Road where there are 2 disabled bays as well.</p>
44) Objection	<p>I have been a resident hear for over [REDACTED] years .</p> <p>This labors fault for giving all the multi occupancy on the property's in and around this area.which you have not kept under control for years.the Basingstoke road is making this area look like the the slums . This not what visiting people want to see when coming to our town</p>
45) Objection	<p>Quote ref: PT/017331</p> <p>Everybody in the neighborhood is against this plan, so we object as well.</p> <p>We admit, that sometimes is hard to find a parking place, but the permit-parking scheme will not solve this problem.</p>
46) Support	<p>The parking situation in Collis St [REDACTED] as I am so worried about not being able to park when I get home. At least with this scheme I am hoping that if I cannot park in my road I will be able to look in adjacent areas even if it is on Elgar road.</p> <p>I would however like you to re look at the length of the double yellow lines, they went in years ago and we asked for them to be shortened and they burnt some of it off. When the road was re-surfaced the original length was painted back on.</p> <p>I also believe it would be a good idea to have the one corner of Collis St/Mount st as a single yellow line. I would also like you to re-consider more of the street being permit only and not the 2 hour option as published.</p> <p>I really hope this fixes the parking issues. Otherwise my suggestion would be to get rid of as much of the garage parking and turn them into spaces as most people do not use the garages or just park in front of them and that is a lot of space.</p> <p>Thank you</p>
47) Objection	<p>The parking problems in bourne avenue are primarily caused by local businesses with multiple commercial vehicles. The parking problems are not caused by residents and yet the proposed RP scheme penalises the residents - adding cost and inconvenience. Several residents are pensioners reliant on family and friends being able to visit freely. So no scheme is better than a permit system that impacts residents in the way proposed.</p>
48) Objection	<p>I do not think in our area we have enough spaces for everybody living in area. I do not want to pay for permit and then park three streets away for that. It will happen definetly if you will decide for 2hour visitor area (which should be just in case someone want to have visitors). The other thing street is not wide enough it is causing problems to people not</p>

	feeling good with parking and at the end they taking more space they should. I cannot imagine paying quite a lot of money for such a thing
49) Objection	Hi, I don't agree with parking, why don't you ask the residents what they think about it? in my opinion there is no need for street parking.no Permit parking please Thanks
50) Objection	I don't think that permit parking would be a terrible idea in our area. However I do believe that the pricing is outrageous, we have 3 vehicles in our household for work purposes. Having to pay £500 per year just to park these vehicles remotely close to home seems ridiculous and frankly quite unaffordable. Not to mention that with the proposed area being so large that we are essentially being forced into getting the permits as there is no where close that we could safely and legally park our vehicles without having to pay for them.
51) Objection	Poor consultation strategy - no info received since initial survey request, and results of survey not conveyed to residents. Controlled parking schemes are expensive to set up and run, thus is evident that charges for residents will only increase. In the [REDACTED] years we have lived here (Collis street), have always been able to park on the street and still can, parking scheme is unnecessary. What are the provisions for if we have a permit and aren't able to park on our street - will we get a refund?
52) Objection	My objection is based upon the grounds of perceived discrimination against certain vehicle owners who park on and around the outlined areas of Katesgrove ward. The proposed permit scheme such as it is, allows no provisions for commercial vans which may be in the use of home owners within the area, however does allow an exemption for company cars. I would like clarification as to whether company vans will be afforded the same exemption? I believe this is reasonable to be highlighted as discrimination against those with manual jobs/those perceived to be of lower socioeconomic class. This should be very much against the ideals of the labour voice so recently elected to a council seat in this area. I have further objections to the validity of the plan as a whole; while this proposal will cause a reduction in vehicle parking in this area, it will simply move the problem to the nearest streets with unrestricted parking. This is in fact what has caused the outlined areas of the ward to become congested with parking in the first place. I urge the council to reconsider its strategy to combat problematic parking as what is suggested will cause problems for local tradesmen/businesses, potentially lead to greater environmental impact due to increased vehicle use while having little positive outcome.
53) Objection	Permit parking will only concentrate traffic to the nearest unpermitted areas. While this may be of benefit to the Katesgrove area specifically, it does not address congestion which would form on the borders of the permitted area.
54) Objection	My family and I have had no problems with our area, when it comes to parking. I truly believe that this is a money making scheme for the council. Elgar road already has a parking scheme and there is no need to introduce this scheme, especially on Waterloo road, when there are already properties that have driveways. Some families are no longer in work and therefore can not afford for a permit. This is absolutely ridiculous.
55) Objection	While I agree that some form of parking scheme is needed to reduce the amount of parking by non-residents in the area, introducing a parking scheme like this will just shift the problem onto another nearby area. More importantly, the inability for residents to have their commercial vans covered under the scheme when company cars are fine seems rather discriminatory and assumes that everyone in the area must be an office worker, rather than a skilled tradesman. This seems counter to the idea of equality

56) Objection	Doesn't want to pay the prices to park on the road, and doesn't feel that by implementing these parking changes it will change anything
57) Objection	I live on Collis Street and own a car. I can usually park on the street, however if it is particularly busy then I need to park on Mount Street or Waterloo Road. Adding double yellows to Mount Street and Waterloo Road will make the current problem worse as permanent parking spaces on Mount Street, and temporary parking provision on Waterloo Road will be lost. There will be no alternative locations to park which is very concerning. I can see proposals exacerbating the current issue - which is currently manageable.
58) Objection	I live on Collis Street and am particularly concerned about the proposals for double yellow lines on Mount Street and Waterloo Road. When Collis Street is busy, these roads are the fall back for finding a space which is usually possible when busy, but still a challenge. Reducing the permanent parking in the area is going to make the parking issue worse - not better (even with the introduction of permits).
59) Objection	I am the owner of [REDACTED] Waterloo Rise. Having looked at the proposals for the new parking structure I feel careful consideration has not been done. For starters, looking at page 14 of 16 on the map, it seems a new parking space will be created 15m in length for three cars from 61 to 71. I can assure you if cars are parked there, it will be much more difficult for [REDACTED] to turn right out of [REDACTED] to try and pass the parked cars. If a van is parked there near [REDACTED] will be completely blind to see to the right. Waterloo Rise is quite a narrow road as it is and cars do not park where your proposal suggests cars may park. There isn't an issue with parking on this particular road, we have adequate space for residents and visitors. The old saying, "If it aint broke don't try and fix it" comes to mind. This is a complete waste of tax payers money. Also as part of the parking consultation notice it states that in schedule five, Waterloo Rise, odd numbers 67 to 105 will need resident parking permits. When I [REDACTED], therefore on no account should I need to purchase or require a parking permit. I hope you will consider these points.
60) Objection	I object the proposal for Katesgrove permit parking. There should be at least one car parking available for each house for free and second car or visitors car should be chargeable
61) Objection	There are not enough parking spaces for the residents as it stands currently. In Elgar Road South - proposed parking bay for approximately 13 spaces. I do not believe the proposed amount spaces in my road is a realistic number. Would be interested on how the number of spaces are calculated? Many of the properties in this area are rented and a number of these are HMO (House in Multiple Occupation) with 5 or more tenants many of whom have vehicles of their own, which further add to the existing parking pressures I'm not convinced the proposed permit parking scheme will improve the parking issues in the area. I completely understand the road safety aspect of the scheme and the planned improvements outlined in the proposal - but the number people/vehicles who need to park in the area will STILL need to park somewhere. The impact of the proposed scheme will also have a huge impact on residents with families who wish to visit. The proposed restrictions don't appear to have considered how this will affect genuine visitors to the area. As a resident who rarely manages to park outside my property or even on my road, I'm seriously struggling to accept that I will soon have to pay for a 'parking permit' for a scheme that still does not guarantee me a space outside property or on my road. I also believe the planned restrictions in the adjoining roads and other areas within my permit zone will

	make it increasing difficult to find a parking space.
62) Objection	As the family of a tradesman and a home owner in the area of the proposed scheme, I highly object to the fact that [REDACTED] will be unable to receive a permit to park [REDACTED] supplied van on the road near our home during evenings and weekends . I feel this is discriminatory against tradespeople, and feel that Reading Council should amend the policy regarding company issued vans for those of us without the privilege of a driveway. Not only is it of major inconvenience, but it also has environmental implications, in that tradespeople will be forced to travel to their work offices by car where the company vehicles are kept, and head out to their jobs, thus adding the pollution from the extra car journeys to their emissions.
63) Objection	I do not know of any parking problems in the area around Elgar Road South, and having spoken to my neighbours about it, I have not heard that they've ever had a problem parking here either. The scheme feels like a unnecessary money-making scheme for the council, at the expense of the residents.
64) Objection	There is no issue with parking in Elgar Road South. This feels like a mercenary money-making scheme by the council who so far don't even send parking wardens to confirm compliance with double yellow line parking. This will just make it more expensive for residents to park where they currently park and fixes no issues. Extending the double yellow lines seems pointless as well as there doesn't appear to be any issues with access. Maybe the council could address the speeding cars that use the road as a drag race and actually help the residents rather than costing them more for no extra service. Feels like a typical council money grabbing scheme.
65) Objection	I previously supported the proposals but now object. In the top part of Collis Street, it is rare that someone who doesn't live here parks here. The reason I previously supported it was that I thought it was stop the individual who lives at [REDACTED] Collis Street from parking cars that [REDACTED] on the street. The local councillors tell me that he will simply be able to use visitor's permits to park the cars while [REDACTED]. So it will be expense and hassle for no gain, from my point of view. Also, it is my understanding that the permits will allow anyone from the permit area to park on Collis Street. The problem we do have is that people from Waldeck Street and Charndon Close park on Mount Street, which means it can't act as an overflow for Collis Street. So the permits won't solve that problem either,
66) Objection	I have lived at [REDACTED] Basingstoke road for over [REDACTED] years now and have parked on rowley road all this time.  As I understand the current proposal my flat is not even able to apply for a permit. So the proposal would require me to have to move which I don't want to do.  I'm perfectly happy to pay the £40 and support the project if I was able to acquire a permit. My landlord has also been in touch to try and resolve this problem. Please advise how I can proceed and get a permit if this goes ahead.
67) Objection	This seems as though it's a money making opportunity from the council. Also it's disappointing to find out all of this by stealth, there was no discussion or reasoning just some boards put up all of a sudden. Also for Clent road I'm disappointed it's not confined just to the residents of Clent road. Basically you're allowing ppl from other streets to park Here which is highly disappointing.
68) Objection	I object this plan because you are proposing those on Basingstoke road will be given permits to park on clent road. I feel

	there is just about enough parking for the clent road residents on the street. It's evident now that there are no markings on the road, how Basingstoke cars are lining to park on clent road! They are just going to take all our spaces and we will left without any space!
69) Objection	I would have supported a permit scheme if only clent road residents were able to park in clent road.
70) Objection	Telephone call received from resident of Waterloo Road who wanted to object to the new proposals as he drives a [REDACTED], if the new parking scheme comes in to force he will not be able to take the [REDACTED] home as it doesn't meet the necessary vehicle requirements.
71) Objection	I have [REDACTED] to shenstone road and I would like to strongly object to this proposal. It's madness to remove 15 meters of parking on both end of the street on north and south side with double yellow lines. Particularly if the are codes are only valid for this one short street shenstone road, or even the surrounding streets. Some people have 2 cars per house what do you expect them to do ? This seems like a terrible idea to me and I would lokw to object and for it not to happen.
72) Objection	I've [REDACTED] Shenstone Road and would like to object to the current permit parking proposals. A huge amount of parking space will be removed from our short road if the projected plans come into place which will impact us and our neighbours. Where will our friends and family park when they visit? Our roads are pretty quiet and while there is some dodgy parking on the corners I cannot see the need for this; it will negatively impact a lot of people.
73) Objection	Please can you advise in relation to the proposed parking permits for Katesgrove area whether Rowley road will have parking allowed on both sides of the road as this is unclear from the diagrams ? Will all other roads such as Bourne avenue and Hagley road also be parking on both sides apart from on the corners ? We live on Shenstone road and have [REDACTED] and are concerned that our road will have too many people parking on it for a short stay when we need to be close to our house when arriving home with [REDACTED] in the car. I can see from the diagram that this road is one that is ear marked as green as opposed to blue. There are indeed many benefits to the proposed scheme but we just want to understand how this will affect us and not be left walking a long distance with her as our road could be always full up. Please can you also advise how much the visitor permits will cost too ?
74) Objection	We already went to everyone house with 3 councillors of this area and 95% people doesn't want that parking restrictions including me. Please remove this we like how it is. [REDACTED] Bourne Ave Please do not force on people.
75) Objection	I am writing with reference to the recent Consultation in Progress notices posted in my road Collis Street & also Mount Street & Waterloo Road, Reading. By way of background I have lived in Collis Steet now for [REDACTED]. The parking used to be fine but I'll agree it has become far busier over the last couple of years, partly due to Covid & people working from home, [REDACTED]. It is at the point now where I avoid using my car during the week unless absolutely necessary, as often if it's the evening there will be nowhere to park when I return other than the single yellow line on Waterloo Road. However this then necessitates having to be up & out before 9:00 am to avoid a ticket. Similarly at the weekend I try and avoid going out on a Sunday for the exact same reason. However notwithstanding this I do have some serious concerns over the proposed changes to parking in my area. I'm terms of initial thoughts, my main concern is actually parking both overnight & at weekends. Having taken a look at the plans for the roads that affect me i.e. Mount Street, Collis Street & Waterloo Road, my first thoughts are this is going to reduce the parking space available compared to now. Don't get me wrong, it's not great now as alluded to above & I

avoid using my car when I can if I know I'm going to get back late. However the proposed double yellow lines on one side of Mount Street will eliminate c. 10-13 spaces; this is a substantial number in our area. Given our roads are a cul-de-sac & not a through road I am not aware of anyone having issues with cars being parked on both sides of Mount Street currently, in fact quite the opposite, we're all very grateful.

Then we have the proposed double yellow lines all down one side of Waterloo Road; this will also have a major impact. Whilst currently you can't park there between 9:00am -5:00pm Monday to Friday, you can park on the single yellow line overnight & at weekends. This is absolutely crucial as it alleviates the pressure when most people are at home & in turn need to park their cars.

Combine these 2 proposals (read restrictions) & I think it will mean some people will literally have nowhere to park on an evening/weekend. What do the Council propose in this situation? By way of example, I decide to visit some friends of an evening during the week, which I used to do but have had to stop due to the parking issues currently and I get back c. 10:30pm to find there are literally no parking spaces, what I am or one of the other residents in a similar situation to do then? Moreover we will of course be paying for a parking permit but may still have nowhere to park. I hardly feel this is fair, do you?

Personally I think the issue is there are just too many cars & making areas permit only & introducing double yellow lines will only compound the issue even further and make the situation even worse.

I do have a couple of questions if I may?

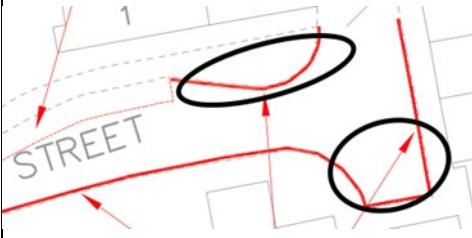
The first is do you the Council receive complaints about the parking in this area? I could legitimately complain to you about the situation but I know there isn't really an answer though so what's the point? As I said above the issue is there are just too many cars so the only solution then is to mark out a bay per household and allocate them specifically to each household - are you prepared to do that? I only [REDACTED] so would be happy with that as a solution but others with more than one car would have to fight over whatever space allocation was left.

The second question I have relates to the basis upon which you the Council have decided that the current parking restrictions need changing? I approach things in life in a methodical, logical way. Therefore if you can tell me that you the Council have studied the car registrations of those cars that currently park in Collis Street, Mount Street & Waterloo Road over a period of say 2 to 3 months, at all times of the day & night & can confirm, having cross referred said car registrations against the DVLA's database, that say 25-30% of the cars that currently park in these 3 roads are not actually registered to home owners/tenants in these 3 roads, then I would feel your proposals would make sense. The decision would then be evidenced based. However, being a little cynical, I suspect this is not the case & it is perhaps more just a decision to impose harsher parking restrictions in these 3 roads to a) generate income from parking permits & b) generate income from the inevitable parking tickets which will soon become a regular occurrence for homeowners & tenants in the area.

I don't understand how you can propose these changes without evidence to back them up, without knowing what the effects &/or consequences of their introduction will be or be able to guarantee they will solve the issue? As I have said I believe the proposed changes will in fact compound the issue & make it worse...

I accept that my opening paragraph effectively states the current parking situation is far from ideal & is already restricting people's' movements if they use a car however notwithstanding that I do believe the proposed changes will actually make it even worse.

My own personal view is you will not be able to solve the problem so if you accept that, you then have to work out the

	<p>best compromise. I would like to think that in arriving at your proposed solution you have undertaken a facts based study &amp; the decision has been based upon actual evidence. Sadly I doubt this is the case, although I'm happy to be proved wrong and instead it is an income generating based decision. For what it's worth &amp; accepting you will not actually ever solve the issue, my view would be to introduce permit parking where currently it is unrestricted (as per your proposals) but DO NOT introduce double yellow lines in Mount Street &amp; leave it as is i.e. unrestricted on both sides &amp; DO NOT introduce double yellow lines on one side of Waterloo Road &amp; leave it as is i.e. a single yellow line effective between the hours of 9:00am &amp; 5:00pm Monday to Friday. To me this is the best compromise for a problem that cannot actually be solved.</p> <p>If I am being totally honest I am more than a little concerned if you proceed with your proposals. I do sincerely hope you will factor my thoughts into your decision making process.</p> <p>Happy to discuss.</p>
76) Objection	<p>I am a resident on Collis Street, and wanted to make an enquiry about the resident permit scheme proposal/consultation that is currently taking place. Overall I think the idea is a good one, so long as it is organised and enforced in the correct way. Therefore I have the below comments/ suggestions/ questions in respect of the proposal for Collis Street &amp; Mount Street, which I assume will be the two roads that my permit would allow me to park on.</p> <p><b>1 - Parking zones</b></p> <p>On looking at the proposals, I don't believe the zones of parking proposed are making sufficient use of the area available/ is currently parked on. Please see the picture embedded/ attached below, which is specifically on the end of Mount Street, where the plans currently propose to have a lot of double yellows, however this area is already regularly surrounded by and parked on by cars.</p>  <p>I have drawn circles around the two areas that are currently regularly used, and I believe you should consider potentially removing double yellow lines and including them as parking areas. I appreciate that one of these circles is primarily paved area, however this paving is very wide and so could be reduced in size to make more road space available for parking.</p> <p><b>2 - Enforcement</b></p> <p>Currently we see very few parking officers in this area, and so I have concerns over how well the "no return within 2 hours" rule would be enforced. We have a number of people parking on both Collis Street and Mount Street who do not own properties on them, and so I believe we would need to see much more regularly visits by parking officers in order to enforce the rule and ticket them where appropriate.</p> <p>With the current planned parking zones we would be losing some of the total current parking capacity in the area, and so I do have concerns that without proper enforcement I may find times that I cannot park my car without putting it on a</p>

	<p>double yellow line or in an area that I do not hold a permit for.</p> <p><b>3 - Costs</b></p> <p>Could I please request what the cost would be for me to obtain a permit, and also what happens if I have somebody visiting my house for longer than a 2 hour period during the enforced times? Am I able to obtain a guest permit? I look forward to receiving a response from yourselves on the above points. As mentioned above, the scheme has the potential to be very beneficial, but I would encourage you to consider some of the points I have raised above.</p> <p>1 - I appreciate that Mount Street is too narrow to have a parking zone on both sides, and this is not what I requested. However I would encourage you to avoid thinking in such a narrow minded way about the turning head especially. Currently you have multiple cars parking in that area, as well as in the privately owned section, and this does not cause an issue for turning your vehicle around. Therefore there should be an increase in the number of vehicle parking spaces within the permitted area. I appreciate that to change these permit areas requires the process to go back to an earlier stage, however I think this is important to do as otherwise you're likely going to end up in a position of more permits having been requested than the total number of spaces available to residents, which is ABSOLUTELY NOT something we as residents, would be happy about and would look very poorly on you, the elected council.</p> <p>2 - I will observe the number of enforcers in the area and report should I feel that this is not being done to the increased levels that I would expect.</p> <p>3 - Thank you. Do you have any restrictions on the number of "extra" tear out books that people can request?</p>
77) Comment	<p>I'd like to raise some points and ask some questions about the above scheme (specifically the bits relating to Collis Street, Mount Street and Waterloo Road). I live on Collis Street but have an interest in how things go on Waterloo Road as I frequently have to park there when Collis Street is full (my points regarding Waterloo Road refer to the parts downhill from the Collis Street junction).</p> <p>I'm broadly in favour of more control of the parking in this area as it does get chaotic from time to time, and friends in nearby roads (Alpine Street and Francis Street) have mentioned that permits have improved the parking there. However, I believe that there is an issue with the current scheme (and I don't think it should be thrown out, just tweaked a bit): I don't think it provides enough spaces. The plan for Collis Street seems reasonable (although I wonder whether there might be space for a couple more vehicles at the far end of Mount Street).</p> <p>My main concern with the scheme as it stands refers to Waterloo Road. A number of properties on Waterloo Road have installed driveways since the plans were drawn up in November last year, so I think fewer spaces are available than was anticipated when the plans were drawn up.</p> <p>Instead of the plan for Waterloo Road drawn up in November last year (permits on the "residential" side and double yellow lines on the "industrial estate" side, I'd suggest one of the following options for consideration:</p> <ol style="list-style-type: none"> <li>1. Reverse it, so that the permit area is on the side where the industrial estate is, and the double-yellows are on the side where the houses are. That way, the permit area wouldn't be eaten up by driveway conversions, and those exiting driveways would have a clearer view of oncoming traffic and be able to make a tighter turn (these advantages would, I feel, overcome the disadvantage of those drivers driving off their driveways towards a row of parked cars).</li> <li>2. Just make both sides of Waterloo Road a permit area (I know I only park on the "industrial estate" side when no other spaces are available, and I imagine a number of other people feel the same), and monitor to see what the usage is like. I'm aware that there is precedent in Reading for removing some of the grass verge to improve parking (for example, on Wensley Road in Coley Park) so this might be an idea if it is felt that Waterloo Road is too narrow.</li> </ol>

	<p>I don't know whether you're able to answer questions on this topic, but if so, here are mine:</p> <ol style="list-style-type: none"> <li>1. Will there be any monitoring of the scheme after it's installed to see if further changes are needed?</li> <li>2. Has any data been consulted regarding the number of vehicles registered in the area over time to ensure that there are enough spaces for the number of permit applicants?</li> <li>3. Will the permit area be the same as the part of Elgar Road that joins the bottom of Waterloo Road (the signs were a bit faded when I looked this week so it was a bit hard to tell)? I note that there are usually quite a few spaces there, although I'm not sure I'd want to walk home from there late at night.</li> </ol> <p>Thank you for your patience in reading this (long, sorry!) email. As I say, I don't think the scheme needs to be thrown out, just tweaked to ensure enough spaces.</p>
78) Objection	<p>i am emailing you to object to the issuing of parking permits for rowley road ( PT/017331. I have been living here for [REDACTED] and believe that parking permits in this area will have very little impact on the current parking situation as everyone who lives in this road and needs to park here already do so with no problems. At this time, 13.44pm on a monday the road is half empty and very rarely is there no space to park somewhere in the rd so what exactly are we paying for?</p> <p>Therefore making this a permit only road will do nothing for the residents and only line the pockets of the council !!</p>
79) Objection	<p>I want to register an objection to the proposed plans for permit parking on Shenstone Road. The current proposed plan indicates a total of 41 parking spaces. However this does not take into account existing factors:</p> <ul style="list-style-type: none"> <li>• There are at least 2 disabled parking bays.</li> <li>• There are 7 or 8 homes with driveways and garages and drop-curbs which mean the space in front of the driveway cannot be used for general parking.</li> </ul> <p>Consequently the available parking space available in your plans has been over-estimated by at least 25%. This is an unacceptable oversight and requires re-planning.</p> <p>I also note that the additional double yellow lines in Shenstone Road further reduce the available parking space compared to what is available today.</p> <p>What evidence do you have that this plan achieves any benefits for the residents of Shenstone Road? I strongly suspect that the package of proposals makes the parking situation on Shenstone Road considerably worse for its residents and should be reconsidered.</p> <p>I look forward to your response.</p>
80) Objection	ref: PT/017331. I object the new proposal on parking scheme at Bourne Avenue.
81) Objection	Recently the Reading Borough Council has proposed a new resident parking permit scheme in the Katesgrove area with the intention to create a managed parking scheme. I would like to have my say in this and disagree with the proposal of the council as personally for me, I have relatives that often visit me especially after the uplift of the Covid-19 restrictions and this may cause them mental harassment of not finding parking spaces around the area. My driveway has been a very good location for them to park and visit me. So I would like to have a vote on this matter by disagreeing with the council proposal and say no.
82) Objection	<p><b>Objection to parking scheme on Hagley Road PT/017331</b></p> <p>I write to you in order to firmly object the proposed parking scheme on Hagley Road and other roads in the Katesgrove area. This objection is due to a number of reasons. First and foremost, I have lived on Hagley road for [REDACTED] and</p>

	<p>in that time there has never been any problems with residents parking. I have spoken to other residents on Hagley Road since the council first proposed a parking scheme who have all echoed my views that there has never been an issue with residents being able to park. My understanding from the proposed scheme indicates that there will be issues with parking if the scheme proceeds. The proposed permitted area will allow fewer cars to park on Hagley road meaning those who currently park will have to battle for space - something which has never once been a problem.</p> <p>My second reason for objecting is that this scheme is purely being proposed by the council to gain more money from residents. This is entirely unfair and completely unnecessary, why is the council wanting to punish residents on top of ever increasing council tax fees? Quite frankly, the parking measures have further pushed me to look to move outside of Reading due to the ridiculousness of the council.</p> <p>Thirdly, there has not been any meeting or consultation with residents regarding this proposal. I understand that COVID-19 affected proposed meetings in 2020 but this has not been rescheduled. Do the council think that residents are stupid? It certainly seems that the council are dealing with this matter in a very back-handed way in order to implement changes and charge residents extortionate fees to simply park their vehicle. Furthermore, the location and lack of notice (only 2 boards are located across the entire length of Hagley Road) shows me that the council are wanting to hide the parking scheme from residents and will suddenly hit us with notice that the scheme has been 'supported' by residents (I very much doubt!) and we must now pay. I thought the council was supposed to represent the residents of Reading. This council is not doing that. As a previous Labour supporter, this will definitely no longer be the case.</p> <p>The final objection I have is the proposed scheme does not even allow 2 hours of fee-free parking for guests. Why is this? I believe I am not mistaken in my understanding that other areas of Reading with permitted parking does allow free parking, why then is this not the case for the road I reside on?</p> <p>Ultimately, to reiterate my first objection stated here, there is absolutely no need for permitted residents parking on Hagley Road and residents have never had problems with the ability to park. The ridiculous proposed scheme will cause problems and reduce parking.</p> <p>I therefore wholly object to the parking scheme proposed for Hagley Road PT/017331.</p>
83) Objection	<p>A number of residents in Bourne Avenue seem against this scheme, and we haven't found anyone yet who is actually in favour.</p> <p>Presumably if any residents are actually in favour of this they have ample off-road parking and will not have to go through the admin and cost of getting a permit. If this is the case then this is quite selfish of them to request this scheme.</p> <p>Does a majority of residents have to be in favour of this to go ahead?</p> <p>If so can we have a vote?</p> <p>The cost of this seems OTT. The costs seem to be more about making the council money rather than benefiting the residents. You could use the money from the 3rd car costs to make 1st (and maybe 2nd cars) free to permit.</p> <p>Your website "<a href="http://www.consult.reading.gov.uk">www.consult.reading.gov.uk</a>" is repeatedly unavailable despite your street signage.</p> <p>Look forward to your response before going ahead with this scheme.</p>
84) Objection	<p>Please see below the collective objections on behalf of [REDACTED] Whitley Rise.</p> <p>Proposed plans for red/yellow lines and permit only parking for Whiley Rise, Reading. Objection response on behalf of Reading Borough Council's Sheltered Housing Service</p> <p>Whitley Rise has two RBC owned Sheltered and Supportive Housing developments, Cedar Court which is an Extra Care</p>

Sheltered Housing development with 40 flats which houses vulnerable older adults, currently an average age of 88 years. Phoebe Cusden House is a supportive living development with 11 flats, both properties have 24/7 support services. We see the proposed restrictions as having a significant negative impact on our residents.

Cedar Court and Phoebe Cusden House currently have 59 residents. 35 of them have a daily care package. Residents can choose between the onsite care team and any external care provider. Out of these 35 care packages, all of them have morning support (i.e. 7 am-10 am). Having this amount of care visits within both developments means many carers visiting. The proposed restrictions will cause the carers issues with parking and, when trying to find parking, delaying their care visits to some of the most vulnerable people within the borough. We have 9 residents at Cedar Court currently visited by the district nurse regularly. Our client groups' care and support needs mean that it is not only professional support but the support of family and friends that can be required at short notice and for varying time frames. This unpaid support is vital for our tenant well-being because the support hours they give could not possibly be matched funded by RBC.

Cedar Court does have onsite allocated parking; there are 4 disabled bays and 5 standard parking bays for visitors. Currently, all disabled bays are allocated to residents of Cedar court; this leaves just 5 bays. Phoebe Cusden House has 2 parking bays for visitors.

Both developments have daily visiting nurses and GPs, external carers, Family and Friends - most providing unpaid carer services and RBC workers carrying out routine maintenance and repairs. There is also regular deliveries which can take time, such as medical equipment (i.e. NRS delivery a mobility aid can take an hour, as they need to set up and install the equipment).

Family and friends visiting is crucial for our residents, not just unpaid carer service but also for the reduction of social isolation. With proposed parking restriction we could see a decline in visitor numbers, impacting mental wellbeing of residents.

We have 5 bays allocated for the onsite team at Cedar Court, and Phoebe Cusden House has no allocated staff parking. On an average day, the onsite team consist of, excluding managers for the various departments visiting, about 50% of the team drive to work.

#### Cedar Court

- RBC Staff - 2x Housing & Support Officers and 1x Receptionist
- Restaurant - 1x chef and 1x front of house
- Onsite carers - 1x team leader and 4x carers
- RBC Cleaning team - 2x cleaners

#### Phoebe Cusden House

- RBC staff - 1x Housing & Support Officer
- Onsite carers - 2x carers
- RBC Cleaning Team - 1x Cleaner

In line with modernising the workplace ambitions of Reading, we are utilising spaces within Cedar Court as a hub for Reading Borough Council staff to be able to work, undertake meetings, access equipment (such as the network printers) for the provision of our services and welfare facilities. Having roadside parking is crucial for this to work, and proposed restrictions would severely impact the ability for us to deliver the services.

Both developments have large communal spaces, and 51 dwellings mean many contractors visit regularly. The buildings

	<p>have maintenance and health and safety tasks completed by RBC and contractors, 3 times a week legionella services, reactive repairs and maintenance visits. The proposed introduction of reduced parking in the near vicinity could make these tasks more difficult or even impossible which could have a wider impact on the service.</p> <p>Cedar Court is also a community hub for the elderly isolated residents of Reading, when COVID restricts eased, services such as Age UK operate from Cedar Court, including a lunch club and assisted bathroom. Having sufficient parking is vital to ensure these services can remain in operation.</p> <p>In summary, restricting parking in residential areas is usually intending to benefit the local residents. We do not see the benefits to our residents at Cedar Court and Phoebe Cusden House. They do not have enough parking for the demands of a typical day. Many of our visitors, primarily professionals, need to use roadside parking. With plans to turn this into restrictions, it will be challenging. I feel the welfare of our residents is at risk with this proposal.</p> <p>Would you please be able to inform us if an alternative solution has been considered such as allowing short stay parking , this lesser restrictive option would allow some flexibility for tenants and visitors for our buildings and the surrounding area whilst still allowing Highways to monitor and control the parking which would improve from its current situationWe also cannot understand should the plans go ahead why another road in the area should be able to park there when there is already a capacity issue for carers, visitors and residents. Increased road traffic from other roads could also see emergency services access restricted.</p> <p>You propose permits which can only be purchased by some of the houses on Whitley Rise and other residents living on Basingstoke Road, we feel this does not proportional. The houses on Whiley Rise already have allocated off street parking and extra allocated bays for visitor parking.</p> <p>We propose a fairer restriction, rather than permit only parking, we see time limited parking, for example, 2-hour parking between core hours, would benefit the whole Whiley Rise community.</p> <p>From your proposal we would like to see double yellow lines outside [REDACTED] Whitley Rise. If cars park on this road side, it would block access to the off-street parking bays for Cedar Court. We would also request a double yellow lines to be installed on the dropped kerb used for the mobility scooter access point at Cedar Court on the north side of Cedar Court. Cars currently block this dropped kerb regularly causing distress to mobility restricted tenants.</p> <p>We look forward to your response to our objections raised and would welcome the opportunity to discuss this further with you.</p> <p><b>OFFICER COMMENT:</b> There are additional permits available for non-residents such as visitor permits, tradesperson or carer permits. Under these proposals, this area will be part of a wider zone which will include some free 2hr parking which could benefit visitors as well as reducing the number of vehicles parked on-street. There are also a few privately owned parking places in Whitley Rise which would not be included in the permit zone.</p>
85) Objection	I am writing to object to the proposed parking measures to be imposed on the residents of Hagley Road, Bourne Avenue and surrounding roads. These measures are being taken without consulting the residents, I have not had any positive feedback from any of my neighbours and none of them agree with these proposals. It seems to me as if these parking proposals are to be forced upon us by people who are not local and are just a simple money grab plan. Do the people who have dreamt up this plan have the same restrictions in their own roads or leafy cul-de-sacs?
86) Objection	I am writing to let you know that my partner, [REDACTED] and I, [REDACTED] do NOT support the proposed plans to make the Parking around the Katesgrove area a residents parking permit zone.

	<p>We suspect that the council do not have the majority of support from other residence. Or if you do, we would like to see proof of this. As we believe that this is just another avenue to make money from us, the residents.</p> <p>All residents that we have spoke to from this area, are against this proposal. So far, none have been happy with the plans.</p> <p>Will there be a meeting to discuss this matter, where residents are able to put forward their views? If so, please can you notify me where and when this will be held.</p> <p>Also, I must add that the letter received today from Liam Challenger who knocked our door, is not accurate. The last point made regarding the tasks that were "successfully guaranteed" is not true. "Labour was the only party who have spoken up for residents on this issue".....LIE! I have a letter here in front of me from the Green Party that is speaking up for my view and the view of all the residents around me that I have engaged with on this issue. Where have labour listened and spoke up for us? Please let me know, as I may have just missed it.</p> <p>My partner [REDACTED], is extremely concerned about the Party's tactics and is worried that these tactics will lose voters.</p> <p>I hope you are able to take our view into consideration.</p>
87) Objection	<p>I am writing to object to the proposed permit parking scheme in Katesgrove. The initial survey of residents in the area did not have a high response rate and did not indicate support for permit parking to be introduced across the area - yet the council has gone ahead with developing plans for the whole area anyway.</p> <p>It is completely unfair that residents in streets where there aren't endemic parking issues, nor support for permits, will be required to pay for parking permits. This seems very much like a way for the council to raise money, at a time when people are already under greater financial strain.</p> <p>The consultation process has been poor and not designed with accessibility in mind- a4 notices on a few lampposts which not all residents will be able to read, and which contain dense text and no explanatory images.</p> <p>However the proposed plans include making some dangerous areas no parking, including the corners at the bottom end of Bourne Avenue. These proposals for safety are very sensible and should be introduced without the permit scheme.</p>
88) Objection	<p>I am writing to you as the owner of [REDACTED] Basingstoke Road, Reading [REDACTED].</p> <p>We notice there are plans to allocate permits for parking on adjacent roads, i.e. Client Road and Shenstone Road</p> <p>Notices put up state that permits will be issued for houses on Basingstoke Road (even numbers) but unfortunately there is no mention of [REDACTED] property.</p> <p>Could you please allocate parking permits for our property too.</p>
89) Objection	<p>I am a resident of [REDACTED] Bourne Avenue and I write in relation to the above ref petition.</p> <p>I would like to state that I am opposed to the proposal from the council to implement a pay parking zone. I have lived in this street for [REDACTED] years and have never had any problems with parking in that time. I believe that this is a money making scheme from the council and I would like to register my strong objection to this proposal.</p>
90) Objection	<p>I have been a resident of Waterloo Rise, [REDACTED] years and totally disagree with this road being made permit parking, I have never had a problem with other road users parking here and wish to stay parking permit free .</p>
91) Support	<p>Today we had a person from BOURNE AVENUE street, throwing in leaflets whose task is to convince the residents not to agree to the permit. This person has a driveway [REDACTED] and is very worried that he will have to pay for [REDACTED]. And [REDACTED] wants to convince the residents of SHENSTONE ROAD not to agree to a permin in our area to get this person free parking on [REDACTED] is street and we on Shenstone Road would have to still fighting and</p>

	counting on luck to get space for one car, how selfish is this, I hope permit in our area will go ahead. Below I attaching copy of this leaflet for you information.
92) Objection	Just letting you know what I think we don't need parking permit on bourne ave but if you tske collective decision from the roads and it looks like you will then we need 2 hour free parking. My 1st choice will be no parking permit please. Regards from [REDACTED] bourne avenue.
93) Objection	I am writing to you regarding the proposals for permit parking scheme on the road and surrounding areas where I live. I am very much against this because it hasn't been discussed with residents. I and many other people have not seen any proof of a majority of residents agreeing with this approval. Are you going to hold a residents meeting so we can at least discuss this matter? If so when and where?
94) Objection	I'm writing to object to plans for permit parking in Shenstone Road, Reading it is a disgrace to be charged £157.50 for a 2nd car just because your a resident at a property. The problem this council has caused is due to multiple occupancy in Basingstoke Road meaning more cars at each property. As a resident we shouldn't be charged to park in our street. This is purely greed on the council's part to make money. I pay car tax to the government for the right to park my car on the Road. I feel this move is totally unacceptable and a total disgrace there are not enough spaces in the road as it is for every residents cars. So permit parking won't make the situation any better as a council your just ripping off hard working residents. If you like to come to the area your see this for yourself what a state the Basingstoke Road properties are Inn. Bins overflowing with rubbish with none of the Basingstoke Road residents following house hold rubbish removal guidelines. This area to be honest is a slum and the council needs to address this issue immediately rather than introduce parking permits.
95) Objection	I would like to object to the proposed extension of the parking zone on Elgar Road South. I don't think it is needed on Elgar Road South as there is always plenty of parking, so I don't think the hefty prices for parking permits can be justified. Please can you let me know on the progression of this, as I don't think any of my fellow residents are in favour of permits on our road and the consultation time has been very short.
96) Objection	Objection to proposed introduction of parking permits in the Katesgrove area. My objection is based upon the grounds of perceived discrimination against certain vehicle owners who park on and around the outlined areas of Katesgrove ward. The proposed permit scheme such as it is, allows no provisions for commerical vans which may be in the use of home owners within the area, however does allow an exemption for company cars. I would like clarification as to whether company vans will be afforded the same exemption? I believe this is reasonable to be highlighted as discrimination against those with manual jobs/those perceived to be of lower socioeconomic class. This should be very much against the ideals of the labour voice so recently elected to a council seat in this area. I have further objections to the validity of the plan as a whole; while this proposal will cause a reduction in vehicle parking in this area, it will simply move the problem to the nearest streets with unrestricted parking. This is in fact what has caused the outlined areas of the ward to become congested with parking in the first place. I urge the council to reconsider it's strategy to combat problematic parking as what is suggested will cause problems for local tradesmen/businesses, potentially lead to greater environmental impact due to increased vehicle use while having little positive outcome.

	I would also like to highlight that the council attempted a similar proposal two years ago that was rejected, as there have been no major changes in the area I would like to question why this proposal has been put forward again?
97) Objection	Please stop this we do not want this money making scheme. not even 2 hours free parking. Regards Bourne Ave
98) Objection	I live on this street. We would not like to go ahead with this parking permit. We always get parking so we do not mind if some other people park here. When we go somewhere else we do park other people streets so it is ok. So it is NO sorry.
99) Objection	I am writing to object to the proposed permit parking scheme on Waterloo Rise. I find it quite remarkable that the council seem prepared to push ahead with these proposals despite not having fully consulted the local residents who will be adversely affected by this. The council claim that it is the wish of the residents to implement these restrictions however not one person I have spoken to about this actually supports it. I believe this to be a money generating exercise in a time that people can ill afford it. I have lived in Waterloo Rise for over seven years and there have never been any problems with parking. Everyone in the road respects each other and all observe parking etiquette. I have a few questions that I fear will not be answered and that the scheme will go ahead anyway. Is there really support from the majority of residents? If so please can the council publish their evidence for this as I do not believe it to be the case. Has there been an open meeting in which the local residents can question the council? If there hasn't then does the council intend to hold one? To reiterate, I would like to vehemently object to this poorly thought out proposal. I firmly believe that the majority of residents in Waterloo Rise would object to it as well.
100) Objection	I am writing to you with reference to the above consultation reference in Park View. I am a resident [REDACTED] Park View and I disagree with the need for permits on either side of the junction with Elgar Road South and the length of it. We are a two car household and will no longer have anywhere to park our second car. There has never been an issue with overparking at Park View and we do not get any unwelcome parkers. There are a number of residents who will be in the same situation here too. If permits are introduced is it possible to have a discretionary permit for our existing [REDACTED] car which is very much needed? Also, will the parking restrictions on Elgar Road South just outside Park View remain able to park after 6.30 for guests?
101) Objection	As owners and residents of [REDACTED] Elgar Road South, we are concerned with the proposed parking restrictions on Elgar Road South and the surrounding area. We have been told that this is down to 'known parking issues' in the area. We find this hard to believe, and have found no problems parking on our road since we bought the property. There is plenty of free parking areas available on Elgar Road South, at all times of the week. It seems to us that the council are simply looking to make money from residents' and visitors' parking permits in the area. We strongly object to the planned parking restrictions, as an unnecessary and mercenary money-making scheme. I would like to see evidence of the 'parking problem' in Elgar Road South and details of how, exactly, a restricted parking

	scheme would solve those problems.
102) Objection	<p>As a resident of Elgar Road South, I am concerned with the proposed parking restrictions on Elgar Road South. There is plenty of free parking areas available on Elgar Road South, at all times of the week. It seems to me that the council are simply looking to make money from residents' and visitors' parking permits in the area. We strongly object to the planned parking restrictions, as an unnecessary and money-making scheme.</p> <p>It would have been nice for some consultation to have taken place before the proposed changes were created to get the residents views on parking in the area.</p>
103) Objection	Objecting to the proposed permit parking on Elgar Road South
104) Objection	<p>We live at number [REDACTED] Bourne Avenue and find no reason for these parking restrictions to come in to place. We have been living here for many years without any problems and feel that the parking restrictions will cause more issues for residents and a nice revenue stream for the council.</p> <p>We have at no point been consulted by having a residents meeting and feel that this is all rushed and opinions of residents should be taken in to account.</p> <p>I would like to know the following and so do my neighbours.</p> <p>Does the Council have a majority of residents support for its proposal? And if so, may I be allowed to see proof?</p> <p>Does the Council intend to hold a residents meeting to discuss this matter?. If so, when and where?</p> <p>We are also working along with our local councillors who have shown similar feelings regarding this proposed plan.</p> <p>I fully object to these changes and would like further investigation into what the residents actually want as it just seems like a profiteering plan by the Council.</p>
105) Objection	<p>We object to this Permit parking scheme, and I am standing behind those in the neighbourhood who too oppose this scheme. May you reconsider adding this unnecessary charge to our neighbourhood.</p> <p>Resident of Rowley Road</p>
106) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the [REDACTED] Basingstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basingstoke Road, and this is my principal objection. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basingstoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
107) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the landlord of [REDACTED] Basingstoke Road, RG2 0EL which has [REDACTED] parking spaces and [REDACTED] people living together in the house. From time to time the residents of [REDACTED] Basingstoke Road do have cars and park them discreetly on Bourne Avenue. It is my opinion that a few extra cars from neighbours does not cause any issues to residents of Bourne Avenue. My second objection is that this scheme will mean that visitors to the residents of [REDACTED] Basingstoke Road will have nowhere to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
108) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am a resident of [REDACTED] Basingstoke Road, RG2 0EL which has [REDACTED] other residents. I would like to formally</p>

	<p>object to this scheme. It is my opinion that a few extra cars from neighbours does not cause any issues to residents of Bourne Avenue. My second objection is that this scheme will mean that visitors to the residents of [REDACTED] Basingstoke Road will have nowhere to park.</p> <p><u>Please can you confirm receipt of this objection by return replying to this email</u></p>
109) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the a resident of [REDACTED] Basinstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basinsgtoke Road, and this is my principal objection, Although I object to the whole notion of a scheme on Bourne Avenue. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basinsgtoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p><u>Please can you confirm receipt of this objection by return replying to this email</u></p>
110) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331.</p> <p>I am a resident of [REDACTED] Basingstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basingstoke Road, and this is my principal objection. Although I object to the whole notion of a scheme on Bourne Avenue. If the proposal does go ahead, against my objection, then it is important that [REDACTED] Basingstoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors ro park.</p> <p><u>Please can you confirm receipt of this objection by replying to this email.</u></p>
111) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the [REDACTED] Basingstoke Road, RG2 0EL which has no parking spaces and [REDACTED] people living together in the house. From time to time the residents of [REDACTED] Basingstoke Road do have cars and park them discreetly on Bourne Avenue. It is my opinion that a few extra cars from neighbours do not cause any issues to residents of Bourne Avenue.</p> <p>My second objection is that this scheme will mean that visitors to the residents of [REDACTED] Basingstoke Road will have nowhere to park.</p> <p><u>Please can you confirm receipt of this objection by return replying to this email.</u></p>
112) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331.</p> <p>I am the [REDACTED] Basingstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basingstoke Road, and this is my principal objection. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basinsgtoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p><u>Please can you confirm receipt of this objection by return replying to this email.</u></p>
113) Objection	<p>If the scheme does go ahead, please may visitors permits be available as well as the 2 assigned permits for the property.</p> <p><u>Please can you confirm receipt of this objection by return replying to this email</u></p>
114) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the a resident of Flat [REDACTED] Basinstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking</p>

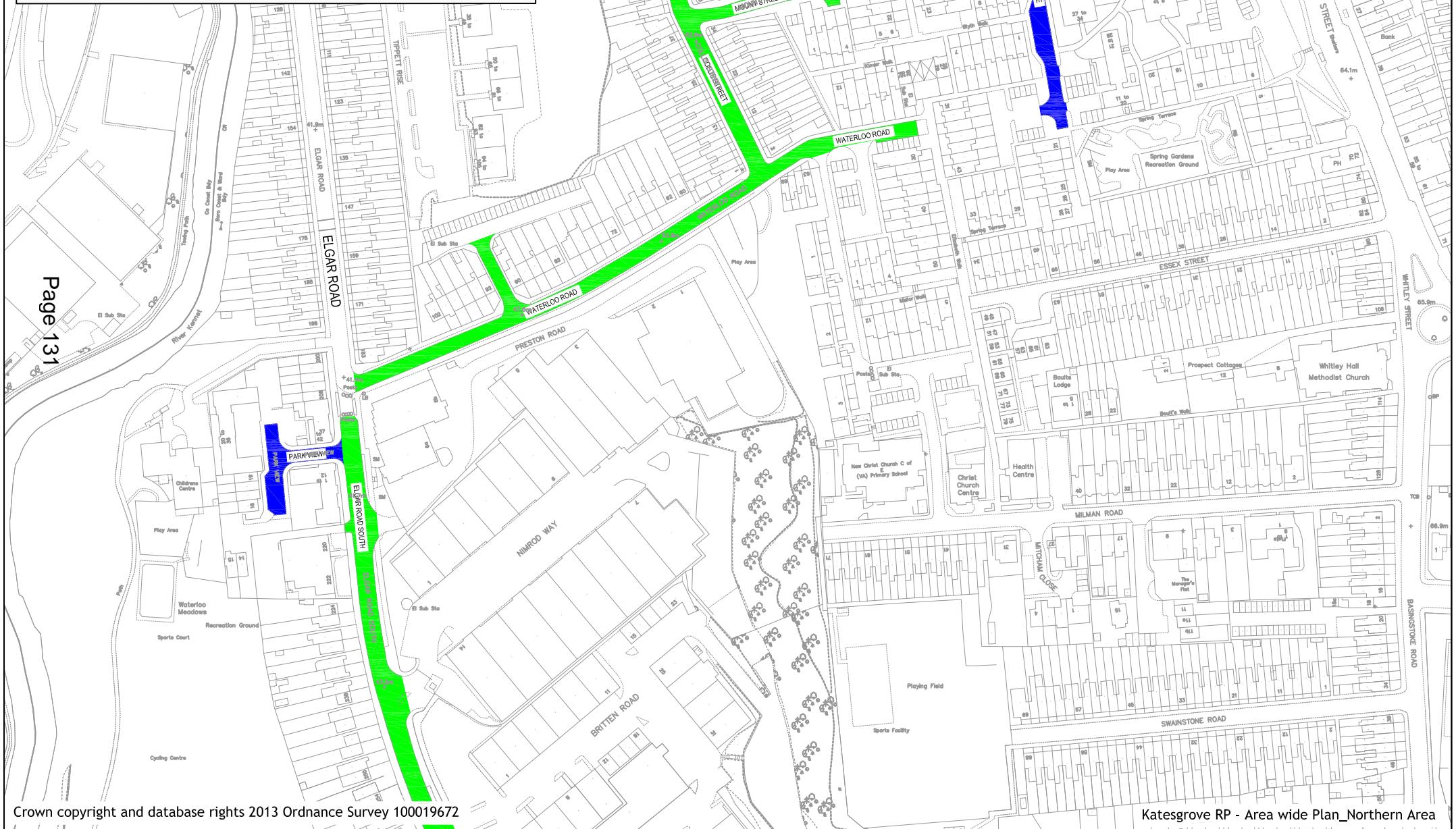
	<p>spaces. I have noticed that the proposed scheme does not include [REDACTED] Basinsgtoke Road, and this is my principal objection, Although I object to the whole notion of a scheme on Bourne Avenue. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basinsgtoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
115) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the a resident of [REDACTED] Basinstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basinsgtoke Road, and this is my principal objection, Although I object to the whole notion of a scheme on Bourne Avenue. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basinsgtoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
116) Objection	<p>PT/017331 KATESGROVE RESIDENTS PARKING 2021 WHITLEY RISE</p> <p>Regarding the above intention for yellow lines as scheduled, we support your regulations to improve sightlines, turning areas, stopping random parking currently hampering manoeuvring.</p> <p>However there is linked issue which will be exacerbated by your vehicle displacement. Whilst having only been at Cedar Court since [REDACTED], as [REDACTED] is on the 'North-South Section Western leg East side' we overlook this parking 24/7.</p> <p><b>DEDICATED / DISABLED CEDAR COURT PARKING</b></p> <p>We understand previous difficulty has been with Cedar Court parking being misused by drivers attending other addresses. Four of the 14 dedicated Cedar Court bays are disabled bays. We know from first hand experience and observation that of these 4, on a daily (often multiple times daily), after the disabled resident has driven off on an errand, often take that disabled bay as their right. Four types of drivers do this:- (1) Cedar Court visitors with Blue badge, (2) Cedar Court visitors without Blue badge, (3) Drivers attending other addresses, (4) Five delivery drivers. All 4 disabled residents have returned to find all 4 disabled bays occupied, causing totally unnecessary parking elsewhere and, consequently, a great distance from Cedar Court entrance.</p> <p>We understand demographic changes such as ageing / number of resident's driver changes. In the past we understand when only 1 disabled resident had need of the 4 bays, the other 3 bays were offered for disabled visitors / pick-up - drop off use. Now all 4 disabled bays are allocated to 4 residents who drive disabled, use by others should be discontinued.</p> <p>One or more of the Cedar Court bays might be a candidate for visitor parking?</p> <p>The whole point of dedicated resident parking is that it is there for them. This is no less true of dedicated disabled parking. And today we have a form of disabled benefit fraud. Last year your [REDACTED] acted against Blue badge fraud. Surely opportunity exists to dovetail your plans a cohesive solution?</p>
117) Support	<p>I am writing in regard to the consultation of permit parking on Shenstone Rd. I am <u>IN FAVOUR</u> of residents permit parking. For many years we residents have had to put up with commercial vehicles parking in these small residential roads and people who don't even live in the area are using the road as a free car park. I have a drive but cannot use it due to inconsiderate parking by others as mentioned above. I have to pay an increased car insurance because of this -</p>

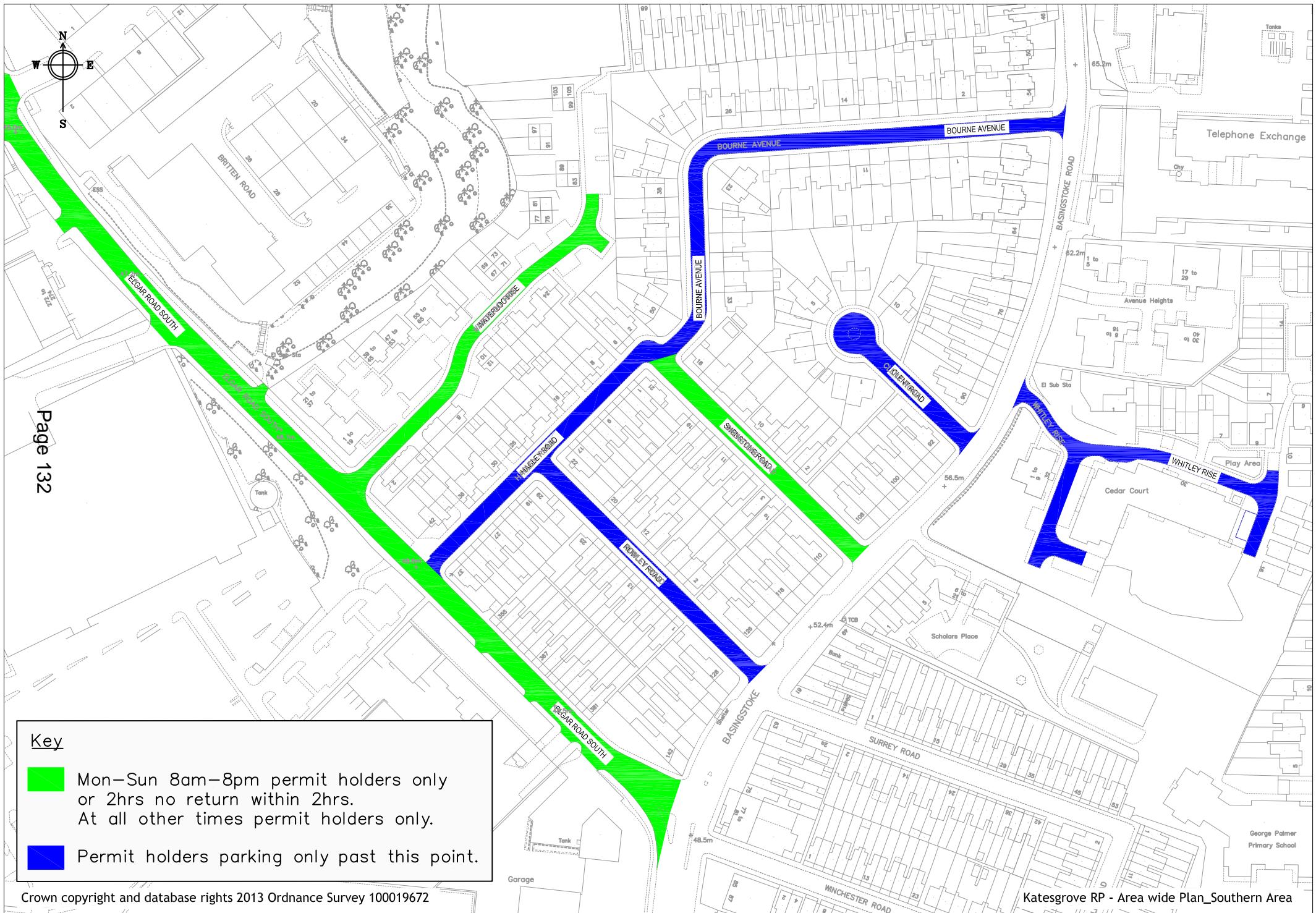
hardly right, I am sure you will agree. So I really want the residents permit parking to go ahead. Fingers crossed it will!

## Key

Mon–Sun 8am–8pm permit holders only  
or 2hrs no return within 2hrs.  
At all other times permit holders only.

Permit holders parking only past this point.



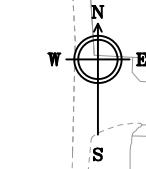


Key:

DYL Double Yellow Line

EXISTING: UNRESTRICTED  
PROPOSED: DYL

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



Page 133

EXISTING: UNRESTRICTED  
PROPOSED: DYL

BOURNE AVENUE

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

EXISTING: UNRESTRICTED  
PROPOSED: DYL

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## Key:

DYL Double Yellow Lines

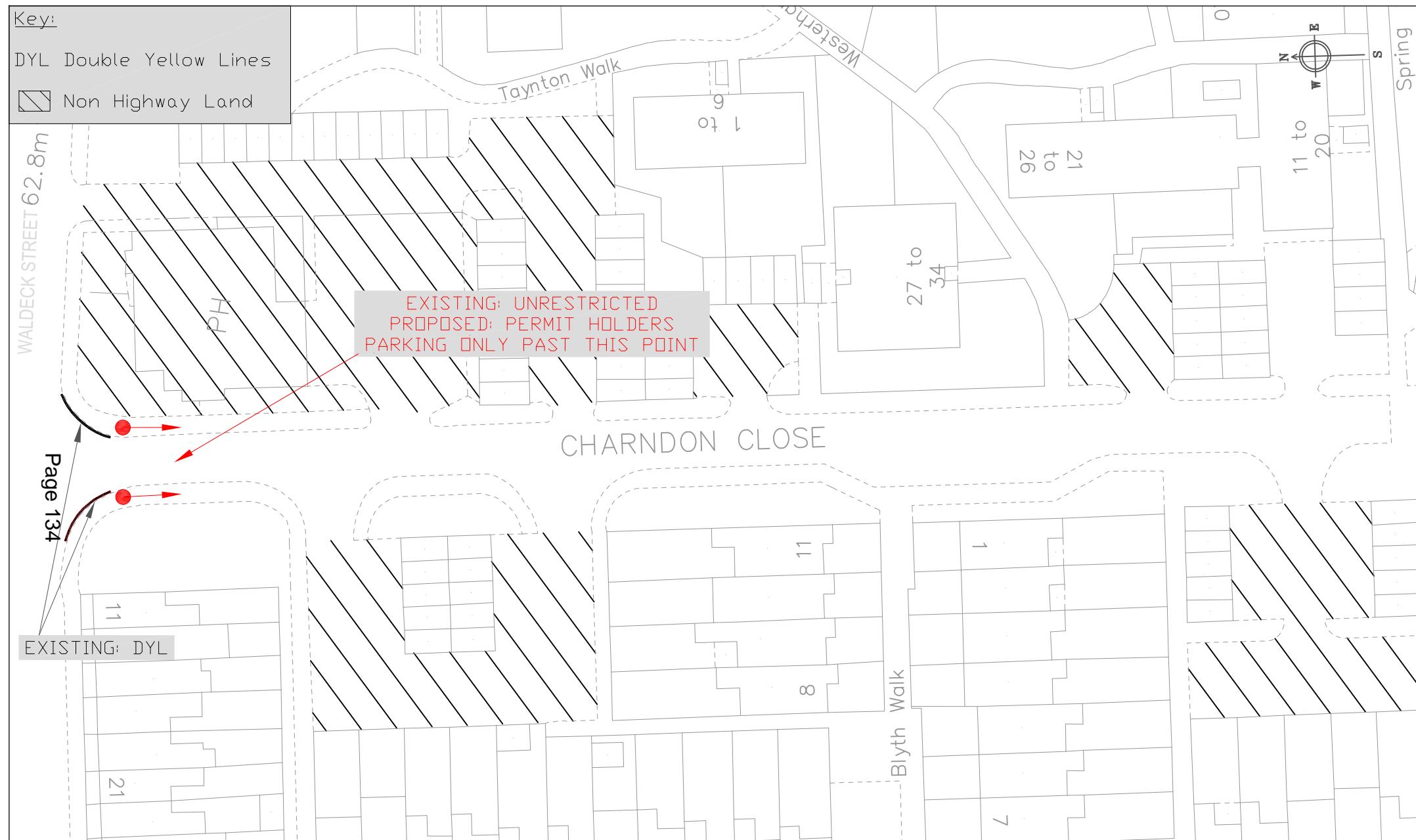
Non Highway Land

WALDECK STREET 62.8m

Page 134

EXISTING: DYL

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



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Key:

DYL Double Yellow Line

EXISTING: UNRESTRICTED

EXISTING: DYL

EXISTING: 8AM-6:30PM PERMIT HOLDERS  
OR 2HRS NO RETURN WITHIN 2HRS 10M  
LONG, APPROX 2 SPACES,  
PROPOSED: REMOVE BAYS

EXISTING: 8AM-6:30PM PERMIT HOLDERS  
OR 2HRS NO RETURN WITHIN 2HRS 15M  
LONG, APPROX 3 SPACES.  
PROPOSED: REMOVE BAYS

PROPOSED: MAKE ENTIRE ROAD PERMIT  
HOLDERS PARKING ONLY PAST THIS POINT



Key:

DYL Double Yellow Line

Non Highway Land

EXISTING: UNRESTRICTED  
PROPOSED: MON-SUN 8AM-8PM PERMIT HOLDERS  
OR 2HRS NO RETURN WITHIN 2HRS.  
AT ALL OTHER TIMES PERMIT HOLDERS ONLY  
38M LONG, APPROX 7 SPACES

EXISTING: UNRESTRICTED  
PROPOSED: MON-SUN 8AM-8PM PERMIT HOLDERS  
OR 2HRS NO RETURN WITHIN 2HRS.  
AT ALL OTHER TIMES PERMIT HOLDERS ONLY  
35M LONG, APPROX 7 SPACES

Page 136

EXISTING: UNRESTRICTED  
PROPOSED: MON-SUN 8AM-8PM PERMIT HOLDERS  
OR 2HRS NO RETURN WITHIN 2HRS.  
AT ALL OTHER TIMES PERMIT HOLDERS ONLY  
111M LONG, APPROX 22 SPACES

EXISTING: UNRESTRICTED  
PROPOSED: MON-SUN 8AM-8PM PERMIT HOLDERS  
OR 2HRS NO RETURN WITHIN 2HRS.  
AT ALL OTHER TIMES PERMIT HOLDERS ONLY  
54M LONG, APPROX 10 SPACES

EXISTING: DYL

MOUNT STREET

EXISTING: UNRESTRICTED  
PROPOSED: DYL

34

62.6m

+COLLIS STREET

EXISTING: DYL

EXISTING: DYL

ROAD



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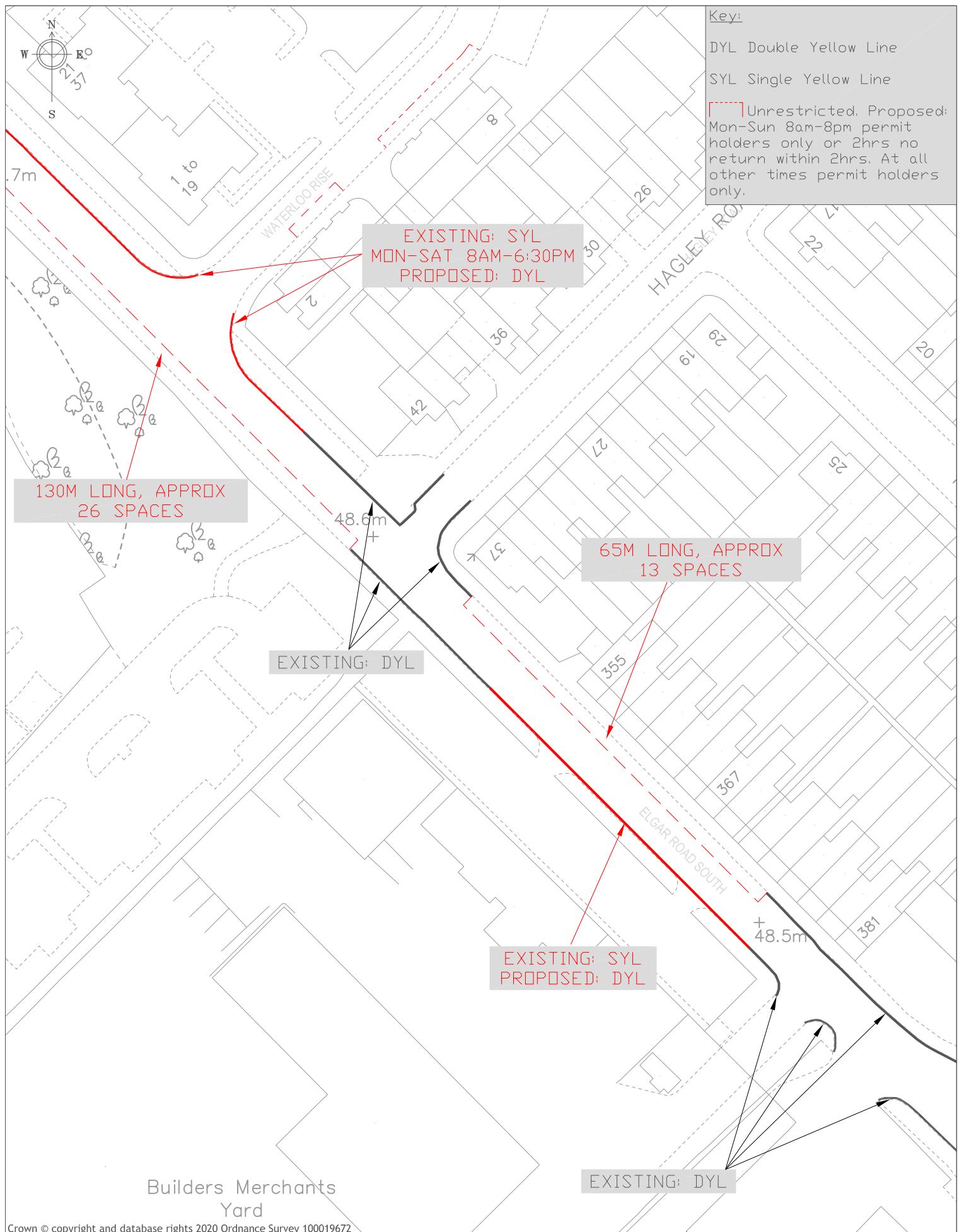


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Project  
KATESGROVE RESIDENT  
PERMIT SCHEME  
  
Drawing  
COLLIS STREET &  
MOUNT STREET

Scale N.T.S	Drawn GM
Date	Checked JT
JUNE 21	Approved JP
Drawing No.	KA_Collis Street & Mount Street



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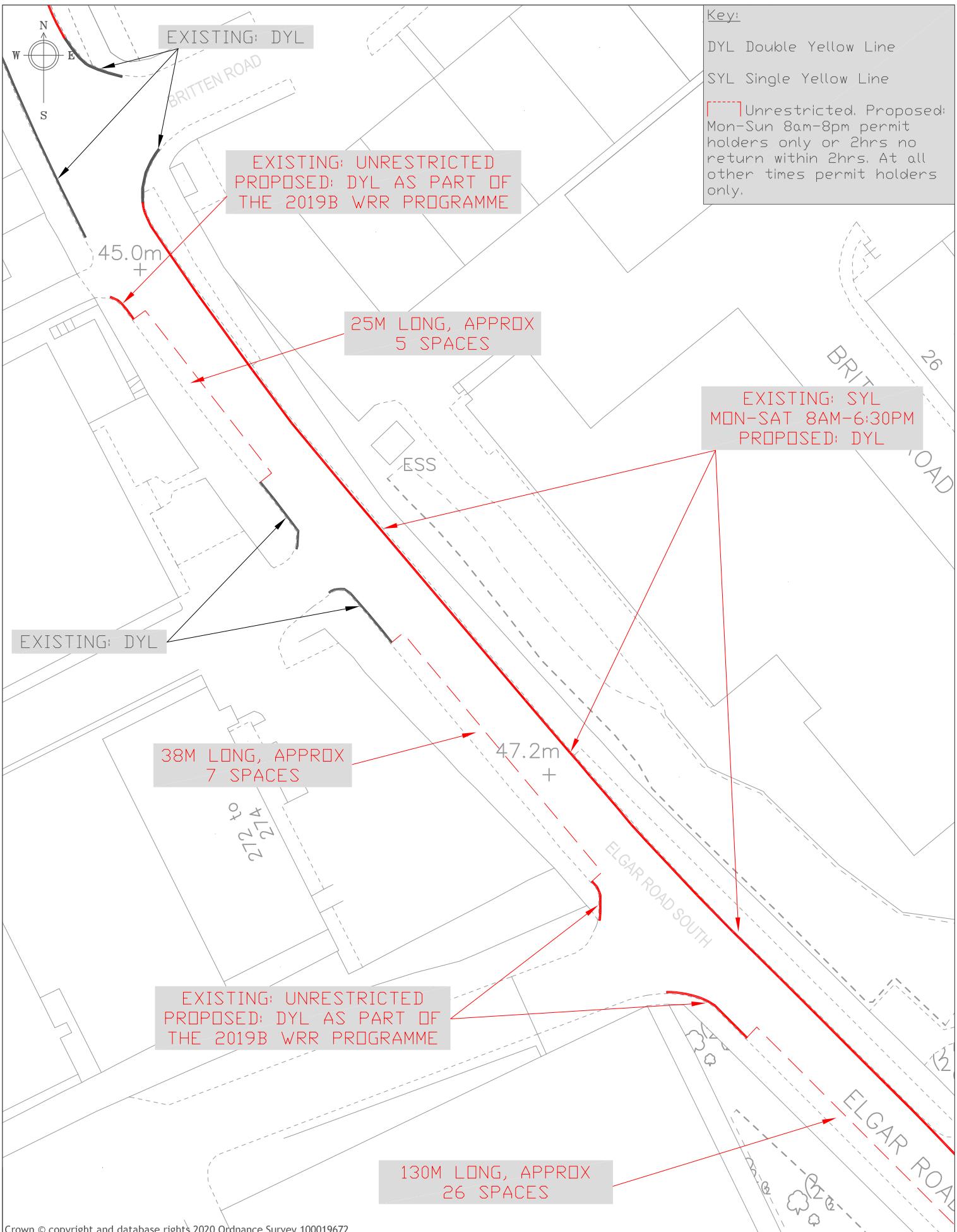
Page 137

Project  
KATESGROVE RESIDENT  
PERMIT SCHEME

Drawing  
ELGAR ROAD SOUTH 1 OF 3

Scale N.T.S	Drawn GM
Date JUNE 21	Checked JT
	Approved JP

Drawing No.  
KA\_Elgar Road South 1 of 3



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Project  
KATESGROVE RESIDENT  
PERMIT SCHEME

Drawing

ELGAR ROAD SOUTH 2 OF 3

Scale  
N.T.S  
Date  
JUNE 21

Drawn  
GM  
Checked  
JT

Approved  
JP

Drawing No.

KA\_Elgar Road South 2 of 3

## Key:

DYL Double Yellow Line

SYL Single Yellow Line

Unrestricted or Mon-Sat 8am-6:30pm 1hr no return within 1 hour.  
Proposed: Mon-Sun 8am-8pm permit holders only or 2hrs no return within 2hrs. At all other times permit holders only.

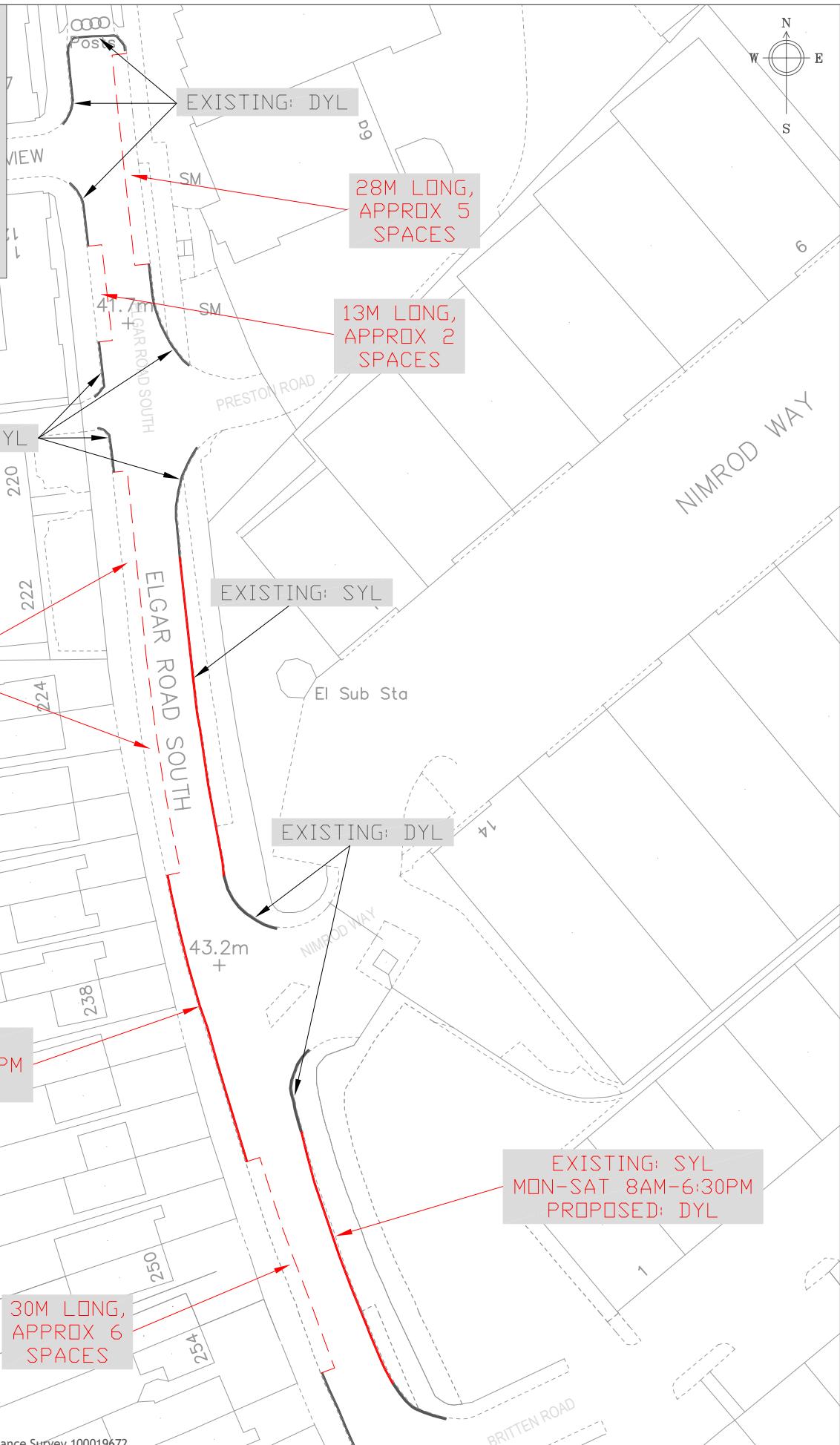
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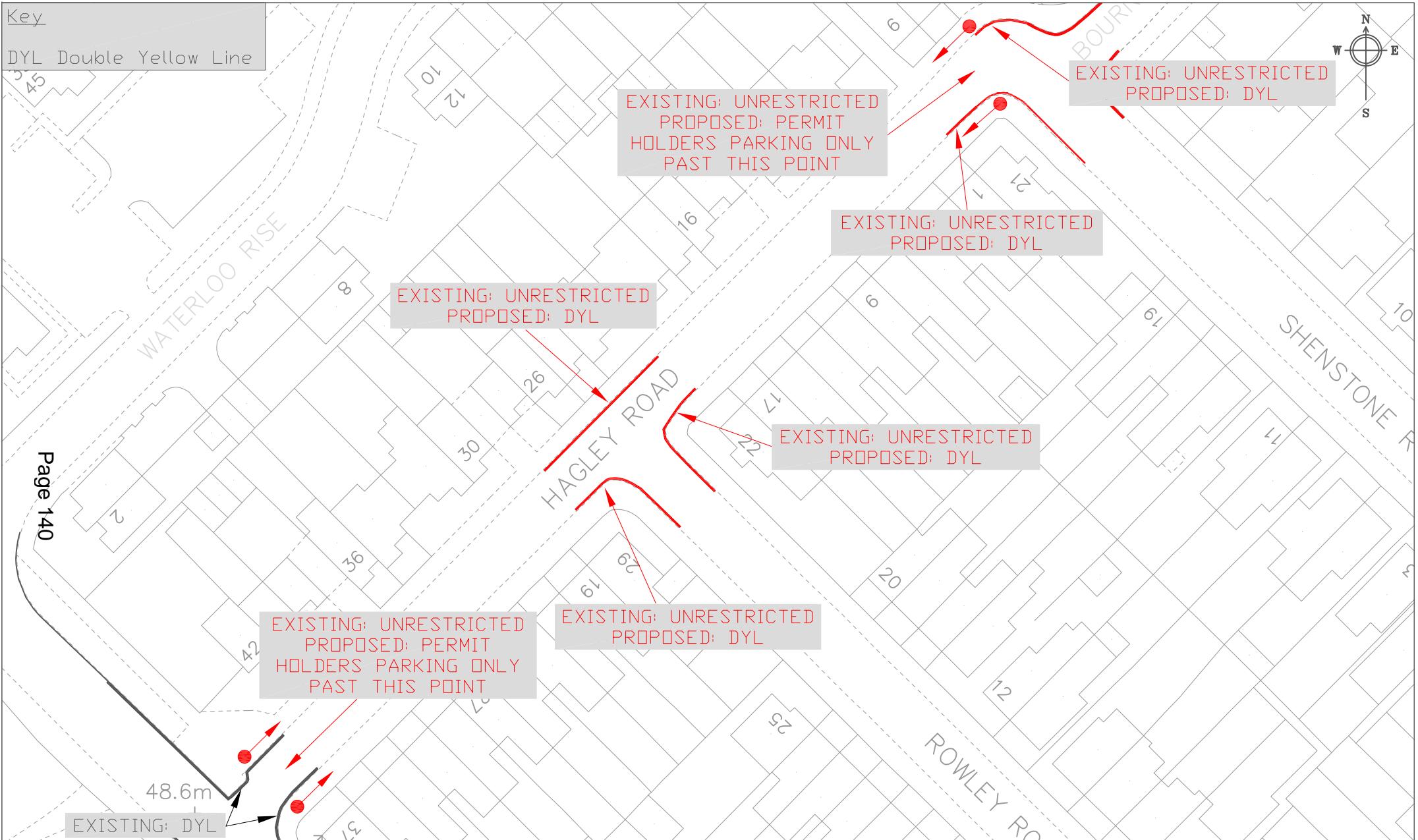
1

Ground

2

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Project	KATESGROVE RESIDENT PERMIT SCHEME
Drawing	HAGLEY ROAD

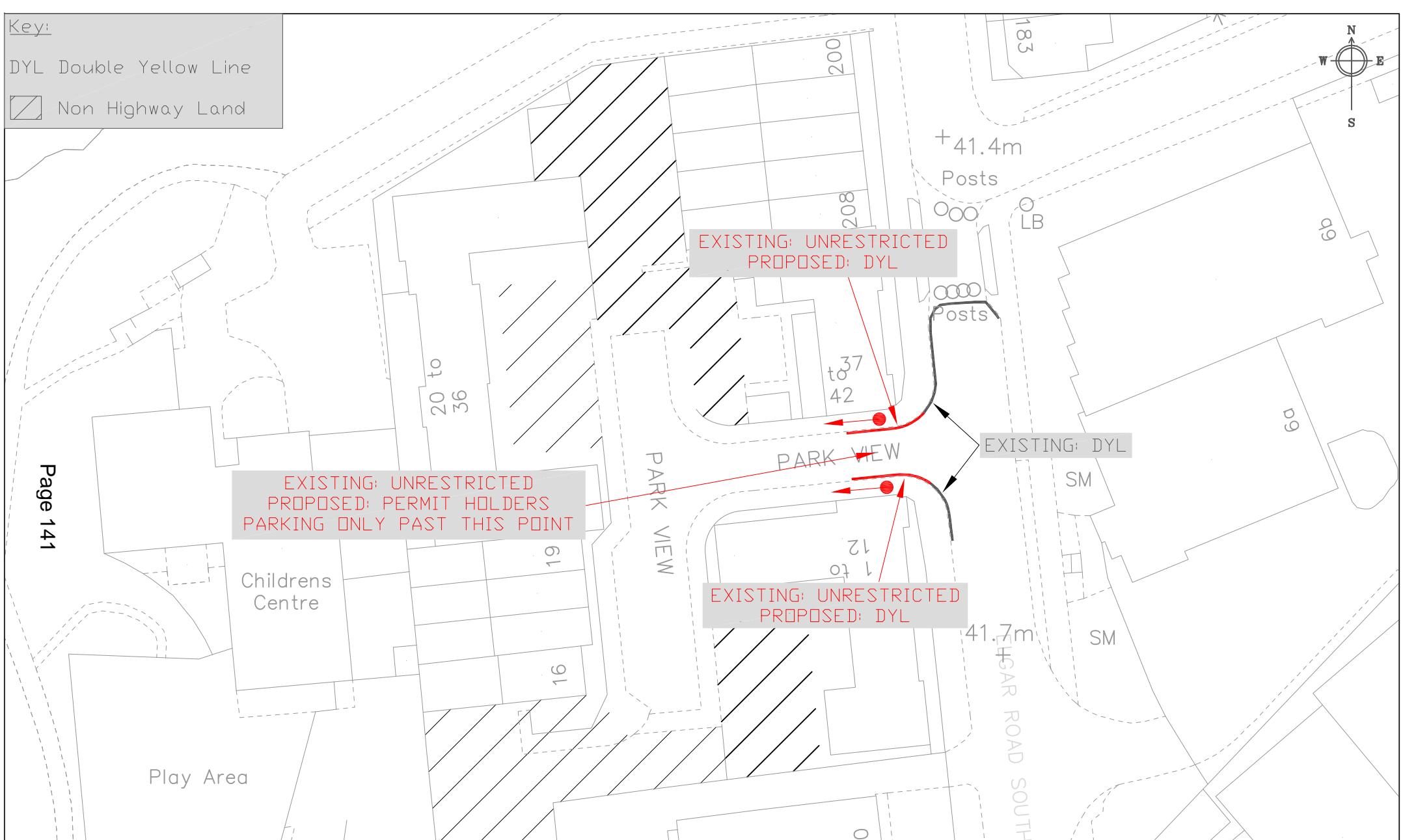
Scale N.T.S	Drawn Checked	GM JT
Date JUNE 21	Approved	JP
Drawing No.		

KA\_Hagley Road

## Key:

DYL Double Yellow Line

Non Highway Land



Page 141

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Project  
**KATESGROVE RESIDENT  
PERMIT SCHEME**  
Drawing  
**PARK VIEW**

Scale <b>N.T.S</b>	Drawn <b>GM</b>
Date <b>JUNE 21</b>	Checked <b>JT</b>
	Approved <b>JP</b>

Drawing No.  
**KA\_Park View**

Key:

DYL - Double Yellow Lines

EXISTING: UNRESTRICTED  
PROPOSED: DYL

HAGLEY ROAD

6

7

22

20

12

2

118

126

EXISTING: DYL

ROWLEY ROAD

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

Page 142

EXISTING: UNRESTRICTED  
PROPOSED: DYL

19

29

27

25

13

1

128

EXISTING: DYL

Shelter

LOCKE

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Project  
**KATESGROVE RESIDENT  
PERMIT SCHEME**

Drawing  
**ROWLEY ROAD**

Scale  
**N.T.S**

Drawn  
**GM**

Checked  
**JT**

Date  
**JUNE 21**

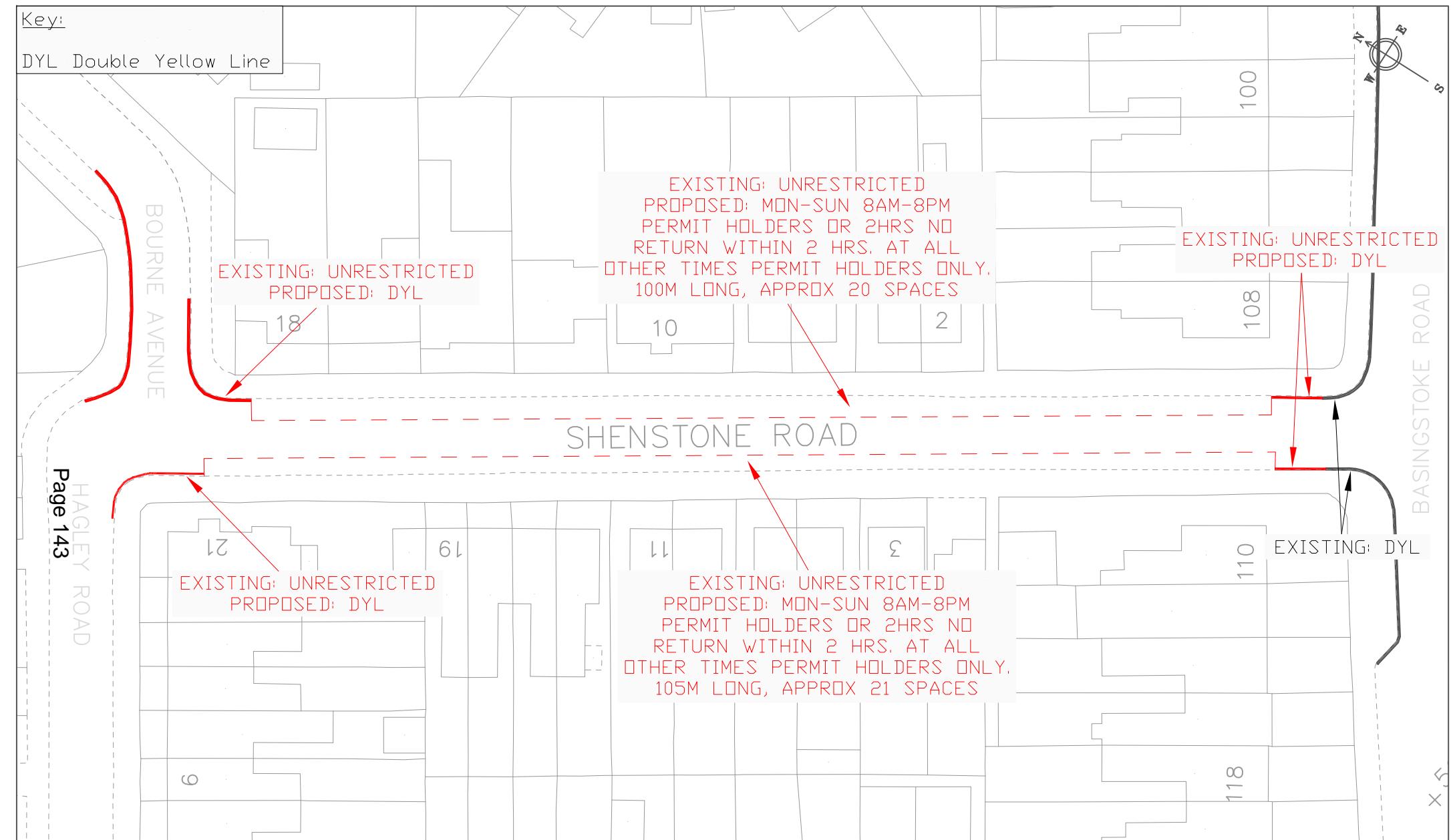
Approved  
**JP**

Drawing No.

**KA\_Rowley Road**

Key:

DYL Double Yellow Line



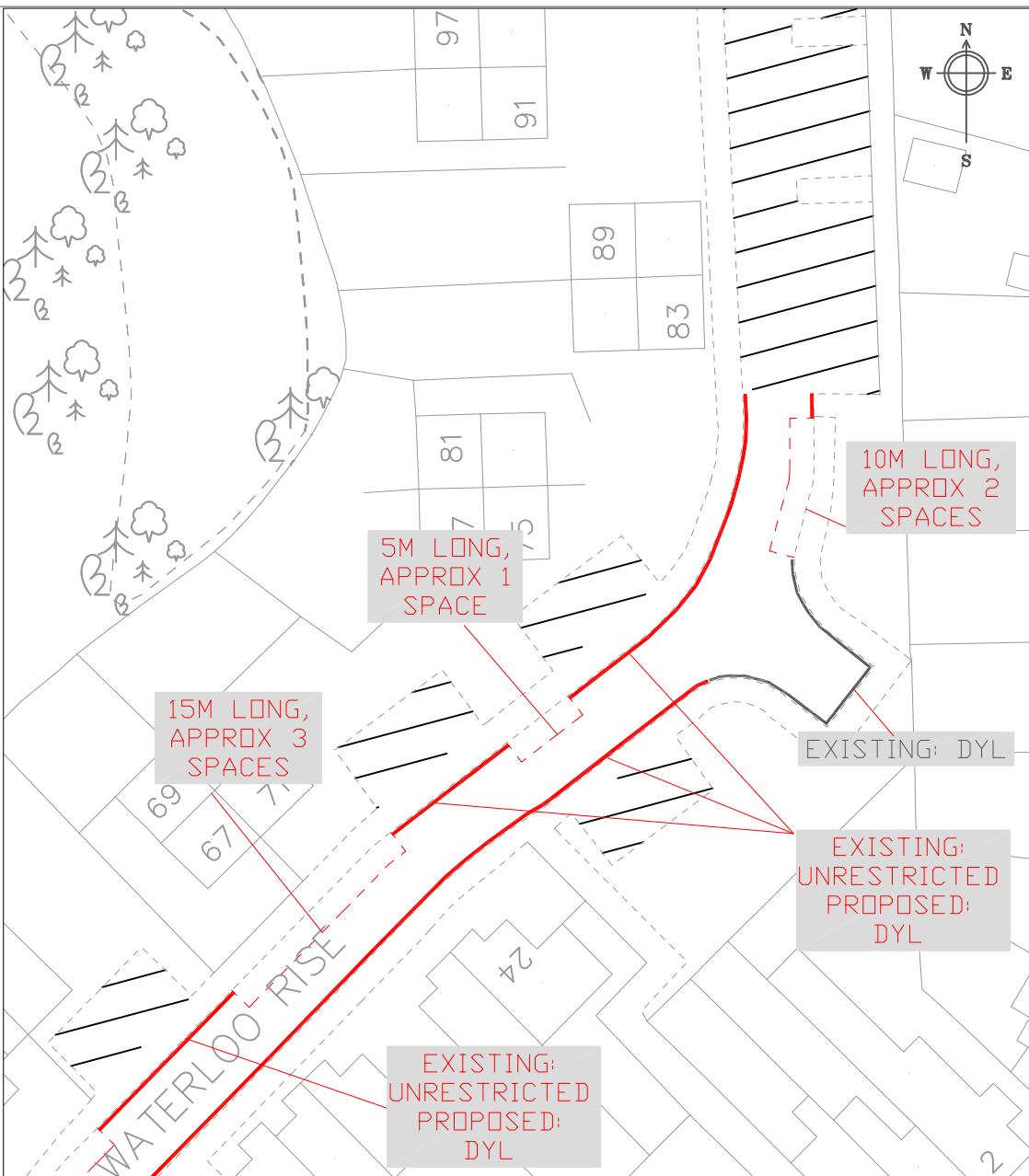
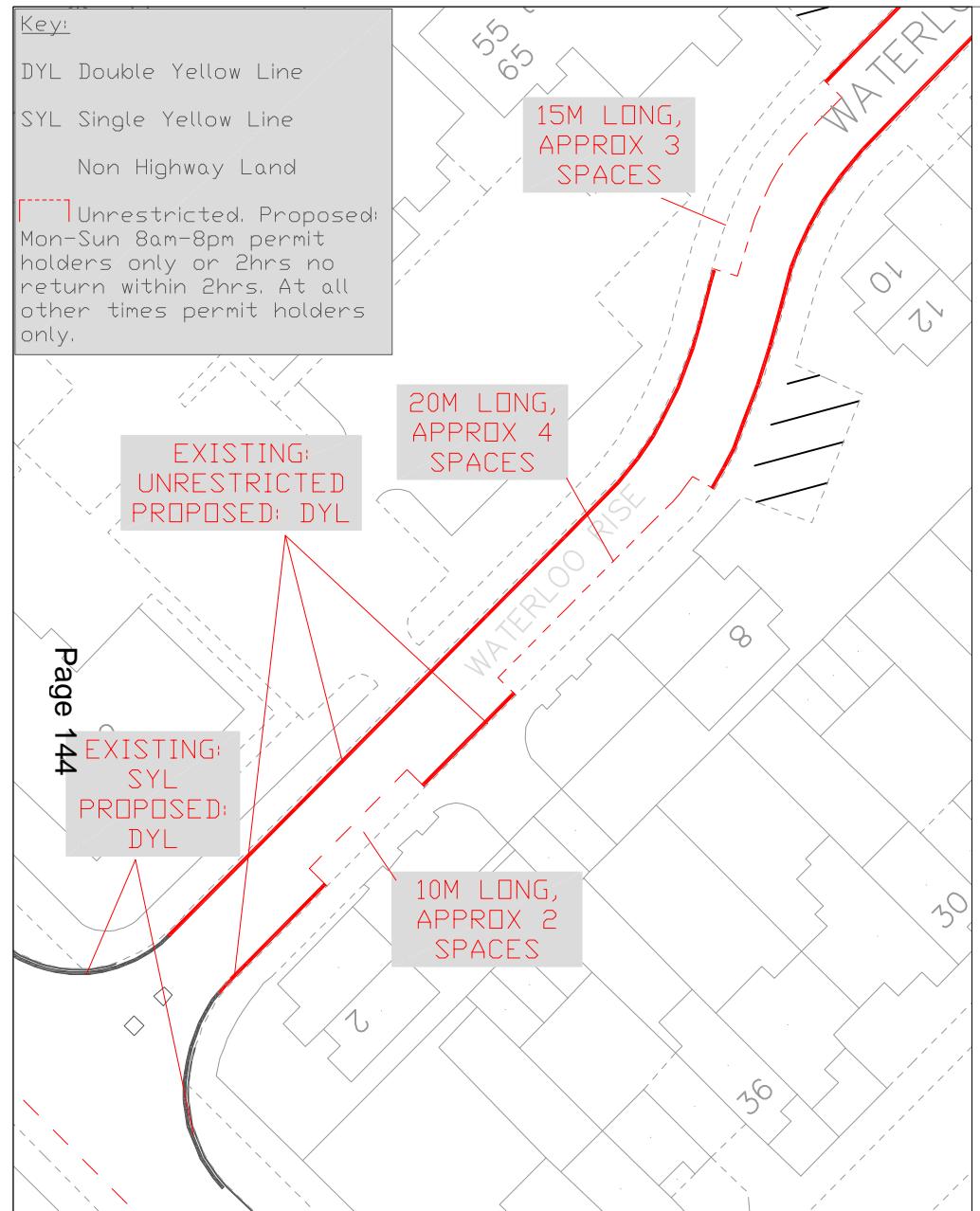
**Key:**

DYL Double Yellow Line

SYL Single Yellow Line

Non Highway Land

Unrestricted. Proposed:  
Mon-Sun 8am-8pm permit  
holders only or 2hrs no  
return within 2hrs. At all  
other times permit holders  
only.



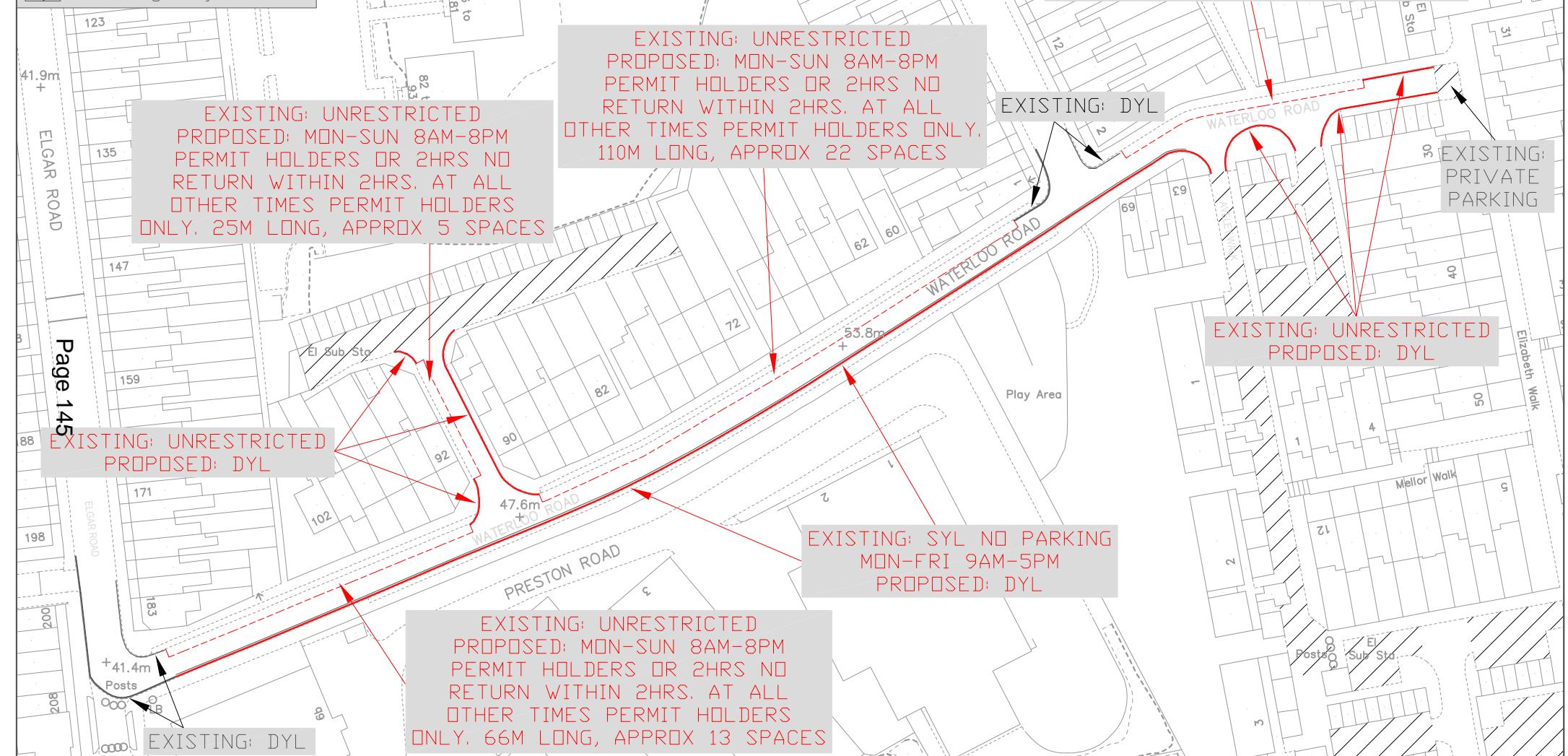
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Key:

DYL Double Yellow Line

SYL Single Yellow Line

Non Highway Land



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KATESGROVE RESIDENT  
PERMIT SCHEME

Drawing  
WATERLOO ROAD

Scale  
N.T.S  
Drawn GM

Date  
JUNE 21  
Checked JT

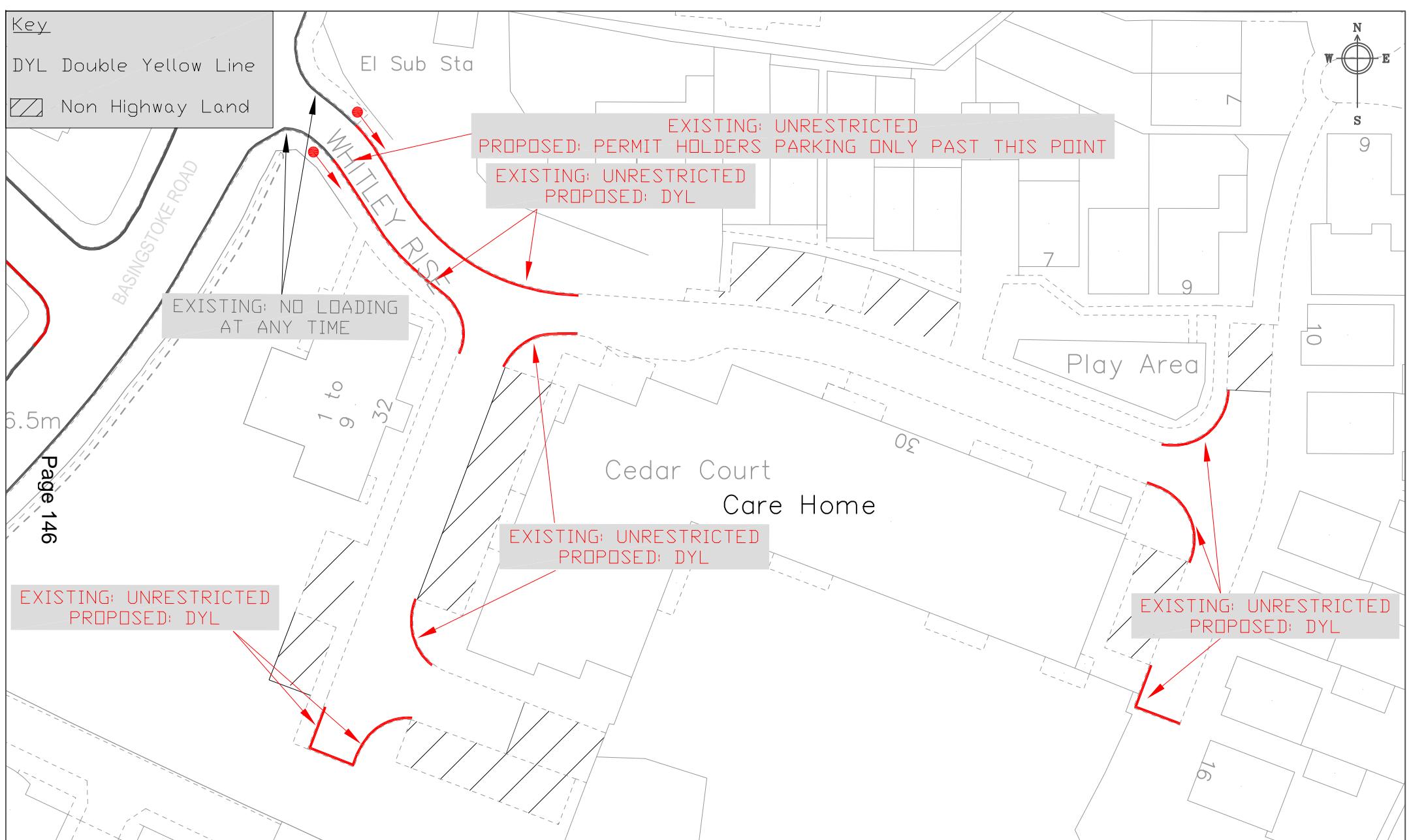
Approved JP

Drawing No.  
KA\_Waterloo Road

**Key**

DYL Double Yellow Line

Non Highway Land



Page 146

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PERMIT SCHEME  
Drawing  
WHITLEY RISE

Scale N.T.S	Drawn GM
Date JUNE 21	Checked JT
	Approved JP

Drawing No.  
KA\_Whitley Rise

## APPENDIX 5 - RESIDENT PERMIT PARKING

UPDATED: September 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.	June 2021 (Resident Permit Parking: Schemes for Statutory Consultation)	TMSC agreed to the scheme proposals reported to June 2021's meeting being progressed to statutory consultation. The consultation has been conducted and the feedback reported to this meeting (September 2021) for decision on implementation. If agreed for implementation it is intended to deliver the scheme this financial year.
2	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.	June 2021 (Results of Statutory Consultation: Resident Permit Parking).	TMSC agreed for the scheme to be implemented at their meeting in June 2021. Delivery planning in progress with anticipated delivery later this calendar year. Details will be confirmed with ward Councillors and advance warning letters issued to residents.
3	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.	June 2021 (Resident Permit Parking: Schemes for Statutory Consultation)	TMSC agreed to the scheme proposals reported to June 2021's meeting being progressed to statutory consultation. The consultation has been conducted and the feedback reported to this meeting (September 2021) for decision on implementation. If agreed for implementation it is intended to deliver the scheme this financial year.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
4	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.	March 2021 (Resident Permit Parking)	
5	N/A	Minster	Downshire Square	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking.	March 2021 (Resident Permit Parking)	
Page 148	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.	March 2021 (Resident Permit Parking)	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.		
7	N/A	Minster	Carsdale Close	N	N	Councillor raised resident concerns about non-resident parking on the street, in particular a mini bus.	March 2021 (Resident Permit Parking)	
8	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.	March 2021 (Resident Permit Parking)	

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
9	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.	March 2021 (Resident Permit Parking)	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.
10	N/A	Abbey	Avon Place	N	N	Request for a 'permit only' restriction along Avon Place, which is not part of the highways.	NEW	A short section of the road is covered by an existing shared use permit restriction, and this is highway land.

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# Agenda Item 9

## READING BOROUGH COUNCIL REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 SEPTEMBER 2021	AGENDA ITEM:	9
TITLE:	RED ROUTE - ROUTE 17 (CENTRAL SECTION)		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	ABBEY
LEAD OFFICERS:	JAMES PENMAN	TEL:	01189 372202
JOB TITLES:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:Network.Management@reading.gov.uk">Network.Management@reading.gov.uk</a>

### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report recommends that the central section (town centre) of the Red Route, which is currently in place with an ‘experimental’ Traffic Regulation Order, is made a permanent Order. The experimental Order ends in January 2022.
- 1.2 This recommendation follows the implementation of amendments to the originally-implemented restrictions this year, which were a direct result of feedback and discussion with town centre business representatives. No further objections have been received since these changes were introduced, at the time of writing, and there is no further opportunity to make amendments to this experimental Order.
- 1.3 Appendix 1 - Plans to show the amendments made to the Red Route during the ‘experimental’ period.  
Appendix 2 - Objections and other feedback to the Red Route experimental Traffic Regulation Order.

### 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 necessary legislative and regulatory processes to make the experimental Red Route Traffic Regulation Order into a permanent Order.
- 2.3 That no public inquiry be held into the proposals.

### **3. POLICY CONTEXT**

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 The Red Route also complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by supporting public transport and removing barriers to the greater use of sustainable, healthy transport options.

### **4. THE PROPOSAL**

#### Current Position

- 4.1 National regulation changes that were enacted in 2016 enabled local authorities to implement Red Route restrictions using the same processes and legal mechanisms that would be used to implement other types of Highway waiting restrictions, removing the requirement for special Government approval. At their meeting in July 2015, Policy Committee agreed to the principle of turning the Reading Buses Route 17 into the Council's first Red Route.

Red Route restrictions had featured in the Highway Code for some time prior to the 2016 changes and enable improved and efficient enforcement by CCTV (including mobile CCTV) as well as by Civil Enforcement officers on-street.

- 4.2 In the main the Red Route was intended to replace existing yellow line restrictions already in place to manage parking and permitted stopping activities. Many of the double yellow line restrictions along the whole corridor included loading bans, either at all times, or during the busiest periods of the day. As yellow-line restrictions cannot be enforced in the same way as Red Route restrictions, the primary objectives of the scheme were to improve the efficiency of the Route 17 corridor, promote local business through better access to short-term parking for their customers and to stop indiscriminate parking on the footways/edge of carriageway, thus improving safety concerns expressed by pedestrians and cyclists. It was expected that delivery of the scheme would also generate an additional revenue saving through enforcement of the restrictions.
- 4.3 The route was split into three sections (west, central and east) with concept proposals developed for each. The Council conducted a 6-week informal consultation exercise in June and July 2017, where information was provided to all those fronting proposed restrictions and to stakeholders. Local public drop-in sessions were also held to help inform and to additionally provide feedback used to shape the resultant proposals.

Where compatibility allowed, the Red Route restrictions initially maintained the existing restrictions, so loading, limited-waiting, taxi ranking, pay & display, bus stop clearway and the like were retained along the route. The no-stopping restrictions also enabled licenced taxis to stop to allow waiting passengers to board the vehicle, or passengers on board to leave the vehicle.

The Council created a dedicated page on its website to provide information about the restrictions, and to seek feedback, during their ‘experimental period’ (see Section 4.4) and this page also hosts a dispensation application. This can be applied for specific one-off, short-duration activities where stopping on the Red Route is considered unavoidable, such as the delivery of scaffolding or a house removal. Officers have an opportunity to review the application, discuss any potential alternatives, and/or place conditions on the approval (such as specific locations, dates and time periods) so that impact to traffic movement is minimised. This has been a charge-free service.

- 4.4 As Red Route restrictions were new to Reading, and largely unseen outside of London, the Council recognised that the proposals could represent a perceived significant change for Reading and, therefore, be of concern to residents, businesses and other stakeholders. For this reason, all sections of the Red Route were initially implemented as separate experimental Traffic Regulation Orders (TROs). Experimental TROs enable the local authority to implement the restrictions and then open them to public consultation for a minimum period of 6 months. These TROs can last for a maximum duration of 18 months, but minor modifications can be made within the first 6 months, requiring a further 6-month minimum period for further consultation thereafter.

The East section of the Red Route was implemented first, followed by the West. The central section was considerably more challenging to design, as the town centre contained a wide range of complex restrictions to ‘translate’ to their Red Route equivalents. The Council had prepared for delivery in April 2020, but halted delivery until July 2020, due to the initial COVID-19 lockdown restrictions.

- 4.5 The central section Red Route restrictions were implemented from July 2020 under the experimental TRO and the large-scale plans are available to view on the Council’s website: [www.reading.gov.uk/redroute](http://www.reading.gov.uk/redroute). Within the first 6 months, the Council received feedback primarily from town centre businesses with concerns about loading difficulties. Appendix 2 provides the comments and objections that were received during this period.
- 4.6 Officers met with representatives from the town centre businesses and Reading UK CIC to discuss and understand the concerns that they had and then considered options to overcome some of the challenges that they were facing.

The Council’s Delegations Register provides officer authority to make minor modifications to experimental schemes. The proposed modifications were provided in a briefing note to the Lead Councillor for Strategic Environment, Planning and Transport and were implemented from 4<sup>th</sup> January 2021.

The modifications to the Red Route are shown in Appendix 1 and primarily consist of additional loading facilities being made available (one full-time and 5 part-time) in addition to other elements to ‘tidy’ the restrictions on-street and contained within the experimental TRO.

- 4.7 Since implementing the minor modifications to the experimental TRO, the Council has received no further objections at the time of writing. The further 6-month

minimum period of further consultation ended in July 2021 and the experimental TRO expires in January 2022.

### Options Proposed

- 4.8 It is recommended that the Sub-Committee agrees to making the experimental TRO for the central section Red Route, as amended in January 2021, into a permanent TRO. This will retain the range of restrictions that are currently in place, which have overcome initial objections and concerns, and the benefits that the enhanced enforcement opportunities bring in terms of the local area (see Sections 5 and 6) and to current revenue income (see Section 10).

There is no further opportunity for alteration to this experimental TRO and a deferral of this decision risks insufficient time being available to undertake the necessary processes to make the TRO permanent, prior to its expiry in January 2022.

- 4.9 Once the experimental order is made permanent, future alterations to this section of the Red Route restrictions may be considered in the Waiting Restriction Review programme, following a 6-week embargo on any statutory consultations, following the making of the TRO - this enables any legal challenges to be received.

### Other Options Considered

- 4.10 The options available at this stage are to either remove the central section Red Route or to allow the experimental TRO to expire. Both options would have the same result in that all affected restrictions would need to be returned to their pre-Red Route state.

These options are not recommended for the following reasons:

- The benefits of the Red Route, as outlined in this report, would be lost.
- The additional facilities (e.g. additional loading facilities) provided within this experimental TRO would be removed.
- Significant funding would be required to remove all Red Route signing and road markings and for these to be replaced by signing and markings that relate to the pre-Red Route restrictions.
- Officer resources required for this work would impact on the intended development and delivery of other schemes.
- There would be significant disruption to town centre operations while the restrictions are being reverted, which would be taking place over the busy winter period.
- Red Route Enforcement income would reduce, impacting on the Council's Medium-Term Financial Strategy (see Section 10).
- The operations to remove lining and replace signing would have an environmental impact in terms of material use, material wastage and emissions arising from machinery and processes used on-street.

## 5. CONTRIBUTION TO STRATEGIC AIMS

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

### **Healthy environment**

Reading's first Red Route was implemented in three sections primarily to improve the consistency of journey times for the Number 17 Reading Buses service by enabling improved enforcement against the ad-hoc stopping activities that were being conducted along its route, in contravention of the prior restrictions. This central section, in particular, will benefit a significantly greater number of services and help to further enhance the appeal of using of public transport services in Reading.

The benefits of the Red Route to bus services were also expected to benefit cyclists along the route, who would have a clearer route and would see greater containment of on-street parking (stopping) to permitted bays only. Furthermore, the Red Route provides greater enforceability against footway encroachment by parked/stopped vehicles, through the enhanced enforcement opportunities that the restriction brings.

The recommendation of this report to make the central section Red Route into a permanent restriction will retain the benefits that it has brought to remove potential barriers that some may have to using public transport, cycling and walking. In complement to other Council initiatives, it will contribute to encouraging people to make healthy transport choices and toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use.

- 5.2 This proposal contributes to the TEAM Reading Values, as set out below:

**Together** - The amendments made to the original installation of the Red Route, while in the experimental period, were developed through the receipt of feedback and working with town centre businesses.

**Efficiency** - The recommendation of the report retains the existing infrastructure (signing and lining) that would otherwise require costly replacement. The Red Route also supports the efficient use of limited kerbside space within the town centre and the expeditious movement of public transport providers.

**Ambitious** - As per Section 5.1, the Red Route supports the Council's goal of making Reading a carbon neutral town by 2030.

**Make a Difference** - As per Section 5.1, the Red Route makes a positive difference across transport modes.

## 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 The recommendation of this report is to make the current experimental Traffic Regulation Order (TRO) into a permanent TRO. The experimental TRO process allows no further amendments, so agreement to the report recommendations will result in the retention of the restrictions (including the signing and lining) as they

are currently installed - no further infrastructure will be installed or adjusted as a result of the Sub-Committee agreeing to this recommendation.

As a result, an Environmental Impact Assessment has been conducted, which shows a net ‘NIL’ impact as a result of the Sub-Committee agreeing to the recommendation of this report.

The making of this permanent TRO will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.

## 7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 As per Section 4 - ‘Background’ the project to create Reading’s first Red Route scheme commenced with a 6-week informal public consultation, during which time all properties fronting the route received letters and information, alongside press releases, and local drop-in sessions were held to seek feedback on the initial concept proposals and to inform the detail of the scheme. Each section of the route was implemented under separate experimental Traffic Regulation Orders (TROs), which has allowed an extended period of consultation (minimum of 6 months) to take place with the restrictions being ‘live’. This is significantly longer than the typical 21-day statutory consultation period for the proposed creation of a new ‘permanent’ TRO and has enabled the Council with the opportunities to make relatively quick alterations to the scheme in order to overcome any unnecessary and unforeseen difficulties that may have come as a result.
- 7.2 For the central section, much of the feedback was from town centre businesses, requesting a desire for more loading/unloading facilities. The Council met with business representatives and implemented alterations to the experimental TRO, providing a further 6-month minimum consultation period.
- 7.3 Appendix 2 provides the objections that the Council has received to the central section Red Route experimental TRO. It should be noted that no further objections have been received, following the implementation of the Red Route amendments in January 2021, at the time of writing.
- 7.4 The Council created a page on its website dedicated to Red Route information, which has contained the detailed plans and legal Notices associated with each section of the Red Route, while it was experimental. Press releases preceded the implementation of each section and guidance information was provided to Reading’s taxi association and other organisations ahead of implementing the first section. It should be noted, however, that Red Route restrictions have been a relatively long-standing feature within the Highway Code.

The Council continues to operate an application process where dispensation requests can be considered for one-off events where there is no alternative nearby stopping facility. There have been relatively few such applications across the entire Red Route and are typically necessary for house-moves, setting up scaffolding for property maintenance and other similar short-term activities. This process has allowed officers to work with residents/property owners to accommodate specific

activities at no cost to them, while also enabling timing and location conditions to be added in order to minimise the impact of the activity on traffic flow.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—

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

8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics. The recommendation of this report is to take the current restrictions on street from an experimental to a permanent implementation, which would not alter the existing arrangements that have been in place (and under open consultation) since July 2020 (original) / January 2021 (with amendments).

## **9. LEGAL IMPLICATIONS**

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

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

9.2 Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to any alterations to the restrictions within being proposed through statutory consultation.

## **10. FINANCIAL IMPLICATIONS**

The following information is based on agreement to the recommended actions of this report, namely to retain the existing Red Route restrictions on a ‘permanent’ basis.

## 10.1 Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>
Income from:			
Fees and charges	50	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	<b>50</b>	<b>NIL</b>	<b>NIL</b>
<b>Net Cost(+)/saving (-)</b>	<b>-50</b>	<b>NIL</b>	<b>NIL</b>

The above table shows the Medium-Term Financial Strategy (MTFS) savings that was expected against the increased provision of Red Routes. The saving was an increase in income generation through enforcement that would be realised in a single financial year (2021-22) and maintained thereafter.

## 10.2 Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£13	NIL	NIL
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	N/A	N/A
<b>Total Funding</b>	<b>£13</b>	<b>NIL</b>	<b>NIL</b>

## 10.3 Value for Money (VFM)

The recommendation of this report is a continuation of the existing Red Route restrictions. To achieve this, there will be a one-off cost to advertise the making of the experimental Traffic Regulation Order (TRO) into a ‘permanent’ Order. It is anticipated that the cost of this advertising, based on previous adverts for the scheme, will be £13k.

The recommendation of this report will result in a continuation of the income that the Council achieves through enforcement of the central section Red Route.

As detailed in Section 4 - ‘Other Options Considered’, the only alternative decision that the Sub-Committee can make is for the experimental Red Route TRO not to become permanent. This will result in the Council needing to revert the affected central section restrictions back to a ‘pre-Red Route’ state, at significant cost, and losing the enforcement income that is being generated from the Red Route.

Agreement to the recommendation of this report therefore provides best value for money, in addition to the wider benefits that the restrictions provide.

#### 10.4 Risk Assessment

There are no foreseen financial risks associated with the recommendation of this report.

Should the Sub-Committee members decide against making the experimental TRO permanent, there would be significant financial and resource implications in reverting the affected restrictions to their pre-Red Route state, involving temporary parking restrictions to facilitate widespread re-lining and re-signing. Enforcement income associated with this central section of the Red Route would also cease and impact the income referred to in table 10.1 against the MTFS.

Should the Sub-Committee defer a decision at this meeting, there are significant risks around the deliverability of a permanent TRO thereafter, prior to the experimental TRO expiry.

### 11. BACKGROUND PAPERS

- 11.1 Briefing Note to the Interim Head of Transport and subsequently to the Lead Councillor for Strategic Environment, Planning and Transport, seeking approval to implement ‘minor modifications’ to the experimental central section Red Route TRO under officer-delegated authority (November 2020)
- 11.2 Red Route - Route 17 (Traffic Management Sub-Committee, September 2019)
- 11.3 Red Route - Route 17 (Traffic Management Sub-Committee, March 2019)
- 11.4 Red Route - Route 17 (Traffic Management Sub-Committee, September 2017)
- 11.5 Red Route - Route 17 (Traffic Management Sub-Committee, March 2017)
- 11.6 Proposed Service Offers and Budget Proposals 2016-2019 to Narrow the Budget Gap (Policy Committee, July 2015)

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Key:

PROPOSED RESTRICTIONS  
as labelled



BLAGRAVE STREET

STATION ROAD

Page 161

EXISTING:  
No Stopping except  
goods vehicles loading  
or unloading only, at  
any time, maximum  
stay 20 minutes

**LOADING ONLY**

10m  
49 to 51

Aquis House

EXISTING:  
No Stopping at any time

PROPOSED:  
No Stopping except  
goods vehicles loading or  
unloading only, at any  
time, maximum stay 20  
minutes

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**Reading**  
Borough Council  
*Working better with you*

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project

RED ROUTE AMENDMENTS

Drawing

BLAGRAVE STREET

Scale  
N.T.S.

Drawn  
PC

Date

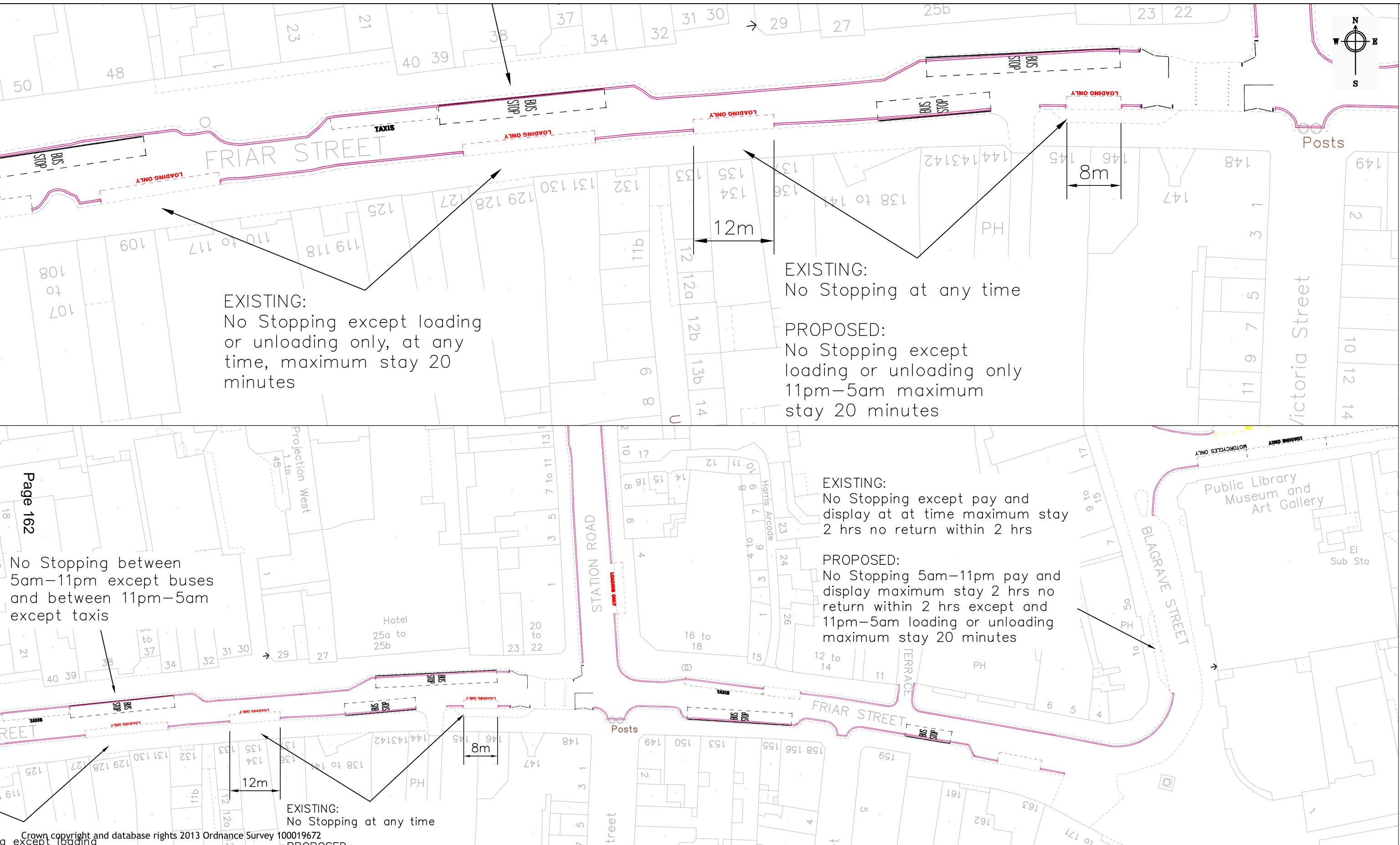
Checked  
JP

AUG 20

Approved  
JP

Drawing No.

Blagrave St Amendments



Project	Scale	Drawn	PC	Checked	JP	
		Approved	JP			
		Date	AUG 20			
RED ROUTE AMENDMENTS	N.T.S.					
Drawing	Drawing no.					
FRIAR STREET	Friar St_Amendments					



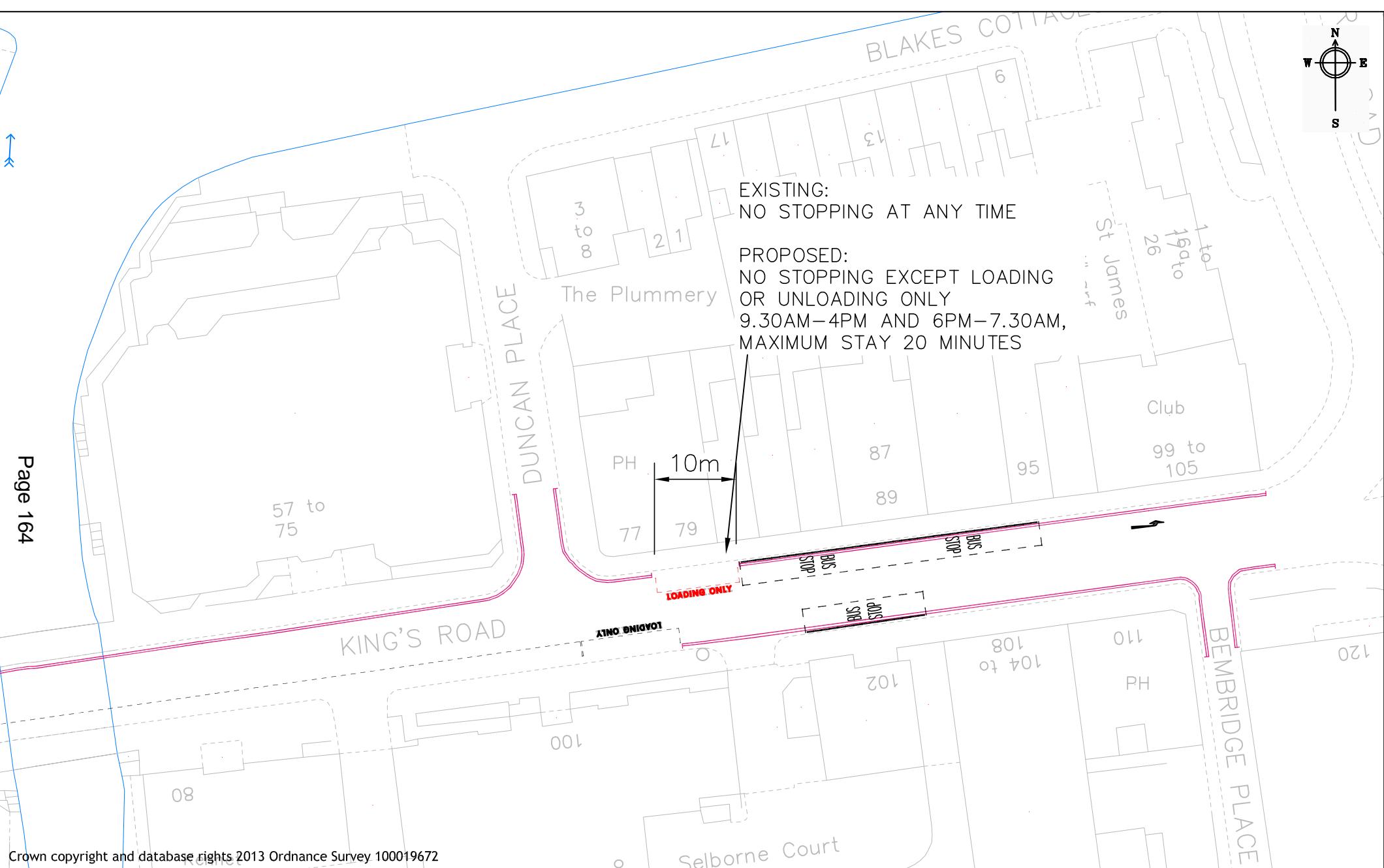
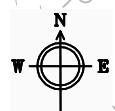
# READING

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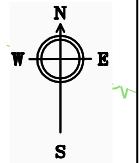
GUN STREET

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Project	Scale	Drawn
	N.T.S	PC
RED ROUTE AMENDMENTS		
Date		Checked JP
NOV 20		Approved JP
Drawing	Drawing No.	
GUN STREET		Gun Street Amendments

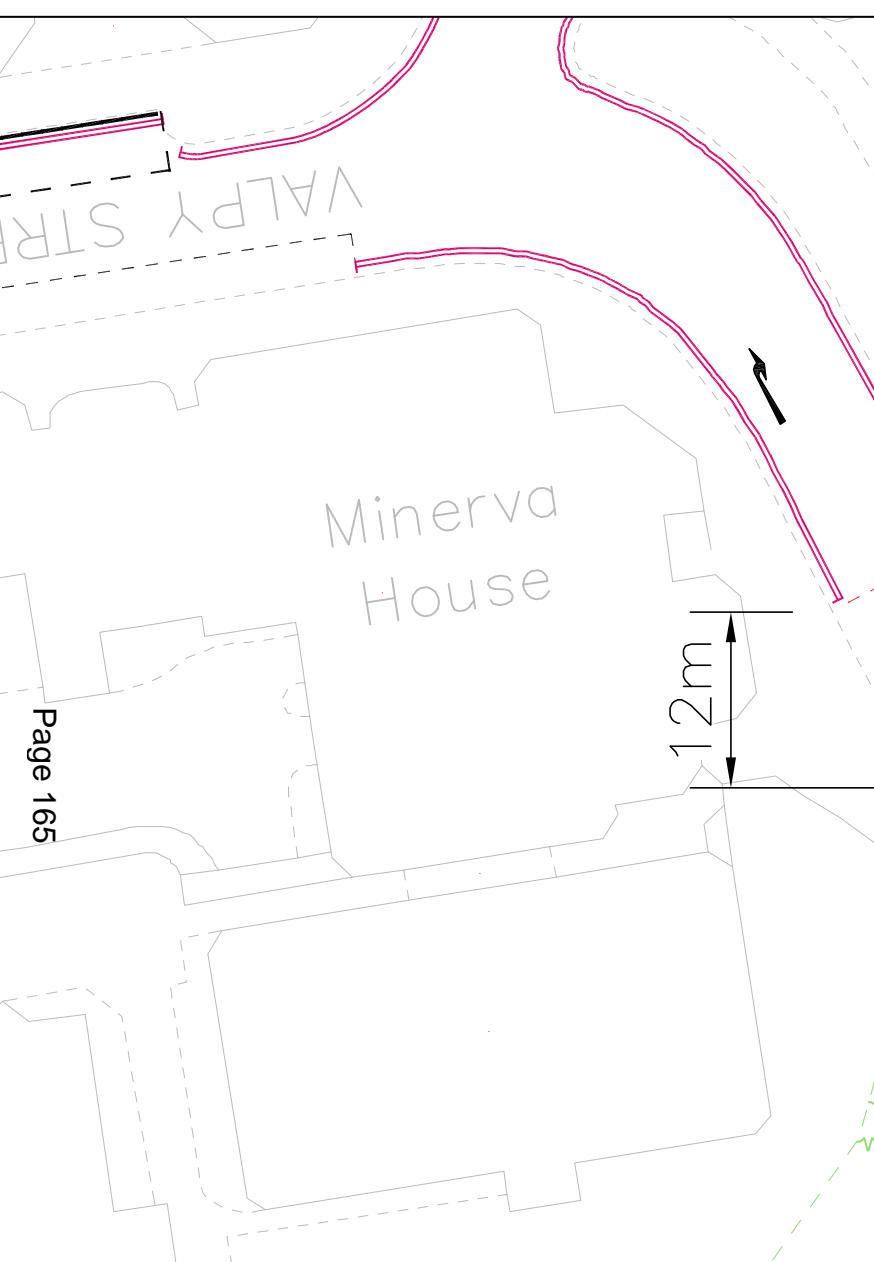


Project	Scale N.T.S	Drawn PC
RED ROUTE AMENDMENTS		
Drawing	Drawing No.	
KING'S ROAD	King's Road Amendments	



EXISTING:  
NO STOPPING AT ANY TIME

PROPOSED:  
NO STOPPING EXCEPT LOADING  
OR UNLOADING ONLY  
9.30AM–4PM AND 6PM–7.30AM,  
MAXIMUM STAY 20 MINUTES



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Project	Scale N.T.S	Drawn PC
RED ROUTE AMENDMENTS	Date AUG 20	Checked JP
Drawing No.		Approved JP
Drawing	THE FORBURY	The Forbury Amendments

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## Appendix 2, Red Route - Feedback to Experimental Traffic Regulation Order

The following comments and objections to the experimental Order were received prior to implementation of minor modifications implemented in January 2021. No further objections have been received to the Order following the implementation of these amendments at the time of writing.

Updated: 12/07/2021

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.

Summary	Feedback received
	<b>Summary of responses:</b> <b>Objections - 4, Support - 1, Comment - 24</b>
1) Comment	I am writing to complain of the red lines you have recently put around the town centre. For me alone i have no options for deliveries to my business now other than over 400m away. We have heard nothing regarding this and it just happened, i think you will find alot of problems from the business's espicially along friar street about this. Personally for me if the line along side my business on friar street could be 3metres shorter this would be fine for deliveries. Or maybe it could be explored a time window for the red lines? 6am until 10am maybe being allowed?
2) Comment	We are emailing regarding the red route scheme as we have been advised that you are looking for feedback from businesses. We operate a business on Friar Street [REDACTED] and although we agree that the red route will help alleviate a lot of congestion on Friar Street, we do have a few concerns about the implications for our business. Being on the [REDACTED] of the building, our entrance (and only entrance) is on the [REDACTED]. Due to the nature of our business we frequently have to deliver and collect large items by car which requires driving down Friar Street and into Wiston Terrace. Once in Wiston Terrace we are able to load and unload freely as the red route restrictions do not extend that far, however we feel there may be some issues caused when there is congestion in Wiston Terrace (which is often because over 20 businesses have a right of access). There are some scenarios in which it is very difficult to avoid having to wait on Friar Street for a few minutes, for example: -it is often the case that someone using the alley becomes blocked in and has to ask others to reverse out and wait on Friar Street for them to also reverse out, before those vehicles can go back in. This would leave those vehicles waiting on the double red lines. -another situation that occurs is that we arrive at Wiston Terrace and cannot enter right away because someone is blocking the mouth of the alley. We have to pull over on Friar Street to ask them to move before we can go in which would leave us waiting on the double red lines again. -sometimes Wiston Terrace is so full that we just cannot get in and if the loading bay is also full, what should we do? We will have something that we simply have to deliver to work and we can't come back later or keep driving round and round as we need to unload and take our car away in time to get back to work, manage our staff and see to our customers who have timed appointments. We appreciate that there is a loading bay and that the size of it has been extended, but in reality this loading bay (and the double yellow

Summary	Feedback received
	lines behind it) are full almost all the time - often taxis park in it. And furthermore, some of the items we have to deliver and collect are so large and/or heavy that we cannot carry them from that loading bay to our entrance. Would you be able to let me know if there can be some leniency for businesses in our situation when faced with the difficulties mentioned above? Or what your suggestions would be for how to manage the difficulties?
3) Comment	The red route outside of our premises [REDACTED] Forbury Road) would make it impossible for the [REDACTED] to receive deliveries. Also at this point in time we are moving a lot of stock from the site to other sites, and using local parking (train station or Napier road) would make this a lot more time consuming and expensive
4) Comment	I [REDACTED] at the [REDACTED] in High Street (East Side) and was dismayed to find that we have been included in Schedule 701 of the new Red Route Order. We have no loading/delivery bay, so the no stopping restriction will make it impossible not only to take delivery of larger [REDACTED] but also to have our unsold [REDACTED] (approx. 2 tonnes/wk) picked up for recycling. I would like to request that you transfer the section of the East side of High Street outside the [REDACTED] to Schedule 710 with immediate effect. This would give our (generally elderly/disabled) [REDACTED] enough time to unload [REDACTED] and the [REDACTED] long enough to deliver recycling crates and reload their van twice a week; a Schedule 711 reclassification would not give us the time we need. As things stand, we are unlikely to be able to reopen. Thank you for your consideration.
5) Objection	<p>I must raise a strong objection to the withdrawal of the off-peak (09:30 to 16:00) Loading/Unloading permission on the North side of Oxford Road for the first few metres West of Cheapside. My business has occupied [REDACTED] Oxford Road at this corner since June [REDACTED]. We rely on this short-visit permission to deliver stock to our shop. We use a [REDACTED] and require access for no more than 20 minutes and no more than two visits per week. Sheet 1 of Drawing 40466/5501/214 does show a single 15 metre loading bay outside the McIlroys Building to the East of Cheapside but this is (a) in a restricted zone where general traffic is forbidden and (b) almost always occupied by vehicles supplying Tesco and other stores in the area. It is hard to see where we can possibly park to load and unload within 100 metres of our doors.</p> <p>In addition to our own direct problems, our customers often use the loading/unloading permission for brief delivery and collection parking. This imposition of no-stopping will have a dramatic effect on the viability of my business and the 6 full-time jobs supported by it. Coming immediately after three months enforced closure, it may well be the difference between survival and failure.</p>
6) Comment	<p>[REDACTED] is one of the very few independent shops left in Reading now situated in Queen Victoria Street after opening in [REDACTED]. As with so many other ideas to stop traffic coming into the town centre eg ridiculously high parking charges, parking meters put in places where before you could stop and park for free, now red route so you can't stop at all....these all kill our trade!!! As our street is closed after 10 o'clock delivery drivers have to park elsewhere usually on Friar Street but there is only one loading bay which usually has a cab in it so having the red route will make deliveries to our shop impossible. I'd also like to point out that since the red route taxis are now sitting in the only 2 metered spots close to us as they have nowhere to park!!</p> <p>We sell a lot of [REDACTED] which customers don't want to carry round town back to the car park so often come back and pick up later again from the end of our road which is now red route. Please consider shops for once as we are all struggling to keep our businesses going as it is.</p>
7) Comment	I have seen the new red route scheme in the centre of Reading and have also read the information via the link. Although I understand the reason behind it and what it is trying to achieve, I feel this will impact my business as [REDACTED] used to pull up outside the [REDACTED], drop their [REDACTED] etc and then find appropriate parking. With the new red route in place, there is no place that I can see from the plans that would allow [REDACTED] to do this safely. Either a solution to this is suggested or I fear people will continue to "try their luck" and still pull up outside the [REDACTED], defeating the whole point of the red route. I think this needs consideration for many reasons such as safety, traffic flow, business relations and also the fact the [REDACTED] has been here since [REDACTED].
8) Comment	Currently we are taking in up to 2 deliveries each day and at times they both can arrive quite closely together, which normally means one of the trucks will wait on the road side on minister street whilst the other truck is unloading in our loading bay. If I'm reading the

Summary	Feedback received
	attached email correctly, this practice will no longer be allowed and could result in a fine being issued? I understand the need for the red route and the benefits it would bring, however from our business point this could put additional pressure on the way in which we take in deliveries and operate.
9) Comment	As I've been in lockdown and the [REDACTED] Blagrave street has been closed I am concerned to see red lines outside my premises. I've suffered enough with losing business to COVID 19 and I'm concerned now that my beer and food delivery's will be badly affect the business also. I've noticed that the [REDACTED] do not have any outside their premises.
10) Comment	<p>I am just wondering if we are still going to be able to receive a delivery at [REDACTED] on Friar Street by the Bugle pub and WhSmith as this is the only place that our delivery lorry can park to deliver to us. From what I can see on the plans it looks like we have no space to receive our deliveries. Any advice would be welcome as I am sure we will not be the only business with this issue.</p> <p>I would like to request that there is a loading bay on Friar Street out the back of WH Smiths and the Bugle pub. This is the only way that we will be able to receive deliveries as the current proposed loading bay further up Friar street is too far away for us to drag our pallets in and also there is no way that we will be able to bring in a delivery in a 20 minute window. Failure to be able to receive stock will end up killing our business as we have no other way of been able to receive it.</p>
11) Support	I am a supporter of the red route, and trying to keep the road clear as it is often very congested with cars "temporarily" parking on either side of the road. I do however have concerns about how this will impact the [REDACTED] I am in charge of managing. We are currently closed to the public, although I am at the [REDACTED] every day preparing it for opening. My observations to date are that cars are now using the entrance to the [REDACTED] to loiter or even park in to avoid stopping on the red lines. This has led to several unsavoury exchanges when I ask them to move. I can foresee this becoming an issue when we do open, as we have a U shaped drive designed to allow taxi's to drop off and pick up our guests. Whilst I don't want to see the red route removed, I would like to work with you on a solution to the above so that it works for all parties involved.
12) Comment	The only problem we are experiencing currently is taxis and bikes parking in the loading bay which would mean our deliveries can not pull up
13) Objection	We strongly object to the new Red Route which has been installed along Blagrave Street. We have no rear access to our building at all and the only way for us to operate is for us to take deliveries in through our front door, and [REDACTED] located just right of our door. We are a small business, struggling after the impact of Covid-19, and we cannot afford any more disruptions to getting back on our feet like this. Please let me know what will happen next
14) Objection	Our shop is located at the corner of Friar Street and [REDACTED]. We'd like to register our objection to the new red route being installed. We have collections and deliveries on a daily basis during our business hours 9am - 6pm. This new red line will be devastating for the business as we won't be able to have deliveries and collections and the business simply won't be able to operate. Please do not proceed with this.
15) Comment	I'm afraid I routinely see vehicles pulled up on double reds (or used to when I used to work in town centre). Means nothing without enforcement (by cameras?). Usually white vans, but often pedestrians getting in/out of private cars/taxis. I fear just more frustration whilst the minority continue oblivious.
16) Comment	The only part of our segment of Blagrave Street without a Red Line is [REDACTED], and this could cause disruption to our weekly deliveries- the drink delivery tends to take about an hour and a half, and the food delivery about 30 minutes- the issue with this is that we already have difficulty having that space clear for our drivers, and it seems like with the many businesses in this section all using the only loading space, deliveries will be impossible. If it could be extended in front of Aquis House [REDACTED], there would be space for the many couriers making stops for the local businesses and then we would only really be sharing the space with [REDACTED], which

Summary	Feedback received
	usually works quite well for us.
17) Comment	We are a convenience store and have two HGV deliveries a week and these trucks are too high to pass under the Reading station walking bridge (between the station and Apex) to allow it to go to the loading bay. The average delivery drop off time is 45mins. And sometimes we also use a small car to drop off high value merchandise through the front door (cigarettes etc). Installation of the red route in front of our premises is going to result in hefty fines every time a delivery takes place. The HGV drivers park with care to allow buses to pass through without obstruction.
18) Comment	I'm the franchised owner of the [REDACTED] restaurant on Friar Street and I would like to provide feedback on the new red route. To be clear I'm not raising an objection, as I believe that red routes can play a big part in easing traffic congestion and carbon emissions in our town centre. I am however providing my feedback in the hope that this will be taken on board to better meet the needs of my business on Friar Street. My request for consideration is to shift the actual positioning of the loading bay [REDACTED] from where it has been painted by some 10m to where it is drawn on the plans. Preferably I would request that this be moved further East towards Union Street by a further 10m or as far as safely possible. This would minimise the time and distance large roll cages (some of which are 250kg) are being pulled across the pavement through pedestrians. I would also ask for consideration to be given to the 20 minute loading time. We have worked hard to minimise deliveries to just 3 per week which has resulted in receiving larger deliveries but fewer trips on the road. During the delivery window we also back haul waste cardboard, plastics and food waste for recycling which takes time to load. Overall these typically take 2 to 3 people 30-40 minutes to check, unload, move inside my premises and reload with recycling material. Any shorter would result in me having to consider increasing the frequency of deliveries to comply with the 20 minute loading time.
19) Comment	Our business relies on daily deliveries of stock and equipment, and usually the drivers unload just outside the restaurant. With the addition of the red route all around the restaurant there is now no feasible place to receive deliveries. The parking bays around the restaurant are usually full all of the time and there is no onsite parking or loading bay available. I'm writing to ask you to consider adding a loading bay outside the restaurant to avoid delivery drivers having to wait for parking spaces to become available (often for 3 tonne trucks) or having to find additional space a long distance away and having to make multiple trips.
20) Comment	I see you are going to make gun st a red route So my questions are why And are you making a loading bay as we will not be able to receive any deliveries or some of our older clients with limited mobility will not be able to be dropped off and picked up. And please don't think why cant they use public transport. As it is nor wise for them to use public transport with the corona virus still around Or is this just another way of making money
21) Comment	I am writing on behalf of all our neighbours on Gun Street, [REDACTED], Ten business's which are affected by this somewhat strange RED ROUTE. If you could please advise how our deliveries are to get inside our premises? your assistance is greatly appreciated in this matter. This is an URGENT appeal for this to be reversed ASAP, and I really hope the council are sensible enough not to follow through with ticketing of the delivery companies as of immediate. Thank you in advance for taking the time to look into this matter, very concerned businesses of Gun Street.
22) Comment	Your red route system makes it only possible for me to receive deliveries between 11.01pm - to 4.59 am. I have no staff working at that time. So I will be completing the closure of our town centre premises as this is simply unworkable.
23) Comment	My deliveries for [REDACTED] Union Street, RG1 1EU) are being severely impacted by the new Red Route on Friar Street. The delivery drivers are unable to stop on Friar Street to deliver stock to my business - the provision of shared Taxi bay/loading bay is proving completely unworkable, indeed I am not sure the bays outside CEX/McDonalds and 109 Friar Street have actually been painted and labelled. The only realistic options available for delivering my stock are pre-10am or post 6pm on Broad Street, and the drivers for the local courier companies tell me they have not been informed about the Red Route loading bays. Currently, the sole way for me to reliably get my deliveries is to pay extra for a 'pre 10am' guaranteed delivery. Increasing my costs at this time is a significant burden, and I do not feel that it is in keeping with the RBC demonstrated aims to support local independent businesses. There will need to be a

Summary	Feedback received
	better provision for deliveries to Union Street before I would consider the Red Route to be anything other than a threat to the survival chances of my business.
24) Comment	<p>When the original plan to re-route buses as part of the Reading Station development was first proposed, there was a consultation period where we met the council's planners of the scheme along with other businesses affected by the proposal.</p> <p>We raised serious concerns at the time about being able to move [REDACTED] in and out of our store safely, the council planners agreed to put a drop kerb [REDACTED] with a loading bay and the bus stop behind to enable the safe moving of [REDACTED]. The drop kerb was installed but the bus stops were put directly outside with no loading bay. After several incidents with pedestrians the pavement was extended in front of this bus stop. There were several more incidents with buses trying to stop and destroying the bus shelter. There is also a taxi rank for 4 taxis but are always park in the loading bay and behind it. You have vehicles parked in the loading bay that are left or couriers who park up and do all their deliveries for the surrounding area, so that during the day it is almost impossible to stop or you have to get the taxi drivers to move. With the number of bars, the draymen also have extreme difficulty attempting to use what was already there.</p> <p>I understand that there is a need to keep the road as clear as possible to allow the buses to operate. I would ask that you consider extending the loading bay by removing the taxi rank as there is plenty of capacity by the station and they can, as now, safely queue in Garrard Street if necessary, this should allow sufficient capacity for loading while keeping the pinch point by Haslams clear. I would also ask that if possible we can use the drop kerb [REDACTED] or be allowed to access to Cross Street during the day to load or unload [REDACTED] avoiding the need to push [REDACTED] over the kerb, although Queen Victoria Street would much better the footfall during the day is much higher and is understandably not practical. Even before the pandemic, the high street was under extreme pressure, the coming months are likely to see even more casualties and the current plan is not going to help.</p>
25) Comment	<p>I refer to the recently installed Redroute at the above locations. This has caused some issues mainly with deliveries. There has been no provision for deliveries, i.e. pull in bay or loading/unloading area. I would be grateful if you could advise of how this will be addressed. We receive deliveries throughout the working day and it is causing issues with drivers not stopping and 'failed delivery' on many items. As you can imagine for a busy office building this is a huge issue. I look forward to your consideration to this and actions that will be taken to resolve this?</p>
26) Comment,	<p>The red route through the centre of town will effect our delivery drivers looking to deliver to [REDACTED]. We get food, drinks ( incl kegs and Cask's ) laundry ect delivered daily to our side entrance, [REDACTED]. Our Bars and Restaurants are not currently open for trade therefore we have not had kick back on this from our suppliers however this will become a problem when we open.</p>
27) Comment	<p>All sounds good but I can see e.g. dropping off people at bars and restaurants on the Kings Road (e.g. Zizzi and the back and beyond pub who are on that road) could cause difficulty for customers being picked up or dropped off. I thought I would mention it as it came up in conversation over the last week with a number of people but the same would apply to other leisure and hospitality venues.</p>
28) Comment	<p>I've watched with interest to see what would happen over the coming months with regards to the Red Route, I have no doubt that its really a money making excise for RBC, I've been in this office for [REDACTED] years and worked in the town centre for [REDACTED] years, honestly it wasn't really ever an issue, there is a serious lack of parking for our office, others shops and offices along with contractors that come to us all.</p> <p>In Valpy Street, there is way to much permit parking that is never used why can't they be used for permit parking and also pay as you go ( ticket machine / Ringo ) The parking bays in Friar Street are constantly used by the taxi drivers waiting for spaces to come available at the junction of Queen Victoria Street and Friar Street ( please see below ) <b>[SEE PHOTO BELOW]</b> Without having a moan as I'm sure you are tired of hearing this but I do feel that the council waste a enormous amount of money trying things without thinking things through, the Caversham one way system and the bike lane in South Street comes to mind. Sadly a complete waste of tax payers money. Anyway, Just thought I would let you know my thoughts.</p>

Summary	Feedback received
	
29) Objection	<p>As an owner of business in Kings Road, Reading [REDACTED], I am writing to you to express my objection to the red route placed on Kings Road. It is affecting my business and others on Kings Road as my supplier are threatening to stop delivering goods to my business for the lack of enough loading space, as the one provided is not enough for one single truck used by most suppliers. Most of the time this loading bay is used for waiting and dropping people off from cars. I would suggest to make an exception for commercial delivery in the off peak traffic hours. I hope you would appreciate the effects of these red route on all businesses on Kings Road and consider making some changes for these business not to be affected.</p>

# Agenda Item 10

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 SEPTEMBER 2021	AGENDA ITEM:	10
TITLE:	CIL LOCALLY FUNDED SCHEMES 2021: PROPOSALS FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	KENTWOOD, TILEHURST, REDLANDS
LEAD OFFICER:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	NETWORK.MANAGEMENT @READING.GOV.UK

### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Community Infrastructure Levy (CIL) contributions have enabled development of a number of local Transport-related schemes, following allocations this year.
- 1.2 This report seeks approval for officers to undertake necessary statutory consultation/notice processes to progress three scheme designs for zebra crossings on Norcot Road, Church End Lane and Addington Road. It also seeks agreement to implement lining schemes on Morpeth Close and to notify the Sub-Committee of the lining alterations to the roundabout at The Meadway/St Michael's Road, which do not require statutory consultation.
- 1.3 Appendix 1: The proposal for a new zebra crossing on Norcot Road  
Appendix 2: The proposal for a new zebra crossing on Addington Road  
Appendix 3: The proposal for a new zebra crossing on Church End Lane  
Appendix 4: The proposal for marked parking bays on Morpeth Close  
Appendix 5: The lining alterations for The Meadway

### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed zebra crossing designs on Norcot Road, Church End Lane and Addington Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That the Network & Parking Services Manager, in agreement with the Lead Councillor for Strategic Environment, Planning and Transport, be able to make minor alterations to the agreed proposals.

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|-----|---|
| 2.4 | That subject to no objections being received for a scheme, the scheme(s) be considered as agreed for implementation and scheme delivery planning will commence.   |
| 2.4 | That should a scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme delivery. |
| 2.5 | That the proposals for Morpeth Close be agreed for delivery and scheme delivery planning will commence.   |
| 2.6 | That no public inquiry 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). The zebra crossing proposals will complement the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.

### **4. THE PROPOSAL**

#### Current Position

- 4.1 At Policy Committee in June 2021, the Council agreed to allocate local CIL funding to enable the development and intended delivery of initiatives across many Council service areas. Within these allocations were a number of traffic management schemes, the majority of which originated from the 'Requests for Traffic Management Measures' report that is brought to this Sub-Committee twice annually.

These schemes are specific and allow little scope for alteration to the deliverables.

These schemes were as follows:

Scheme	Allocation
Pedestrian crossing on Norcot Road, close to number 91	£50k
Pedestrian crossing on Addington Road, between the junctions with Erleigh Road and Eastern Avenue	£50k
Pedestrian crossing on Church End Lane, in the vicinity of Moorlands Primary School	£50k
Road marking on Morpeth Close, involving parking bay markings	£5k
Lining alteration on The Meadway at the roundabout with St Michael's Road	£10k

- 4.2 Officers conducted initial investigation works, obtained indicative quotations and provided Ward Councillors with recommended concept designs that they feel should be deliverable, within the allocated budgets. Officers have

considered any feedback that has been received from the sharing of these initial scheme designs.

The following provides some information regarding each of the proposals.

a) Norcot Road (Appendix 1)

The scheme proposes the installation of a new zebra crossing close to its junction with Blundell's Road and exactly at the position proposed in the funding allocation. This will require the removal of the existing traffic island and the relocation of the bus stop, which has been informally discussed with Reading Buses.

b) Addington Road (Appendix 2)

The scheme proposes the installation of a new zebra crossing between its junctions with Erleigh Road and Eastern Avenue. This will require the removal of the existing traffic calming feature at this location. This is a challenging scheme and there are no other locations along this road where a crossing can be installed, that meets the requirements of the original request presented to the Sub-Committee.

c) Church End Lane (Appendix 3)

The scheme proposes the installation of a new zebra crossing outside Moorlands Primary School, which will require amendments to the kerb and new locations for the existing 'school keep clear' restrictions.

The proposed location of this crossing was one of two potential locations recommended to Ward Councillors and Moorlands Primary School and has been decided on the useful feedback that officers received.

d) Morpeth Close (Appendix 4)

The scheme proposes marking bays to help contain the parking in this area and make the bays accessible to all. The proposal also includes a 'Keep Clear' section to help prevent driveway blocking. It should be noted that the proposal does not introduce any enforceable restrictions - these are advisory markings only and do not require statutory consultation.

Ward Councillors have provided residents in the immediate area with information about the recommended scheme, have conducted informal surveys or door-knocking to gather views and to provide helpful feedback. Overall, it is suggested that the Keep Clear box has relatively strong support, but the bay markings appear to have less support locally, primarily due to a reduction to the theoretical parking capacity and concern about potential displacement.

It is acknowledged that the proposal reduces the theoretical maximum parking capacity for this area, but this theoretical maximum would only be achieved with elements of vehicle-blocking, which is a problem that is understood to have generated some local complaint.

e) The Meadoway (Appendix 5)

This scheme reduces the approaching lanes to a single carriageway width and the painting of 'deflection markings' and 'islands' to visually change the perceived shape of the approaching road.

Officers have considered physical changes, such as kerbing build-outs or traffic islands to further encourage compliance with the use of the roundabout. While the modest budget would likely be insufficient for significant civils works, vehicle tracking analysis has shown that such features would compromise vehicle turning and driveway access/egress, so these will not be feasible.

- 4.3 Regarding the zebra crossing proposals in general, it is acknowledged that they would be positioned outside residential properties, which may be a cause of some objection. Within the limitations of what is possible, equipment will be chosen that minimises light from the beacons being directed toward nearby properties and any additional lighting will also be shielded. Unfortunately, however, Section 4.2 sets out the location challenges for these desirable facilities, with the number of dropped vehicle crossings, junctions and other street features that would compromise the placement of the crossings elsewhere.

### Options Proposed

- 4.4 Officers have considered any feedback received through sharing the proposals with Ward Councillors and other stakeholders, as noted in Section 4.2.

On this basis, independent road safety audits have been commissioned for the zebra crossing proposals on **Norcot Road, Addington Road and Church End Lane**. It is recommended that the Sub-Committee agrees to officers progressing the separate statutory notices of intension to place new pedestrian crossings at these locations. This process essentially commences a statutory consultation, which officers intend to run for a 21-day duration. As part of the proposals for **Church End Lane**, it is also recommended that officers commence the statutory consultation necessary for the proposed alterations to the ‘School Keep Clear’ restrictions.

Should the Council receive objections during these consultation periods, officers will report these back to the Sub-Committee at a future meeting (expected to be November 2021), where they can be considered and a decision made regarding potential scheme implementation. Should this not be the case, it is intended that officers progress the schemes to delivery.

- 4.5 Officers acknowledge the feedback that has been received to the proposal in **Morpeth Close**, but recommend that the Sub-Committee agrees to the application of the proposal in Appendix 4. While a number of respondents have asked merely for the ‘Keep Clear’ markings, this is not what the local CIL funding has been allocated to deliver, but was a part of the overall scheme design. Officers consider that the proposal provides the maximum number of parking bays that can be implemented, while all being accessible, and can be delivered with the Keep Clear marking.

If it is considered that the bay markings are no longer desirable for this area, it is recommended that the Sub-Committee agrees to this scheme not being deliverable and, therefore, returning this CIL funding for future allocation to another scheme.

- 4.6 **The Meadway** was due to be resurfaced from the week commencing 5th September 2021. This has provided an opportunity to implement this scheme on

a new road surface (ideal conditions) and without the need to remove any existing lining. Implementation of this scheme is, therefore, being co-ordinated with the resurfacing work to ensure best value for money and to avoid unnecessary damage to the new surface caused by lining removal/adjustment work.

- 4.7 It is recommended that the Network & Parking Services Manager, in agreement with the Lead Councillor for Strategic Environment, Planning and Transport, be able to make minor alterations to the agreed proposals. These may be necessary, depending on the outcome of the Road Safety Audits or due to unforeseen engineering reasons upon appointment of the scheme delivery contractors.
- 4.8 Should the Sub-Committee agree to the recommendations of this report and agree the outcome of any schemes receiving objection at their meeting in November 2021, it is expected that the schemes covered by this report will be substantially completed within this current financial year.

#### Other Options Considered

- 4.9 As noted in Section 4.2 c Officers proposed two potential locations for the zebra crossing on Church End Lane. Feedback received to the officer informal consultation with Ward Councillors clearly indicated that the proposal in this report was preferable to the alternative, which was proposed further north-east along the road (the other side of the school).
- 4.10 As referenced in Sections 4.1 and 4.2, the local CIL allocation was to fund specific schemes and there were few options considered viable during officer investigations. Therefore, no other options have been considered at this time.

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

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

### **Healthy environment**

The installation of zebra crossings will hopefully improve the experience of pedestrians in the area. Pedestrians will be more visible to motorists and vehicles will be required to stop for as long as is necessary for pedestrians to cross, without the use of traffic lights.

In complement to other Council initiatives, zebra crossings will contribute to encouraging people to make healthy transport choices through the removal of barriers toward doing so. This will contribute toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use.

## **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 A Climate Impact Assessment has been conducted, which considers a net ‘NIL’ impact as a result of the Sub-Committee agreeing to the recommendations of this report.

The implementation of the zebra crossings are likely to be the most impactive elements of the report recommendations, as these require a level of civil engineering work to be undertaken and the installation of electrically-powered beacons. The recommendations for Morpeth Close and The Meadway are lining only schemes.

These will have a minor negative impact during installation and a very minor ongoing negative impact due to the continued energy use by the low-energy LED beacons. They will, however, be long-standing facilities and it is expected that the installation of these crossings will remove barriers that many people will have to walking, which will offset these impacts by a likely reduction in private vehicle journeys. This is particularly so with these proposed schemes, as they are on good links to/from school routes and/or shopping areas, so should encourage good footfall. While it is difficult to quantify, it is expected that the benefits will outweigh the impacts over time.

The impact of the scheme at The Meadway has been significantly reduced due to the resurfacing works that are due to commence from 5<sup>th</sup> September. This has enabled the implementation of this lining scheme without the need to remove any existing lining beforehand.

## 7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport were provided with some early concept proposals for the zebra crossings and Morpeth Close. This has provided an opportunity for comment and local informal consultation.

Feedback from this engagement, and that with Moorlands Primary School, has been very helpful in providing a steer on which of the two possible zebra crossing locations is preferable for development.

There has been significant and very helpful feedback from Redlands Ward Councillors, following their informal resident consultations regarding the recommended scheme on Morpeth Close.

Officers have provided Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport with the plan and implementation strategy for the scheme at The Meadway.

- 7.2 Statutory notifications/consultation required for the zebra crossing proposals will be conducted in accordance with appropriate legislation. Notices of intention will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area. The Police are a statutory consultee and will be directly notified. The consultation will be hosted on the Council’s website (the ‘Consultation Hub’), where details and plans will be available.

7.3 Policy Committee and Traffic Management Sub-Committee are public meetings. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—

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

8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes will be conducted, where applicable, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

## **9. LEGAL IMPLICATIONS**

9.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations. This is applicable to the Church End Lane proposal, where the alterations to the 'School Keep Clear' restrictions will need to be advertised.

Notice will be given for the implementation of zebra crossings under Section 23 of the Road Traffic Regulation Act 1984. This will be applicable for the proposals on Norcot Road, Addington Road and Church End Lane.

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes.

9.2 There are no foreseen legal implications relating to the proposals on Morpeth Close or The Meadway.

## **10. FINANCIAL IMPLICATIONS**

The financial implications arising from the proposals set out in this report are set out below:-

## 10.1. Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>
<b>Net Cost(+)/saving (-)</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>

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

Staff costs will be capitalised.

## 2. Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£165 (see section 4.1 for allocation breakdown)	NIL	NIL
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Local CIL funding allocation - 2021	N/A	N/A
<b>Total Funding</b>	<b>£165</b>	<b>NIL</b>	<b>NIL</b>

These schemes in this report will be funded from the allocated local CIL contributions. These contributions are to cover the whole project costs, including surveys and investigation works, not just the deliverables.

## 3. Value for Money (VFM)

Officers consider that the recommended proposals within this report offer the best outcomes based on the funding available and the purpose to which it has been allocated. It is not considered that additional funding would deliver

schemes that offer significantly greater benefits against the purposes to which the funding has been allocated.

The schemes have been investigated and designed by officers of Reading Borough Council and all civil engineering work will be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the Council's resources, such as lining implementation, sign creation and the supply, installation and electrical connection of the zebra crossing beacons. However, these will be appointed through existing contracts and using contractors that conduct these works to a scale that provides value for money through their chargeable rates.

Road Safety Audits have been outsourced to a contractor with these specialisms, but also providing an independent perspective on the zebra crossing scheme designs, which can assist in defending potential challenges.

The scheme at The Meadway is being delivered in co-ordination with Highway resurfacing of the road. This has removed the need to fund the removal/adjustment of existing road markings and provides value for money to the Council on both the CIL scheme and resurfacing programme.

#### **4. Risk Assessment.**

Should the recommendations of this report be agreed, there are no foreseen financial risks with the lining proposals on Morpeth Close and The Meadway. The road surfacing on Morpeth Close appears to be of a sufficient standard for the work and The Meadway will have been resurfaced prior to application.

There will always be an element of financial risk regarding more complex works that require excavation and adjustment to the Highway layout. These risks should be minimised pre-excavation, as officer investigations have included colleagues from the delivery team. However, there is always a risk of unforeseen engineering challenges, even following the receipt of utility plans. It is beneficial that the majority of the civil engineering work is being conducted by Reading Borough Council, as this ensures close communication and true joint working throughout delivery.

Officers have good experience in delivering schemes and although each site is different, can scale the deliverables to manage a level of contingency within the budget.

#### **11. BACKGROUND PAPERS**

- 11.1 Allocation Of The Community Infrastructure Levy 15% Local Contribution (Policy Committee, June 2021)
- 11.2 Requests for new traffic management measures (Traffic Management Sub-Committee, March 2021).

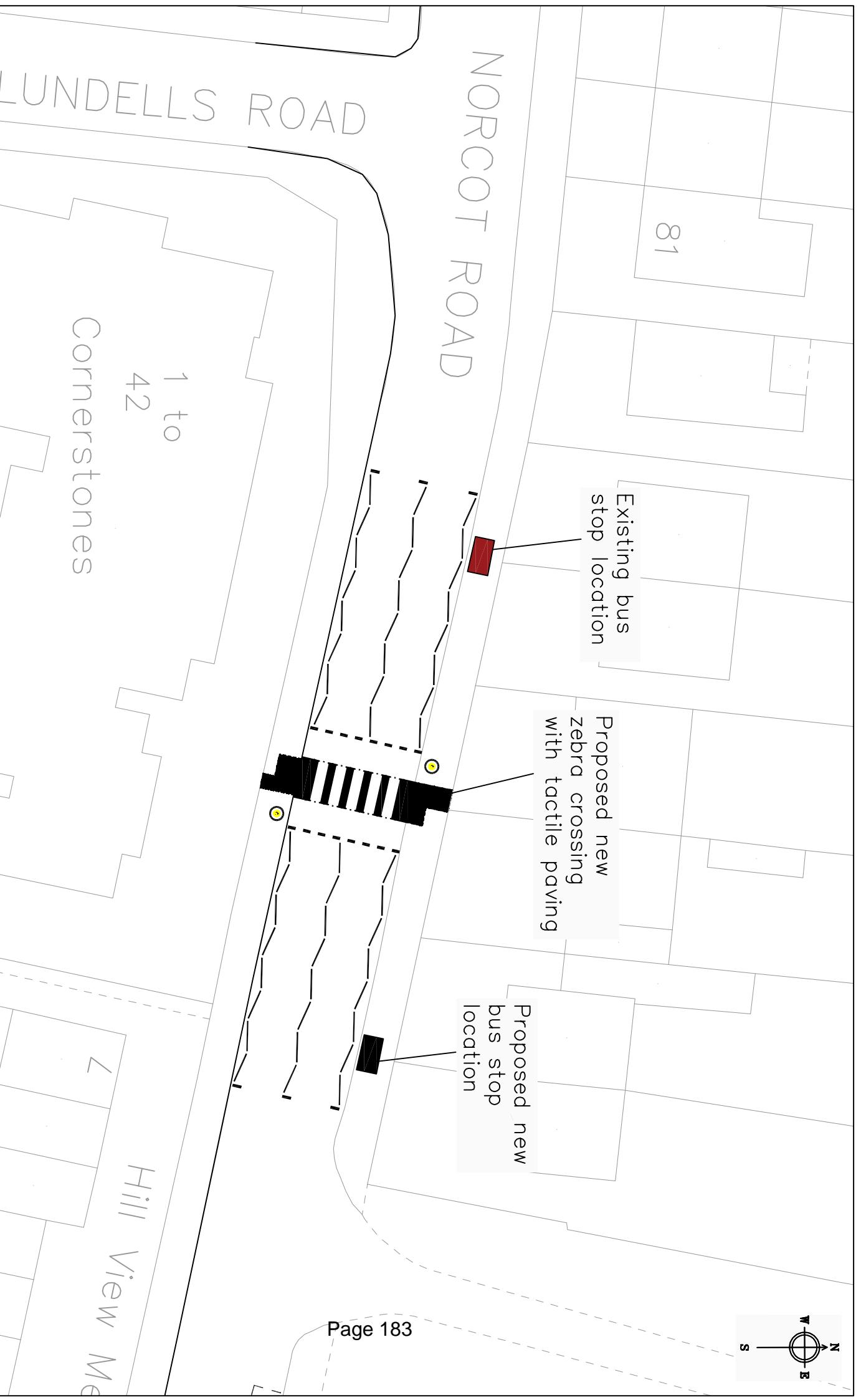
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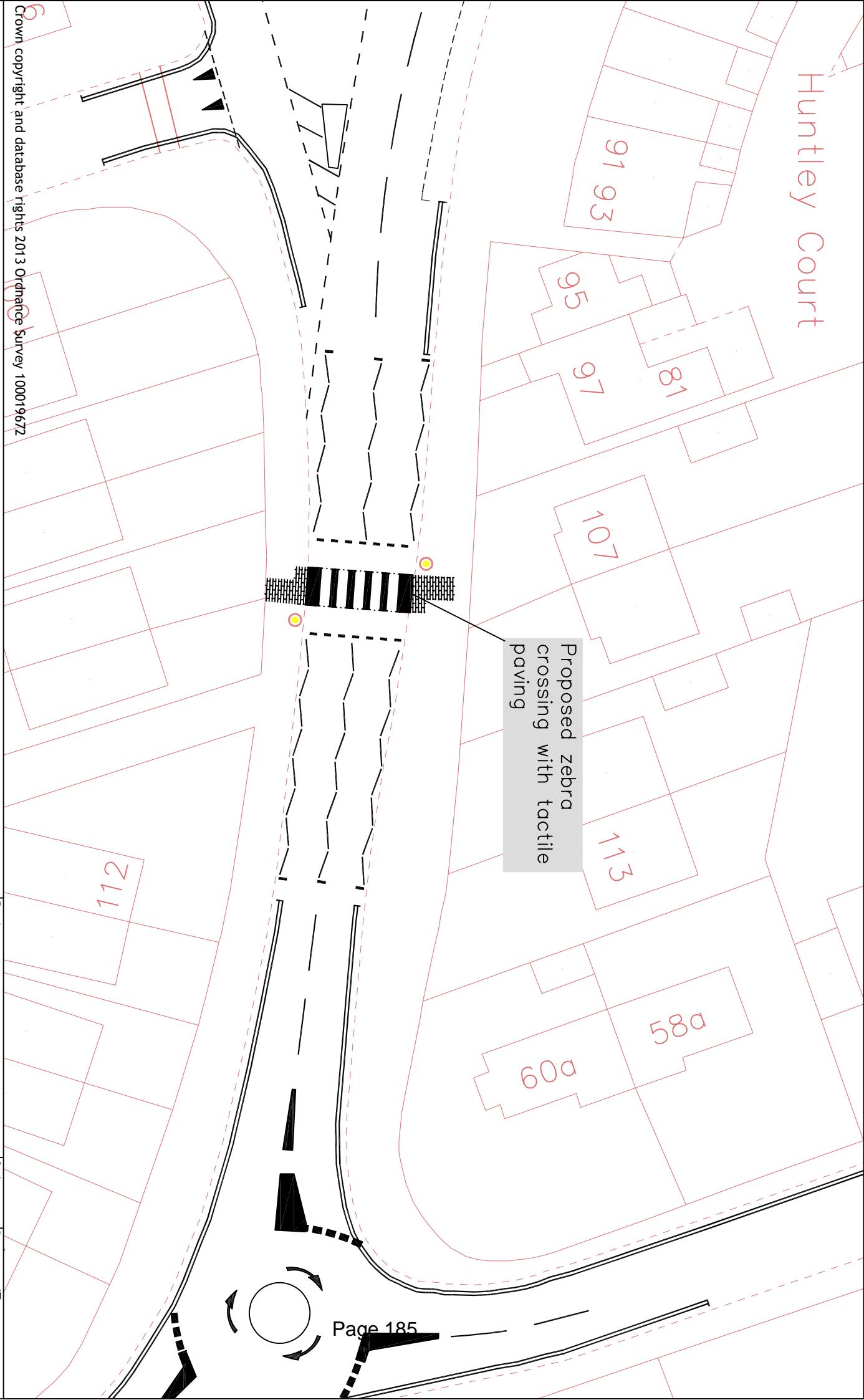


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# Huntley Court

Proposed zebra crossing with tactile paving

Page 185



Project

CLL: Addington Rd zebra crossing

Scale  
N.T.S

Drawn  
JT  
Checked  
JC  
Date  
JULY 21  
Approved  
JP

Drawing  
Addington Rd zebra crossing  
proposal

Drawing No.  
Addington Rd zebra crossing  
proposal

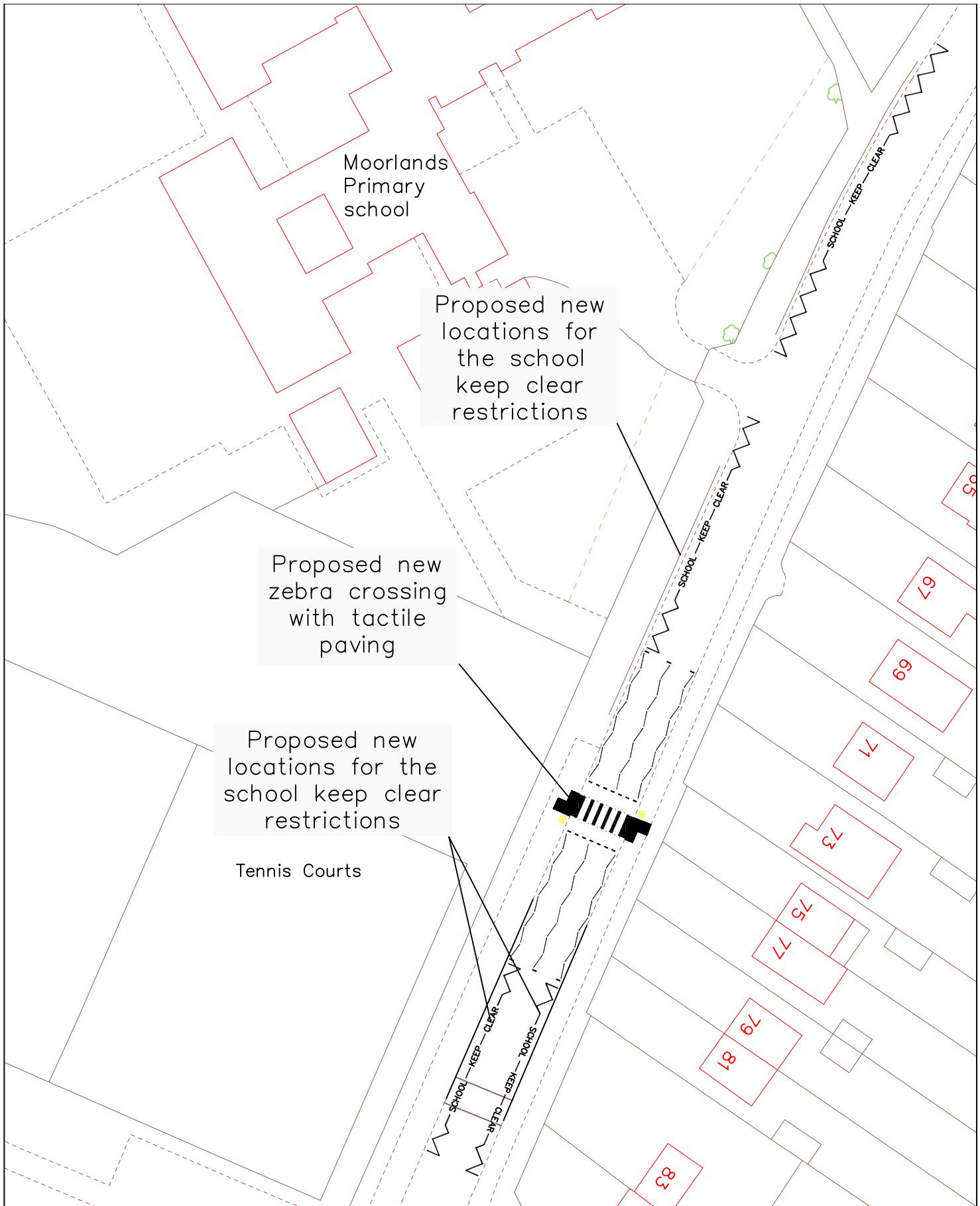


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CAD DRAWING LOCATION:

project	CIL: Church End Lane zebra crossing		
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drawing	Church End Lane zebra crossing proposal		
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drawn JT	checked JC	approved JP	date July 2021
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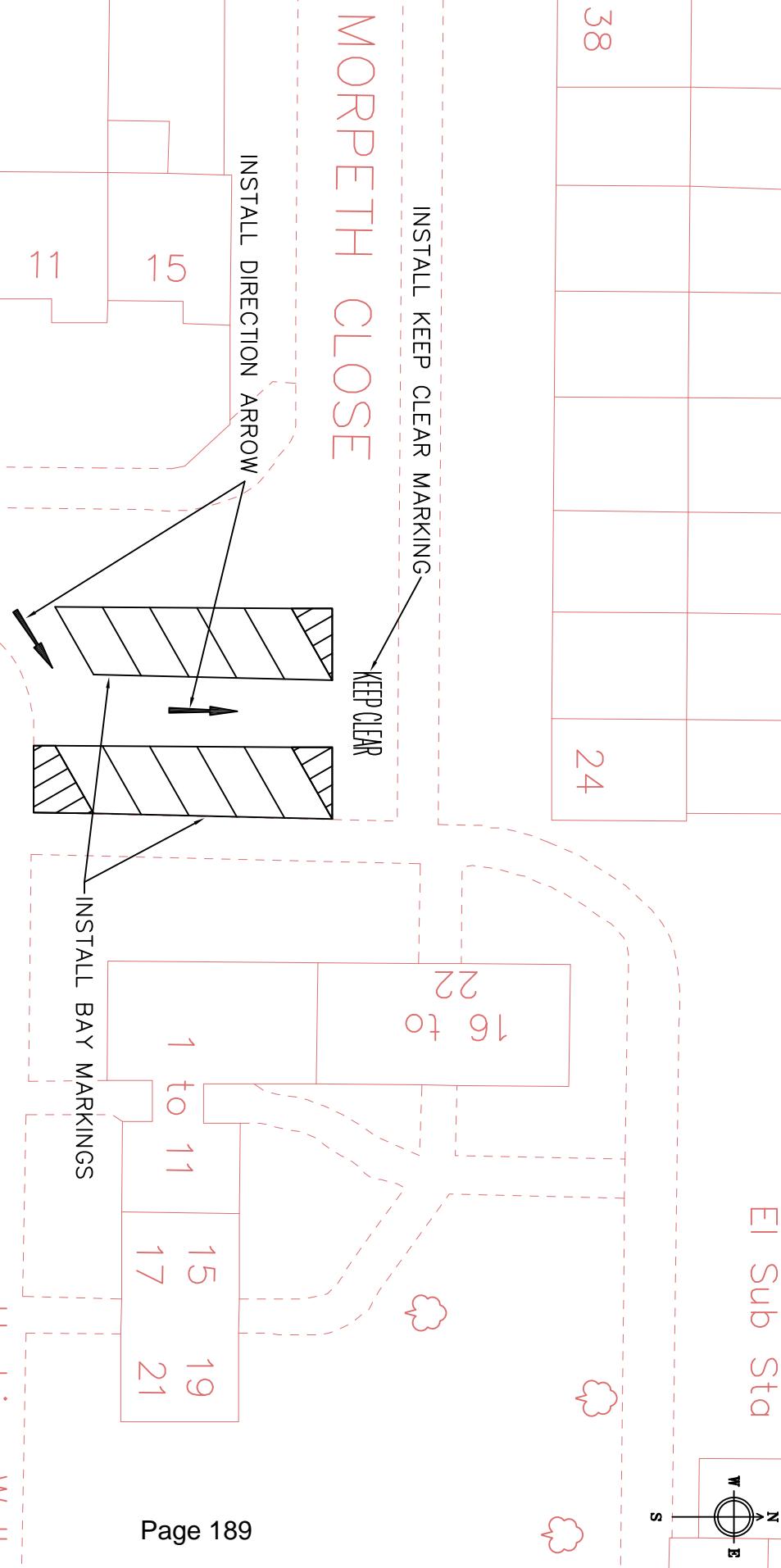
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**PROPOSED  
CENTRAL HATCHING  
WITH MINIMUM 1: 20  
TAPER**

**PROPOSED SINGLE  
LANE EAST  
BOUND APPROACH  
TO ROUNDABOUT**

## PROPOSED VIRTUAL DEFLECTION POINT USING SOLID WHITE HATCHING

**PROPOSED SINGLE  
LANE WEST  
BOUND APPROACH  
TO ROUNDABOUT**

## **PROPOSED SLOW MARKING**

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Page 191

Project ROAD SAFETY IMPROVEMENT	Scale N.T.S	Drawn JC
	Date AUG 21	Checked JP
Drawing PROPOSED LINING ALTERATION	Drawing No. NM/PROJECT/RS/THE MEADWAY/001R	Approved

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# Agenda Item 11

## READING BOROUGH COUNCIL REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 SEPTEMBER 2021	AGENDA ITEM:	11
TITLE:	REQUESTS FOR TRAFFIC MANAGEMENT MEASURES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	ALL
LEAD OFFICERS:	JAMES PENMAN	TEL:	01189 372202
JOB TITLES:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:Network.Management@reading.gov.uk">Network.Management@reading.gov.uk</a>

### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and elected Members of the Borough Council. These are measures that have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 The Sub-Committee is asked to consider the Officer recommended action for each item 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 Appendix 1 - Provides the list of new requests, and/or those previously-reported requests where amendments are proposed, with initial Officer comments and recommendations.
- 1.4 Appendix 2 - Provides the principal list of requests, as updated following the previous report to the Sub-Committee in March 2021.

### 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 request in Appendix 1 and takes a decision on whether to remove or retain these entries on the primary 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 Requests for new measures would need to be considered alongside the Borough Council's Traffic Management Policies and Standards and Strategic Aims, the Local Transport Plan (LTP), and Local Cycling, Walking and Infrastructure Plan (LCWIP). Many of the proposals will complement the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.

**4. THE PROPOSAL**

Current Position

- 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.

### Options Proposed

- 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:

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

4.5.2 Removed for development by [Scheme/Programme] - These items will be removed from the primary list in Appendix 2, as they are being developed as part of another scheme/project that is being/will be separately reported.

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

### Other Options Considered

- 4.6 None at this time.

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

- 5.1 The recommendations of this report support the recording of a range of requests for new traffic management measures and do not directly deliver changes. Many of the requests will contribute to the Strategic Aims of the Council and, once funding becomes available, they can be developed and separately reported in greater detail.

## **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 The recommendation of this report doesn't introduce any physical changes at this time. As a result, an Environmental Impact Assessment has been conducted, which shows a net 'NIL' impact as a result of the Sub-Committee agreeing to the recommendation of this report.

Further assessments will be conducted when funding for scheme development and delivery is identified.

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

- 7.1 This report records requests for traffic management measures that have been received through engagement between the Council and the community.

- 7.2 When funding becomes available for the delivery of schemes on this report, officers will engage with ward Councillors, who will also have an active role in community engagement.
- 7.3 Development of many of these requests will require statutory consultation and/or public notification. 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.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 It is not considered that an Equality Impact Assessment is relevant at this time as the report does not recommend any physical change. Assessment will be considered once funding for development and delivery of this scheme is identified.

## **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 Requests for Traffic Management Measures (Traffic Management Sub-Committee, March 2021)

## REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 1

New requests, or proposed updates to previous entries, since last reported update (March 2021)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1 (New)	Battle	Pedestrian Crossings	Portman Road	East of Tesco and also near Bridgewater Close	Request for pedestrian crossings as traffic levels have increased on this road in 2020, making it harder for pedestrians to cross to access the industrial estate.	<ul style="list-style-type: none"> <li><b>General:</b> There may be funding available through S106. The area will need to be reviewed to determine the best location for a crossing.</li> <li><b>Casualty Data:</b> One serious accident at the junction with Little John's Lane in the latest 3 year period (up to March 2021). No pedestrians involved. No accidents reported in the immediate area around Tesco or Bridgewater Close.</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li><b>Anticipated Costs:</b> Survey: Low implementation: High</li> <li><b>Recommended Action:</b> Retain</li> </ul>
2 (New)	Caversham	Vehicle restriction	School Lane	Entire road	Request to prevent vehicles from using School Lane by installing bollards at each end. It is a single lane road with no pavements and is used regularly by cyclists and pedestrians. Concerns that the development of the New Directions site could increase the number of vehicles using this lane and risk pedestrian and cyclist safety.	<ul style="list-style-type: none"> <li><b>General:</b> Bollards would prevent cars entering the road, however, the features need 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.</li> <li><b>Casualty Data:</b> No accidents reported in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> Improved safety for pedestrians and cyclists.</li> <li><b>Anticipated Costs:</b> Medium - High depending on measures chosen.</li> <li><b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
3 (New)	Katesgrove	Restriction Enforcement (Potential)	Elgar Road	At the road closure point, between Elgar Road and Elgar Road South.	The road is closed to vehicles and has a TRO in place for this, but allows cyclists and pedestrians through the closure. There is also a footway on either side for pedestrian access. The closure is being abused by users of motorcycles and quad bikes, who are managing to squeeze through the gaps between the bollards, left for legitimate access. Ward Councillors have raised this issue and would like a solution to prevent this.	<ul style="list-style-type: none"> <li><b>General:</b> It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. The bollard gaps are only marginally wider than the minimum guidance given to facilitate cyclist movements. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration places being displayed.</li> <li><b>Casualty Data:</b> One slight accident at the Elgar Rd/Waterloo Rd junction in the latest 3 year period (up to March 2021). Not connected to the road closure.</li> <li><b>Benefits/Impact:</b> Ideally eradicating these contraventions through enforcement. Potential risk to these vehicles instead proceeding along the footways, which again brings accessibility vs. restriction challenges.</li> <li><b>Anticipated Costs:</b> Camera enforcement, if possible: very high.</li> <li><b>Recommended Action:</b> Retain</li> </ul>
48 (New)	Katesgrove	Weight Restriction	Highgrove Street	Entire road	Request from resident for a weight restriction on this road to restrict HGVs from using this road. Reports of vehicles being damaged on several occasions from large vehicles moving through this area.	<ul style="list-style-type: none"> <li><b>General:</b> A weight restriction will also restrict some vehicles needing to load/unload on behalf of residents, so could prove to be unpopular overall. Enforcement of this restriction is likely to be the primary deterrent. It is expected that Civil Enforcement powers will be provided to local authorities in FY22-23, until which time only the Police can enforce the restriction. Camera enforcement will be very costly, however.</li> <li><b>Casualty Data:</b> One slight accident in the latest 3 year period (up to March 2021) not related to HGV traffic.</li> <li><b>Benefits/Impact:</b> Reduce instances of vehicle damage, but likely challenges for delivery access and other 'legitimate' accesses.</li> <li><b>Anticipated Costs:</b> Medium (TRO and signing work). Very-high (enforcement, when possible)</li> <li><b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
5 (New)	Kentwood	Traffic calming	Kentwood Hill	Request related broadly to the area between Armour Hill and Armour Road.	Concerns about speeding, despite the speed camera, and a request for traffic calming.	<ul style="list-style-type: none"> <li><b>General:</b> Due to this being a bus route, it is likely that speed cushions would be the highest 'impact' measures that could be introduced. On a 30mph street there would need to be (costly) illuminated warning signs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within.</li> <li><b>Casualty Data:</b> No accidents reported in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> Lower traffic speeds providing perception of improved safety, which may remove some barriers toward using sustainable transport modes in the area. Physical traffic calming measures <i>can</i> generate some complaint of additional noise.</li> <li><b>Anticipated Costs:</b> High - very high, depending on the extent of physical measures that are desirable.</li> <li><b>Recommended Action:</b> Retain</li> </ul>
6 (New) Page 10	Minster	Restriction Enforcement (Potential)	Lower Field Road	Closure point, near to the junction with Garnet Hill	Residents have reported to Councillor considerable daily contravention of the road closure restriction by motorcyclists, using this as a rat-run between Berkeley Avenue and Castle Hill/Bath Road.	<ul style="list-style-type: none"> <li><b>General:</b> It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration places being displayed.</li> <li><b>Casualty Data:</b> No accidents reported in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> Ideally eradicating these contraventions through potential enforcement. Potential risk to these vehicles instead proceeding along the footways, which again brings accessibility vs. restriction challenges.</li> <li><b>Anticipated Costs:</b> Camera enforcement, if possible: very high.</li> <li><b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
7 (New)	Minster	Traffic calming	Shaw Road	Entire Road	Request for traffic calming to be considered on Shaw Road which is part of an existing 20mph zone.	<ul style="list-style-type: none"> <li><b>General:</b> Depending on the measure(s), there may need to be some loss of parking.</li> <li><b>Casualty Data:</b> 3 slight accidents at the junction with Berkeley Avenue and 2 serious accident reported on Shaw Road in the latest 3 year period (up to March 2021). Some of these incidents were prior to the 20mph zone implementation, none referenced speeding as a cause.</li> <li><b>Benefits/Impact:</b> There may be a reduction in vehicle speeds, but there could be an impact to emergency service vehicles and residents (noise and potential reduction in parking space) depending on the measures to be implemented.</li> <li><b>Anticipated Costs:</b> High.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
8 (New)  Page 200	Multiple: Church / Whitley	20mph	Hartland Road & Whitley Wood Road	From Basingstoke Road to Shinfield Road	Request, via Councillor, for 20mph speed reduction to improve the environment for residents, reduce the appeal as a cut through and to reduce safety risks in consideration of the nearby schools	<ul style="list-style-type: none"> <li><b>General:</b> A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend a 20mph zone for this type of residential street as it would add a range of supporting physical measures to improve compliance.</li> <li><b>Casualty Data:</b> 8 slight accidents on Hartland Road and 2 slight accidents reported on Whitley Wood Rd in the latest 3 year period (up to March 2021). 1 of the accidents on Hartland Rd listed speeding as a contributing factor, with many of the others relating to junction collisions.</li> <li><b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles, public transport and residents (potentially increased traffic noise).</li> <li><b>Anticipated Costs:</b> Very high. Could consider delivering in phases.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
9 (New)	Multiple: Redlands / Church	Traffic calming	Elmhurst Road	Entire Road	Request from residents for traffic calming features such as speed humps to reduce vehicle speeds on this road.	<ul style="list-style-type: none"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> 3 slight and 1 serious accident reported around the Elmhurst Rd/Upper Redlands Rd junction in the latest 3 year period (up to March 2021). None of these listed speeding as a contributing factor and none of these took place along the length of Elmhurst Road.</li> <li><b>Benefits/Impact:</b> Potential reduction in vehicle speeds.</li> <li><b>Anticipated Costs:</b> Low - High depending on measures</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
						<p>taken.</p> <ul style="list-style-type: none"> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
10 (New)	Park  Page 201	Construct new footway	Hamilton Road	Southern end of the road, leading from Whiteknights Road to the school entrance on the eastern side.	Request from ward Councillor for the construction of a footway - there is currently no footway on the eastern side of the street, leading up to the school entrance.	<ul style="list-style-type: none"> <li>• <b>General:</b> Significant feasibility issues. There is currently insufficient Highway land to install the footway, which would require agreement to move the highway boundary into private land. This section of land would then need to be cleared back, which includes fencing, trees and other vegetation. Construction of the footway would also necessitate Highway drainage installation, movement of street lighting and potential utility diversion.</li> <li>• <b>Casualty Data:</b> 1 slight accident just south of Waybrook Crescent in the latest 3 year period (up to March 2021), not involving pedestrians.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian access up to the school entrances, which could reduce the need for some students to cross Hamilton Road.</li> <li>• <b>Anticipated Costs:</b> Very high for footway construction elements alone. Many unknowns, including the need for land use, make predicting costs impossible at this stage.</li> <li>• <b>Recommended Action:</b> Retain, with caveats around feasibility.</li> </ul>
11 (New)	Park	Crossing improvement	Wykeham Road	At junction with Brighton Road	Improvements needed to allow prams and wheelchair users to cross safely. There have been reports that some users have had difficulties and become stuck when crossing at this junction.	<ul style="list-style-type: none"> <li>• <b>General:</b> There are a few driveways at this location which could prevent any crossing points from being installed. There is also a high demand for on street parking in the area which should also be considered before removing any parking spaces. Officers will need to visit the site to consider what options may be available.</li> <li>• <b>Casualty Data:</b> No accidents reported in this area in the latest 3 year period (up to March 2021).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li>• <b>Anticipated Costs:</b> Medium</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
12 (New)	Peppard	One way	Grove Road	The section between no 59-87 Grove Road	Request to make this section one way, due to issues caused by vehicles entering both ends of Grove Road and forcing vehicles to reverse.	<ul style="list-style-type: none"> <li><b>General:</b> This would require statutory consultation and may receive objections from residents.</li> <li><b>Casualty Data:</b> 1 slight accident in the latest 3 year period (up to March 2021) involving a pedestrian crossing the road.</li> <li><b>Benefits/Impact:</b> It is likely to make it easier for vehicles accessing the road to manoeuvre and reduce risks caused by having to reverse. It could reduce risks for pedestrians crossing the road if traffic is only approaching in one direction, but could lead to an increase in vehicle speeds for this same reason.</li> <li><b>Anticipated Costs:</b> High, depending on closure method and civil engineering requirements.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
13 (New)	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"> <li><b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. The area will need to be reviewed to determine the best location for a crossing.</li> <li><b>Casualty Data:</b> No accidents reported in this area in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> Potential reduction in vehicle speeds, improved pedestrian crossing facilities.</li> <li><b>Anticipated Costs:</b> Survey: Low implementation: High</li> <li><b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
14 (New)	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> No accidents reported in this area in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> Speed survey - very low. Implementation - High, but can be scaled depending on the number of features that are desirable.</li> <li><b>Recommended Action:</b> Retain</li> </ul>
15 (New)	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> No accidents reported in this area in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> Potential reduction in vehicle speeds and improved crossing for those accessing the school.</li> <li><b>Anticipated Costs:</b> Low - High depending on measures taken.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
16 (New)	Tilehurst	Improved pedestrian crossing facilities	Corwen Road / Walnut Way	Near the junction	Request for a safe crossing at the top of Walnut Way near the junction with Corwen Road. The width of Walnut Way at this junction makes it difficult for pedestrians to cross. A traffic island has been suggested as a means of helping pedestrians cross the road.	<ul style="list-style-type: none"> <li><b>General:</b> An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered.</li> <li><b>Casualty Data:</b> 1 accident involving a child crossing in October 2018. No other accidents reported in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented.</li> <li><b>Anticipated Costs:</b> Medium (uncontrolled) to very high (signalised).</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
17 (New) Page 204	Whitley	20mph speed limit	Blandford Road	Entire road	Request for a 20mph speed limit along this road due to complaints about vehicles travelling too fast and concerns about safety, as there are schools nearby.	<ul style="list-style-type: none"> <li><b>General:</b> A speed survey will be necessary to consider suitability and in supporting the consultation with the Police.</li> <li><b>Casualty Data:</b> No accidents reported in this area in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li><b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
18 (New)	Whitley	20mph	Spencer Road	Request related to this street, but a reasonable 'zone' could be created if including Vernon Crescent and the no-through roads that come from each of these.	Concerns raised by resident, regarding speeding along Spencer Road. It was alleged that vehicles are using the street to avoid speed reducing measures on Whitley Wood Lane/Road (humps and buses stopping).	<ul style="list-style-type: none"> <li><b>General:</b> A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Physical measures can be placed in a 30mph area, but officers would recommend a 20mph zone for this type of residential street.</li> <li><b>Casualty Data:</b> No accidents reported in this area in the latest 3 year period (up to March 2021).</li> <li><b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li><b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
<b>The following are recommended for removal</b>						
19	Multiple: Tilehurst / Kentwood	Pedestrian Crossing	Norcot Road	o/s 101	Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.	<ul style="list-style-type: none"> <li><b>General:</b> This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility.</li> <li><b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li><b>Anticipated Costs:</b> Survey: Low. Implementation: High.</li> <li><b>Recommended Action:</b> Remove - Development proceeding with local CIL funding allocation.</li> </ul>
20	Redlands  Page 205	Pedestrian Crossing	Addington Road	Between Addington/Erleigh Rd and Addington/Easter n Ave jcns	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> <li><b>General:</b> It would be beneficial to survey this vicinity to assess the footfall and any desire line for pedestrians crossing. This is within the 20mph zone and measures from imprinting to assisted crossings could be considered, if appropriate.</li> <li><b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li><b>Anticipated Costs:</b> Survey: Low. Implementation: Low - High, depending on type of facility chosen, if appropriate.</li> <li><b>Recommended Action:</b> Remove - Development proceeding with local CIL funding allocation.</li> </ul>
21	Redlands	Road Marking	Morpeth Close	Entire Street	Councillor requested the investigation of installing parking bay markings to assist in easing some of the area parking issues.	<ul style="list-style-type: none"> <li><b>General:</b> This will be addressed as part of the potential resident permit parking scheme that is planned for the area. It is likely that the number of marked bays that could be installed will be lower than the number of vehicles that could park in the area at present, should they do so considerably.</li> <li><b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017).</li> <li><b>Benefits/Impact:</b> Potential improvement in parking management, but could reduce the parking capacity at times, when compared with the current unmanaged area.</li> <li><b>Anticipated Costs:</b> Low (lining only).</li> <li><b>Recommended Action:</b> Remove - Development proceeding with local CIL funding allocation.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
22	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> One slight vehicle accident reported in the latest 3 year period (up to September 2017). No pedestrians involved.</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li><b>Anticipated Costs:</b> Medium to High, depending on the type of facility. It is hoped that this could be funded from proposed development works at the school.</li> <li><b>Recommended Action:</b> Remove - Development proceeding with local CIL funding allocation.</li> </ul>
23 Page 206	Tilehurst	Lining Alteration	The Meadway	Roundabout with St Michaels Road	Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.	<ul style="list-style-type: none"> <li><b>General:</b> Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance.</li> <li><b>Casualty Data:</b> 1 serious and 2 slight injuries in the latest 3 year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors.</li> <li><b>Benefits/Impact:</b> Improved driver behaviour and compliance at the roundabout.</li> <li><b>Anticipated Costs:</b> Low - Medium.</li> <li><b>Recommended Action:</b> Remove - Development proceeding with local CIL funding allocation.</li> </ul>

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

## REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 2

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

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
9	Abbey	Cycle Access	Market Place	Between Kings Road and Town Hall Square	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> <li><b>General:</b> This has arisen from the Cycle Forum.</li> <li><b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li><b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li><b>Anticipated Costs:</b> This will depend on the extent of the scheme and any physical Highway adjustments may be required.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
10	Abbey	Cycle Access	Minster Street	Minster Street/Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> <li><b>General:</b> This has arisen from the Cycle Forum.</li> <li><b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li><b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li><b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
11 Page 209	Abbey	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> <li><b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly.</li> <li><b>Casualty Data:</b> No reported accidents in the latest 3 year period (up to April 2018).</li> <li><b>Benefits/Impact:</b> Depending on options considered, traffic speeds could be reduced by speed calming. This could impact public transport and emergency service vehicles as well as creating additional noise for residents.</li> <li><b>Anticipated Costs:</b> High, but will depend on the chosen feature.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
12	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> <li><b>General:</b> This has arisen from the Cycle Forum.</li> <li><b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li><b>Benefits/Impact:</b> Provides improved access to existing facilities.</li> <li><b>Anticipated Costs:</b> Medium.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
18	Abbey	Cycle Access	Vastern Road	Right turn into Trooper Potts Way	TRO amendment to enable right-turn from Vastern Road bus lane into Trooper Potts Way	<ul style="list-style-type: none"> <li><b>General:</b> This has arisen from the Cycle Forum.</li> <li><b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li><b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li><b>Anticipated Costs:</b> Medium (advertising TRO and signing alterations).</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
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"> <li><b>General:</b> This has arisen from the Cycle Forum.</li> <li><b>Casualty Data:</b> N/A</li> <li><b>Benefits/Impact:</b> New dedicated cycle facility linking to Reading Station and joining up with existing NCN routes.</li> <li><b>Anticipated Costs:</b> Very high</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
20 21	Abbey	Junction improvement (pedestrians)	Watlington Street/Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> <li><b>General:</b> This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving.</li> <li><b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li><b>Benefits/Impact:</b> This work would improve accessibility around the junction and enhance the street scene.</li> <li><b>Anticipated Costs:</b> Medium, depending on extent of works.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
21	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> <li><b>General:</b> It is likely that any potential location for such a facility will be a reasonable distance away from the junction with South View Avenue (and the bend in the road) to satisfy the required forward visibility to the crossing. Surveys would need to be conducted to consider whether a crossing in such a location would be sufficiently used. Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, in the context of the proposed 20mph zone.</li> <li><b>Casualty Data:</b> Over the latest 3 year period (up to June 2017), 1 serious and 2 slight incidents involving injury, where pedestrians have been crossing the road. There are a number of causation factors, but all incidents are at the northern end of the street.</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li><b>Anticipated Costs:</b> Survey: Low. Implementation: Low - High, depending on chosen solution(s).</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
22212	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li><b>General:</b> The petition update report at Jan 2018 TMSC noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise.</li> <li><b>Casualty Data:</b> One slight accident reported in the latest 3-year period involving a pedestrian crossing the junction (up to September 2017).</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings.</li> <li><b>Anticipated Costs:</b> Modelling, design and safety audit - Medium. Implementation - High</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
23	Caversham	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> <li><b>General:</b> The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly.</li> <li><b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to June 2017), which can be attributed to this issue/concern.</li> <li><b>Benefits/Impact:</b> To be investigated. Benefits to pedestrians, particularly during school arrival/departure times, from increased footway widths. The resultant narrowing of the carriageway may assist in reducing traffic speeds.</li> <li><b>Anticipated Costs:</b> High - Very High. Footway widening will involve reconstruction works, drainage and utility adjustments.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
Page 213	Caversham	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> <li><b>General:</b> Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered.</li> <li><b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to November 2018),</li> <li><b>Benefits/Impact:</b> Improved crossing facilities and increased perception of pedestrian safety. Potential reduction in vehicle speeds, depending on the agreed solution.</li> <li><b>Anticipated Costs:</b> Medium - very high. Influences will be civils works (build-outs, raised crossing, islands), any electrical works (zebra beacons, traffic signals and control equipment).</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
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"> <li><b>General:</b> This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation.</li> <li><b>Casualty Data:</b> This will be investigated, alongside surveys, as the scope of the scheme is developed.</li> <li><b>Benefits/Impact:</b> Reduced speeds around this busy area of Caversham.</li> <li><b>Anticipated Costs:</b> Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
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"> <li><b>General:</b> 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).</li> <li><b>Casualty Data:</b> 3 'slight' incidents in the latest 3 year period of data (up to July 2019), but none attributed to speeding.</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
27	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> <li><b>General:</b> This would be a low cost measure that could benefit residents and traffic flow on the main road.</li> <li><b>Casualty Data:</b> There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to Feb 2018).</li> <li><b>Benefits/Impact:</b> Could prevent the hindrance of traffic flow on Whitley Wood Road.</li> <li><b>Anticipated Costs:</b> Low</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
28	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"> <li><b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly.</li> <li><b>Casualty Data:</b> Between 2008-2018 there was 1 slight accident reported (in 2013), however, speeding was not a causation factor.</li> <li><b>Benefits/Impact:</b> Reduce perceived speeding</li> <li><b>Anticipated Costs:</b> Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
29	Katesgrove	Speed Calming (closure of the street)	Home Farm Close	Entire Street affected, closure point to be determined	Councillor request to stop speeding/joy-riding by permanently closing the road, potentially mid-way.	<ul style="list-style-type: none"> <li><b>General:</b> While this proposal will have a speed-calming impact across the street overall, it still leaves potential on either side, albeit that this would unlikely be as a result of non-resident (and their visitors) traffic. Consideration for 20mph and physical traffic calming measures could perhaps be taken as an alternative solution?</li> <li><b>Casualty Data:</b> There has been 1 recorded incident involving a casualty ('slight' injury) within the latest 3 year period (up to May 2018), but this has not been attributed to speeding in its recording.</li> <li><b>Benefits/Impact:</b> This proposal should be an effective speed reducing feature, but there will need to be careful consideration about the closure point and some parking restrictions to facilitate a clear vehicle turning area either side - there are many driveways along the street. The result would likely be a reduction in the availability of on-street parking space.</li> <li><b>Anticipated Costs:</b> Statutory consultation low, implementation medium-high, depending on the closure method.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
30	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> During the latest 3 year period of data (up to Nov 18) there were no recorded injuries for Silver Street. In Southampton Street there was 1 serious and 3 slight injuries. These were for a variety of recorded reasons at different locations along the street. The 3 slight injuries were around junctions.</li> <li>• <b>Benefits/Impact:</b> Encourage cycling through the perceived safety that dedicated lanes provide. Improved use of road space, where available. Consideration needs to be made for existing on-street parking facilities and junctions and how the cycle facilities would work alongside.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
31	Kentwood	20mph	Armour Hill	Dudley Close Larissa Close area	Requested reduction of speed limit from 30mph to 20mph due to the lack of visibility and perceived speeding in the area. Additional measures could also be investigated to improve visibility of junctions.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties recorded in the latest 5 year period (up to Feb 19).</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
32	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"> <li><b>General:</b> 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).</li> <li><b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
33	Mapledurham	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> <li><b>General:</b> There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to controlled crossings (e.g. zebra crossings)</li> <li><b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li><b>Anticipated Costs:</b> Low - High, depending on type and number of facility/facilities chosen.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
34	Mapledurham	Speed Calming	Upper Woodcote Road		Request from resident for measures to be put in place to prevent speeding, such as a speed indicator device.	<ul style="list-style-type: none"> <li><b>General:</b> 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).</li> <li><b>Casualty Data:</b> Between 2015-2018 there was 1 slight accident reported (in 2017), however, speeding was not a causation factor.</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
35	Minster	Keep Clear markings	Berkeley Avenue	Junction with its service road	Request from resident via Councillor to install a keep clear marking to stop the junction from being blocked by queueing vehicles.	<ul style="list-style-type: none"> <li><b>General:</b> The correct application of these markings is to reduce delays on the primary road, caused by right-turn traffic not being able to enter the side road due to queueing traffic. If this is the intended application, and not the perception of aiding traffic turning out of the side road, the recommendation is to retain this item on the list.</li> <li><b>Casualty Data:</b> N/A</li> <li><b>Benefits/Impact:</b> If applied correctly, there should be a benefit to westbound traffic flow during busier times of the day.</li> <li><b>Anticipated Costs:</b> Low</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
36	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> N/A</li> <li><b>Benefits/Impact:</b> Improved access and hopeful reduced overrunning and damage to the verge.</li> <li><b>Anticipated Costs:</b> Investigation - Medium. Implementation - Unknown.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
37	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"> <li><b>General:</b> This entry has been made to cover the shortfall in WRS CIL funding to deliver this item</li> <li><b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li><b>Benefits/Impact:</b> Improved accessibility and an anticipated reduction in anti-social behaviour.</li> <li><b>Anticipated Costs:</b> Estimated costs (October 2019) £180k total. Estimated shortfall from area study funding £</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
38	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> Estimated costs (December 2019) £2.5k - £3k</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

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

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
46	Multiple: Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> <li><b>General:</b> A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit.</li> <li><b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern.</li> <li><b>Benefits/Impact:</b> Anticipated reduction in problematic vehicle movements.</li> <li><b>Anticipated Costs:</b> Medium - the works will likely require replacement of large strategic directional signs.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
47	Multiple: Mapledurham / Thames	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> <li><b>Casualty Data:</b> The only recorded injury incident on our database was in 1995.</li> <li><b>Benefits/Impact:</b> Improve the advance 'visibility' of this corner and hopeful reduction in the number of non-injury incidents and 'near-misses' that are not reflected in the casualty data, but reported by residents.</li> <li><b>Anticipated Costs:</b> Low. This work, as requested, will not require consultation. Signs will not require illumination.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
Page 222	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li><b>Benefits/Impact:</b> Potential enhancement of advance warning to motorists.</li> <li><b>Anticipated Costs:</b> Low.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
49	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"> <li><b>General:</b> If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond.</li> <li><b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor.</li> <li><b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li><b>Anticipated Costs:</b> High</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
50	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Rd to Taff Way.	Raised by ward Councillor.	<ul style="list-style-type: none"> <li><b>General:</b> Dee Road is already included in a 20mph zone but we could expand the zone to include Stanham Rd, Combe Rd, Elvaston Way, Tern Close and Taff Way. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures.</li> <li><b>Casualty Data:</b> There have been 5 slight accidents reported in the latest 3 year period (up to April 2018) on Dee Road and Elvaston Way. Speed was not a causation factor for these incidents.</li> <li><b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li><b>Anticipated Costs:</b> Survey: Low Implementation: Medium</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
51	Multiple: Various	Walking/Cycling Improvements	Various	Portman Road Palmer Park Caversham Bridge	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> <li><b>General:</b> This has arisen from the Cycle Forum.</li> <li><b>Casualty Data:</b> N/A</li> <li><b>Benefits/Impact:</b> Clarifies the shared-use designation for all users.</li> <li><b>Anticipated Costs:</b> Low - medium (per site).</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
52	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li><b>Benefits/Impact:</b> There could be a reduction in congestion</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
						<p>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.</p> <ul style="list-style-type: none"> <li>• <b>Anticipated Costs:</b> Medium to High, depending on the closure feature.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
53	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 TMSC 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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Unknown at this time.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
54	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Reduced number of vehicles unlawfully driving across a footway, through a closure point. Potential to create difficulties for legitimate users of the footway.</li> <li>• <b>Anticipated Costs:</b> Low - medium, depending on resultant measures.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
55	Park	Road Closure	Heath Road	One end	Councillor request to close off one end of Heath Road to prevent speeding and rat running	<ul style="list-style-type: none"> <li><b>General:</b> This would require statutory consultation and may receive objections from residents, who may have significant diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. There will not necessarily be a reduction in speeds, but this would prevent rat-running, which would then likely be pushed to neighbouring streets - this may also generate objections.</li> <li><b>Casualty Data:</b> There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019).</li> <li><b>Benefits/Impact:</b> As above.</li> <li><b>Anticipated Costs:</b> High, depending on closure method and civil engineering requirements.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
56	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	<ul style="list-style-type: none"> <li><b>General:</b> This would require statutory consultation and may receive objections from residents, who may have significant/difficult diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. Any closure would also need to consider turning movements for larger vehicles (e.g. delivery or service vehicles) serving residents.</li> <li><b>Casualty Data:</b> There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019).</li> <li><b>Benefits/Impact:</b> As above. There will likely be additional safety risks if large vehicles cannot turn around in the road and need to reverse onto Wokingham Road or Whiteknights Road.</li> <li><b>Anticipated Costs:</b> High, depending on closure method and civil engineering requirements.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
57	Park	No right turn	Liverpool Road	Approaching the junction with London Road	Councillor request to ban the right-turn onto London Road to reduce waiting times for traffic approaching the junction. Proposed that motorists wishing to turn right travel to the roundabout with the A3290 to come back into Reading.	<ul style="list-style-type: none"> <li><b>General:</b> A survey could be conducted to ascertain how many vehicles are turning right from this junction.</li> <li><b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to November 2018),</li> <li><b>Benefits/Impact:</b> Could reduce waiting times for traffic entering London Road, but this restriction is currently only enforceable by the Police.</li> <li><b>Anticipated Costs:</b> Low - high depending on signing and illumination requirements.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
60	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> 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.</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> High</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
61	Peppard	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> <li><b>General:</b> Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side.</li> <li><b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017).</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li><b>Anticipated Costs:</b> High</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
62	Redlands	Road Closure	Lydford Road	Between its junctions with Alexandra Road and Donnington Gardens	Request to install bollards to prevent traffic from going through Donnington Gardens to get to Lydford Road - there have been complaints about people accessing the school to pick/up drop off here and there is a perceived speeding issue.	<ul style="list-style-type: none"> <li><b>General:</b> This will require statutory consultation and the resultant solution would need to cater for legitimate access to the area (e.g. emergency service, property access, utility service providers).</li> <li><b>Casualty Data:</b> There has been 1 ('slight') recorded casualty incident that may be attributable to vehicles being able to use this route.</li> <li><b>Benefits/Impact:</b> This proposal should reduce road safety risks to arriving school pupils as the number of vehicles utilising this area would be significantly reduced.</li> <li><b>Anticipated Costs:</b> Medium.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
63	Redlands	Pedestrian Crossing	Upper Redlands Road	Near to St Josephs College and at junction with Alexandra Road.	Request received for improved pedestrian crossing facilities to the east of Alexandra Road. Suggestion made for turning the speed cushions into a full-width raised crossing (with imprinting on top), although a controlled crossing is preferred. Also requested improvements at the junction with Alexandra Road to improve the crossing for pedestrians and to reduce the carriageway with the intention of reducing vehicle speeds.	<ul style="list-style-type: none"> <li><b>General:</b> Fundraising has raised some private local funding contribution for developing the proposal. An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. The footway widths will also be a consideration, should any beacons/posts need to be installed for a controlled facility. Footway build-outs could be costly, particularly if utility apparatus or Highway drainage is affected.</li> <li><b>Casualty Data:</b> One slight accident in the latest 3 year period (up to April 2018) to the east of Alexandra Road. One pedestrian casualty but speeding not a contributing factor.</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented.</li> <li><b>Anticipated Costs:</b> Medium (uncontrolled) to very high (signalised).</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
64	Southcote	Walking/Cycling Improvements	Southcote Farm Lane	Southcote Farm Lane & off-carriageway links to Southcote Primary School	Improve surface of Southcote Farm Lane and convert routes linking to Southcote Primary School to shared-use	<ul style="list-style-type: none"> <li><b>General:</b> This has arisen from the Cycle Forum.</li> <li><b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li><b>Benefits/Impact:</b> Provides additional and improved access options for cyclists.</li> <li><b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
65	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li><b>Benefits/Impact:</b> Enhance the perception of safety crossing the road at this location and potentially remove some of the barriers to walking to local education establishments.</li> <li><b>Anticipated Costs:</b> Very high, based on two controlled crossings.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
66	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"> <li><b>General:</b> 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 sign(s) would require illuminating. The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application. Enforcement of this restriction is likely to be the primary deterrent. It is expected that Civil Enforcement powers will be provided to local authorities in FY22-23, until which time only the Police can enforce the restriction. Camera enforcement will be very costly, however.</li> <li><b>Casualty Data:</b> There have been no recorded incidents involving injury in the latest 5 year period of data (up to Feb 2019) near to the junction with Peppard Road.</li> <li><b>Benefits/Impact:</b> As above.</li> <li><b>Anticipated Costs:</b> Estimated at £1500 advertising costs for TRO and £5000 per illuminated sign + officer time and ongoing maintenance costs (including electrical). Camera enforcement, when possible, very-high.</li> <li><b>Recommended Action:</b> Retain (agreed by TMSC Sept 2019).</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
67	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"> <li><b>General:</b> This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal.</li> <li><b>Casualty Data:</b> Previously reported to TMSC.</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li><b>Anticipated Costs:</b> High</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
68	Tilehurst	Pedestrian Crossing	Chapel Hill	Near to junction with Normanstead Road	Request for pedestrian crossing facility to assist with walking to/from Birch Copse primary school with complimentary speed calming measures also.	<ul style="list-style-type: none"> <li><b>General:</b> An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street.</li> <li><b>Casualty Data:</b> No recorded incidents within the latest 3 year period (up to April 2018).</li> <li><b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions is done only by the police.</li> <li><b>Anticipated Costs:</b> High</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
69	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li><b>Benefits/Impact:</b> Reduction in through-traffic, but could cause inconvenience to many residents with a lengthy diversion for access/egress.</li> <li><b>Anticipated Costs:</b> Medium - high, depending on signing and closure measures.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
70	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"> <li><b>General:</b> It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals.</li> <li><b>Benefits/Impact:</b> Reduced traffic volumes and reduced vehicle speeds.</li> <li><b>Anticipated Costs:</b> Survey: Low. Implementation: Medium - High, depending on proposals for the scheme.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
71	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> <li><b>General:</b> Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing).</li> <li><b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured.</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds.</li> <li><b>Anticipated Costs:</b> Survey: Low. Implementation: High.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
72 31	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> <li><b>General:</b> A speed survey will be necessary to consider suitability and in supporting the consultation with the Police.</li> <li><b>Casualty Data:</b> 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.</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
73	Tilehurst	Prevent one way contraventions	The Triangle and Walnut Way	Junction with St Michaels Road	Councillor request for investigation into measures to discourage motorists from contravening the one way restriction at this location.	<ul style="list-style-type: none"> <li><b>General:</b> There is a correctly signed no-entry restriction at the junction with St Michaels Road. These restriction types are not currently within the Council's powers of enforcement - this is police-enforceable only. Any measures will likely be lining-based, to act as deterrents, but are ultimately unlikely to deter those who are determined to willingly disobey the restriction.</li> <li><b>Casualty Data:</b> No recorded incidents involving casualties within the latest 5 year period (up to Feb 2019), which can be attributed to this issue.</li> <li><b>Benefits/Impact:</b> Possible additional deterrent to abuse of the restriction.</li> <li><b>Anticipated Costs:</b> Low-medium.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
74	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	<ul style="list-style-type: none"> <li><b>General:</b> An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street.</li> <li><b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to March 2018).</li> <li><b>Benefits/Impact:</b> Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented.</li> <li><b>Anticipated Costs:</b> Medium (uncontrolled) to very high (signalised).</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
75	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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li><b>Benefits/Impact:</b> The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking.</li> <li><b>Anticipated Costs:</b> High</li> <li><b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
76	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> <li><b>General:</b> The street has traffic calming (speed cushions), so changes would be the TRO, signing and installation of repeater markings.</li> <li><b>Casualty Data:</b> 6 'slight' incidents recorded over the latest 3 year period of data, with a variety of causation factors, but not attributed to speeding.</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> Medium.</li> <li><b>Recommended Action:</b> Retain.</li> </ul>
77	Whitley/Church	Traffic calming	Northumberland 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"> <li><b>General:</b> 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.</li> <li><b>Casualty Data:</b> 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.</li> <li><b>Benefits/Impact:</b> 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.</li> <li><b>Anticipated Costs:</b> 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).</li> <li><b>Recommended Action:</b> Retain.</li> </ul>

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# Agenda Item 13

By virtue of paragraph(s) 1, 2 of Part 1 of Schedule 12A  
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