

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

Direct: ☎ 0118 937 2332  
e-mail:  
richard.woodford@reading.gov.uk

23 February 2022

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

### NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 3 MARCH 2022

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 3 March 2022 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 - 8
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

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

**5. WAITING RESTRICTIONS REVIEW BOROUGHWIDE 9 - 188**

**Objections to Waiting Restrictions Review 2021B & Requests for Waiting Restriction Review 2022A**

A report informing the Sub-Committee of objections received during the statutory consultation for the agreed proposals that formed the 2021B Programme and providing the list of new requests for potential inclusion in the 2022A Programme.

**6. RESIDENT PERMIT PARKING: UPDATE ON REQUESTS FOR NEW SCHEMES BOROUGHWIDE 189 - 198**

A report providing the Sub-Committee with an update on request that the Council has received for the introduction of Resident Parking Permit Schemes, including the progress of any developing schemes.

**7. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES BOROUGHWIDE 199 - 246**

A report informing the Sub-Committee of requests for Traffic Management Measures that have been raised by members of the public, other organisations/representatives and Councillors.

**8. EXCLUSION OF PRESS AND PUBLIC**

The following motion will be moved by the Chair:

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

**9. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS ABBEY; BATTLE; CAVERSHAM; KATESGROVE; MINSTER; REDLANDS 247 - 340**

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

### WEBCASTING NOTICE

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**Present:** Councillors Ayub (Chair), Barnett-Ward, Carnell, Ennis, Gittings, Hacker, Leng, Mitchell, Page, R Singh, Terry and Whitham.

(Councillor Duveen was unable to attend in person, so attended and contributed remotely via Microsoft Teams, but did not vote on any of the items, in line with the requirements of the Local Government Act 1972)

**33. MINUTES**

The Minutes of the meeting of 11 November 2021 were confirmed as a correct record and signed by the Chair.

**34. QUESTIONS**

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

Questioner	Subject
Councillor Whitham	Improving Kings Road Safety Record

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

**35. ANNUAL WAITING RESTRICTION REVIEW - 2021B PROPOSALS FOR STATUTORY CONSULTATION**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking the Sub-Committee’s approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions, which would address the issues that had been raised in the initial list of requests. The initial list of requests had been agreed for investigation by the Sub-Committee at its meeting on 15 September 2021 (minute 17 refers). It was noted that the recommendations within the report had been shared with Ward Councillors, with an opportunity for them to comment.

The recommendations for statutory consultation as part of the 2021B programme, officer recommendations and drawings to accompany the recommendations was attached to the report at Appendix 1.

At the invitation of the Chair, Sarah Britten-Jones attended the meeting and addressed the Sub-Committee in respect of The Mount, she also submitted parking data that had been collected between August 2021 and January 2022 and for the number of vehicles parked per zone that had been collected over four days between November and December 2021 on the hour over a 12 hour period.

At the invitation of the Chair, Steph Dewar, Chair of the Progress Theatre, also attended the meeting and addressed the Sub-Committee in respect of the Mount.

The Sub-Committee discussed the report and considered the list of requests, Councillor Page thanked Sarah Britten-Jones and Steph Dewar for attending the meeting and suggested that Sarah continued to keep the data that had been collected on parking up to date, up until the consultation period, he also asked that everyone in the area be encouraged to respond to the consultation.

**Resolved -**

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

### **36. ACTIVE TRAVEL TRANCHE 2 (SHINFIELD ROAD) PROPOSALS FOR STATUTORY CONSULTATION**

The Executive Director of Environment and Neighbourhood Services submitted a report seeking the Sub-Committee's approval for officers to carry out the necessary statutory consultations/notice processes to progress the Active Travel Fund Tranche 2 Shinfield Road scheme. A copy of the Active Travel Fund Tranche 2: Shinfield Road Detailed Designs was attached to the report at Appendix 1.

The report explained that approval related specifically to the installation of a new signalised pedestrian crossing near the junction with Cressingham Road and the implementation of traffic restrictions in the form of double yellow lines along the entire length of the scheme (Christchurch Green to Shinfield Rise). The report also informed the Sub-Committee of the intention to make Temporary Traffic Regulation Orders where necessary to temporarily control vehicle or pedestrian activities throughout the construction phase of the scheme.

In November 2020 the Department for Transport had announced the award of £1.179m to Reading for the Active Travel Fund Tranche 2, this award had been on the basis of a detailed, high quality and ambitious bid that had been submitted by the Council resulting in Reading being awarded 100% of the indicative allocation available. A two stage engagement and consultation approach had been carried out for this scheme and an initial engagement exercise had run from 24 February to 23 April 2021; 928 responses had been received from residents, businesses and organisations. The outcome of this exercise had identified that the Shinfield Road scheme was the best supported and least opposed scheme. A further consultation on the scheme had been carried out between 26 October and 6 December 2021 and officers were currently analysing the responses that had been received and would update

the final designs accordingly. The indicative timeline for the Tranche 2 programme was set out in the report.

The report explained that should objections be received to the scheme these would be submitted to a future meeting and if this was not the case the intention was that officers would progress the proposal to delivery.

At the invitation of the Chair, Peter Seymour, Thames Valley Regional Representative for the Motorcycling Action Group, attended the meeting and addressed the Sub-Committee in respect of the new signalised crossing.

The Sub-Committee discussed the report and Councillor Page reported that he had asked officers to arrange a meeting with representatives of the Motorcycling Action Group so that they could provide them with feedback from the recent meetings of the Cycle Forum and the Cleaner Air and Safer Transport Forum. Councillor Page also stated that the Council was under pressure from Government so there was a need to progress the statutory elements early.

**Resolved -**

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed signalised pedestrian crossing designs and double yellow line restrictions on Shinfield Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That the Strategic Transport Manager, in agreement with the Lead Councillor for Strategic Environment, Planning and Transport, be able to make minor alterations to the agreed proposals;**
- (4) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and proposed works will commence;**
- (5) That should any objection(s) be received during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme delivery;**
- (6) That no public inquiry be held into the proposals.**

**37. CYCLE FORUM MINUTES**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 18 November 2021.

Councillor Page thanked Councillor Gittings for chairing the recent meetings of the Cycle Forum and the Cleaner Air and Safer Transport Forum, both of which had been particularly challenging.

Resolved - That the minutes from the Cycle Forum held on 18 November 2021 be noted.

### 38. 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 39 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.

### 39. 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 fourteen applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 2, 4, 5, 7 and 13 a first discretionary permit be issued, personal to the applicants and charged at the first permit fee subject to the applicants submitting the required proofs;
- (2) That, with regard to application 1 a first discretionary permit be issued and two personal discretionary visitor books be issued;
- (3) That, with regard to application 8 a first discretionary permit be issued and one visitor book be issued subject to the applicant submitting all the required proofs;
- (4) That, with regard to application 9 a third discretionary permit be issued, personal to the applicant and charged at the third permit fee subject to the applicant submitting all the required proofs. If the second discretionary permit is returned this should be issued as an alternative;
- (5) That applications 11 and 14 be deferred to the next meeting to allow Officers to provide a report giving further information on the specified properties;
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 3, 6, 10 and 12 be upheld.

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

(The meeting started at 6.30 pm and finished at 7.27 pm).



## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>03 MARCH 2022</b>	<b>AGENDA ITEM:</b>	<b>5</b>
<b>TITLE:</b>	<b>WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2021B &amp; REQUESTS FOR WAITING RESTRICTION REVIEW 2022A</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>BOROUGH WIDE</b>
<b>LEAD OFFICER:</b>	<b>PHOEBE CLUTSION</b>	<b>TEL:</b>	<b>0118 9373962</b>
<b>JOB TITLE:</b>	<b>NETWORK MANAGEMENT TECHNICIAN</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

#### 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 2021B programme. Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 The consultation for the contents of this programme also included proposed alterations to parking restrictions on Norcot Road that would be necessary to deliver the designed zebra crossing that has received local CIL funding. Members are asked to consider the objections to this proposal as part of this report and conclude the outcome of the overall resultant Traffic Regulation Order.
- 1.4 This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2022A programme. Members are asked to consider the requests alongside any officer comments and agree whether the investigation of these requests and potential development of design proposals, should be resourced as part of this next review programme.
- 1.5 Appendix 1 - Feedback received during statutory consultation for the 2021B programme and the advertised drawings for those proposals.  
Appendix 2 - Feedback received during the statutory consultation for the Norcot Road proposals and the advertised drawings for those proposals.  
Appendix 3 - New requests for consideration in the 2022A programme.

## **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee Notes the report.**
- 2.2 That objections noted in Appendix 1 and Appendix 2 are considered and the Sub-Committee agrees to either implement, amend or reject the proposals. These elements were advertised as part of the same draft Traffic Regulation Order.**
- 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 3 and agree whether each request should, or should not, be investigated by officers as part of the 2022A 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 seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2022A 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 compliments 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 - 2021B programme and Norcot Road Local CIL-funded scheme

- 4.2 Approval was given by the Sub-Committee in September 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 1st November 2021 and 26th November 2021 for their comments.

A further report to the Sub-Committee in January 2022 sought approval for officers to conduct a statutory consultation for these recommended schemes.

- 4.3 Agreement was given by the Sub-Committee in November 2021 to undertake a statutory consultation for recommended alterations to parking restrictions on Norcot Road. These changes will be necessary to enable the relocation of a bus stop and achieve the intervisibility requirements for a proposed zebra crossing that has been allocated local CIL funding for delivery.

Due to the concerns around COVID-19 up to and over the Christmas break and the short turnaround times between January's and this meeting of the Sub-Committee, this proposal has been included and consulted as part of the same draft Traffic Regulation Order as the 2021B Waiting Restriction Review programme. This has provided the greatest efficiency of limited resources and provides best value for money.

- 4.4 The statutory consultation took place between 3rd February 2022 and 23rd February 2022. The feedback received during this consultation, alongside the related scheme drawings, is contained in Appendix 1 (Waiting Restriction Review 2021B) and Appendix 2 (Norcot Road).

- 4.5 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 and the Norcot Road proposals contained all the proposed restrictions and changes, so a decision must be made for all items before it can be sealed and any element implemented. No

progress can be made on any element of the Traffic Regulation Order until the decisions for all elements have been made.

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 a scheme is amended, removed or installed as advertised.

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

#### The Mount

- 4.7 The Sub-Committee will note the significant volume of feedback that has been received to the requested alterations to Resident Permit Parking restrictions on The Mount in Redlands Ward.

Taking into account Item 4.6, Officers have been asked to categorise these responses as best they can between respondents who have clearly self-identified as the following: Resident, Visitor to resident, Visitor to/part of a local business (e.g. The Progress Theatre), or Other. The 'Other' category will include all respondents where officers are not clearly able to identify a fit within the other categories.

In broad terms, the majority of responses cover the following concerns, which have been noted during public speaking on the item at previous meetings of the Sub-Committee:

- Support for the change, due to parking challenges;
- Object to the change as parking challenges are not being experienced/are not considered a significant problem; and
- Object to the change due to the impact on local business

#### Bi-annual waiting restriction review - 2022A

- 4.8 Appendix 3 provides a list of requests that have been received for potential consideration in the 2022A 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.

- 4.9 Officer recommendations will be shared with respective ward Councillors prior to reporting deadlines for the Sub-Committee meeting in June 2022 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 - 2021B programme and Norcot Road

4.10 The Sub-committee is asked to consider the feedback received against each scheme in Appendix 1 and Appendix 2 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 - 2022A

4.11 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 consider 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

4.12 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 2022A 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 2021B programme of restrictions (and those for Norcot Road) 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 2021B and developing the 2022A programmes will be dependent on a number of factors, including the number proposals that are agreed for implementation (2021B) / investigation (2022A), the number progressed to statutory consultation (2022A), the number agreed for implementation (2022A) 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

	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	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	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	NIL	£100	£100
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding
Total Funding	NIL	£100	£100

The above table is representative of the expected / average full project costs for delivery of the typical bi-annual Waiting Restriction Review programmes. There are not expected to be any further costs within 2021/22.

## 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 2021B programme (and Norcot Road) is the 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 2022A 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 - 2021B Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2022).
- 11.2 CIL Locally-Funded Schemes 2021 - Results of Statutory Consultation (Traffic Management Sub-Committee, November 2021)
- 11.3 Waiting Restriction Review - Objections to Waiting Restriction Review 2021A & Requests for Waiting Restriction Review 2021B (Traffic Management Sub-Committee, June 2021).

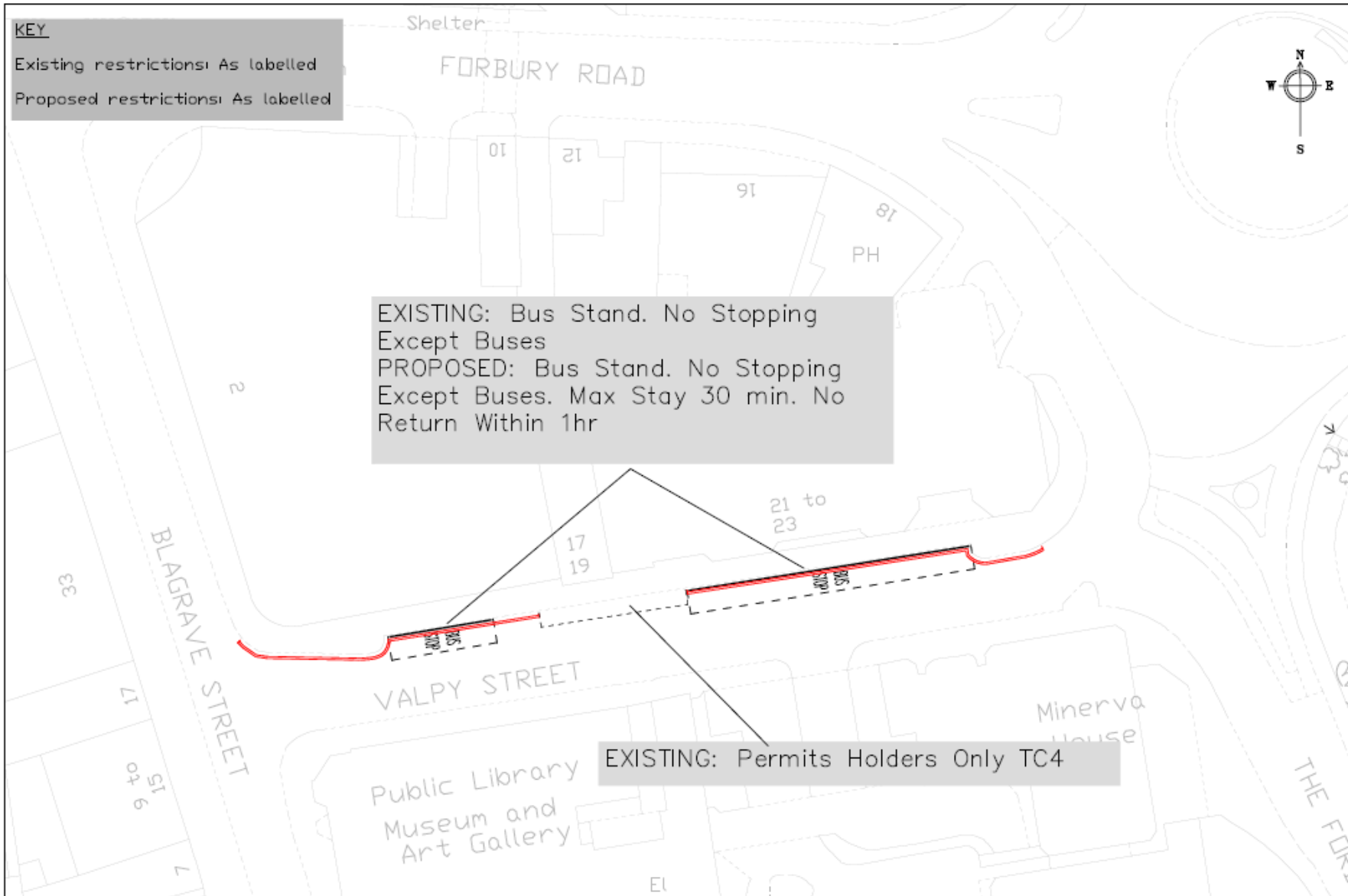
WAITING RESTRICTION REVIEW PROGRAMME 2021B - APPENDIX 1

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

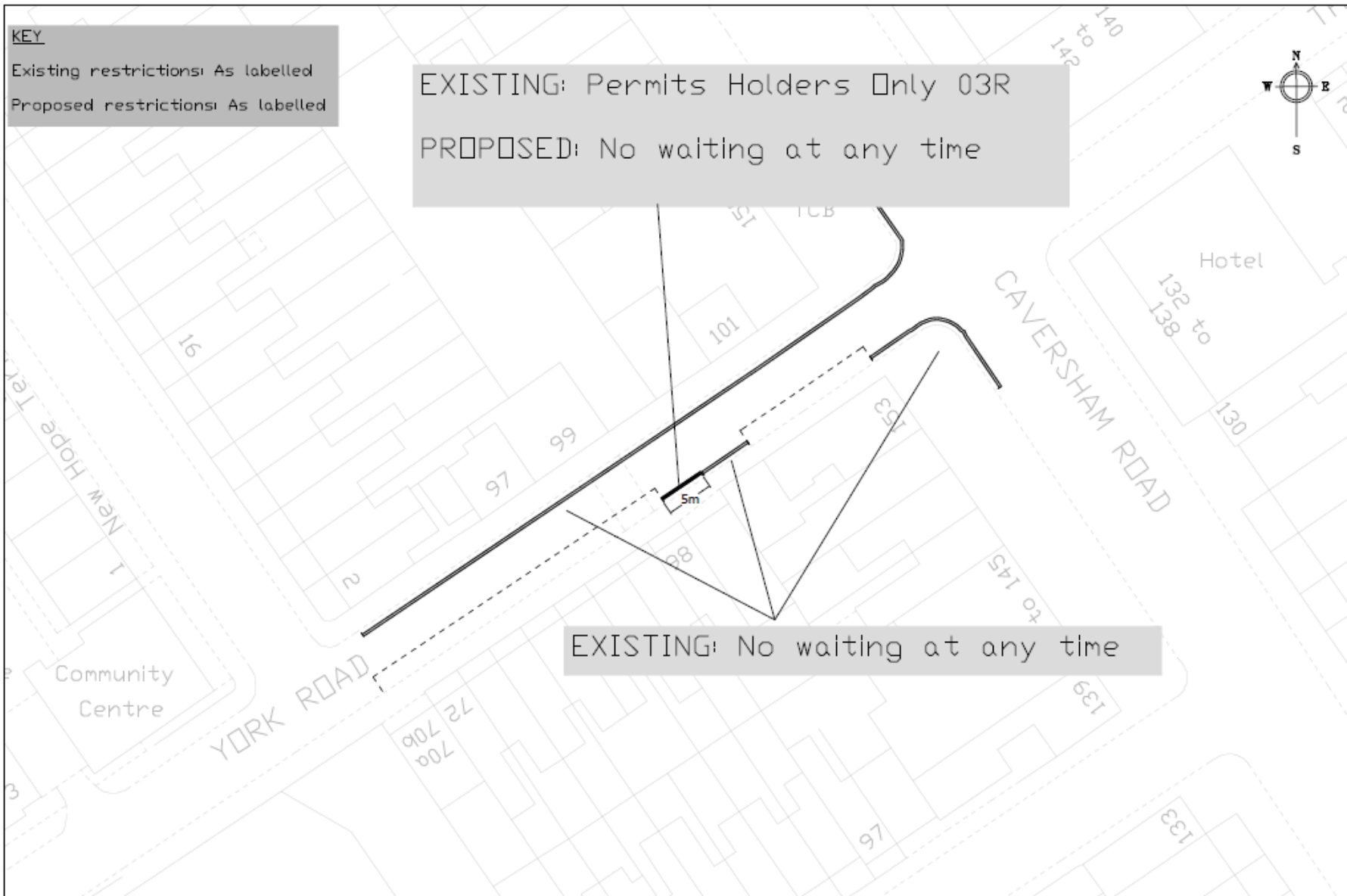
UPDATED: 24/02/2022, following the end of the statutory consultation period.

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 of Original Request	Objections/support/comments received
AB3_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.	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response -0.
1. Objection	If I am correct this would be the bus stands on Valpy street currently used by several bus companies including ourselves. I am writing to object that if this becomes 30 minutes waiting time no return within 1 hour for buses, on the principal that when a bus service becomes late for any reason, or the town has major issues regarding traffic these are safe positions for us to retreat to and wait time. These bus stands are useful and assist in us not waiting time on bus stops in use throughout the day in the town centre for long periods (Missed reliefs and meal breaks or late running journeys covered by another vehicles)	



Street	Summary of Original Request	Objections/support/comments received
AB4_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	Summary of responses: Objections - 2, Support - 1, Comment - 0, Mixed Response - 0.
1. Support	I would regularly walk in this area with [REDACTED], and found it both dangerous and inconvenient due to cars stopping. I am in support of making this section of road no waiting at any time. (In addition, I would also be in support of increased enforcement of these restrictions).	
2. Objection	As a resident of York Road [REDACTED] with no parking available other than the permit parking currently in place, I already struggle to find a space to park on York road. I am often forced to park on other roads nearby such as Newport Road. So even with the current level of permit parking available, there is not enough space for people who live on the road to all park there. Further reducing the permit parking area will only further exacerbate this problem. There are regularly multiple cars parked illegally on the double yellow lines, so implementing this extra section of double yellow lines will not change that at all, it will merely increase the ratio of illegally to legally parked cars.	
3. Objection	I am a resident of York Road and struggle with finding available parking spaces already. By further reducing the available spaces to park this will make life much more difficult for those of us who live on the road. I hope these changes will be reconsidered given the impact it will have to residents. Thank you for your time.	



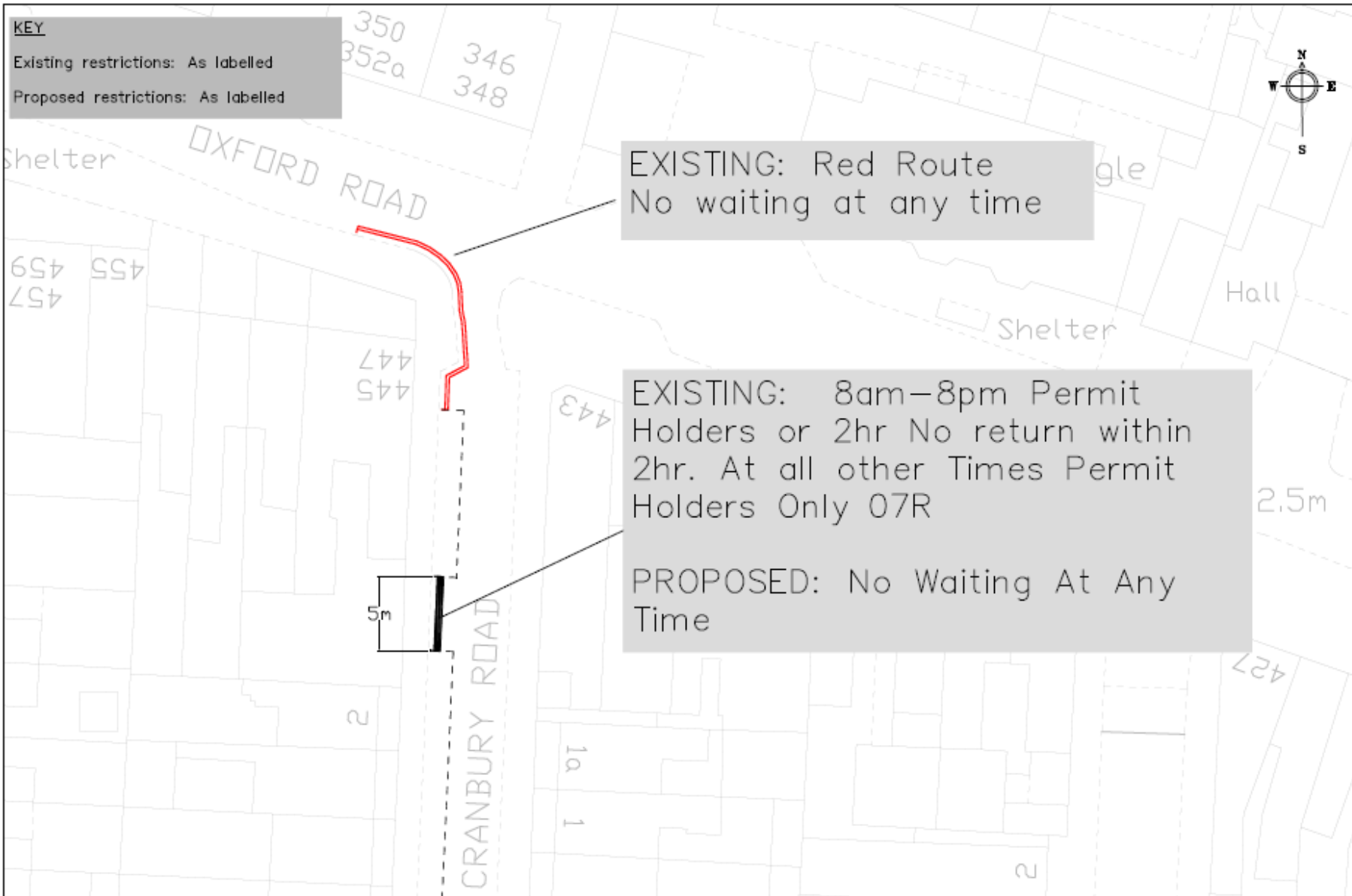
Project	Scale	Drawn	MF
	N.T.S	Checked	JT
Waiting Restriction Review 2021B	Date	Approved JT	
	OCT21	Drawing No.	
Drawing	York Road		AB4_York Road

Street	Summary of Original Request	Objections/support/comments received
BA2_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. Vehicles parked in this area have also been described as causing access/turning issues for larger vehicles such as ambulances.	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response -0.
1. Support	I have reviewed the layout you have provided and I am fully supportive of the plans, which will alleviate the issue of people leaving their cars on curbs/pavements for weeks/ months on end and force individuals who are dodging paying for residential parking permits.	



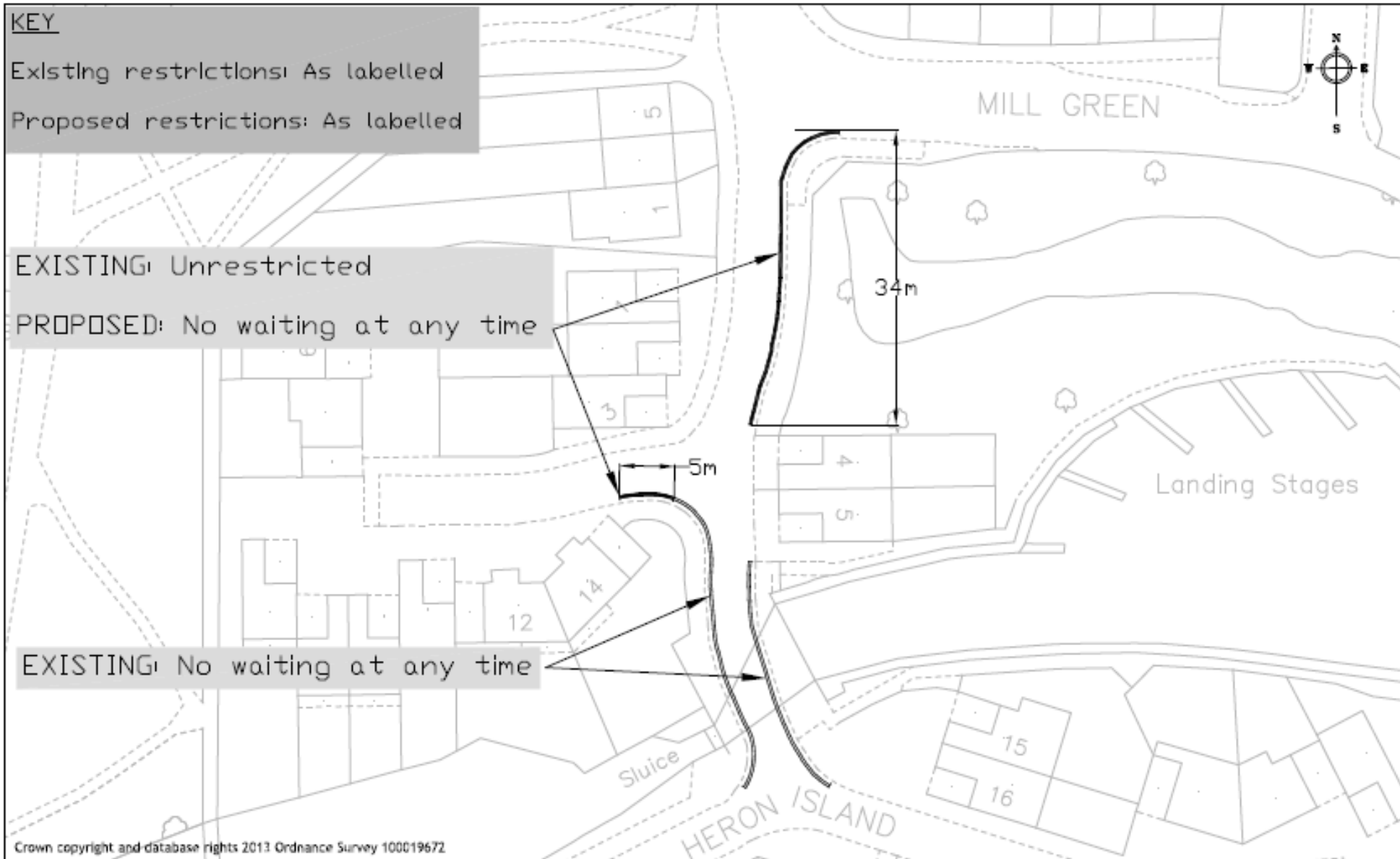


Street	Summary of Original Request	Objections/support/comments received
BA3_Cranbury Road.	Request for waiting restrictions such as double yellow lines on the west side of the road, close to its junction with Oxford Road in order to address access issues	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response -0.
1. Support	we can confirm that we are fully supporting to the proposal. Please ensure that There should be no or only makred car parking, otherwise instead of 1 car, people park 3 cars and there should be either double yellow lane or strict rule for parking or blocking business entrance	



Project Waiting Restriction Review 2021B	Scale N.T.S	Drawn MF
	Date OCT21	Checked JT
Drawing Cranbury Road	Approved JT	
	Drawing No. BA3_Cranbury Road	

Street	Summary of Original Request	Objections/support/comments received
CA3_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.	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 1.
1. Objection	The area already has too few parking spaces so we need the unrestricted parking as much as possible in the neighborhood. This will affect disabled access to the area and difficulty with those who need to park close to houses with children or heavy luggage.	
2. Mixed Response	I would have no objection to the plans as they are shown on the website. What we were concerned about was if the proposed double yellow line going around the LH corner on the plan and highlighted in yellow below was mirrored on the RH side of the road as well, as that would cause severe issues with already limited parking availability for the houses 1, 2,3, 4 and 5 whose driveways are very narrow and therefore cannot park offroad as other houses in Heron island can do. You can see from the attached photos that these houses park all the way along the right hand side of the road adjoining number 3 Heron island, and this arrangement works well and does not cause any obstruction or issues for anyone living in the close. If yellow lines were introduced on the RHS of the corner as well as the proposed left hand side, this would take away two parking spaces and cause issues for the other residents. I do agree that yellow lines need to be introduced on the left hand opposite corner as per the plan, because if anyone parks there, then it causes a narrowing of the entrance in to the close.	



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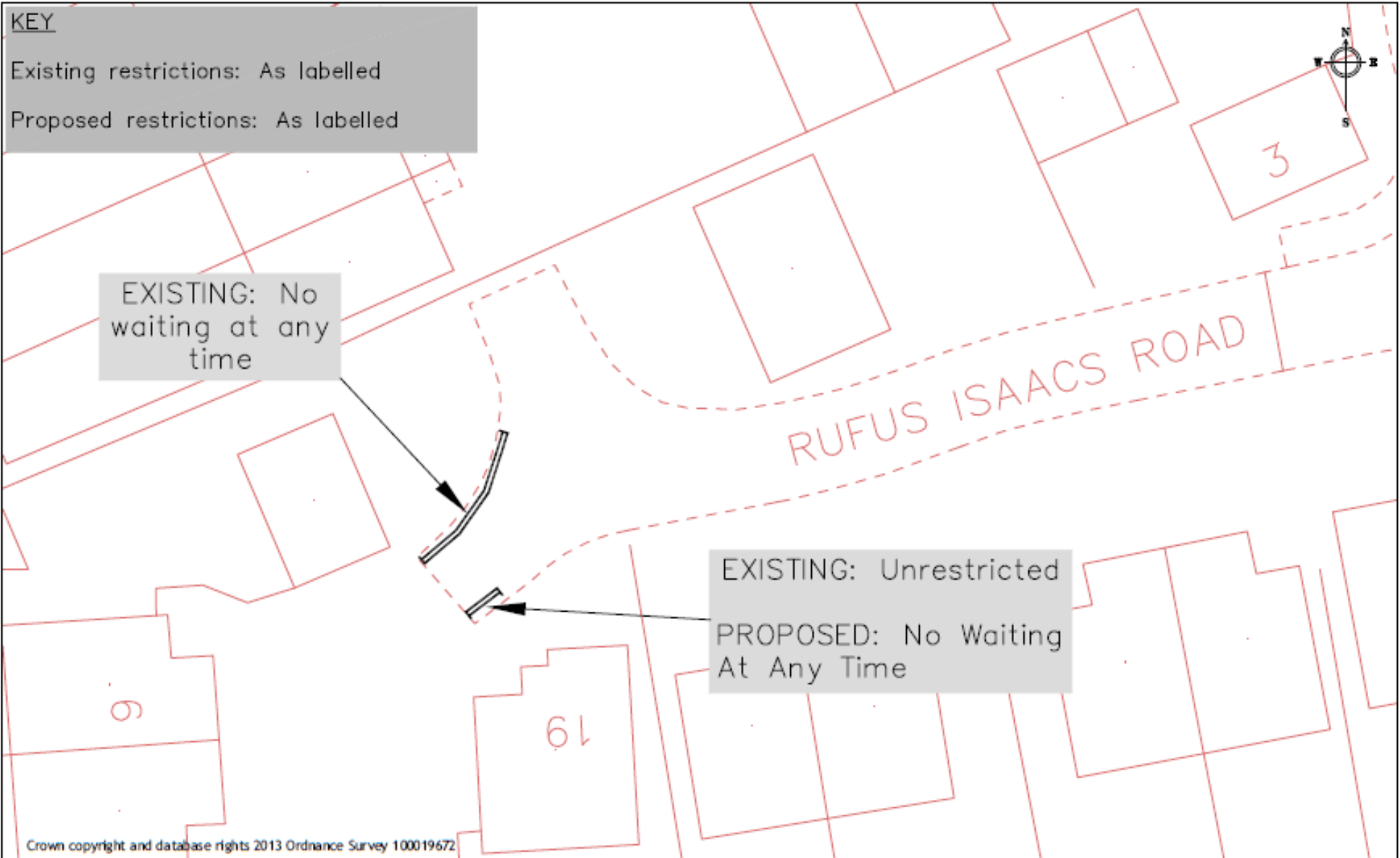
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Project Waiting Restriction Review 2021B	Scale N.T.S	Drawn GM
	Date OCT 21	Checked JT
Drawing Heron Island	Approved JP	
	Drawing No. CA3_Heron Island	

Street	Summary of Original Request	Objections/support/comments received
CA4_Rufus Isaacs Road	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.	Summary of responses: Objections - 2, Support - 1, Comment - 0, Mixed Response - 0.
1. Objection	While we do get people parking on Rufus Isaacs Rd on the road it is not an issue. From time to time people park with lack of consideration, but not all the time. I am happy to put up with this in order not to have any parking restrictions. My concern is that if this plan is implemented workmen and other legitimate visitors to the street will have nowhere to park. Very many houses have more than one vehicle on their drives, so we rely on the street for visitors to park. In general the space in front of houses in the area is very small, so there is no space to enlarge or widen drives. I am also concerned that limiting parking to one side of the street will force people who do park on the road to fill all available space, thus making it again impossible for visitors and work vehicles to park. I believe it is a vocal minority who may have asked for this change, but the vast majority of residents are happy with how things are.	
2. Support	We would like to very firmly support the proposed plans for keeping the current double yellow lines, and extending them further, in Rufus Isaacs Road, Caversham under the proposal - Since the current double yellow lines have been put in place they have had an enormous impact in reducing the number of occurrences of the shared drive becoming blocked by parked vehicles to zero. We have had to [REDACTED] emergency services during [REDACTED] and the shared driveway was completely clear only because of the yellow lines in place so the emergency services had no problems in gaining access to [REDACTED]. Similarly, since the double yellow lines have been in place we have had no occurrences of the Readibus or Special School Transport Minibus having any problems gaining access to our property or having access issues [REDACTED]. Additionally, we have also noticed that no neighbours seem to have had any problems when they have had visitors to their properties as there are still sufficient spaces for visiting vehicles to park at other locations in the road. The current waiting restrictions have also meant that the [REDACTED] other properties who share the same shared drive [REDACTED] have also benefitted from having unimpeded vehicular access to their properties. We would like to thank the committee most sincerely for putting in place the current double yellow lines and would request that they remain and be extended to the other side of the road as shown in the drawing to ensure we are able to keep the shared access free from parked vehicles at all times going forward.	
3. Objection	We are writing to object to the proposed 'No Waiting At Any Time' restrictions on the south side of Rufus Isaacs Road. Point number 42 on the LIST OF SCHEDULES in the WRR2021B-Draft Order.doc within the 'Waiting Restriction Review 2021B'. (42) Rufus Isaacs Rd (east-west section) South side 'From a point 53m west of its junction with Rufus Isaacs Rd (north-south section) to a point 55m west of that junction' and also displayed on Page 11 of document <a href="#">WRR2021B-Drawings</a> , drawing id CA4_Rufus Isaacs Road. We note that the reasons given for this proposal state local residents being concerned for access purposes and safety reasons. We are the owners of the property these restrictions will adversely affect, we live [REDACTED] of Rufus Isaacs Road as it joins the private section at the end to the west, our [REDACTED] the entire south side at the junction. We have lived here [REDACTED] and there has never been an issue with access or safety. At no point has anyone approached us about reduced access or safety. We have video evidence of large utility vehicles accessing the private area when a car is parked along the side of our house with no problem at all. The only access issues that we have been aware of have been due to cars parking on the north side of the road along the hedge, and this issue has been rectified by the restrictions already added to that section in Point 41 on the LIST OF SCHEDULES in the WRR2021B-Draft Order.doc within the 'Waiting Restriction Review 2021B'. (41) Rufus Isaacs Rd (east-west section) North side 'From a point 50m west of its junction with Rufus Isaacs Rd (north-south section) to a point 58m west of that junction'. We see no benefit in adding restrictions to the south side as well. As already highlighted in our response to previous Traffic Orders, drawing lines in the proposed area will encroach on our driveway and cause us access issues, whilst not adding any increased access to the private area. The measurements given in this proposal have been reduced to 2m from a previous proposal, but they still encroach on [REDACTED] - they are still too long. If restrictions are to be imposed then in order to protect access to [REDACTED] the measurement will need to be reduced further to 1m - suggested wording, 'From a point 54m west of its junction with Rufus Isaacs Rd (north-south section)	

	<p><i>to a point 55m west of that junction.</i> This new measurement will ensure access is protected for [REDACTED], however we would suggest that this small area of restriction will serve no logical purpose and will be completely out of character for the remainder of the road. As previously noted, the lines on the north side have provided the restrictions required to keep the accessway freely accessible.</p>
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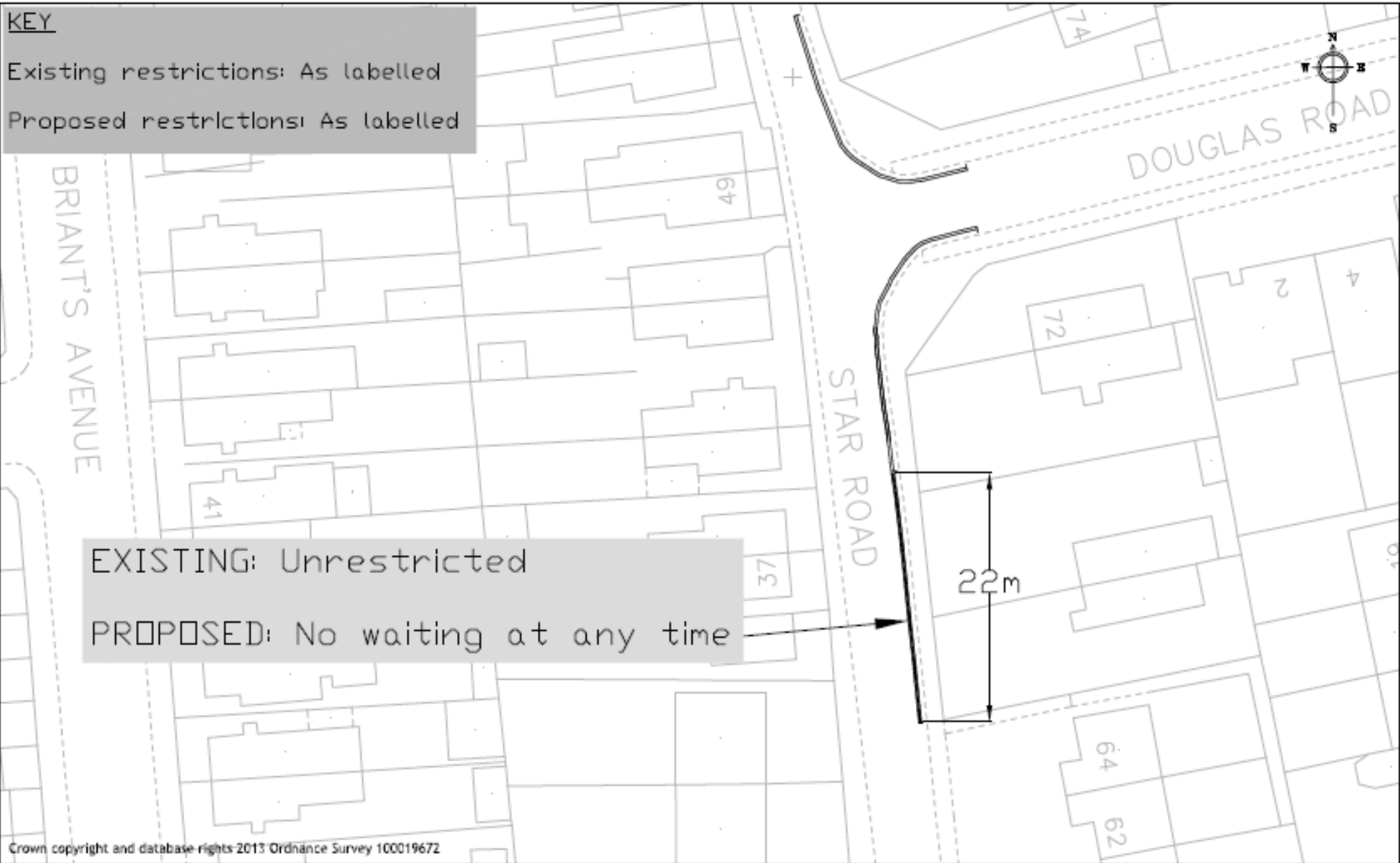
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Project Waiting Restriction Review 2021B	Scale N.T.S	Drawn GM
	Date OCT 21	Checked JT
Drawing Rufus Isaacs Road	Approved JP	
	Drawing No. CA4_Rufus Isaacs Road	

Street	Summary of Original Request	Objections/support/comments received
CA5_Star Road	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.	Summary of responses: Objections - 1, Support - 1, Comment - 0, Mixed Response - 0.
1. Support	I did comment on the last yellow line proposal. The lines were stopped short outside [REDACTED] van was parked in the way and on the pavement. Your guy took a picture of it. It did not belong to anyone local and was there for about 2 months without moving. The same issues apply as before. The road is very narrow between no. 66-70 and there is not really room to park both sides of the road. People therefore park partly on the pavement, which is also very narrow, effectively blocking any pedestrian traffic. All these houses have off-road parking so it is neighbours and commuter parking. The commuter parking in the road had become significantly worse since parking restrictions were introduced in neighbouring roads.	
2. Objection	The area already has too few parking spaces so we need the unrestricted parking as much as possible in the neighborhood. This will affect disabled access to the area and difficulty with those who need to park close to houses with children or heavy luggage.	



**KEY**  
 Existing restrictions: As labelled  
 Proposed restrictions: As labelled



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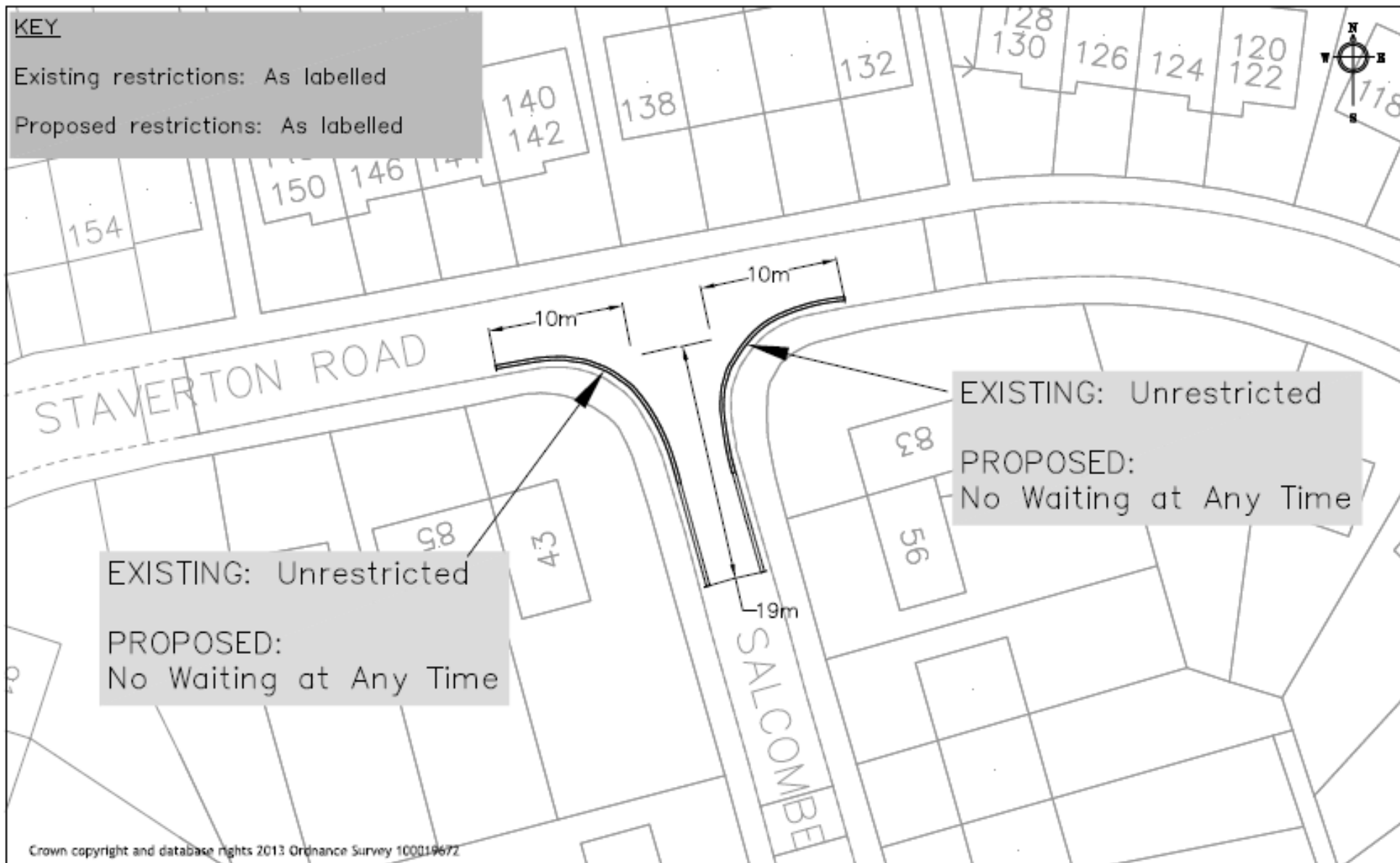
Project Waiting Restriction Review 2021B	Scale N.T.S	Drawn GM
	Date OCT 21	Checked JT
Drawing Star Road	Approved JP	
	Drawing No. CA5_Star Road	

Street	Summary of Original Request	Objections/support/comments received
CH2_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.	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1. Objection	This doesn't solve the problem for local residents who struggle to park near their homes at the best of times. Putting yellow lines will just push the issue to another road and cause disputes amongst neighbours. Traffic calming precautions to slow some vehicles down would work to ensure they stop and check before changing roads.	

**KEY**

Existing restrictions: As labelled

Proposed restrictions: As labelled



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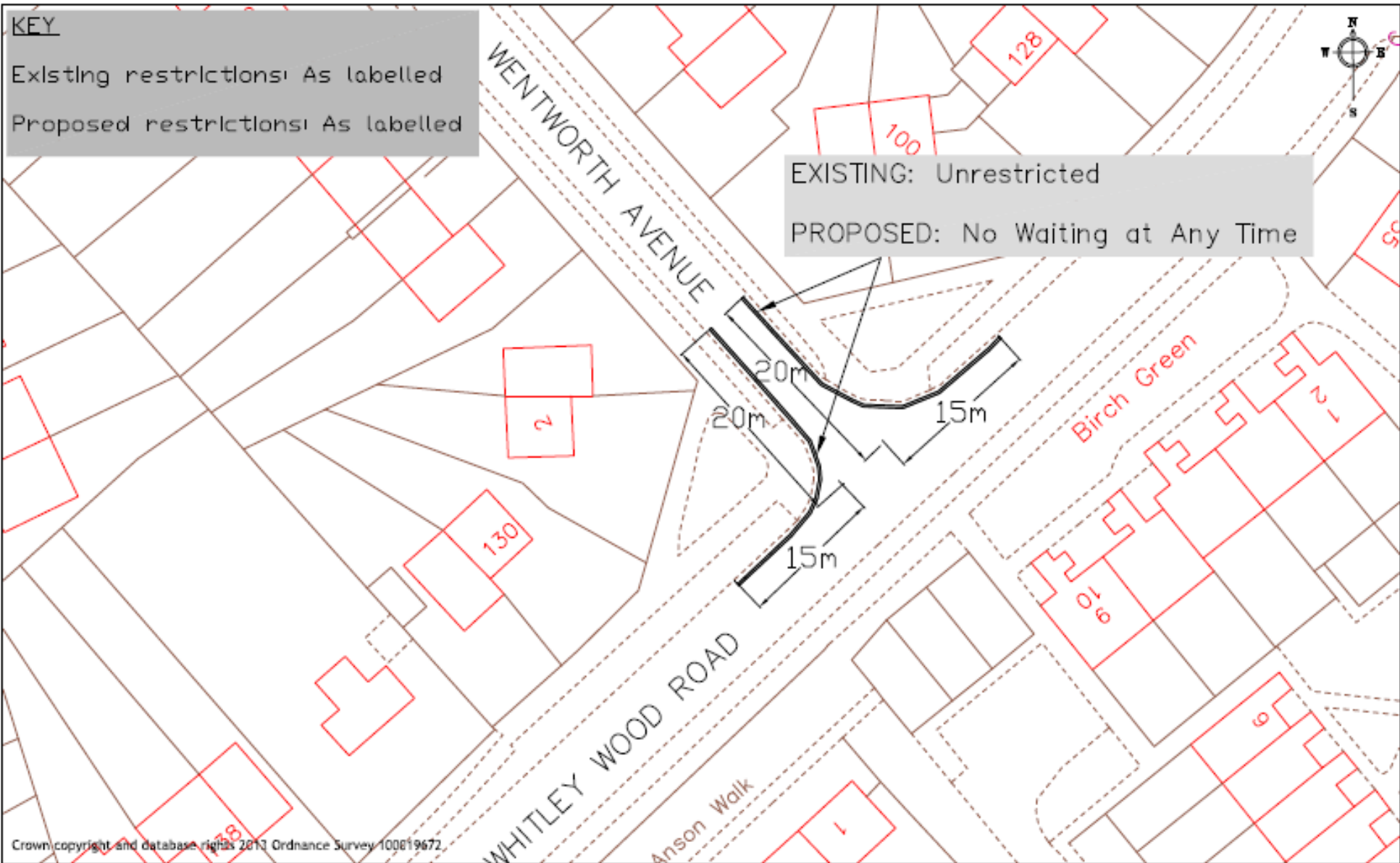
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Project	Scale	Drawn
Waiting Restriction Review 2021B	N.T.S	GM
	Date	Checked
	OCT 21	JT
		Approved
		JP
Drawing	Drawing No.	
Staverton Road	CH2_Staverton Road	

Street	Summary of Original Request	Objections/support/comments received
CH3_Wentworth Avenue	Request for double yellow lines on the junction of Wentworth Ave and Whitley Wood Road, to address visibility/access issues caused by parked cars.	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1. Support	I refer to your email advising me of the consultation for the above and would you that I'm in full support of this proposal	

**KEY**  
 Existing restrictions: As labelled  
 Proposed restrictions: As labelled

EXISTING: Unrestricted  
 PROPOSED: No Waiting at Any Time



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Project Waiting Restriction Review 2021B	Scale N.T.S	Drawn GM
	Date OCT 21	Checked JT
Drawing Wentworth Avenue	Approved JP	
	Drawing No. CH3_Wentworth Avenue	

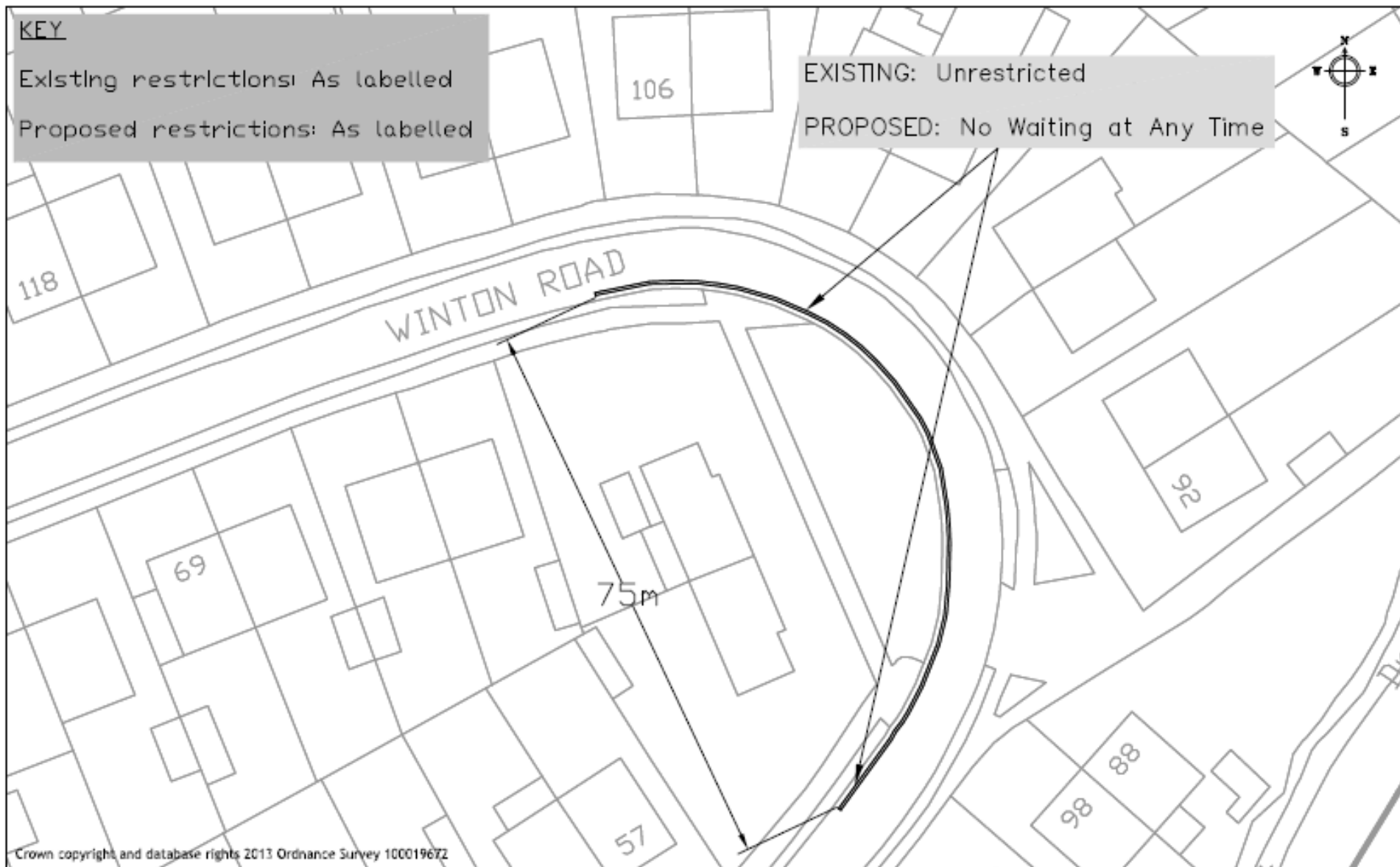
Street	Summary of Original Request	Objections/support/comments received
CH4_Winton Road	Request to investigate adding waiting restrictions on the north east end of Winton Road (on the bend) due to parked vehicles causing access issues for vehicles using this area.	Summary of responses: Objections - 5, Support - 1, Comment - 0, Mixed Response - 0.
1. Support	I would be supportive of double yellow lines as proposed on one side of the road, both to assist the parking / safety on the curve, but also to protect the amenity of the grassed area, which of late gets used for carparking. I understand that the double yellow line restriction extends from the road to the property boundaries so parking restrictions would be enforceable on the grass.	
2. Objection	I have seen the notice you have out on the lamp post today regarding double yellow lines. This needs to be done on the other side of the road going around the bend where the green is not outside people houses. We have complained about the cars being parked by the green not being parked outside your own houses. I object against this yellow lines	
3. Objection	We support the need for a proposal for restrictions to parking at the east end of Winton Road, but query why they will be on the West side and not the East side. We have vehicles parked outside No 86 and 88 constantly which appear to have no residential qualification. Edging out of our drive and reversing into the drive can be really hazardous.	
4. Objection	I would like to appeal against the yellow lines. you are putting them on the wrong side of the road . All the complains are being made for the person in 61 Winton road. Please find attached picture of the problem being coursed from them all in which live at [REDACTED] .To many cars , vans and caravans being parked on the bend last year my [REDACTED] couldn't even get a ambulance out side [REDACTED] in which they had to park half way down the hill and stretcher her in the rain to the ambulance . Good job I seen this notices as I think this is the most ridiculous thing I have ever seen . Early people/ family members can't park outside there houses or ever get on there drive because cars all parked on the bend Please look in to this and really. Think about the trouble you are coursing and upset you are bring to these early people and Neneighbourhood who have lived there most there life's , half of which don't have access to internet or email to complain about this	
5. Objection	There is some confusion as to which side of road they are being installed. The plans show outside 61&59 but the notices on the lampposts are saying The opposite side. If it's only one side that means vehicles will park on the Opposite side so that's defeating of parking on the bend. We live [REDACTED] and cannot park out side our property and also three more Properties because of parked cars. Which some just don't move but when One is moved another is brought up here sometimes on trade plates. Perhaps if the illegal vehicles {no road tax} etc removed , this would solve. The problem of the parking on the bend. That would save the cost of installing and enforcing the restrictions.	
6. Objection	I strongly object to the yellow lines from the boundary of property no. 108/106 to the boundary of property no. 82/84 on the grounds that it would not have solved the problem. In my opinion it would make matters worst. The problem we are having cause by one resident, I assume are in partnership with a non resident, who are bringing cars that may not have been tax and are waiting to be repaired. They would come and take one of the cars and replace it with another.	

**KEY**

Existing restrictions: As labelled  
Proposed restrictions: As labelled

EXISTING: Unrestricted

PROPOSED: No Waiting at Any Time



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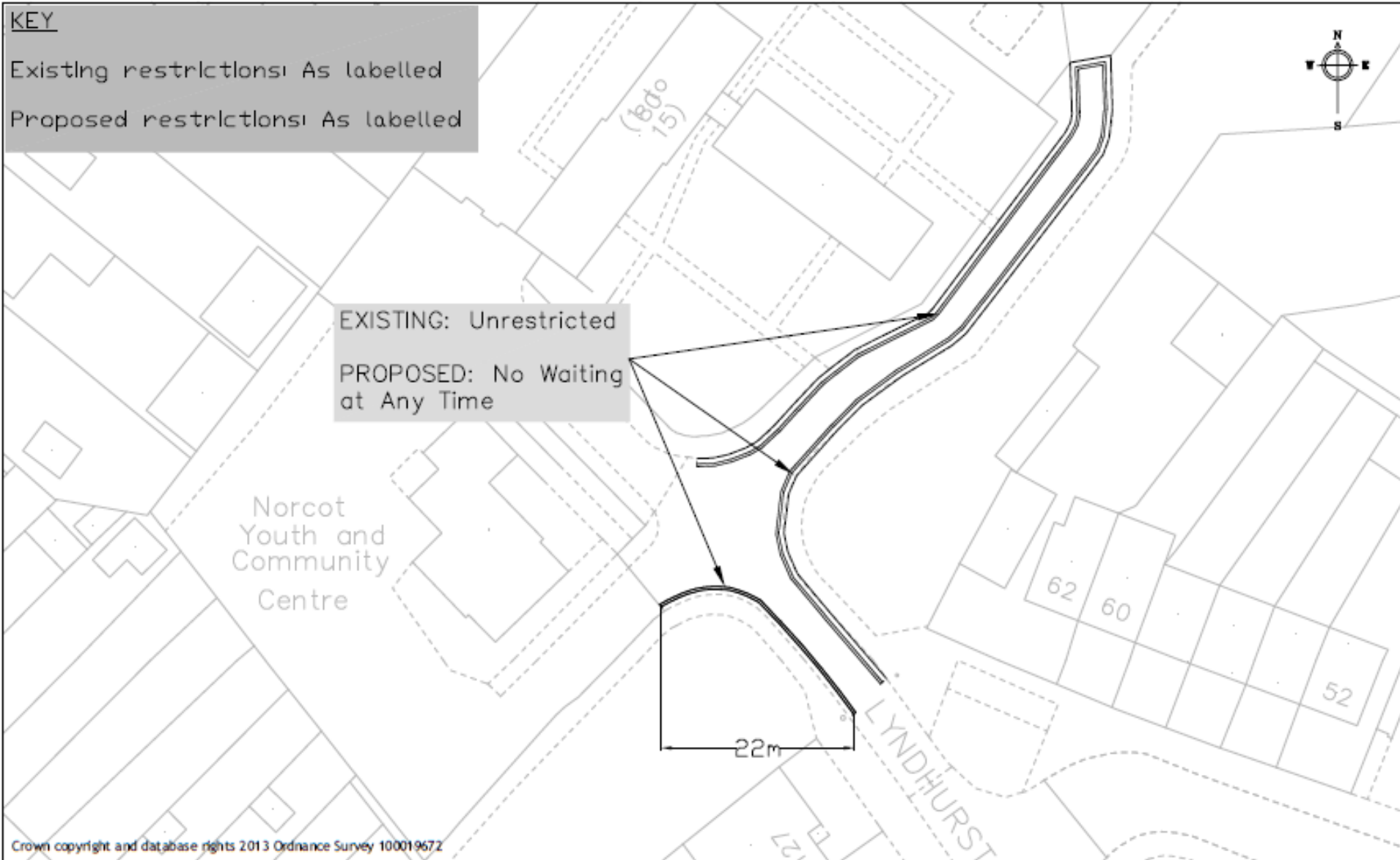
Project	Scale	Drawn	GM
Waiting Restriction Review 2021B	N.T.S	Checked	JT
	Date	Approved	JP
OCT 21			
Drawing	Drawing No.		
Winton Road	CH4_Winton Road		

Street	Summary of Original Request	Objections/support/comments received
KE1_Lyndhurst Road	Reports of multiple vehicles parked on the pavement near Norcot Early Years Centre and Community Centre causing issues for pedestrians. Request for parking restrictions to improve access.	Summary of responses: Objections - 7, Support -11 Comment - 0, Mixed Response - 0.
1. Objection	The residents of the [REDACTED], but most being in [REDACTED] We have residents who need aid to walk, district nurse, carers, family members to help and of course ambulance visits. Parking outside these flats is essential as most will not be able to walk halfway down the road to get to a car, either theirs or someone else's. Proper parking has been requested for few years, but denied on the pretence that there was no funds, when in fact it was due to the new flats being built where parking was asked for. We already knew that once the new flats were up the council would want to put in yellow lines, being that the new flats will have parking, and would not have given a second thought to the hardship and problems this would cause Block [REMOVED], council surely cannot discriminate between the two blocks of flats being they are right next to each other.	
2. Objection	I am [REDACTED] Lyndhurst Rd, I object to the proposal of no waiting on the road outside, I have been here[REDACTED]yrs and there were garages for the flats which were demolished because of asbestos and were vandalised. Replacement parking was never given when parking could have been made available, but this was taken for the new flats. We need parking not only for us but visitors, carers etc. as usual we have not even been in the picture, I ask you to reconsider this proposal as parking further down the road is not an option as our cars are purposely damaged and also walking after doing shopping is too much for most of us.	
3. Objection	I will be objecting to these being put into place as when the proposed drawing for the new flats were put into place and resident objected to them due to parking issues we were told this would not affect us on any way at all. Here we are with flats about to be completed and now comes the yellow lines to stop parking, when myself and another neighbour had a meeting with our local councillor housing officer and Jacqui foster brown about our concerns for parking of the vehicles in the already established flats at [REDACTED] lyndhurst road they were going to think of ways to look at parking for them. So not already being able to accommodate the original residents you are now going to make it even harder by taking away parking and create more stress for residents. We have come home from work and school runs and found vehicles parked on our driveways or blocking them and now 19 flats soon to be let along with original residents and your taking away more parking space. Im sure like the flats were your decision has already been made and this is just a formality and residents won't be listened to but we are not going to let you bully us into this like you did with the flats.	
4. Objection	I am [REDACTED] Lyndhurst Road, I object to the proposal of a no waiting at any time outside the flats. I have lived here close [REDACTED] and we had parking and garages, which were demolished due to asbestos and then vandalism, no alternative parking was given even though it was asked for on several occasions. That parking has now been taken be the flats and again our needs are not even in the picture, we should be a priority, not just early years school and the new flats. I ask you to rethink your proposal as it will cause hardship to these flats, not just for us but for those who visit, carers, family etc. as alot of people cannot get out of their flat alone.	
5. Support	"Hello I am local to the area, I think that firstly if yellow lines are extended to Lydford road they should probably be set to permit parking same as Foxhill Road etc. Parking is already in short supply here, the council should be engaging with the university and landlords to try and urge students, where there is more than 1 car to a property, to park additional cars on campus. Same for if they have visitors etc. Additionally whilst I do support the extending of the lines I do empathise with the parents dropping their kids in to school as well as the parishioners of the local mosque and would urge the council to take in to consideration a 1 hr free parking scheme for Lydford road."	
6. Objection	[REDACTED] cannot walk far and get short of breath and can't stand for long so we [REDACTED] and carer once a day in the morning. [REDACTED] attends [REDACTED] Medical Centre [REDACTED] every so often and has hospital appointments [REDACTED] has other problems as well.I, [REDACTED] carer and have [REDACTED] As parking in Lyndhurst Road has been difficult sometimes with the buildings of the new flat development which is still ongoing I have parked in Rngwood Road and our car got damaged, if I park there I probably park in another residents parking space if the yellow lines go ahead we will have no where to park our car. We rely on our car for getting to hospital appointments doctors appointments shopping visiting	



	friends and relatives. As [REDACTED] is unable to walk very far the car needs to be parked close to our flats. These flats initially had garages which were vandalised and blocked off to residents with no replacement area for residents parking. The garages have since become part of the new development of Norcot Community Centre. We are very worried as we need a car to go to appointments and shopping.
7. Objection	First off the council taken the garages away from us and put bollard in way and have no where to park only on pathes out side are gate and now you wont to put yellow lines diwn both sides of the road, we have ederly people here that have difficult in walking and spaces to park ,cannot walk passed my gated area as most of the elderly have trouble walking ti there cars
8. Objection	<p>My [REDACTED] has lived in [REDACTED] Lyndhurst Road for the past [REDACTED] years. My [REDACTED] and can only walk a very short distance. When she first moved to this address, she had a car but [REDACTED] ago, had to give up driving. Like some of the residents that have disability and mobility problems, my mum needs an allocated parking space near her main gate for those providing carer support in her home and to enable her to get to their car and to take her to medical appointments. It should also be noted that this parking dilemma is already affecting the residents' mental health because the visits from families and friends is virtually impossible due to the lack of parking spaces on the roadside. Historically, Lyndhurst Road led to the Youth and Community Centre with its own generous parking area, access road to the garages for the flats at [REDACTED] Lyndhurst road, and the service road for the flats at [REDACTED] Lyndhurst Road - see your drawing Lyndhurst Road NF/018810 WRR2021B-Drawings.</p> <p>The residents were left with no allocated parking facilities when the council left the garages and the access road to run into disrepair. The access road and garages needed to be refurbished long ago and during the planning of this latest development on the drawing board should have been allocated back to the residents in [REDACTED] Lyndhurst Road.</p> <p>Cars using the Early Years Centre has further exacerbated parking in this area. The demolition of the Youth and Community Centre meant a large area was boarded up and traffic from contractors have made the situation very difficult.</p> <p>The new development of 18 flats (8 X1 bed &amp; 10 X 2 bed flats with 19 parking spaces) built on this site has swallowed up the previous Youth and Community Centre site, its adjoining parking areas (behind and side of building), the access road to the garages and the garages that were part of the [REDACTED] Lyndhurst Road original development. No parking spaces have been provided in this new development for the established residents living in the 14 flats at [REDACTED] Lyndhurst Road. In addition to this, 'No Waiting at Any Time' restrictions are to be enforced outside their flats with a double yellow line along the entirety of their service road.</p> <p>The adjacent roads do not have any available parking spaces for these residents to use. They are always congested with parked cars, and the visiting carers for these flats at [REDACTED] Lyndhurst Road have considerable trouble parking. This also leads to carers being unable to take out their clients due to the distance incurred to walk them to the parked car. Unfortunately, the out-of-date drawing you have submitted for this proposal is a gross misrepresentation of the availability of parking spaces for the residents of [REDACTED] Lyndhurst Road - there isn't any. It seems the needs of the residents of [REDACTED] Lyndhurst Road have been overlooked and left high and dry. Some of these residents are very vulnerable people, including my [REDACTED], who rely on parking spaces for their health and well-being.</p>
9. Support	People Park and block the entrance to Norcot Early Years Centre Lyndhurst Road all the time. We have approximately [REDACTED] children on site at any one time and this poses a threat to emergency service access. I support the proposal to make the entrance area no waiting at anytime. This will benefit our children and families and staff who are often blocked in after they have worked a long hard day at the Centre.
10. Support	I fully support the proposal to add double yellow lines, "No waiting at any time", to the section proposed in Lydford Road. The road is narrow and parking causes obstruction. There are double lines along the majority of the road and their installation has been a great boon as I know personally because of the improvements brought about at the far end of the road. It would be good if the further section that is still single yellow line between Foxhill Road and Cardigan Road could also be changed to double yellow lines as some of this is front of residents' side gate and often there are vehicles parked there long term without being ticketed for over parking.
11. Support	This is needed due to the bad parking that currently occurs - pedestrians cannot walk on the pavements
12. Support	I am in support of this proposal due to the dangerous parking that occurs. Currently public footpaths are blocked causing children to walk on the road and clear visibility for vehicles on the highway is obscured. Access is frequently blocked to the nursery preventing delivery and emergency vehicles from access the site.

13. Support	People Park and block the entrance to Norcot Early Years Centre Lyndhurst Road all the time. We have approximately 200 children on site at any one time and this poses a threat to emergency service access. I support the proposal to make the entrance area no waiting at anytime. This will benefit our children and families and staff who are often blocked in after they have worked a long hard day at the Centre.
14. Support	Current situation is incredibly dangerous & I am therefore in support of the proposals. Cars frequently park so as to block public footpaths causing parents (often with buggies or pushchairs) & children to walk on the road and therefore clear visibility for vehicles on the highway is obscured. Access is frequently blocked to the nursery preventing delivery and emergency vehicles from access the site. It can only be a matter of time before an incident occurs.
15. Support	"I fully support this proposal to make it safe for emergency vehicles to access Norcot Early Years Centre, and to make sure they have access for deliveries. Norcot has over 200 children on site so they need unrestricted access for emergencies as well as for food, resources etc. People park their cars and block access to Norcot Early Years Centre. This is an emergency access for Norcot and on occasions when an ambulance has been called, there has been difficulty getting past the various cars and vans. Once, an ambulance had to reroute to the bays in the Oxford Road and walk up Bates hill. Staff are also blocked in when trying to leave the site at the end of their working day. Staff have had to knock doors to try and find out whose car it is. This is very frustrating after working a [REDACTED] - and it happens often! Delivery vans can't get past easily and the nursery have had to reschedule, which has sometimes resulted in another delivery charge. Norcot Early Years Centre is aware of difficulties accessing the site from the local dairy whilst delivering milk for children, RBC waste lorries and clothes bank van. The building of flats on the old Norcot Youth & Community site has increased the worry about access. People that live in flats do have cars!"
16. Support	"These restrictions are needed for the safety of pupils and students on site. The main gates to Norcot Early Years Centre are often blocked, this causes problems on a daily basis for staff access, deliveries etc but most importantly the access of emergency vehicles. There are over 200 children and staff on this site daily and having emergency vehicles access the site is not uncommon, these restrictions would discourage people parking here and keep Centre users safe. I feel that the new flats that are being built on the old youth and community centre site are just going to add to the traffic and parking problems which we make the situation even worse!"
17. Support	support from Reading Borough Council Education Asset Management, regarding the proposed restrictions on Lyndhurst Road. Norcot Nursery have continuing difficulties with vehicles blocking access to their entrance of which the proposed restrictions will resolve. Double parking frequently prevents refuse and delivery vehicles from entering the site. There are serious concerns regarding access for emergency vehicles due to the double parking on the road and pavement. Inconsiderate parking on the pavements causes children to walk in the road on a daily basis causing a number of near misses.
18. Support	On a number of occasions I've had to go up onto the path/curb, this obviously can put lives in danger. Being a nursery there are children around and unaware of the dangers, children don't always look and can run off from parents/carers. This puts them in great danger if cars are park inconsiderly. One another occasion a reading council worker totally block the access into the centre via the blue gates, he just told people to go up onto the path, which is ridiculous and Inconsiderate. Also emergency vehicles wouldn't be able to gain access if there were vehicles parked there. agree with this proposal



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Project  
 Waiting Restriction Review 2021B

Scale  
 N.T.S.  
 Date  
 OCT 21

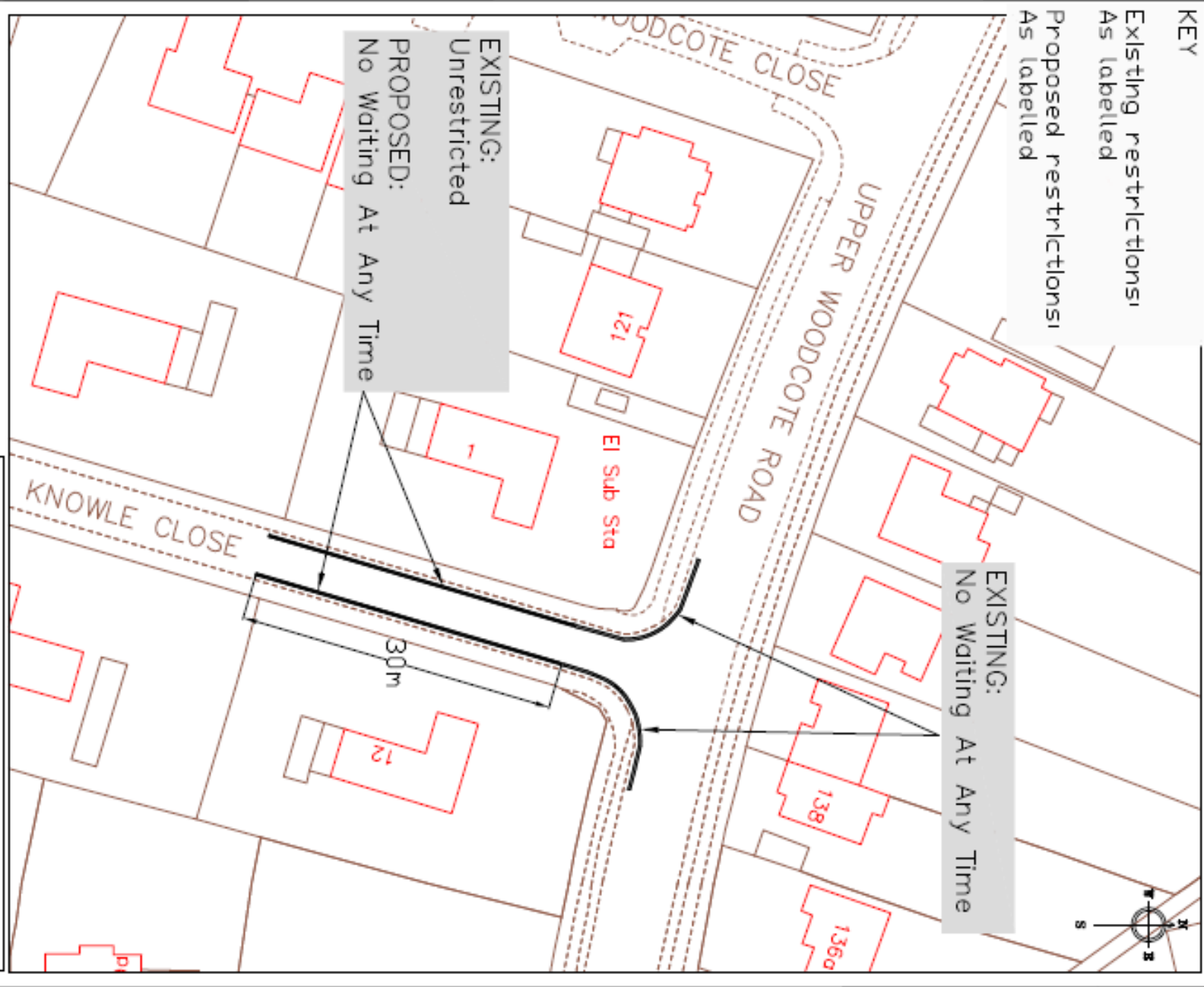
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Drawing  
 Lyndhurst Road

Drawing No.  
 KE1\_Lyndhurst Road

Street	Summary of Original Request	Objections/support/comments received
MA1_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.	Summary of responses: Objections - 0, Support -7, Comment - 0, Mixed Response -0.
1. Support	I wanted to confirm my full support for these plans. The proposed increase in length will drastically reduce the chance of a collision, as often people have to circumvent parked traffic and thus approach the junction on the wrong side of the road. This has been a fairly regular occurrence and many members of the close have experienced this on at least one occasion	
2. Support	I am a resident of Knowle Close in Caversham and am writing in support of the proposed changes (detailed in the attached map) to the double yellow lines at the top of the Close where it meets the Upper Woodcote Road. The current situation, where the double yellow lines extend only a short distance down the Close, is dangerous. Cars, trucks, and vans regularly park at the top of the Close. In these situations, vehicles leaving the Close, which have to drive around the parked vehicles, are at risk of colliding head-on with cars turning into the Close from the Upper Woodcote Road. The proposed change would ensure that vehicles leaving the close would have the space to navigate safely. I wholeheartedly support the proposed change.	
3. Support	I would like to add that the double yellow lines needed to be extended as there is a danger of a collision with vehicles entering Knowle Close whilst trying to avoid a parked car or van at the top of the close. This Close is hidden by trees so one is not aware of vehicles being parked at the top of the close.	
4. Support	Please note that my wife and I are residents [REDACTED] and strongly support the extension by 10m of the current 15m double yellow line parking restriction on both sides of Knowle Close at the junction with A4074 Upper Woodcote Road. We suggest this is the minimum extension of yellow lining required to deter overspill car parking from Mapledurham Recreation/ Playing Fields users on frequent occasions of sporting events e.g. football club tournaments or inter-club tennis tournaments and to lesser extent by parent evenings at the new school and events in the refurbished pavilion on Mapledurham Playing Fields. Clearly, access arrangements and parking provisions planned for the development of the new school on Mapledurham Playing Fields and redevelopment of the pavilion together with improvement of sporting facilities on the playing fields were inadequate. This has led to some traffic delays and overspill parking in local streets near to the school /playing fields entrance. We would be pleased if you can pass our further comment herewith to your planning department officers regarding recent planning approval granted for ground floor extensions to the front of dwellings and conversion of integral garages to additional accommodation, both result in loss of car parking facilities leaving only inadequate parking on driveways / front gardens for multiple cars owned by families in these times! Being very lazy these house owners, their children and their visitors park in the nearest side road to their dwelling on the main road so their car is near to hand!	
5. Support	[REDACTED] I spoke at a Council Transport committee meeting last autumn in support of the petition we in Knowle Close submitted asking to extend the double yellow lines at the top of the Close where it meets the Upper Woodcote Road, as we all agree that it causes a dangerous situation when vehicles are parked near the top of the Close, as vehicles entering & leaving the Close might meet head on in a collision if a vehicle is parked close to the junction.	
6. Support	We write agreeing with the proposals submitted [REDACTED] Knowle Close. The access to and out of the Close would benefit from proposed yellow lines continuing down to the entrance of No 2 and No 11. This would make for safer parking and safer vehicle access into and out of the Close. Heavy vehicles regularly visit the Close and difficulties often arise when trying to pass causing a back up dangerously close to Upper Woodcote Road. I hope you will agree to approving the proposed improvement	
7. Support	I live at [REDACTED] & have seen in the past few years an increase in cars being parked near the junction with the Upper Woodcote Road & the Close which severely narrow the width of what is already a fairly narrow roadway in the Close. Some of this is as result of the building of the new school nearby & some by residents in nearby roads or their visitors parking at the top of the Close near to the Main road. This means that vehicles leaving the Close have to drive around the parked vehicle thereby facing head on to any vehicle wanting to enter the Close from the main road. As drivers are unable to see any parked vehicle when turning into the Close from the main road. We already have a short length of Yellow Lines but increasing their length as proposed by you would go a long way to reducing this happening. I strongly support the application to extend the Lines as soon as possible.	

**KEY**  
 Existing restrictions  
 As labelled  
 Proposed restrictions  
 As labelled

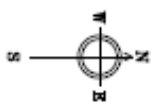
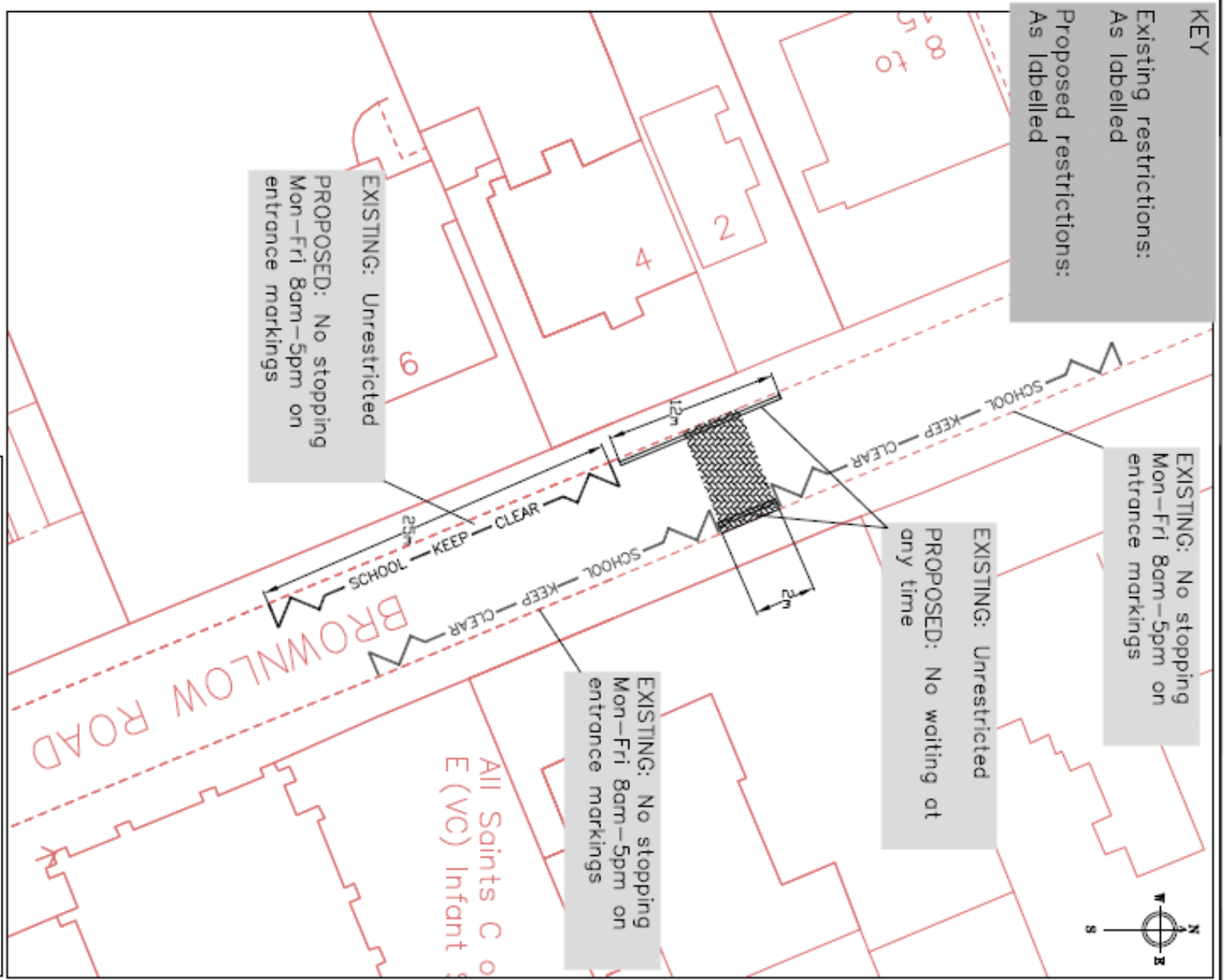


 <b>Reading</b> Borough Council Working better with you					
Transport Civic Offices Reading RG1 2LU		CAD DRAWING LOCATION: project      Waiting Restriction Review 2021B drawing      Knowle Close			
drawn	checked	approved	date		
GM	JT	JP	OCT 21		
scale	drawing no.				
NTS	MA1_Knowle Close				

Street	Summary of Original Request	Objections/support/comments received
MI2_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.	Summary of responses: Objections - 2, Support -13, Comment - 0, Mixed Response - 0.
1. Support	As a school we have been waiting for zig zags outside for nearly 12 years - it is unsafe currently and zig zags will go some way to supporting the safety of our children.	
2. Support	The proposed waiting restrictions will significantly reduce the risks to the safety of children at All Saints Infants and Junior Schools. In addition to the current risks at school drop off and pick up time, it is often necessary for children to cross the road between the schools; for example, the infant school children have their lunch in the junior school on the other side of the road. I think it will also reduce safety risks to others, in particular parents and staff of the two schools, the latter typically crossing the road between the schools several times every school day.	
3. Support	All Saints Infants school is located on Brownlow Road and the children use the facilities at the school opposite on a daily basis. They are escorted across the road by the staff but cars park on the crossing and on the school parking markings daily making it difficult and dangerous to cross the road.	
4. Objection	"Whilst I understand the reasoning behind new restrictions on Brownlow Road, all the new restrictions will do is cause problems and congestion on adjoining roads such as Maitland Road and Downshire Square, or further a field. Adding restrictions will not solve the problem as people still need to pick up their children so they are still likely to park there or cause problems elsewhere. I think further options can be explored with the school such as staggered times and encouraging walking or cycling to school. I have lived in the area for over [REDACTED]years and went to All Saints as a child. Parking has been an issue around the area at certain times of day, whether its due to the school, the church or events at the hall, and is just one of the quirks of living in the area. The restrictions to the surrounding roads has increasingly caused problems not the school, the church and the hall. Parking restrictions always just cause a problem elsewhere, and that is what the proposed new restrictions will do."	
5. Objection	I am writing to object to this. I object as there is no good reason for it as there is no problem currently. The problem seems to be residents being excessively territorial and demanding the road outside of their property is theirs. There is one (male, middle aged) individual who is causing problems. He is threatening parents with violence when they stop there to let their children out for school in the morning for less than 5 minutes. That is the real issue that needs addressing. I walk to school every day past that spot and I have never seen any car being obstructed in any way, if it was I am sure the parents would move straightaway. I have seen the man threatening violence on many occasions. I also point out that the restriction in front of the flats will make those threats more likely as it will make it look as though the law is changing with regards to stoping in front of them, when it is not. The white lines mean the same as if they were not there, i.e. people should not park there. So now we have drivers stopping where one parent remains in the car and the other takes the children to school for less than 5 minutes being more likely to be threatened by this individual and others while their engine runs, for no good reason other than to make them feel stronger. You should not reward bullying, you should not do this. The school I refer to is All Saints school. No, there are no residents prevented to do anything at the moment, and I know the area as well as anyone.	
6. Support	Support to improve safety for school children at All Saints Infant School	
7. Support	The additional No Stopping during school hours will make crossing the road safer for children and parents. As a parent with one child in the junior school and another in the infants school on opposite sides of the road I need to cross the road at least twice each school day and cars in the process of parking right outside the school gates makes this feel very dangerous.	
8. Support	This is very much needed as currently with cars parked either side of the road children struggle to cross safely to and from school.	
9. Support	I support it.	
10. Support	Making the roads safer for the children of both all Saints Schools will be of huge benefit to the community.	
11. Support	Irresponsible parents will park anywhere in Brownlow road. They are a danger to all children trying to get to school. We need safe haven crossing zones to cross ... And more no parking zones around the School!	
12. Support	Think an accident could easily happen as many people around this area when school drop off & collection is taking place at All Saints school,	

13. Support	With the cars parked parked tightly in these spaces it's unsafe for school children to cross the road
14. Support	It is important to make the road safe during school drop off and pick up. Parents park in unsafe places to drop off and pick up children during term time. Infant children cross the road to access lunch facilities and it is important the the road is safe to cross throughout the day.
15. Support	Absolutely support this, even though the double yellows will be outside my house. Parking in this road has been very difficult for some time now, and especially at school pick up. We really welcome the extension of the school no waiting markings and the no waiting at any time restrictions. Thank you for doing this and I really hope it goes through.

**KEY**  
 Existing restrictions:  
 As labelled  
 Proposed restrictions:  
 As labelled



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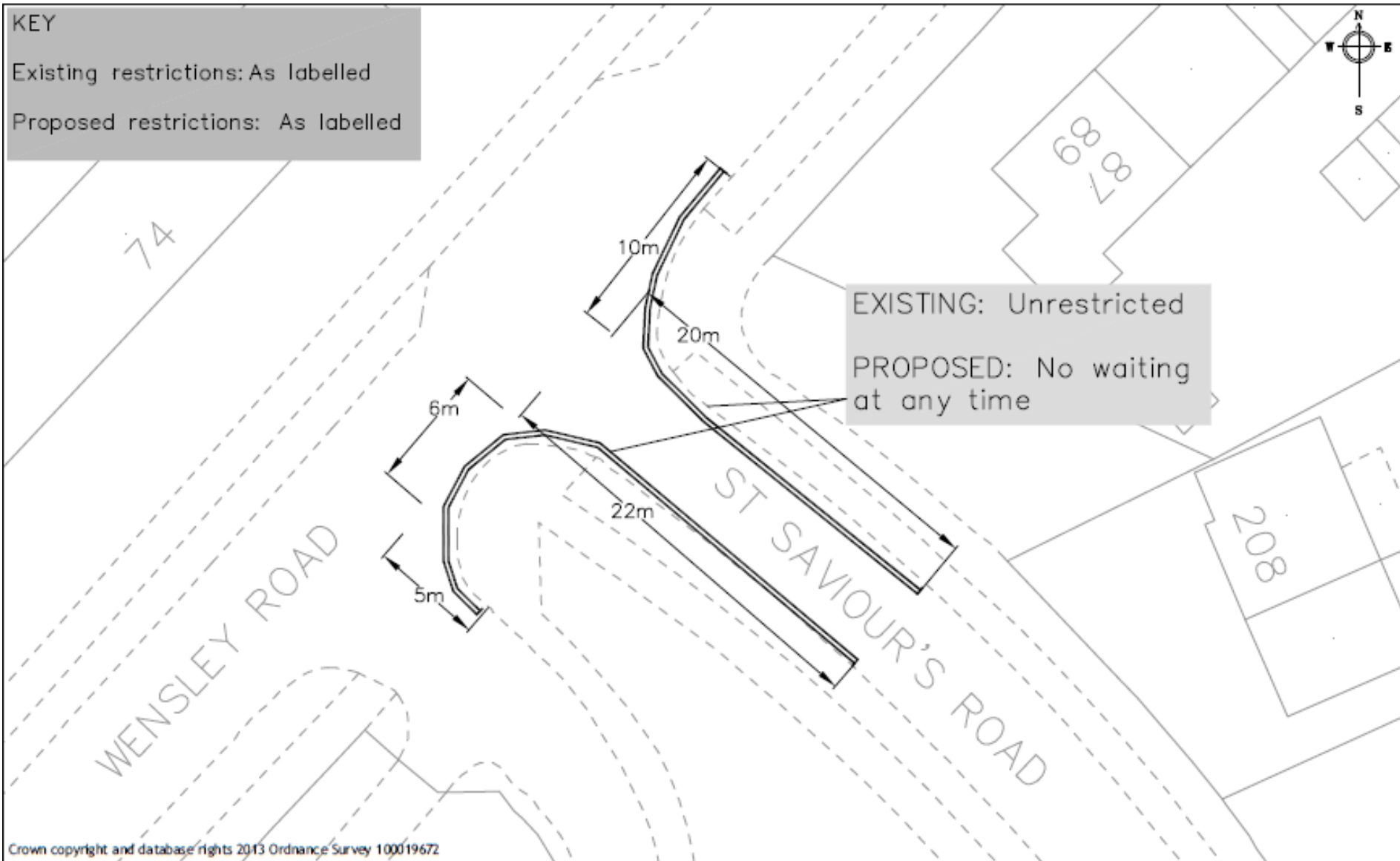
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CAD DRAWING LOCATION			
project	Waiting Restriction Review 2021B		
drawing	Brownlow Road		
drawn	checked	approved	date
JT	JP	JP	Oct 21
scale	drawing no.		
NTS	M12_Brownlow Road		



Street	Summary of Original Request	Objections/support/comments received
MI3_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.	Summary of responses: Objections - 0, Support - 7, Comment - 0, Mixed Response - 0.
1. Support	I am in support of the yellow lines in ST Saviours rd.the reason for this is my [REDACTED] goes to the local school and there has been many a time when you cant see to cross the road due to cars being parked on the verge and on/near the turnings.	
2. Support	High time double yellow lines were painted on this junction. At least 4 vans park close to the junction every evening and it makes the junction dangerous. The road is narrowed because of the vans, to only allow one vehicle to approach the junction and does not allow space for another car turning into St. Saviours road from Wensley road.	
3. Support	Definitely support. I think you should go further and put them at the junction of Shaw rd at both ends with Berkley ave. and wensley rd. Tall vans often park on the corners in Wensley rd and you cant see round them . Really dangerous.	
4. Support	I support as sometimes you can see both ways down Wensley Rd	
5. Support	The parking at this end of St Saviour's Road has become ridiculous and dangerous. People try to park right at the top of the road which is overly congested and the risk of accidents has increased significantly. I support the addition of double yellow lines to resolve this and encourage people to park a little bit further down the road, to spread out the congestion.	
6. Support	Double yellow lines should hopefully improve visibility for pedestrians trying to safely cross the road from both sides (a significant concern at school transition times and for those crossing the road after getting off the bus) and stop vehicles parking too close to the junction (which endangers other vehicles entering/exiting) the road. Is it also worth considering a raised speed table or brick pedestrian crossing at the top of this same junction when the road is resurfaced to further prioritise the safety of pedestrians? (Same as what is located at the top of Shaw Road where it meets Berkeley Avenue). However, I think that should the lines simply push the parking problem further down St Saviours Road, there would need to be a further consultation to extend the lines given the proximity to the junction with Tintern Crescent. An increase in parking here simply recreates the same safety concerns (lack of visibility etc) that are trying to be rectified at the top of the road. We also have concerns that the adjacent patch of grass (opposite the Baptist Church) could be used for parking. Could this patch of land be protected in some way and can the owners of the Coley Park Farm Estate be approached to reconsider their banning of vans (which is why so many are parked at the top of the road in the first place)!	
7. Support	Joining Wenslay Road right now is nightmare, cars are parked very close to junction restricted the views of oncoming cars.	

**KEY**  
 Existing restrictions: As labelled  
 Proposed restrictions: As labelled



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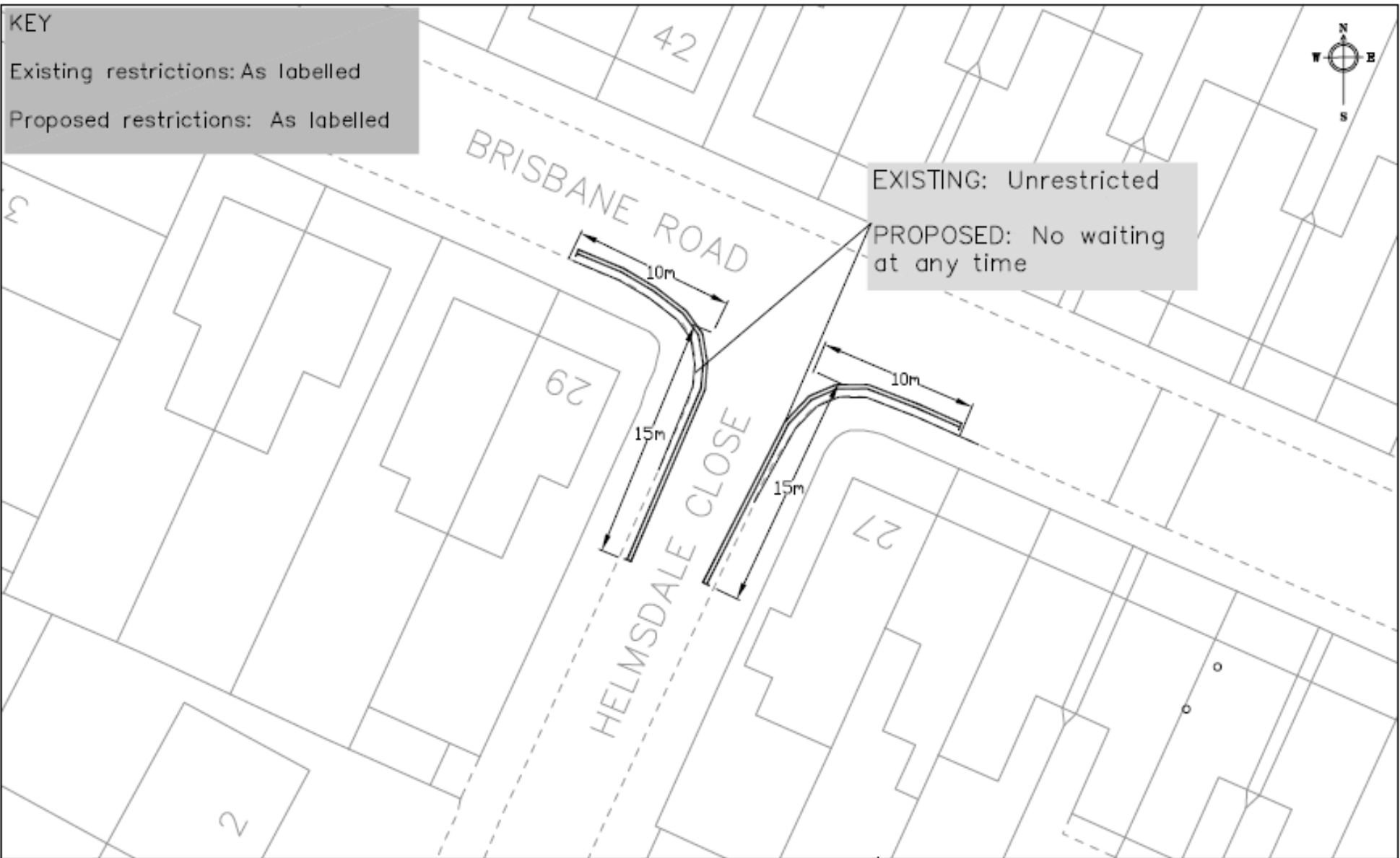
Transport  
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 Reading  
 RG1 2LU

Project Waiting Restriction Review 2021B	Scale N.T.S	Drawn JT
	Date Oct 21	Checked JP
Drawing St Saviour's Road	Approved JP	
	Drawing No. MI3_St Saviours Road	

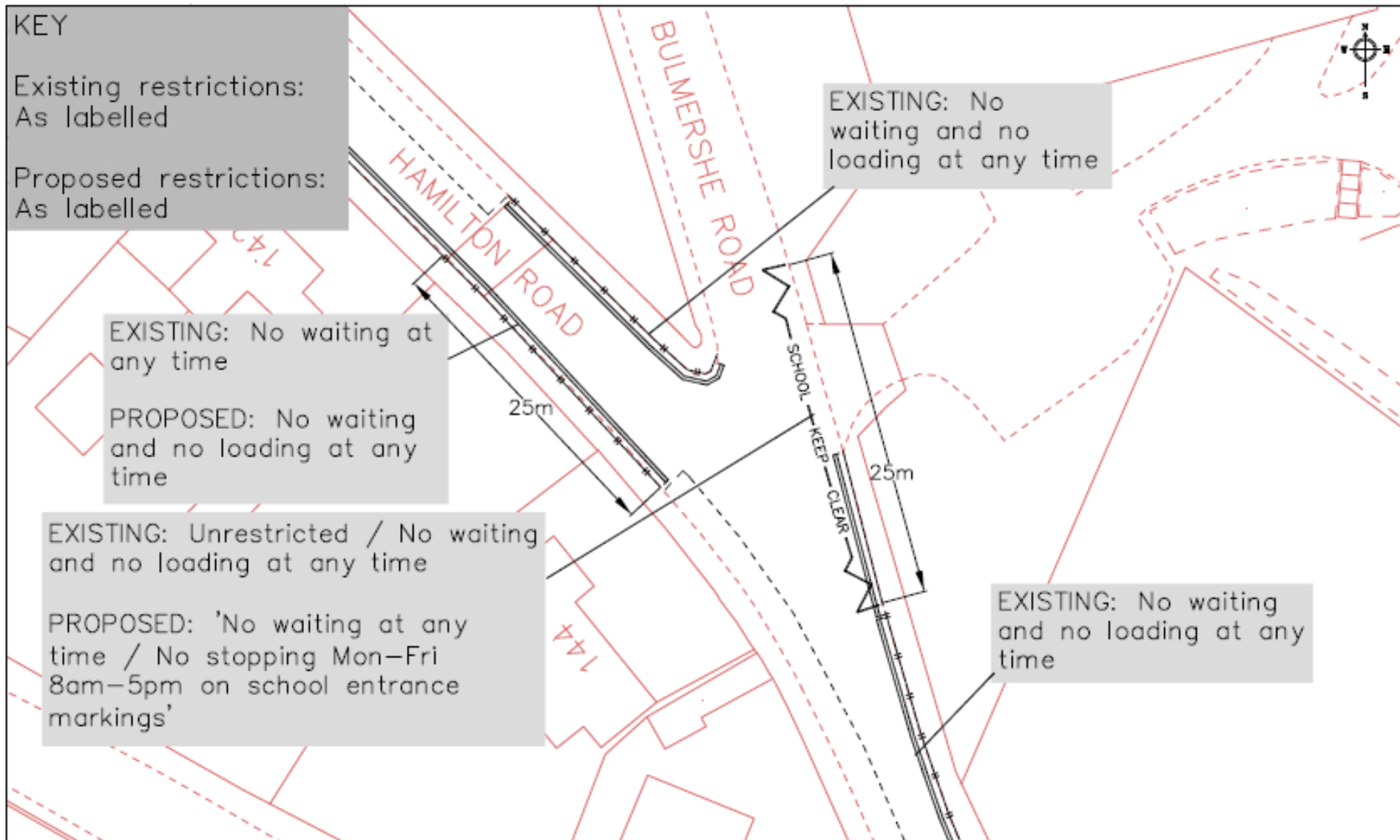
Street	Summary of Original Request	Objections/support/comments received
NO1_Helmsdale Close	Request to investigate parking issues occurring from school drop offs.	Summary of responses: Objections - 21, Support - 0, Comment - 0, Mixed Response - 0.
1. Objection	Parking on Brisbane Rd and Helmsdale Rd is already very difficult. This would force about 10-12 cars to find alternative parking, impacting other nearby locations too.	
2. Objection	25m too close it will clearly prevent home owners parking and will push cars out into neighbouring streets.	
3. Objection	This proposal would limit parking for residents of Brisbane Road who already struggle to find on street parking, particularly those whose properties are on the corner of Helmsdale. This has not been an accident hotspot and the spaces are regularly used.	
4. Objection	The length of the proposed double yellow lines will take out in effect 4 parking spaces. Three of them are directly [REDACTED] Space is extremely limited in the area. Might I suggest a daytime only restriction to facilitate access for large delivery vehicles, say 9.00 am till 6.00 pm, but permitting overnight parking. That would solve the objection.	
5. Objection	Parking is very limited in this area. This will reduce the parking spaces available for residents of Brisbane Road. Agree the benefits of restrictions on this junction in terms of bin lorries, emergency vehicles etc. But perhaps just restrict one side of the junction rather than both	
6. Objection	"I object to the proposal to put in double yellow line on the junction of Brisbane Road and Helmsdale Close as it would take away 7 parking places and there is no enough parking for all the car and van that park in the road now. I live on the junction so now what it would be like if you go ahead with this."	
7. Objection	15 metres of double yellow lines is going to minimise the amount of parking available to the residents hugely , which is already a problem . I know there are a few of us on the street that do late shifts and very early mornings .	
8. Objection	Residents in Brisbane road will be severely impacted with less parking spaces. We already struggle to park without loosing the spaces from double yellow lines. Why does. This need to be done it accommodates the residents as it currently is.	
9. Objection	The proposed additional double yellow lines in Brisbane and Helmsdale Roads will not benefit the residents in any way, it will rob them of even more parking spaces. I have lived in Brisbane Road for 34 years and seen many changes, this proposal would have a detrimental effect on the area. I do not know anybody in this neighbourhood, actual residents, who think this is a good idea.	
10. Objection	This proposal is a terrible idea. As the yellow lines would take away some of the precious parking spaces for the residents in our street. The same amount of cars will still need to park. I don't know any one in the street that thinks it's a good idea either!	
11. Objection	"Totally mad to get rid of the parking. People can't park as it is now, so taking away all those extras is very annoying. Why would people buy houses in a street where they can't park? Just devaluing the area by making property less attractive. Just make a Change to one or two corners if it's about turning in."	
12. Objection	Parking is already incredibly difficult in the evenings on Brisbane road and the proposed yellow lines would take out at least 5 car parking spaces. If approved I, as resident of [REDACTED], would be unable to park either outside of or adjacent to my own property. Could the restrictions be timed, for instance between 8am - 6pm to make overnight parking easier?	
13. Objection	double yellow lines on Helmsdale Close and Brisbane Road will cause further difficulties for myself and other residents of these roads to find parking spaces.	
14. Objection	In principal some lines for safety are fine, but 10 to 15 metres either side is totally unworkable for residents!!! Numerous houses will not be able to park their cars in the their own street, never mind near their actual house. 2 or 3 metres of lines to prevent people parking directly on the corner makes sense, but the planned lengths are disastrous for those of us that live there. To my knowledge there have been no reported accidents on that corner; most of us agree yellow lines for a few metres on Helmsdale would make it safer, but please please don't go as far as suggested. This will make it awful for residents. Thanks	
15. Objection	The extent of the lines proposed will seriously restrict availability of parking in an area where residents take care to park carefully and there are limited alternatives for folk to park	
16. Objection	Restricting parking to this extent around the junction will result in limited parking on Brisbane road. It's already dangerous for the many young families who have to park far away from our houses. People speed down our road and use it as a rat run which is far more of an issue and the	

		real cause of any issues around the junction. Parking issues have caused many cars to be vandalised and this will only increase with parking being reduced on the road. I can't see any clear advantage to the parking in this way, the view will still be obstructed and cars will still be travelling at high speeds down the road. In fact they are likely to speed around the corner as they won't have to slow to check the way is clear. Forcing more of the young families down our road to park far from their houses will likely cause far more of a hazard, with an increase in the current activity of using cones/obstructions to reserve spaces due to limited availability.
17.	Objection	Parking is already very difficult. This will reduce the available Parking and severely impact peoples ability to park near their homes and then have an adverse effect on other roads in the area.
18.	Objection	The parking on Brisbane Road is extremely congested at the best of times particularly when most residents return home from work making it difficult to park. Adding double yellow lines in the suggested areas will only cause more difficulty for the current residents on this road making an all ready challenging situation worse especially people with children and mobility issues.
19.	Objection	I am a resident of Brisbane Road. Parking on our road is already very congested for residents. Introducing double yellow lines along this section of Helmsdale Close and around the junction with Brisbane Road will reduce spaces for residents. There are already many occasions when we are unable to park on our street. Not being able to park close to home causes issues with safety for children, loading and unloading, safety at night and general inconvenience. We have not experienced issues with waiting or turning in / out of the Helmsdale Close junction in it's current state. Occasionally there is some congestion and people have to wait, but this is mainly due to too many people using it as a through road from Oxford Road to Grovelands. Residents of Brisbane regularly have to park on Helmsdale Close next to no. 27 Brisbane Road's garden as there is no space on Brisbane Road itself. Putting double yellows in this area will reduce parking spaces by at least 4 or 5, meaning 4 or 5 cars from our street will need to park elsewhere in the nearby area, away from their homes, and potentially leading to congestion in other places.
20.	Objection	Parking is horrendous down our road and this will make it even harder to get a space in an already tricky road.
21.	Objection	I object to the proposal. Parking is difficult enough and local residents are careful in manoeuvring in this area

**KEY**  
Existing restrictions: As labelled  
Proposed restrictions: As labelled



Street	Summary of Original Request	Objections/support/comments received
PA1_Bulmershe Road	Request for restrictions to protect the entrance to the school on Bulmershe Road near its junction with Hamilton Road.	Summary of responses: Objections - 1, Support - 1, Comment - 0, Mixed Response - 0.
1. Support	I am in support of the proposed changes to restrictions on these roads. At present there is too much congestion to the road caused by waiting and unloading vehicles. This causes traffic build up and makes visibility to other road users and pedestrians poor, causing many near misses. The roads are heavily used by school children due to the number of educational facilities. Current congestion prevents emergency vehicles from freely navigating the roads.	
2. Objection	I object to the proposals on the [REDACTED] and fear that when the parking restrictions are introduced my road will be used as a car park. The council in the past have shown a complete lack of interest in the problems faced by the residents of the unmade part of Bulmershe rd. And now I think they are going to make the problems worse.	



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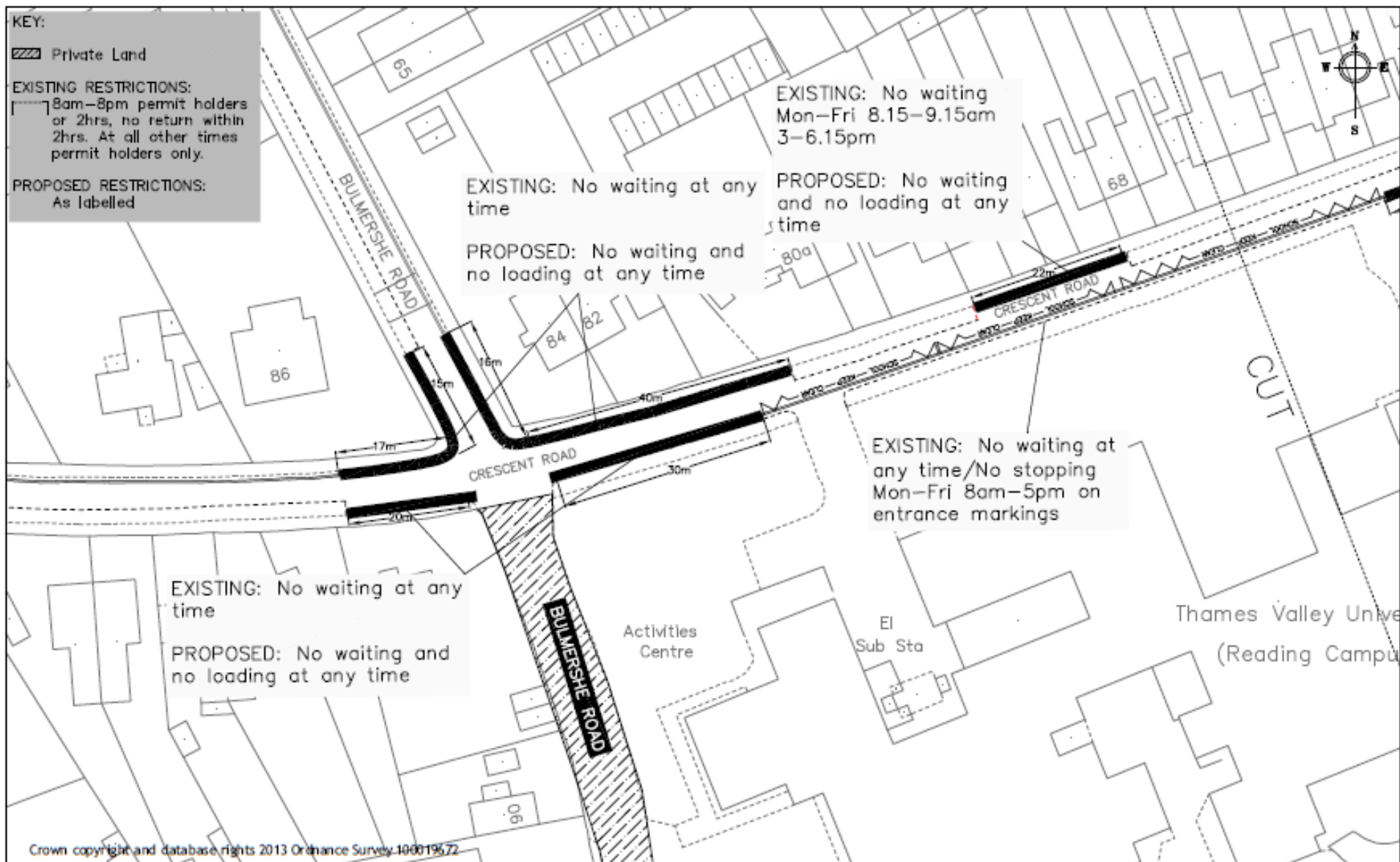
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<b>project</b> Waiting Restriction Review 2021B		<b>CAD Drawing Location:</b>	
<b>scale</b> N.T.S		<b>drawn</b> JT	<b>checked</b> JP
<b>drawing</b> Bulmershe Road		<b>approved</b> JP	
		<b>date</b> OCT 21	
		<b>drawing no.</b> PA1_Bulmershe Road	

Street	Summary of Original Request	Objections/support/comments received
PA2_Crescent Road 1 and 2	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.	Summary of responses: Objections - 2, Support - 0, Comment - 1, Mixed Response - 0.
1. Objection	The more restriction on the Crescent Road to more burden on our road (Hamilton/Waybrook Crescent)	
2. Comment	Would appreciate the suspension of 2 hour parking bays along Crescent Road, Bulmershe Road and Hamilton Road for the duration of the School Streets Scheme trial. This would enable parking officials to prevent parents parking along these three roads to collect their children from school.	
3. Objection	"Putting extra double yellow lines on this road is farcical! Parents picking up from the 3 schools already ignore them and park on them and 9/10 times when I drive down Crescent Road, a vehicle is parked on double red lines by the Wokingham Road. Turning Crescent Road into a School Street, even though it will be only for a very short time, twice a day will result in more traffic and parking on Bulmershe, College and Culver Roads. These roads are already used by parents at pick up time who park over driveways, on double yellow lines and on corners blocking the view."	

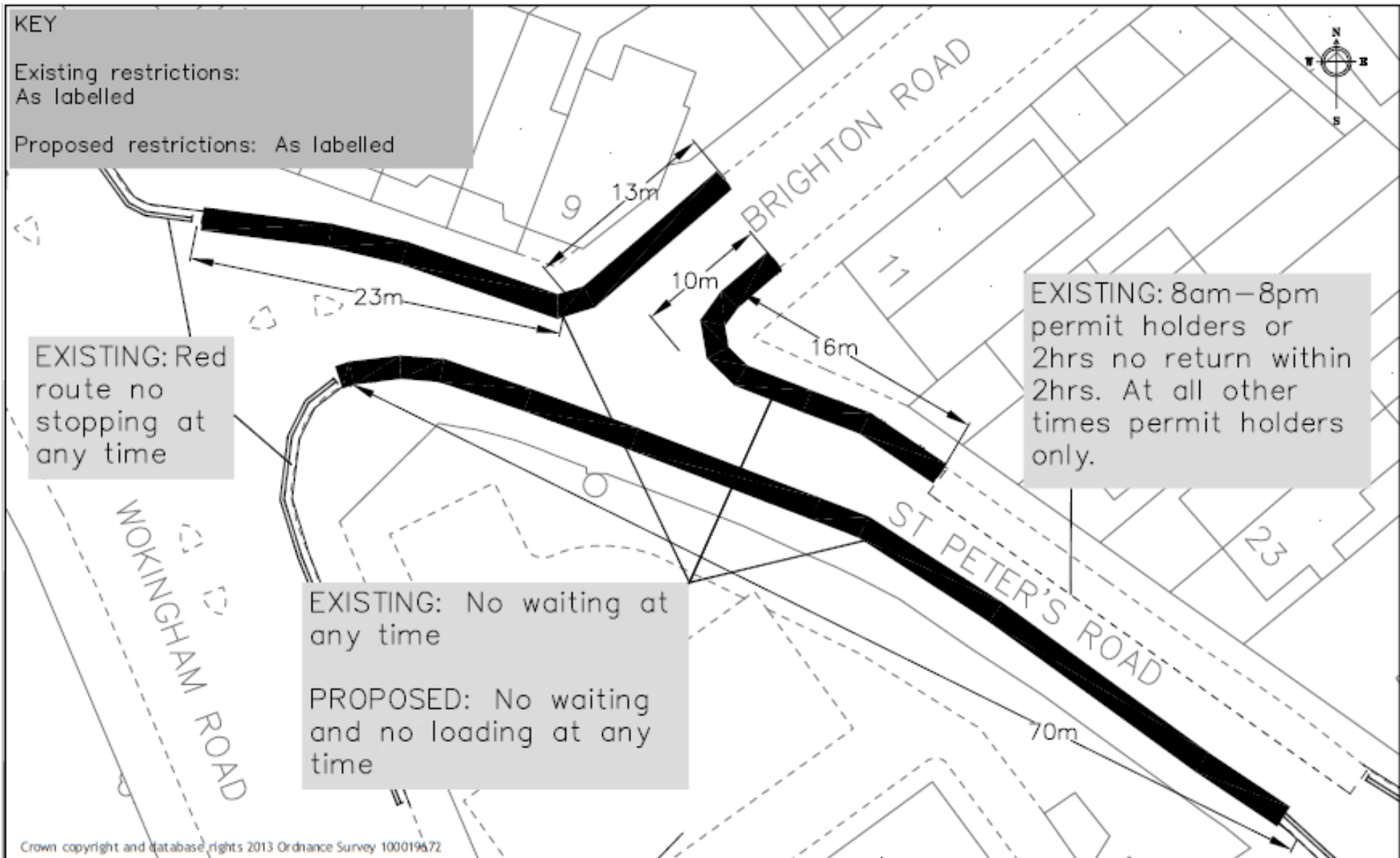




Project	Scale	Drawn
	N.T.S	JT
Drawing	Date	Checked
	OCT 21	JP
	Approved	JP
	Drawing No.	
	CRESCENT ROAD	PA2_Crescent Road 1 of 2

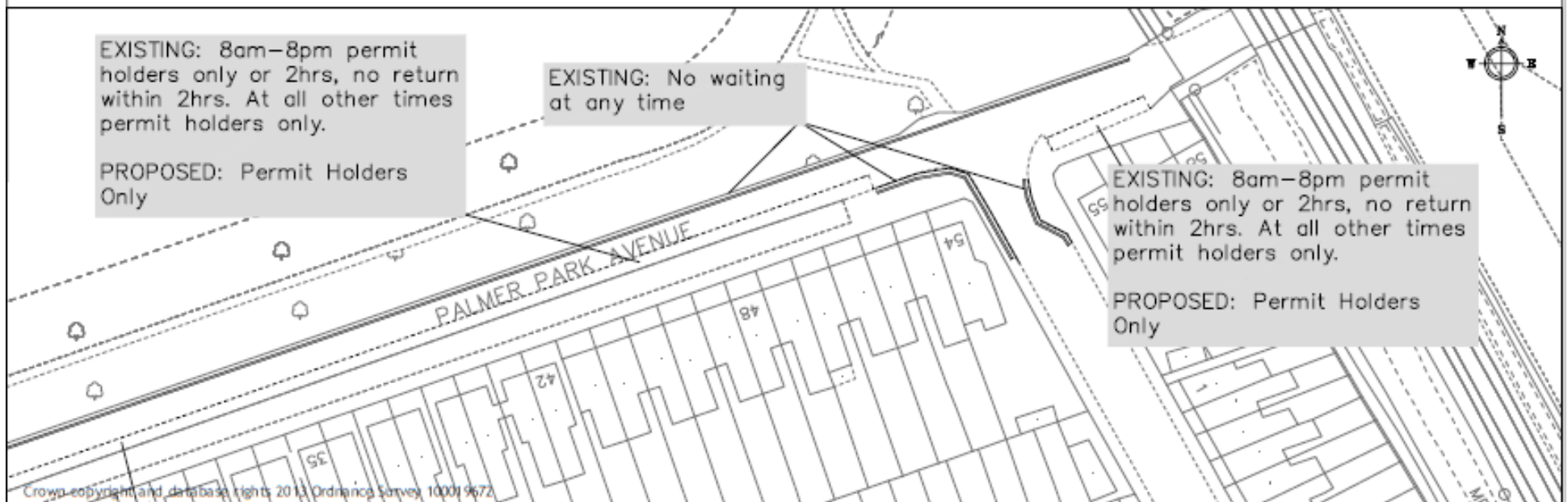
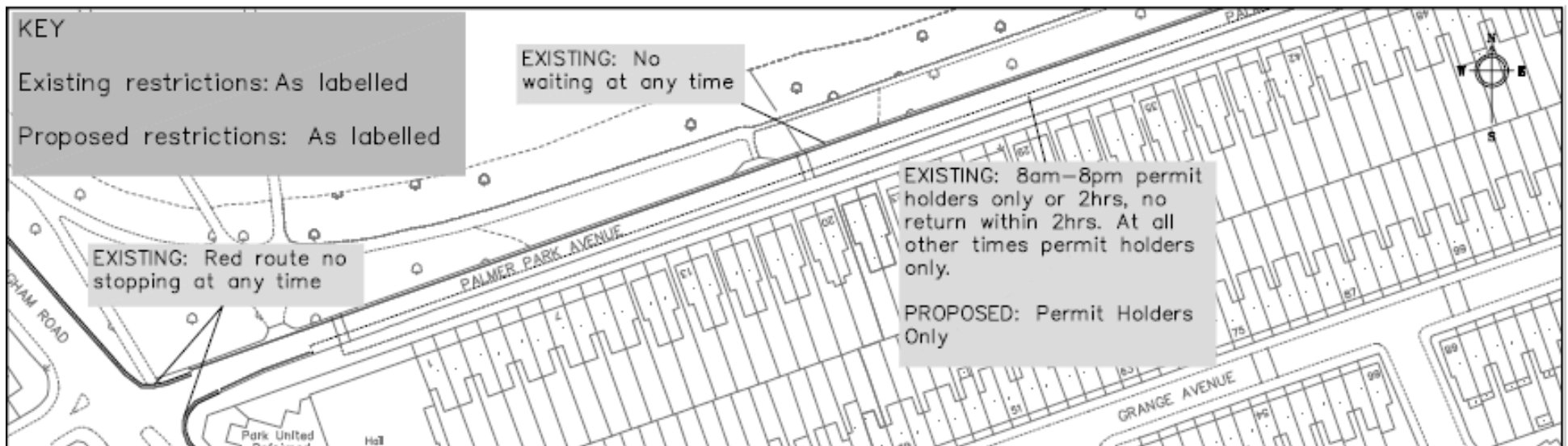


Street	Summary of Original Request	Objections/support/comments received
PA3_St Peters Road	Request for a loading ban on the Wokingham Road end of St Peters Road where there are existing double yellow lines to address access issues caused by vehicles parked at this location.	Summary of responses: Objections - 2, Support -1, Comment - 0, Mixed Response - 0.
1. Objection	Removing the waiting time is not a strong enough response to the danger present for the primary school children who are crossing the road to and from Earley St Peter's Primary school. It needs to be classed as a red route which would enable the mobile camera car to enforce the restrictions. At present it is left to parents like me to challenge the offenders as the wardens are almost never there. There is a culture of abuse , threats and actual violence against anyone who challenges them. On [REDACTED] I was attacked in front of my son for questioning on such offender. Police are aware.	
2. Support	I support strengthening the restrictions but don't feel they go far enough. People will still stop their cars on the yellow lines (that already exist) regardless of whether there is no waiting or loading at any time. Loading isn't the problem, it is people stopping/ waiting/ parking to drop and pick up children to and from school. Why is it not possible to extend the red route so that there is no stopping allowed, which would then allow those who even stop briefly to be penalised.	
3. Objection	Please see below an objection and the reasons to the proposed waiting times in Brighton Road and St Peters Road Reading. The proposed change to introduce the no waiting at any time at the above named streets would significantly impact on my [REDACTED] business and the [REDACTED] in St Peters Road, number [REDACTED] respectively. We are requesting that you do not introduce the no waiting time directly outside [REDACTED] We need to be able to load our deliveries, we have already spent a very high amount to obtain permits in order to work daily at our shop location and also spent [REDACTED] in visitor permits in order for our customers to spend time whilst choosing [REDACTED] without the worry of receiving parking tickets. Wokingham Road itself is a red zone and the surrounding area is permit parking only, so to introduce a no waiting time restriction would seem unnecessary. [REDACTED] Pharmacy currently have to have their delivery driver stop outside [REDACTED] as they are unable to stop near the shop they're delivering to, the no waiting times will cause more disruption the these vital deliveries.	



Waiting Restriction Review 2021B	N.T.S	Drawn JT
	Date Oct 21	Checked JP
Drawing St Peters Road	Drawing No. PA3_St Peters Road	approved JP

Street	Summary of Original Request	Objections/support/comments received
PA4_Palmer Park Avenue	From the petition requesting a change from shared use to permit holders only for the entire road. Please see petition and report for more info.	Summary of responses: Objections - 2, Support - 3, Comment - 1, Mixed Response - 0.
1. Support	I support better parking for residents	
2. Support	Support - as a resident of said road, it has become increasingly stressful over the past few years. I often feel that I cannot go out in the car at certain times as I won't be able to park when i get home. People often park here to catch a bus into town or use the park which will only get worse when the new pool opens.	
3. Support	I fully support the proposal for the change of parking restrictions to permit holders only at all times.	
4. Objection	Making this permit holders only during the day creates less short-term parking for local businesses, schools and activities e.g. United Reform Church. I am a local business owner and my customers visit the area for roughly one hour at a time and visit the local shops before or after too. Restricting this parking will simply send parking up to other side streets such as St. Peter's Rd, Clarendon Rd etc. creating more issues there during the day. This road is generally not full during the day and only has residents on one side of the road so find it hard to believe that demand is there 24 hours to necessitate this change.	
5. Comment	[REDACTED] I have been instructed to write to you concerning the proposal to introduce a residents' permit-holders-only parking scheme in Palmer Park Avenue. I understand that this scheme is scheduled to include the parking space immediately outside the entrance to our Church Halls, which are in regular use as a facility for the community. If this is the case, I would be interested to receive your comments or suggestions regarding the possibility of the church retaining priority use of this space. Regular users and visitors to our Church and Halls do of course have use of the parking area inside the gates of Palmer Park, and will not need to park in the road, but it is important that this space is kept available for wedding/funeral cars, regular deliveries (e.g., of wood pellets), and occasional disabled parking. believe that as a Community Agency we would be entitled to one free parking permit and could purchase others - however, this would clearly not enable us to have priority access to these spaces, and I'm sure you will appreciate that it is essential that vehicles as listed above are able to park directly outside the building. We are aware of the needs of residents, and we are in principle in favour of the permit scheme going ahead - indeed, we have done all that we can (admittedly not always successfully) to discourage our regular users and hirers from parking in Palmer Park Avenue. However, we would be interested to know your thoughts regarding the options available to us to enable the day-to-day use of this community facility to be maintained. For example, is there a chance that the permit scheme could begin from the first house in the road, with some provision made for the church to retain priority access for the reasons outlined above?	
6. Objection	I am writing to object to the proposed changes to parking restrictions on Palmer Park Avenue. My [REDACTED] We, and other parents, have to park outside for up to ten minutes, twice a day, in order to be able to drop off and collect our children from childcare. The inability to park outside the childminders would cause significant disruption and upset to our childrens' routines. Please consider this in your decision making. I hope that you are able to take this objection into account. I realise that the deadline to object was yesterday, [REDACTED]	

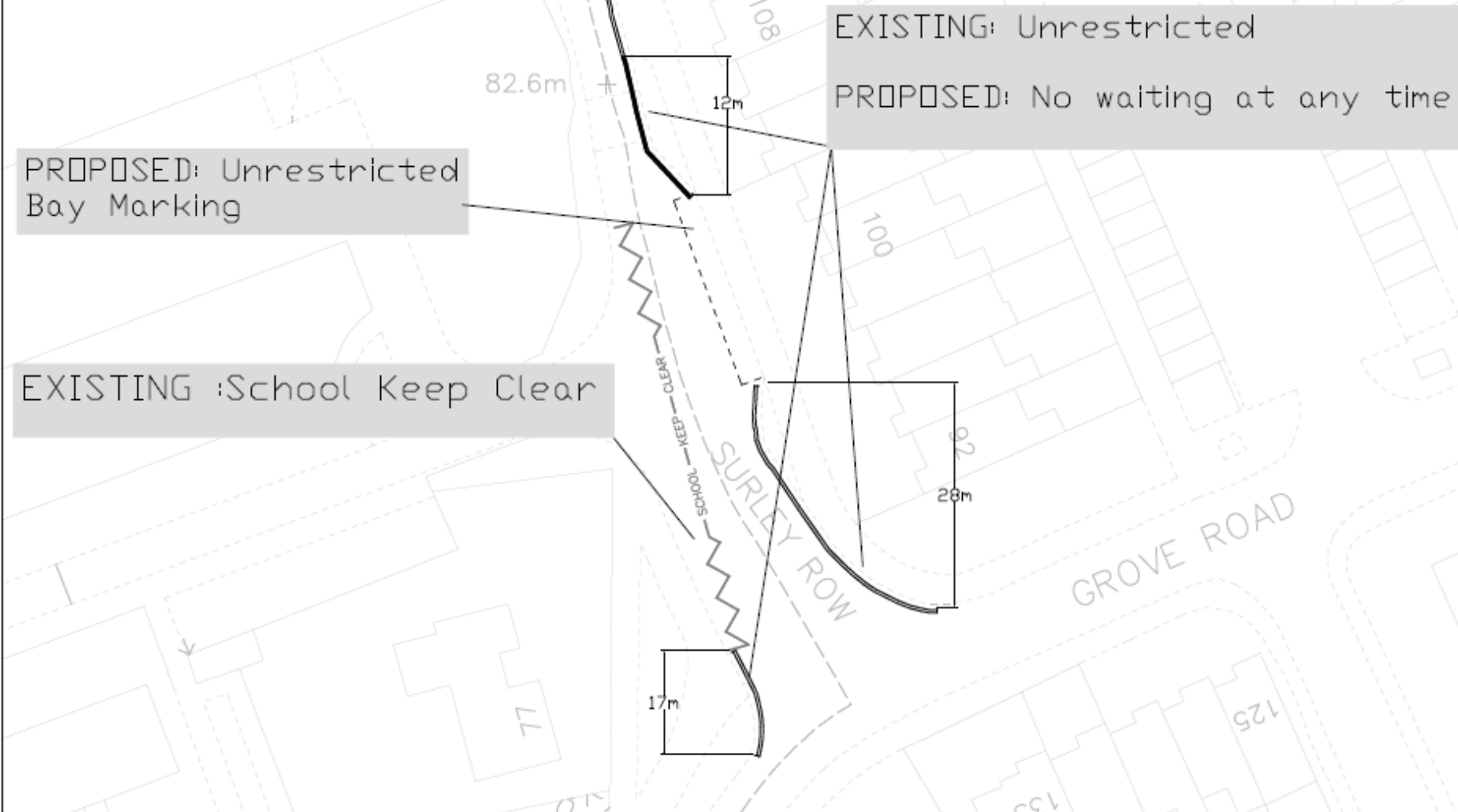


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Waiting Restriction Review 2021B	Drawn JT
	N.T.S.
Drawing Palmer Park Avenue	Checked JP
	Date Oct 21
Drawing No. PA4_Palmer Park Avenue	Approved JP

Street	Summary of Original Request	Objections/support/comments received
PE2/TH3_Surley Road	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.	Summary of responses: Objections - 2, Support - 3, Comment - 0, Mixed Response -0.
1. Objection	I have recently discovered that double yellow lines and no waiting time is to be implemented in Surley Row. I have lived in Surley Row for [REDACTED] years so I'm objecting to this scheme as this would cause major problems for me. Firstly, I have no driveway so where am I or any other resident supposed to park? I've also been diagnosed [REDACTED] I cannot carry shopping any distance from my car. And I often return home late at night [REDACTED] which then creates a safety issue if I cannot park where I live. Surely if you were going to implement such a radical measure, then residents should have been offered a permit scheme so they can still park their cars where they live. Your deadline of objecting before the 23rd February 2022 has caused me an immense amount of stress [REDACTED]. Please can you reassure me that as a resident, I will still be able to park my car outside of my own house.	
2. Support	I am in support of this proposal. Many of the Highdown parents are set on parking or dropping off as close to the gate as possible, making it very dangerous for children on foot to enter or exit the school gates.	
3. Support	Double yellows in these areas will hugely improve safety for the children who need to access getting in and out of school.	
4. Support	Double yellows here will hugely improve the safety of school children trying to cross the roads at this junction to get in and out of Highdown School.	
5. Objection	I am a resident of Surley Row and [REDACTED]. I was shocked to see the proposal of double yellow lines for Surley Row for a few reasons. Reason one my [REDACTED] and needs to park as close to home as she can, which is on the road directly in front of our home. This is the area proposed for double yellow lines. The second reason is the [REDACTED], she arrives home very late on certain evenings and the thought of her being unable to get parked after a [REDACTED] and having to possibly walk down dark streets is very worrying for me. Its come out of the blue as to why this area would even being considered for parking restrictions.	

**KEY**  
 Existing restrictions: As labelled  
 Proposed restrictions: As labelled



Project	Scale N.T.S	Drawn MF
Waiting Restriction Review 2021B	Date OCT21	Checked JT
Approved JT	Drawing No. PE2/TH3_Surley Row	
Drawing Surley Row		



Street	Summary of Original Request	Objections/support/comments received
RE2_The Mount	The results of a petition 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' 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.	Summary of responses: Objections - 1018, Support - 103, Comment - 0, Mixed Response - 0.

**FEEDBACK RECEIVED FROM PERSONS CLEARLY SELF-IDENTIFYING AS A RESIDENT (a different name was provided for each submission marked with \*)**

Summary of responses: Objections - 31, Support - 29, Comment -0, Mixed Response - 0	
1. Objection	we've lived in the street [REDACTED]. not sure if we are eligible to vote on this because some notes through the door said it was residents only who could comment? well, i think we are residents even though we rent a property here. but i havent had a problem parking my car here ever. i don't think we need to change the restriction because they already work. thank you. hopefully my views will be considered.
2. Objection	I am a resident at The Mount and I object to the council's proposal to restrict the parking waiting times for non-permit holders. I have not observed a lack of parking spaces for residents at this location and I believe that a the proposed change will adversely affect local businesses and community facilities.
3. Objection	The proposal to change the parking restrictions is unnecessary because if you just take a look around you can see the rules we already have are working. Also, I live [REDACTED], but I have had a note left on my car even though I've got a permit and am allowed to park within 15R someone put a note on my car complaining I had parked in the wrong place even though its ok for me to park there. I was really upset that someone would do this. There was no name on the note. Some people here think that they own the place when we are all allowed to park with a permit.
4. Objection	I have carefully read all the notes and leaflets through the door about the parking, and I am persuaded by the arguments made that there isn't a need for the changes and that if the changes go ahead, it will mean I will have to pay more for my friends and family to come and stay overnight and at the weekends. I don't want to pay more for something when there are loads of free spaces outside. What we have allows for lots of flexibility with people coming and going and this is good and part of a healthy street. If we lock it down for just a few people we'll end up with loads of spaces still and just having to pay more ourselves. The cars I see parked outside belong to neighbours - and occasionally people who come to fix houses etc - it isn't people who don't live here. So I don't see the point to more changes - it will just mean we all have to pay more and I already pay for permits.
5. Objection	I have lived in The Mount all my life [REDACTED]I want to support the pub and local restaurants as well as the Progress Theatre. It wouldn't be the same without them here, if customers could not park nearby. Due to the Coronavirus these businesses - and the theatre - have struggled. I don't want to stop our visitors parking here too. There are always spaces.
6. Objection	"I have lived in The Mount for years and I have always been able to find a parking space, even when there is a production on at The Progress Theatre. So personally, I don't think that there is a problem with the current restrictions, they work perfectly well and shouldn't be changed. I am also concerned that if they are changed it will have a devastating effect on the theatre which is a huge asset to the local area."
7. Objection	I think that the current parking restrictions in The Mount work perfectly well and shouldn't be changed. I am concerned that if these additional restrictions are brought in that they will have a devastating effect on The Progress Theatre and their patrons ability to access it easily. I have been living in The Mount for years and I have never been unable to find a parking space, even when there is a production on at the theatre, so I don't believe that there is a problem with the current restrictions.
8. Objection	"I am a resident at The Mount and I object to these proposals for several reasons: 1) There is currently plenty of parking at numerous times of day for residents to park. I have never had a problem with parking my car on the street should I need to; 2) Impact to the Progress Theatre - If the proposals go ahead then parking for the theatre will become an issue, deterring people from utilising this great resource; 3) It would discourage short term visitors (such as grandparents) as there is a cost implication with visiting;"
9. Objection	I am writing to strongly object to the proposed changes to parking in The Mount for a number of reasons most importantly the below:Why chance the current restrictions when they obviously work? There is never an issue finding parking during the day and the current restrictions stop the two main problems with parking in the area, namely students leaving cars parked in the same place throughout term and office workers leaving their cars all day, thus affecting people coming back from school runs or visiting

	<p>relatives etc. This opinion is backed up by the comprehensive data provided to you. And as such, unnecessarily changing an already working scheme is just a waste of taxpayers money. Furthermore, the proposed new scheme will have a severe impact on The Progress Theatre - which is an important community asset that must be supported. If Reading is going to have ambitions to be an attractive, thriving city in the future, it needs quality independent cultural venues such as Progress. If the theatre closes, the site will be sold for development and will no doubt lead to more cars on the street (as the theatre's car park will be built on).</p>
10. Objection	<p>I am writing to strongly object to the proposed changes to parking in The Mount for a number of reasons most importantly the below: There is no issue with parking currently at any time of day or night, evident as a resident and as backed up by the comprehensive data provided to you. It will have a devastating impact on The Progress Theatre a much loved and important community asset that must be supported and saved. The cost of change is a waste of taxpayers money.</p>
11. Objection	<p>I wish to record my objection to the parking restriction changes outlined in the recent parking consultation for The Mount RG1. I've lived on The Mount for [REDACTED] years and I have always been able to find a space to park my car. There is no need for these changes - the current scheme works perfectly well as it is - and there is objective, numerical evidence to support the effectiveness of the current scheme. Two polls conducted in May and July 2021 are being used to justify these changes and this consultation, yet they were conducted by people who had already taken a firm position that these changes are needed. Many people who disagreed did not respond, making the sample biased in favour of supporters. The polls were also misleading as they claimed to demonstrate over 91% support. Yet out of 53 dwellings on the Mount, only 23 responded. The vast majority did not respond at all. These polls have been used over and over again by Councillors and residents to justify these changes - yet they are deeply flawed and invalid as a means of fairly and openly generating community engagement and consent. They were also conducted following weeks of intimidating behaviour, notes left on the cars of residents and visitors, regular patrolling of the area and photographing of cars deemed to be wrong or parked in the wrong place - and all of this shared on our community WhatsApp group. This was clearly not an environment conducive to open, honest dialogue about parking issues and it ensured that opposing views were silenced. This left people feeling frightened and intimidated and led to a skewed and exaggerated picture of resident support for changes. We're told the problem, is "a high volume of non-resident parking affecting residents as they can struggle to park close to their homes". I've conducted research, 'The Mount Parking Data 19-02-2022' (attached). It clearly shows there is plenty of space to park on The Mount. Of 53 households, only 17 do not have off-road parking. Using Reading Borough Council's own parking space estimates, I calculate the Mount has 69 available parking spaces. Over seven months, and 142 days, I've counted the number of parked vehicles on The Mount. The data clearly shows that there is significant spare parking capacity, with average parking bay occupancy rates of between 56-61% and the average number of free parking spaces between 27-31. Even on the days the Progress Theatre is in session, there are still plenty of spare parking spaces on the Mount. You'll see from the data that it's mainly the north and south sides, Zones C and K that have high occupancy rates. On the north side, 10 households regularly try to park in 8 spaces. Many of these households have more than one vehicle, making it physically impossible for all residents to park outside their homes. This is not my opinion, it is not my belief, it is a fact. The evidence is clear: there is plenty of space to park on the Mount with the existing restrictions in place. Any change to parking restrictions will not solve the problem of people expecting to be able to park outside their homes on a public road. RBC Parking Permit Terms and Conditions state, "The permit does not guarantee a parking place but gives permission to park in the zone stated until the permit expires." Changes to the parking restrictions will not achieve the desired outcome - they will make no difference. What they will do, however, is have some profound unintended consequences. One of the biggest impacts will be on the Progress Theatre, a hugely important community asset, not only for The Mount but for Reading</p>
12. Objection	<p>As a resident living within The Mount Residents Parking Zone I wish to lodge my OBJECTION to the Reading Borough Council proposal to change the residents' parking scheme currently in force. I believe that the scheme introduced in 2013 overcame the problem we were having at the time, while at the same time not interfering with residents' right to receive visitors, or with Progress Theatre performances. I particularly OBJECT to any plans to introduce residents only parking overnight and at weekends. This appears to be a direct obstruction of residents' right to have visitors over a large proportion of the week, unless they use up their visitors permits. This sounds far too much like a revenue raising ploy by Reading Borough Council, as 40 measly half day visitors permits will not go far over 365 days. This will force residents to unwillingly buy more permits to enable them to continue to live their lives. Also as a resident who lives out of sight of any arriving visitors (this particularly applies to Sutton Walk, there is too much scope for enterprising (dishonest) parking wardens to ticket visitors while they are away from their vehicle obtaining a temporary permit from the resident they wish to visit.</p>
13. Objection	<p>I live here and I believe there is sufficient parking for all residents. Restricting parking to permit holders only after 8pm will impact audience goers at The Progress Theatre. The Council budget is limited enough and should be spent where it is really needed, not on unnecessary parking restrictions.</p>
14. Objection	<p>I have been here a [REDACTED] and have always been able to park. The theatre (which is important to the community) may suffer (especially with the proposed weekend restrictions). I live [REDACTED] and people being able to visit is important to staying sane, being able to not worry about permits at weekends just makes it much less stressful to do this.</p>

15. Objection	As residents we have a number of visitors to our house [REDACTED]Christchurch Road and providing a permit is an unnecessary bureaucracy - especially if staying less than 2 hrs. The current regulations are more than adequate with plenty of parking. We strongly object to any further change in parking regulations .
16. Objection	I am writing to strongly object to the proposed changes to parking in The Mount for a number of reasons most importantly the below:There is no issue with parking currently at any time of day or night, evident as a resident and as backed up by the comprehensive data provided to you.It will have a devastating impact on The Progress Theatre, a much loved and important community asset that must be supported and saved.The cost of change is a waste of taxpayers money.
17. Support*	I live at [REDACTED] Christchurch Road and am one of the residents in the list for zone 15R (The Mount and Sutton Walk). I have lived in The Mount for nearly [REDACTED] years. I confirm my support for the Council's proposed changes to the parking restrictions. The changes will ensure a better balance between the use of the available parking by the wider community for short stays and the needs of residents for longer term parking.
18. Support	[REDACTED] and our Carers have to be able to park somewhere on The Mount.We strongly support the proposed revisions to the rules for parking on The Mount
19. Support	I usually park on my drive so don't need to regularly park on the road, but my [REDACTED] and needs carers to visit from time to time. I therefore take note of the parking availability this side of the Mount and have found that there are generally a few spare places during the day but less so at night. I understand the concerns of those who use the Progress Theatre but there is ample parking within a short walk, albeit needing payment. For instance, I expect to pay for parking, when I visit the Hexagon. Also, as there is no need for a permit after six pm, I don't believe the Progress theatre will be forced to close. Consequently, I would like to support the Council's proposals for new parking restrictions.
20. Support	<p>Residents have been working with Highways and our Councillors since May 2021 to address chronic issues permit holding residents face parking on the Mount and Sutton Walk. Residents took part in both online (WhatsApp) polling and a physical letter drop survey - overwhelmingly mandating change by 83.3% and 91.3% respectively. Residents supporting these proposals include people who are disabled, households that rely on carers, elderly, those with young children and people that work shifts. During this public consultation exercise, only 2 objector households have perversely mobilised objections from the public - the very people residents are competing with to park where we are permitted. This is a huge flaw in this process.</p> <p>Objections have been raised from outright lies and hyperbole that the Progress Theatre will be shut down as a result. Residents and Councillors have written to the Theatre to confirm that their objections are wholly unfounded, so they have been made aware and continued to perpetuate objections.</p> <p>There are 53 households that are entitled to permits, and only 56 spaces. 6 spaces on average are wasted daily through poor parking at the edges of the bays. Although some houses have off-street parking, all garage dimensions are far too small for modern cars, and only 9 of the more modern homes are able to utilise off-street parking via driveways that are atypical for the Conservation Area.</p> <p>This demonstrates precisely why residents have been working so diligently and patiently with the Council for nearly a year to fix the issue - there is simply not capacity for The Mount to keep being used as a parking lot for non-permit holders.</p> <p>As there is demonstrably little to no spare parking capacity, there is little or no impact on the actual legal parking available for the theatre. Despite this being pointed out to the Theatre, they knowingly pursued their objections whilst acknowledging that these proposals protect vulnerable residents all year. For comparison, the Theatre will only have hosted 58 nights between October 2021 - July 2022.</p> <p>The Progress Theatre has a huge 21-space car park but their website states that they expect the rest of their theatre goers (who don't catch the bus) to park on The Mount. Given the theatre seats 96 people, this expectation clearly doesn't add up unless their Patrons park illegally outside of marked bays. We have alerted the theatre that there is plenty of metered parking only a few minutes' walk at the University (free after 5pm), Cintra Ave, Allcroft Road and Elmhurst Road meaning there is plenty of parking capacity to accommodate their productions, without impacting permitted residents.</p> <p>The Theatre has claimed that a substantial proportion of its patrons are elderly and disabled. This is false. The Theatre only has one designated disabled parking bay and one wheelchair accessible seat that is regularly observed to be used by non-blue-badge cars. Residents observe that their patrons are almost exclusively young people and students. All of their productions are held during university term-time, with the exception of one production a year that is sponsored by the Council and, this year, 2 productions that are "presented by arrangement" with a book publisher and the National Theatre. Their own production schedule demonstrates their target audience are typically students. If the Theatre was sincere in its concern for the elderly and disabled, it would have more than one disabled parking bay and it would prioritise its own parking for the elderly. Neither is the case because it is untrue that their patrons are elderly or disabled - unlike permit holding residents of the Mount that are impacted all-year round.</p> <p>Despite the Theatre being utilised as the main vehicle to generate objections based on falsehoods, residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the</p>

	<p>existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.</p> <p>Residents would ask that the Council utilise discretion in prioritising and distinguishing between support for change from residents and friends and family of residents and people who have been deliberately misled that proposals will close the Theatre. It surely cannot be the case that a well-mobilized, misinformed public can trump the democratic will of fee-paying, council tax-paying residents who have been working in partnership with the Council for nearly a year. We face having done everything we were asked to by the Council to work in the system and bring about change - to potentially lose to an extreme minority of 2 residents who have employed unscrupulous tactics to subvert the will of the community and generate objections nationally from people who have no connection to the area, have never been to the Theatre, and believe that the issue is about supporting the arts.</p>
21. Support	<p>I support the proposed changes, as I regularly see how difficult it is [REDACTED] to park and she is often concerned about going out at night for fear [REDACTED] will not be able to park in The Mount or near [REDACTED] house when [REDACTED] returns. Or at weekends, when I see [REDACTED] struggling along the road with bags of shopping as she cannot park close to her house. Students and others frequently park in The Mount from mid afternoon one day to lunchtime the next and at weekends they will arrive on a Friday afternoon and not leave until Monday. Obviously when the theatre has a production on, this is made alot worse, but at least they usually leave the area by 11 pm but why should all these people have the privilege of free parking using bay spaces that are then not available for the residents? Please support the changes, they do not in anyway harm the theatre, as it is apparent that most of the people attending their productions simply park outside the bays in complete disregard for the parking restrictions and no doubt will continue to do so.</p>
22. Support	<p>As a RESIDENT of the Mount I STRONGLY SUPPORT the proposed new restrictions. Parking at weekends and overnight (including of commercial vehicles such as minibuses) has substantially eroded the protection conferred by the existing limited scheme. I also consider the current campaign by the Progress Theatre to attempt to override the needs of residents to be deplorable and disreputable.</p>
23. Support	<p>[REDACTED] The Mount and i would like to support the proposed parking times to change parking restrictions from 10-4pm to 8-8pm. With after 8pm as residents only. It's a hassle to try and park at night after 8pm in our neighbourhood if the theatre is open. Their commuters should support public transport or car sharing.</p>
24. Support Page 68	<p>I am very much in favour of the proposed new parking restrictions. We have lived in The Mount and have witnessed a steady deterioration of parking situation. I am aware that there is a co-ordinated campaign in opposition to the proposals, to which the position of The Progress Theatre appears to be central. While I have nothing against The Progress Theatre, to say that the impact upon them would be "catastrophic" is ludicrous: it is inconceivable in most towns or cities today, that anybody would expect to drive to the door of a theatre. As this is a public consultation, it is likely that The Progress Theatre will be able to rally many to its cause and in these circumstances I do hope that due weight will be given to the views of actual residents</p>
25. Support*	<p>I am writing as a full-time permanent resident of The Mount to express my strong support for the proposed parking scheme. My apologies that this a long comment, but I have sought to be comprehensive and rational. Over the past few years all the roads surrounding The Mount have introduced stricter parking permit schemes in favour of their residents (namely Allcroft Road, Avebury Square, Cintra Avenue, Elmhurst Road, Kendrick Road, Marlborough Avenue, Morgan Road, New Road, Upper Redlands Road, Whitley Park Lane). This has left The Mount as a small island with a more lenient scheme, attracting more non-resident cars to park here. Whilst a normal non-resident 2 hour stay isn't problematic, The Mount's current lenient scheme allows for long-stay parking - overnight (from 2pm -4pm and then onwards until 10am the following morning, or even until 12 noon if the person takes a chance on not being ticketed) and at weekends (from 2pm-4pm on Friday and then onwards over the weekend until 10am or 12 noon on Monday). This IS a problem! Parking just for residents on The Mount is already at something of a premium. Whilst the bungalows and the two ""60s"" houses have garages/drives which they use, none of the original 19th century houses have offstreet parking. None have drives and those few that have garages don't use them for cars but for storage, as the garages aren't wide or long enough to accommodate their cars. This means that all these residents are parking on the street. All but one of these households have cars, some have two cars, some have a car and a van. Some of these householders are elderly, with varying mobility issues; others have young children; others have grandchildren, or elderly family and friends visiting. All of whom would like to be able to park, not necessarily outside but within a reasonable distance of the house where they live or are visiting. On the west side of The Mount and in Sutton Walk, the modern white houses have access to garages and in Sutton Walk an area of offstreet parking. However, again, the residents don't all use their garages for their cars, or the offstreet parking, preferring to park instead on The Mount for convenience. Thus competition for parking by residents and visitors with permits is already high and is exacerbated by the amount of non-resident parking, especially when long stay as described above. I reiterate that this is not about expecting to park directly outside one's house, but within a reasonable distance.</p> <p>It should also be noted that residents of Cintra Close are in the same permit zone as The Mount (15R) so they can, and do, legitimately park here, thereby adding to the parking numbers. Overall then, car ownership, the lack of drives and the limited use of garages, coupled with the more restrictive schemes now surrounding The Mount, all define the need for the proposed new scheme to ease the situation for residents and their visitors.</p>

	<p>Two more points. Firstly as/when more residents switch to electric cars some may be spurred to using/enlarging their garages so that they can home charge. But a substantial core will not have this option and will therefore hope to use any charging infrastructure provided on the street (eg via lamp posts?) at least some of the time. This will change and complicate parking habits and I suggest should be borne in mind for the future.</p> <p>Secondly, and finally, I wish to say that I am appalled by the inflammatory and melodramatic PR campaign that The Progress Theatre seems to be conducting via leaflets on The Mount's lamp posts (fly-posting surely?) and on social media garnering objections to the scheme from far and wide, by claiming that the proposed change to parking restrictions on The Mount will cause the closure of the theatre and even some comments that the Council does not support the arts. This is nothing short of outrageous! The Progress Theatre has a car park, very recently extended and it should never have been relying on parking in The Mount to sustain its audiences, but on the quality and appeal of its productions! The Mount is first and foremost a residential area and The Progress should be informing its patrons that there is limited parking in the streets around it, but there are good bus routes close by as well as metered parking. For environmental reasons too patrons should be discouraged from driving if possible. Those with disabilities or accessibility issues should have priority for the car park. Their campaign does no favours for neighbourhood relations between The Mount residents and The Progress if the views of the non-resident audience, and far flung supporters of the arts and theatre in general, are prioritised by virtue of numbers alone, above those of residents suffering day-to-day problems. The evening performances at The Progress do in fact swamp The Mount with audience cars, meaning that if one wants or needs to go out by car, or returns home late from work or a day out, one can't park on The Mount until the audience has left by around 10.30pm. Unfortunately the proposed scheme won't change this as the audience can park from 6pm for 2 hours and will not be ticketed after 8pm and no traffic wardens are employed after 8pm. If The Progress were to demonstrate some neighbourhood awareness and consideration for residents in their information about parking to their patrons it would be helpful. Much more helpful than inferring via a PR campaign that residents who simply want to be able to park within a reasonable distance of where they live (a privilege for which they pay) will be the cause of the The Progress's closure."</p>
26. Support	<p>As an [REDACTED] resident of The Mount with [REDACTED] I need to be able to park close to my house to reduce walking longer distances particularly when unloading shopping. Due to the current regulations that are much less stringent than other local roads especially at evenings and weekends, it can be difficult for residents with valid permits to find parking spaces. This problem is exacerbated when The Progress Theatre has events and their audience take up any available parking spaces, including parking illegally in non bays. If one returns home during Progress Theatre events, parking spaces are all taken and one has to wait until the play has finished and the audience dispersed.</p>
27. Support	<p>I live at [REDACTED] Christchurch Road and am one of the residents in the list for zone 15R (The Mount and Sutton Walk). I have lived in The Mount for nearly [REDACTED] years. I confirm my support for the Council's proposed changes to the parking restrictions. The changes will ensure a better balance between the use of the available parking by the wider community for short stays and the needs of residents for longer term parking.</p>
28. Support	<p>I grew up on the Mount for [REDACTED] years and my parents have lived there for [REDACTED] years - it has become increasingly difficult to find a car parking space to park close to where they live, for them as well as family and friends visiting. I understand the reason why others use the available spaces, especially for NHS workers and I sympathise - and think the hospital should instead provide free parking for workers and visitors to help alleviate local residential parking areas.</p>
29. Support*	<p>I write as a RESIDENT of the Mount and SUPPORT Highways proposed changes to 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. "). Our area has proven particularly attractive for non-resident parking precisely because the restrictions here are more lenient than surrounding areas. As our scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council's proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial</p>

	<p>entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.</p>
30. Support*	<p>I write as a RESIDENT of the Mount and SUPPORT Highways proposed changes to 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." ). Our area has proven particularly attractive for non-resident parking precisely because the restrictions here are more lenient than surrounding areas. As our scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council's proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.</p>
31. Support* Page 70	<p>"I write as a former resident of The Mount I write in SUPPORT of Highways proposed changes to 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." ). The area has proven particularly attractive for non-resident parking precisely because the restrictions are more lenient than surrounding areas. As the scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council's proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Commercial interests should not be elevated over the interests of residents. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings."</p>
32. Support*	<p>"As a former residents of The Mount I am in support and SUPPORT Highways proposed changes to 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." ). The area has proven particularly attractive for non-resident parking precisely because the restrictions are more lenient than surrounding areas. As the scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted.</p>

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<p>33. Support*</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 71</p>	<p>I write as a resident of the Mount and SUPPORT Highways proposed changes to 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." ). Our area has proven particularly attractive for non-resident parking precisely because the restrictions here are more lenient than surrounding areas. As our scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council's proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings."</p>
<p>34. Support</p>	<p>As a resident of [REDACTED] The Mount for [REDACTED] years it has become more and more obvious that the laxity of our existing parking scheme compared to surrounding streets is inviting people to take advantage of free parking overnight, at weekends and during the day and as a result it's increasingly difficult to find a parking space. I strongly support the proposed changes.</p>
<p>35. Support*</p>	<p>I write as a resident of the Mount and FULLY SUPPORT the proposed changes to the present parking restrictions. Our area has proven particularly attractive for non-resident parking precisely because the restrictions here are more lenient than surrounding areas. As our scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The theatre have their own car park and RBC encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). A bus stop is right</p>

	on their doorstep and a dedicated cycle lane runs along Christchurch Road. Also, there are plenty of under-utilized metered parking spaces in Allcroft Road, Elmhurst Road and Cintra Ave, which are a short walk. Most evenings there are no vehicles parked in Cintra Ave and that is just 2 minutes walk! Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. I believe that the permit holding residents of The Mount, should have priority over the non-residents and patrons of local businesses; who park freely and to the detriment of the people who live there. I understand that this consultation is for the general public to respond to. I have been told, by someone involved, that The Progress Theatre, has written to its patrons, stating that unless they object to the parking changes, the theatre will most likely have to close. I find this, if such action was taken by The Progress Theatre, to be both disingenuous and misleading to the public and will alienate most residents of The Mount, to the business.
36. Objection	[REDACTED] have lived in The Mount for many years, we have accepted the existing parking restrictions as being entirely workable and reasonable, however the new proposals are draconian in the extreme. We live [REDACTED] so effectively we would no longer be able to visit for longer than two hours or to stay overnight.
37. Support	As a long standing, permit paying resident [REDACTED] The Mount I strongly support the proposed changes to parking restrictions. I fear that the already difficult situation will deteriorate further if we don't take this opportunity to get in line with the rest of the local area. I am very community minded and support my neighbours rather than strangers. As regards the Progress Theatre argument, their website states Reading buses 3,8,9,21, 21a stop yards away. They also say street parking is available in marked bays on The Mount. Might I suggest that they remove this and replace with there is plenty of metered parking in Cintra Avenue, Allcroft Road and Elmhurst Road all just a short walk away.
38. Objection	I am a resident and I strongly oppose the proposed additional parking restrictions! There is absolutely no need to restrict the parking to 8am-8pm but if it was then so Brit. I really do object to it being permits holders only at all other times! Yes I love to park outside my house but it is not a right. It is a public road. If people want to park outside their front door then they should have bought a house with parking!! It is not fair to let other road users suffer. We are very close to the hospital. If people wish to visit relatives and have to drive, they should be able to park in the surrounding roads.....for free! As if having a loved one in hospital is not stressful enough but to find everywhere is residents parking. If people want to go to the progress theatre in the evening then they should be able to park in the street. If my relatives want to come and see me at the weekend I don't want the stress of having to make sure there are tickets in the car every hour of the day! I think it's totally over the top!! Change it to 8-8 maybe, but permit holders at all other times.....definitely not!!!
39. Support	I support the proposed changes to parking and am a resident.
40. Support	I am a resident at [REDACTED] Sutton Walk, and I fully support the councils proposed changes to parking on the Mount and Sutton Walk (15R). Thank you in advance for helping to solve the parking problems here for the residents.
41. Support	I am writing, as a resident, to record my support for the implementation of the council's proposed changes to parking on the Mount and Sutton Walk (15R). I am a [REDACTED] and it is becoming very difficult to park near my house due to parking spaces being used by non-residents (e.g. university students).
42. Objection	we have lived in The Mount for [REDACTED] years. Since the current restrictions were introduced there is not a shortage of resident parking in The Mount. There are pressures caused by vehicle ownership between [REDACTED] where there are more resident vehicles than spaces (8 spaces for 10 households, some of whom own up to 3 vehicles). Extending the parking restrictions will do nothing to address that reality. Those residents can always find parking in The Mount.
43. Objection	As a resident of Sutton walk I object to the proposal to change the parking restrictions. Me a d my family have like there for [REDACTED] years now and never had a problem. If anything I think it will make matters worse regarding to having visitors and parking spaces. Parking has never been a problem. If anything I think it would have negative effects on me and my neighbours
44. Objection	I have never experienced problems with parking on this road, and value being able to have visitors without expensive visitor permits. I would support a scheme that permitted the road in the middle of the day to prevent people leaving their vehicles here for work but think the current availability is fine.
45. Support	I live on the Mount and have had increasing difficulty parking near our house. We have seen an increased use of the space by cars without permits during the weekends and in particular large minibuses.
46. Objection	I do not wish for the current 8-4 Monday-Friday parking restrictions to be amended . The current restrictions are perfectly effective and controlled the dangerous parking which stopped emergency vehicles from attending our road previously ( and for what the scheme was originally set up). I do not want my [REDACTED] parents nor our Visitors to be subjected to parking permits when they visit at weekends etc.



47. Objection	I don't want any restrictions at the weekend, but I would like 8am to 8pm residents restrictions Monday to Friday.
48. Objection	I've never experienced a problem with parking here as a resident and don't want to have to pay out more money for permits for friends and family to visit. I don't understand why we need more restrictions? It makes no sense. I'm against this as I don't think it's necessary and will just cost all of us more money. Thank you.
49. Support	As a resident I would like to see the parking restrictions changed. There has been a increase of cars without permits parked in the area leaving me unable to park anywhere on the mount at times.
50. Objection	As a local resident the current parking and permit restrictions are sufficient and work well. The proposed changes are detrimental to users of the local and much loved Progress Theatre and should not proceed.
51. Support*	<p>I write as a resident of the Mount and SUPPORT Highways proposed changes to 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." ). Our area has proven particularly attractive for non-resident parking precisely because the restrictions here are more lenient than surrounding areas. As our scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council's proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.</p>
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53. Support*	<p>I write as a resident of the Mount and SUPPORT Highways proposed changes to 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.”). Our area has proven particularly attractive for non-resident parking precisely because the restrictions here are more lenient than surrounding areas. As our scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council’s proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders.</p> <p>That the Queen’s Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.</p>
54. Page 74 Objection	I object to the proposed parking changes for The Mount , Reading .When we proposed the original parking restrictions, this was due to unsafe parking which resulted in emergency services being unable to reach residents. I do not want weekend restrictions when friends / family visit nor stop other members of the community from parking in our street. I work at [REDACTED] and I can park in that area with my permit ( my colleagues also have permits provided to park in that area), and at no stage does any household complain that we park in their streets .
55. Objection	I am not in favour of any changes. I have now lived here for [REDACTED]years and have not experienced any difficulty in parking somewhere on The Mount, and usually very close to my house. We are privileged to have the Progress Theatre on our doorstep and I know that changing the current parking system would have a negative impact on them. Please register my 'no' vote!
56. Support	<p>I support the proposal to change the current parking arrangements. I am not sure why 2 resident objectors do not consider their neighbours as many are impacted greatly by the abuse of the very lax parking restrictions in The Mount. We pay for the privilege of living near the town centre and accept parking difficulties are a consequence, but why should we, our families, friends etc be inconvenienced by not be able to park because University Students and others in multi occupied houses, Progress Theatre attendees etc., choose to park in The Mount because it is free providing they move around occasionally! Also, Progress Theatre attendees have complete disregard for the parking restrictions and once they have parked in any residents bay they can find, then many, if not most (and by far the majority) park on the pavements, or outside the bays on corners of the roads without concern for safety or the residents or the fact that it is illegal to do so. They say as their performances start at around 7.45p.m. and that their parking does not impact residents because we are home ! WHAT ABSOLUTE RUBBISH. Not all workers come home by 6 p.m. many of us have to work later. Many of us would like to go out in the evenings without the fear of coming home after 7 p.m. (many attendees come early to drink before the performance) and not being able to park anywhere. There are a large number of under utilised metered bays in Elmhurst Road, Cintra Ave, Allcroft Road and several other roads, all of which are in easy walking distance of the theatre. There is also the future potential problem of the restrictions to be imposed on the Shinfield Road, between the main University gates and Pepper Lane. No doubt all those who park on the pavements along that stretch of road will be looking for alternative free parking when those restrictions are imposed, which will push more vehicles on to The Mount. Why should The Mount take the burden when nearly every other road in the area has adequate restrictions? I urge the council to do as the majority want and SUPPORT THE CHANGES</p>
57. Objection	I am opposed to the proposals for The Lower Mount. The existing arrangements have been in place for many years and suit all 4 residents who do not want the arrangements altered

58. Objection	I object to this change. As a local resident, wellness coach for young people and adults alike and a theatre practitioner myself, I can categorically say that arts and wellbeing are intrinsically linked and the benefits towards improved mental health for participants and supporters of the arts are not to be overlooked...especially in a climate such as this! People need access to the arts; not everyone is fortunate enough to live on or near public transport links and further to this the safety and welfare of our community should be thought of when you consider our crime rate. The theatre industry has been hit the hardest by Covid and is still struggling to recover from a government who has bullied and frightened people into following rules with which they've had no intention of following or leading by example. With even less access to theatre, social engagement will continue to break down and the slump of poor mental health within and across communities will continue to increase. The people already pay enough money to the council for improvements to our area that are still waiting to be fixed. If the council really want to help their community to thrive in the way that they claim they do, contribute towards improving mental health- don't make it harder to survive this life by taking another thing away.
59. Objection	I wish to object to the proposed change of parking restrictions on The Mount covered by the waiting restrictions Review 2021B order 2022. But the reasons given for the change are only listed as "in the interests of safety or in response to demand" but there doesn't seem to be any evidence given for the change on The Mount, in material provided on the consultation web site. Could you please provide me with the material that is used to justify the change on this basis for The Mount, so that my objection can address whatever the evidential concerns are? Without that evidence I'm guessing as to the reasons but initially I would object in the following general areas. As far as I can see there is 1/ No Demand Both my own individual surveys and those of the residents and the Progress Theatre, consistently show that there are always between 8 and 15 spare parking spaces in The Mount over night.. So there doesn't appear to be any parking pressure demand. 2/ No safety concerns, I've been a resident in the area including the Mount and a frequent visitor to the Progress Theatre on The Mount [REDACTED] years and I'm not aware of any accidents or safety issues that have ever arisen as a result of parking on The Mount is all that time. 3/ Impact on the Progress Theatre - the largest property on The Mount. I would also point out that introduction of this change would significantly impact The Progress Theatre, a large property and charity on The Mount since 1946 - but for some reason not included in the list of "residents" in the notice for area 15R. The Theatre has always aimed to encourage those less able and less mobile in our community for whom parking very close to the Theatre is essential for their access to the Theatre. Without the ability to park close to the Theatre in The Mount, those members of our community will be disadvantaged or more likely excluded. The Theatre has also just undergone a major refurbishment of > £100k, during 2021, and ~£50k in 2019 to significantly improve facilities for these groups of people on the understanding of the current parking arrangements. Introduction of these parking changes will inevitably hit the audience numbers ( and demographic (see above) ) leading to the long term loss of the Theatre for the Reading community. The likely long term consequence of the loss of the Theatre would likely increase the parking pressure on The Mount rather than decrease it. The land the Theatre occupies would most likely be turned over for substantial residential use and bring in the associated car parking. In estimating the land value, I understand that the Theatre had been given estimates that at least 15 flats could be built on the land the Theatre currently occupies. The associated numbers of cars would guarantee that the car parking pressure in The Mount would be continually exceeded, whereas (see 1 above) there is no pressure at the minute. Anyway I would like to be able to object more knowledgeably but I need the evidence used to justify this change, so if you could provide that it would be very helpful
60. Objection	I live [REDACTED] The Mount. In this section of the Mount the number of cars belonging to residents is greater than the number of spaces. The proposed restrictions will not solve this. While it is true that there are regular occasions when I need to park around the corner, and also that more households have second cars, I think these additional restrictions are unnecessary. I am also concerned that they will have an adverse effect on the Progress Theatre.

**FEEDBACK RECEIVED FROM PERSONS CLEARLY SELF-IDENTIFYING AS A VISITOR/FRIEND OF RESIDENT**

Summary of responses: Objections - 7, Support - 67, Comment - 0, Mixed Response - 0.	
1. Support	As a friend of a resident, I FULLY SUPPORT the residents.
2. Support	I am a friend of a resident of The Mount and a reasonably regular visitor by car. I support the proposed change to parking restrictions as it will make it easier for me to park within a reasonable distance when visiting my friend. Currently it can be quite difficult sometimes. I am aware of The Progress Theatre's PR and social media campaign opposing the changes and I think this is unfair on the residents of The Mount who pay for permits to be able to park near their homes."
3. Support	I grew up in The Mount and my parents still live there. I live in Reading and am a frequent visitor with. Over time it has become increasingly difficult to find a parking space especially in the evenings and weekends. This creates logistical [REDACTED] and all the paraphernalia to their house. I fully support the proposed changes to restrictions which favour the permit paying residents rather than Jo Public.
4. Support	As a friend of residents, I support the residents
5. Support	As a friend of residents, I support the residents
6. Support	"My [REDACTED] lives in The Mount and recently it has been almost impossible to find a parking space. fully support the proposals."
7. Support	As a friend and former work colleague of a resident, I fully support the residents
8. Support	As a friend and former work colleague of a resident, I fully support the residents
9. Support	As a friend and work colleague of residents I fully support the residents
10. Support	I write in support of the residents of the Mount and SUPPORT Highways proposed changes to 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." ). I am a friend of a resident who lives [REDACTED] The Mount. I live across the road from The Mount and am very aware of the issues with free parking in the area (particularly The Mount) and the difficulties that it causes on a daily basis for the residents there. The area has proven particularly attractive for non-resident parking precisely because the restrictions are more lenient than surrounding areas. As the scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council's proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.
11. Support	[REDACTED] frequently visit close friends at The Mount. Parking can become an issue particularly in the evenings and weekends. I fully support the proposed changes to the parking restrictions."
12. Support	I support the residents. If the theatre are struggling for money why have they just paid out for substantial renovation work. Neither the Hexagon, nor South Street have free parking to my knowledge. Surrounding roads have ample space, the only difference is that they have parking meters. There is a car park already on site for approximately 20 vehicles, if you want to park free then get there early or get the bus.

13. Support	The local area is subject to significant parking restrictions, with only The Mount being significantly less restricted. By not imposing the same parking restrictions on The Mount as elsewhere locally, drivers looking for relatively unrestricted parking are disproportionately encouraged to fill up The Mount, imposing difficulties on residents and their guests. I understand that Prospect Theatre is concerned that restricting theatre-goers ability to park on The Mount will cause a drop-off in attendances and/or impact upon disabled visitors. The latter could be easily accommodated by Prospect providing a few extra dedicated parking spaces in their own car park. Able-bodied visitors can park in any of the neighbouring streets (Cintra Avenue, Allcroft Road, Elmhurst Road, etc) where there are metered and even a few un-metered parking spaces, particularly at the time of night when the theatre usually has performances, and walk a few minutes to the theatre. It is difficult to credit this as a serious objection. In the circumstances I would be happy to support the parking changes proposed.
14. Support	As a friend of residents, I fully support the residents.
15. Support	As a friend of residents, I fully support the residents
16. Support	As a friend of residents, I fully support the residents
17. Support	As a friend of residents, I fully support the residents
18. Support	As a friend of residents, I fully support the residents
19. Support	As a friend of residents, I fully support the residents
20. Support	As a friend of residents, I fully support the residents
21. Support	As a friend of residents, I fully support the residents
22. Support	As a friend of residents, I fully support the residents
23. Support	As a friend of residents, I fully support the residents.
24. Support	As a good friend of a resident, I support the residents.
25. Support	As a friend of a resident, I support the residents
26. Support	As a friend of a resident, I support the residents
27. Support	As a friend of a resident I fully support the residents.
28. Support	As family of a resident I support these proposals
29. Support	As a [REDACTED] of a resident with young children, i fully support these proposals
30. Support	As a friend and former coworker of residents, I support this proposal
31. Support	As family of residents I support this proposal
32. Support	As family of residents, I support the residents
33. Support	As family of residents I support this proposal
34. Support	As family of residents, I fully support these proposals
35. Support	As family of residents, I FULL SUPPORT these proposals
36. Support	As a friend of a resident I support these proposals

37. Support	As a friend and work colleague of a resident, I support these proposals
38. Support	As a friend of a resident, I support these proposals
39. Support	As a friend and former work colleague of a resident, I fully support these proposals
40. Support	As a friend of a resident, I support these proposals.
41. Support	As a friend of a resident, I support these proposals.
42. Support	As a friend of a resident, I support these proposals.
43. Support	I am an [REDACTED] friend of two [REDACTED] residents on The Mount and when I visit them. I need to be able to park reasonably close by, especially if I am giving them a lift or dropping them back home.
44. Support	I am the [REDACTED] of an [REDACTED] resident on The Mount and [REDACTED] so when I visit with [REDACTED] I need to be able to park close to my [REDACTED] house using my visitor's permit. This can be difficult at weekends when no regulations are in operation.
45. Support	I am the [REDACTED] of two [REDACTED] residents on The Mount and when I visit them I need to be able to park close by, particularly if I am giving them a lift anywhere.
46. Support	I am the [REDACTED] of two [REDACTED] residents on The Mount and when I visit them I need to be able to park close by, especially if I am giving them a lift or dropping them back home.
47. Support	I am the [REDACTED] of two [REDACTED] residents on The Mount and when I visit them I need to be able to park close by, especially if I am giving them a lift or dropping them back home.
48. Support	As a friend of residents, I support the residents.
49. Support	As a friend of residents, I support the residents.
50. Support	As a friend of residents, I support the residents.
51. Support	I write as a member of family of residents of The Mount in support and SUPPORT Highways proposed changes to 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."). The area has proven particularly attractive for non-resident parking precisely because the restrictions are more lenient than surrounding areas. As the scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council's proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Commercial interests should not be elevated over the interests of residents. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council Support encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.
52. Support	"As a friend of residents of The Mount I SUPPORT Highways proposed changes to 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."). The area has proven particularly attractive for non-resident parking precisely because the restrictions are

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<p>53. Support</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 79</p>	<p>I write as a member of family of residents of The Mount in support and SUPPORT Highways proposed changes to 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." ). The area has proven particularly attractive for non-resident parking precisely because the restrictions are more lenient than surrounding areas. As the scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted. The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council's proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities. Commercial interests should not be elevated over the interests of residents. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders. That the Queen's Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk. Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.</p>
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56. Support	"I for many years have visited my very close friends in the Mount on a regular basis , unfortunately I am finding it harder to park when ever I arrive , I am not so good at walking these days and so very worried that if parking gets harder I won't be able to visit I would be extremely sad as I so look forward to my visits . Thank you"
57. Support	I regularly visit friends who have lived in The Mount for over [REDACTED] years and when current parking arrangements were introduced it made parking easier for residents and visitors, however in the last [REDACTED] months it has been more and more difficult to park in the evenings - especially the mini buses - which is odd in a residential area - please help the residents thank you
58. Support	"As a friend of residents, I support the residents
59. Support	I have visited my close friends regularly in the Mount for many years and very much look forward to it , I am finding it much harder to park in the area and unfortunately , I can not walk very far these days from the car , I would be so very sad after all these years not to be able to visit . Thank you
60. Support	My family live here and find it very difficult to park particularly in the evenings and at the weekends.
61. Support	I can hardly ever park outside my [REDACTED] house or even close.
62. Support	Regularly impossible to park when we visit. I am in a [REDACTED] and obviously would be much easier for me if I could park close by to my family's home when I visit.
63. Support	My family live here and it's very difficult to park, particularly evenings and weekends. When we visit I struggle to find anywhere to park. We have a [REDACTED] van as my husband is in a [REDACTED] and it's such hard work for me if I can't park close by.
64. Support	We often visit our family in The Mount but have to park streets away from where they live.



65. Support	We have family living in the mount and as senior citizens we find it so hard to visit as parking near their house is so difficult we end up parking too far away to walk
66. Support*	<p>I write in support residents of the Mount and SUPPORT Highways proposed changes to 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.”). The area has proven particularly attractive for non-resident parking precisely because the restrictions are more lenient than surrounding areas. As the scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted.The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council’s proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities.Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders.</p> <p>That the Queen’s Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk.Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.</p>
67. Support Page 81	<p>I write in support of the residents of the Mount and SUPPORT Highways proposed changes to 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.”). The area has proven particularly attractive for non-resident parking precisely because the restrictions are more lenient than surrounding areas. As the scheme is different to this standard, wardens are unsure of the restrictions so ticketing on The Mount is made more difficult and occurs less frequently. The situation will continue to deteriorate unless these changes are adopted.The proposals have extremely high levels of support among residents. Residents have been polled twice in 2021, with 83.3% of residents supporting change in an online poll and support increasing to 91.3% on a second physical poll. Residents who are disabled, or rely upon carers, STRONGLY support the Council’s proposals. It was claimed residents parking schemes are damaging to those who rely on carers. This is inaccurate as carers are permitted just like residents. An inability to park near our homes disproportionately impacts those with disabilities.</p> <p>Local businesses interests should not be elevated over the interests of our neighbours and community. If a minority have not noticed issues themselves, the experience of neighbours that say they have had problems should be more persuasive than providing free commercial parking for local businesses, the University and non-permit holders.</p> <p>That the Queen’s Head pub and Progress theatre will suffer is untrue. The proposal allows for patrons to park from 6pm with the free 2 hour period. The theatre has their own parking lot and the Council encourages them to support sustainable travel, rather than encouraging customers to drive beyond their significant parking capacity (for comparison The South Street Theatre has no parking provision at all). For lunchtime customers of the pub, 2 hours should be more than sufficient. That is without addressing that policy should not be made to encourage drink driving and that for local venues, a bus stop is right on their doorstep and a dedicated cycle lane runs along Christchurch Road. There is plenty of under-utilised metered parking in Cintra Ave, Allcroft Road and Elmhurst Road which are a short walk.</p> <p>Parking is not an NHS issue. Residents surveys determined that the vast majority parking are University students, with a smaller proportion being un-permitted residents of Christchurch Road. Students are discouraged from bringing their cars and face stringent parking restrictions and fines by the University. Hence, students take advantage of the lenient parking scheme our community has. Associated commercial entities are abusing the existing system, such as several mini-buses which appear to belong to student accommodation. There are clearly failures in the parking management of the student economy. Fee-paying, permit holding residents cannot continue to pay the price for those failings.</p>
68. Objection	My friend and colleague lives on The Mount, and I have never witnessed any problem with parking there. I also have a background in dance and professional creative practice and I therefore fully support the arts and the Progress Theatre in their efforts to provide accessible parking for their patrons. This new parking scheme would put the viability of the theatre at risk, which is a real concern for me.

69. Objection	My objection for this is two fold. 1. I have [REDACTED] in the road and when I visit there is never any problem parking so I don't think this is needed, it will make visiting people coming to see friends and loved ones more difficult, affecting everyone's mental health adversely (stress about the parking restrictions and sense of loss if their visits are cut short. 2. The Progress Theatre would be devastated by this. It's meant to be a Community Asset and severe parking restrictions would be catastrophic for them. It plays a massive part in youth engagement and is a vital link in keeping the young people of Reading off the streets and developing themselves into upstanding members of Reading's community. There are many groups that use this theatre and they would all suffer. In summary I'm simply baffled why this would need to even be put forward, let alone valuable council time and money wasted on anything other than rejecting this proposal.
70. Objection	I have [REDACTED] living on the Mount. I have, on a number of occasions, visited [REDACTED]. When I have visited there are always sufficient parking spaces. If the restrictions were in place I would not be able to do this. I do not understand why the parking restriction are necessary.
71. Objection	"I have visited my close friends on The Mount many times—and usually at high-traffic weekend and holiday times—and driven with them in and out for errands/shopping/meals etc, and we have never had any problems finding a parking spot. I cannot understand why this is suddenly perceived as an issue. Also, as a supporter of long-standing, community-based arts organizations and theatre companies, this change in parking regulations would be disastrous for The Progress Theatre. Such a community asset (and important facility for youth groups) deserves protection in these uncertain times for the arts."
72. Objection	Although [REDACTED] visitor to the mount in the evenings, there is always plenty of parking. The proposals are unnecessary.
73. Objection	This would make it more difficult when visiting friends and family, and I believe cause problems for the much loved Progress Theatre
74. Objection	These are unnecessary restrictions which will cause issues for friends and relatives visiting.

**FEEDBACK RECEIVED FROM OTHER PERSONS WHO HAVE NOT CLEARLY SELF-IDENTIFIED THEMSELVES AS RESIDENT/VISITOR/FRIEND OF RESIDENT.**

Summary of responses: Objections - 856, Support - 7, Comment - 0, Mixed Response - 0.	
1. Objection	This change would very negatively affect the charity Progress Theatre as audience members would struggle to park near the theatre which would almost certainly result in lower audience numbers. Instead, the proposal could be amended to no non-permit parking during the hours of 12am-8am, thus preventing people taking up parking spaces overnight but not preventing audience members coming to shows.
2. Objection	I'm concerned how these proposals will affect the Progress Theatre, a key part of Reading's cultural heritage
3. Objection	The change of parking rules will make it impossible for the Progress Theatre to continue as there will be nowhere for the cast or audience to park. If RBC want our town to have any culture left in it then it must act now to save it. Progress does so much good for its members and the local community. They are inclusive, totally independent and a real asset to the town. The joy they bring far outweighs the minor issues caused by parking, Progress has been located at The Mount since 1946 I fail to see how parking has now suddenly become an issue after all this time. The arts have been harmed greatly by two years of covid related restrictions. These originations need nurturing not destroying.
4. Objection	The Progress Theatre has been part of this town's cultural life for many years. If only permit holders are allowed to park, it will severely impact on theatre-goers as the car park only holds 15 places. The proposal would also impact on the theatre's viability and revenue from ticket sales which would be bound to drop. I hope the council will change its mind. It would be a disaster if the theatre, after so many years of residence, was forced to close.
5. Objection	I strongly object to tighter parking restrictions on The Mount as it will massively impact patrons visiting the Progress Theatre. It's a small but much loved venue with a long standing on The Mount. Many people can only access it if they drive and therefore need to park close to the theatre. I have friends who visit from Basingstoke and Sandhurst who need to drive there. It would be a great shame that parking restrictions could see the demise of such a wonderful theatre.
6. Objection	Proposals are to solve a non-existent problem. There's loads of parking spaces.
7. Objection	Progress Theatre is positioned on The Mount and restrictions to parking will threaten its existence as it will put off customers to the theatre. The arts are struggling to stay afloat and we, as a society, need the balance and stimulation that they give us. Many young actors cut their teeth at the Progress Theatre. It provides a starting block for their careers. I think it would be a mistake to do anything that hinders this. The theatre also serves as a venue for other arts events such as the Whiteknights Studio Trail. It would be a shame if this well loved and longstanding local event were to lose this wonderful venue due to its closure if it loses custom because of parking restrictions.
8. Objection	Restricting parking for this community asset will make it more difficult for the theatre to accommodate visitors and bring down visitor numbers. It has already struggled during covid and it needs help rather than obstruction to carry on.
9. Objection	Parking restrictions from early evening through the night would be extremely disruptive for audiences at the Progress Theatre. If the purpose is to control overnight parking then surely a restriction from midnight to 6 or 8 am would serve the purpose of the restriction without potentially damaging and award winning community resource.
10. Objection	Progress Theatre is an established organisation that does vital work with and for the community. The plans would restrict opportunity for members and patrons of the theatre, and threaten the theatre's viability and existence. The theatre has been there a long time, and residents will have accepted its presence in the area when they moved there. The theatre brings richness and vibrancy to the community and it should be protected.
11. Objection	I object to the plans outlined on the basis that in addition to the inconvenience this will undoubtedly cause the residents of this area, this will cripple Progress Theatre. The theatre is surrounded by listed buildings and as such, the council should not be taking any action that would negatively impact the venue. The proposed changes will also make the theatre inaccessible for any disabled or elderly patrons as they will not be able to park close enough. Progress theatre has been a Reading institution 1946 and what the council is proposing will prevent any new patronage and support to the venue. This will also rob any local youth of the chance to participate in any youth productions and in addition to the recent temporary closure of Shinfield Players Theatre, this will be a severe blow to the Reading cultural scene as well as restricting access to the arts for young people. I request that Reading Borough Council search for a suitable alternative to the stated proposal.
12. Objection	Parking restrictions would have a major effect on patronage of Prospect Theatre. Theatre and the arts are a key part of our community and without people able to park to attend performances this would be devastating to Prospect Theatre and to Reading as a whole to lose such an important group.

13. Objection	The aim is to support local culture and economy, both of which are of value to those who live in and around Reading.
14. Objection	This proposal would destroy progress theatre, already suffering after covid restrictions
15. Objection	The proposal will adversely impact Progress Theatre and its audience members. This could be the final straw for the theatre which is on the brink of ruin. We can save it if we all help to pull through this difficult period. If the Borough Council values the arts at all, it should not approve this waiting restriction on The Mount.
16. Objection	The proposals put the survival of one of Reading's rare cultural jewels in doubt. The Progress Theatre needs support and does not deserve to have the rug pulled from under its feet.
17. Objection	These proposed changes would negatively affect the ability of patron and public to attend progress theatre which would drastically affect its future. This proposal is a direct threat to a theatre that has changed my life. Whilst I am no longer a member, as a teen, the PT youth group inspired me to become a theatre designer, go to drama school and become a professional theatre maker. Last week I put on a public show in Cardiff, and have worked with Wales Millennium Center and associates of the Royal Shakespeare Company. I wouldn't have known this was a career path available if it wasn't for Progress Outreach work- its reduced cost tickets and youth sessions allowed me to learn so much and shaped me as a person. This proposal should be stopped as it's an affront to children in the local area who need positive influence and arts education.
18. Objection	[REDACTED] I write to you but I feel that whoever is in charge of these plans must not be of sound mind, they are in fact rather ludicrous. You want to change parking to permit only for a theatre that not only receives NO council/government funding but has also had to battle through Covid and losing that self-funded money?? Who is in charge of these plans!! I am literally fuming about this, do the people in charge of these plans even live in Reading?? Have they even been to watch any productions at this theatre? Reading has seen so many closures as it is, it is a ghost town compared to what it used to be. We hardly have any entertainment facilities so you want to reduce this even further by limiting the parking offerings for visitors for the only decent theatre venue in Reading. Why don't you just close the whole town down? The cost of living is drastically increasing so for anyone even proposing these plans is disgusting. Are you trying to profit from Covid-19 and jump on the bandwagon by trying to get as much money as you can from the general public? As this looks like a money-making scheme to all of those who have come across this news. Do you not think we have suffered enough? Where do you actually expect visitors coming to watch a show at the Progress Theatre to park? Is it not your job as our governing body to ensure that you look after the town to which you are assigned? You can quite clearly see that we all band together when it comes to our own, I will refer to the tragedy that took place at Forbury Gardens. You have fought for years for city status, what is it that you think we have to offer anymore to reach this status? You will effectively shut down the one theatre that we have if you proceed with these plans. What else does Reading have left to offer? People don't even want to visit our town anymore, it's dead!! What are you doing to improve it?? You have people in this town that cannot afford the luxury of going to the theatre out of town such as London, so those that enjoy the theatre have somewhere local to go. The Hexagon is in horrendous shape, you can't even call it a theatre anymore. How it is still standing I don't know, it's embarrassing! The productions at Progress Theatre are brilliant! I love acting and would put myself forward more but I don't drive so that's always held me back. I'm currently learning to drive so always felt like I could then audition for the Progress Theatre once I do. I never had any parents around growing up and never had any money so I couldn't pursue my dream of being an actress, now it seems I may not get that chance if you intend to go ahead with your plans. Do you even know the people who live in your town and what they want? I have been a Shakespeare lover ever since I read and acted out my first play in school. Theatre will never die out, that need will always be there. Perhaps if you engaged more with the people in your town, you would understand their needs. We need to give people something to look forward to, theatre is one of those things. Do you see how well London theatres do? Theatres bring people to a town/city which generates tourism funding for that location so why aren't you looking at this avenue instead of your proposed plan of stinging people for money? Like speed cameras do. Surely you people can see this? You should be wanting to help the people of your town not penalise them! Help rebuild our town instead! So many people would love to help you do this. Please rethink these plans, they are not in the best interests of your people. Work with us and engage with us to rebuild this town and make it a better place. I took part of a committee relating to our waterways and how we can help conserve water and what we can do to help and raise awareness of the issues that we face regarding our usage of water. The ideas that we generated were put to the Environment Agency and were very much welcomed. Our input can be of value and we can help to make a difference.
19. Objection	Progress theatre will struggle to survive if no on street parking for its patrons. Ticket sales will decrease
20. Objection	The change to the parking arrangements are totally unnecessary. Reading is supposed to be discouraging car use in the town. This proposal flies in the face of this policy. Restricting the use of parking for visitors to the Progress Theatre is an aggressive attack on the future of this artist venue to the detriment of residents of, and visitors to, Reading.
21. Objection	Parking is needed in the vicinity of the theatre for easy access in the evenings especially for people with disabilities. Also it is so easy and convenient to have parking nearby especially when returning to your car late in the evening if you are women on your own.

22. Objection	There has never been an issue with parking- a minority are raising objections. We need parking availability for audiences and friends visiting. There is no need to change anything
23. Objection	Residents do not want or need the proposed changes. The proposed changes threaten the viability of the Progress Theatre, which is a real jewel in Reading's crown.
24. Objection	The proposal if carried out, will stop patrons of the Progress Theatre from parking in the street and have a negative impact on the number of people attending the venue
25. Objection	"Picking up [REDACTED] from classes would be difficult. Difficult to attend any productions if change is implemented"
26. Objection	I wish to support The Progress Theatre
27. Objection	Changing the parking times would impact people as visitors/ family will have no where to park when they come and visit especially on weekends. Also, it will have such a massive affect on the Progress theatre as there will be no place for audience members to park.
28. Objection	Theatres are vital for the community
29. Objection	I don't think the case has been made to support this proposal, given the issues it will cause for Progress Theatre. Progress have demonstrated that there is no real pressure on on street parking.
30. Objection	Taking away the much needed spaces that have always been available to Progress theatre since its beginning in the 40's, infact which are highly likely the reason why it has managed to sustain todate is a decision that will impact Community of all ages. All progressions view it as a second home, whilst also making a living they go from work to stage to build and connect with others, to share the special experience of co-creation of the many diverse people and talents, volunteering with love to keep it going. Removing the freedom to park closeby removes safety, community, connection and sadly a much loved theatre. Please don't.
31. Objection	Not enough parking will be available for the Progress Theatre
32. Objection	This will mean that there is no on street parking available for visitors to the Progress Theatre, a particular loss for those who have mobility needs.
33. Objection	This would relict audience access to the theatre and will be a deyriment to the joy it brings to the community.
34. Objection	This will directly affect the ability of the Progress theatre to survive. The council should in my opinion be able to show real community support and ensure due consideration is given to the Progress theatre.
35. Objection	I object to the proposed restriction on parking on The Mount because of the devastating impact such a move could have on Progress Theatre, a vitally important community resource and the oldest theatre in Reading. While I understand why the residents of the Mount may want to restrict parking, the current proposal is too stringent. Progress Theatre relies on local parking availability between 7pm and 10.30pm in order to get enough of an audience: without this flexibility, it will inevitably have to shut down.
36. Objection	By proposing as you are to block access to patrons of the Progress Theatre you are throttling the life of a theatre which has been providing entertainment both at the theatre and in the Abbey Ruins for years and is known nationally and possibly internationally and in that way helps mark Reading on the map. Killing a theatre with the connections and successes it has is a very short sighted approach and someone with a decent brain needs to think about it. What real benefit is there to limit parking to residents only on the Mount. Particularly on performance nights. Several houses on both side of the Mount have off street parking so not everyone needs parking reserved for them. Please reconsider for the good of all Reading residents and the town the real benefit of supporting a successful amateur dramatics theatre!
37. Support	Sometimes it is difficult for residents returning in the evening to find a parking space for their car, even though they have paid for a resident's parking permit.
38. Objection	Parking restrictions will make it mich harder for people to go to shows at Progress Theatre. This is a great theatre which needs local support and easy access.
39. Objection	This is going to impact on Reading people being able to go to the progress theatre and park safely. Local residents have ample parking areas.
40. Objection	Possible threat to the viability of the Progress Theatre if parking restrictions are introduced.
41. Objection	The private parking would inhibit Progress theatre's ability to encourage more audience members to watch their shows, which due to it being entirely self-funding, may lead to its closure. This would cause a whole community to be forced to shut down, losing the ability to create and encourage upcoming talent and entertainment for its audiences.
42. Objection	This would be very damaging to the progress theatre. Where will their customers park?
43. Objection	As more roads in the area become Residents' Parking only, it will make this lively local theatre really difficult to go to for those who do not live in the immediate area. They do not have room to increase the size of their car park. Most of the properties in the Mount have off street parking, so should not be too affected by the visitors, as long as people do not block drives. Theatre-goers will usually leave between 10 and 11pm, so they are not there all night. They do not leave rowdily in general.

44. Objection	There is no reason to tighten these parking restriction to suit a few residents while a community theatre would be severely and adversely affected possibly meaning it could not continue. RBC should support wider benefits to community and not a few folk with a parking obsession
45. Objection	I am concerned about the negative impact on the sustainability of the Progress Theatre, a very important cultural centre and much appreciated by local and borough wide residents.
46. Objection	It will detrimentally affect the progress theatre which is a precious resource
47. Objection	These proposed changes to parking restrictions would devastate the Progress Theatre. They are already struggling due to the effect of covid and if these changes go ahead then audiences would not be able to park nearby. This will hugely affect audience numbers and therefore their income. The theatre would not survive this.
48. Objection	Allowing no parking in immediate vicinity of theatre for audience members would be devastating for the theatre, and greatly reduce accessibility for less mobile audience members. The theatre has had a very hard time during covid closures and needs supporting at this time rather than undermining.
49. Objection	"We object as the proposed changes would be a serious blow to Progress Theatre in that they would have at the maximum only 15 parking spaces available for their patron's use. Not being able to park is a serious disincentive for a planned outing in the evening, especially for the elderly. Progress Theatre, like others, have had to struggle with all the difficulties that Covid has brought and will bring further problems for them. Please reconsider. Helen and Jeremy Rowe 1/20 Cintra Ave"
50. Objection	The current restrictions appear to work well. The proposed changes are likely to have a devastating impact on Readings oldest producing theatre. The Progress Theatre has been running in the mount for several decades, it is community run and entirely dependent on ticket sales income to survive. The proposed changes would prevent patrons visiting by car, many of whom could not use public transport nor would be comfortable in walking after dark. If the residents only restrictions were imposed from 11pm they would not have this impact but still deter overnight parking, which appears to be the issue the proposed change is seeking to resolve. I ask the Council to either leave the restrictions as they are or just impose resident only parking from 11pm instead of 8pm.
51. Objection	My objection relates to the impact this would have on parking for Progress Theatre's audience. The on street parking is where the majority of audience members park. No parking = no audience = no theatre. Please rethink this plan. Thank you.
52. Objection	"Parking is needed for visitors to the acclaimed Progress Theatre on The Mount. I can understand that there may need to be some parking restrictions, but why till 8pm? This entirely denies visitors to Progress Theatre finding a parking space for any evening event; also, is it really necessary to have weekend parking restrictions when the majority of local parking is needed during the week. Progress Theatre is a thriving Reading cultural and educational venue, thus it seems very perverse to make access to the theatre so difficult, especially for those with needs which require them to park as close to the theatre as possible."
53. Objection	Knock on effects to footfall at Progress Theatre
54. Objection	The wonderful long-standing Progress Theatre has served the community for many years. If the parking in The Mount becomes permit only that will very likely put off audiences and participants as the theatre has only 15 spaces. After suffering the effects of the pandemic, the prospect of losing audience could well be the death knell for this wonderful theatre. This would be an unreasonable thing to do to this self-funding cultural gem.
55. Objection	Introducing these amended parking restrictions would be catastrophic for the Progress Theatre. It is entirely reliant on ticket sales for its funding. It doesn't only produce high quality theatre. It is also the home of Reading Jazz, who put on concerts with great musicians. Progress Theatre was awarded the Queen's Award for Voluntary Service in 2020 for its service to its community. It does huge amounts of outreach work with young people, the elderly and disabled community. Rather than making decisions that could force the closure of this excellent venue, Reading Council should be encouraging independent self financing venues like this.
56. Objection	The proposals would be injurious to the Progress Theatre, preventing prospective theatregoers who are unable to use public transport or who are unable to walk more than short distances from attending performances, thus reducing audience numbers and putting the theatre's future viability at risk. This theatre launched the acting career of Sir Kenneth Branagh and it would be invidious and mean-minded of Reading Borough Council knowingly to put its existence at risk.
57. Objection	The Progress Theatre is a unique and exciting venue. I feel parking restrictions will herald its demise. Could even one area of parking be reserved for theatre goers? Perhaps with dated permits that can be issued to attendees?
58. Objection	"The Progress Theatre is situated on The Mount and if parking was to be restricted there it would significantly damage this fabulous local community endeavour. If the audience can't park, they simply won't come and then the Theatre would fold. We should be encouraging local communities with fabulous multi-arts facilities such as The Progress especially since lockdown has kept us all apart for so long. The Progress Theatre was also the training ground of one of our most dearest and excellent actors,

	Kenneth Branagh, and who knows what other Reading talent could be developing there now and in the future? So please do not restrict the parking there and make this place close. Thank you."
59. Objection	The changes would severely impact the future of Progress Theatre, a registered charity that provides local entertainment and also does community outreach work for the young, elderly and disabled. Without on street parking, patrons (many of whom are elderly and less able) would be less likely to be able to access the theatre, meaning it would ultimately have to shut down from lack of funds. We would lose a local theatre that has been operating for over 70 years.
60. Objection	The Progress Theatre which is based upon this road has very limited parking space available, meaning if these plans go ahead their already limited space becomes even smaller. As a result, members/audience members will find it hard to park and are less likely to travel to watch the wonderful performances that are put on at the theatre. Therefore, the theatre will most likely go under/lose a lot of money from paying customers and not be able to keep running. This would be extremely grave as it has nurtured many talents and continues to be a place where high standards of amateur dramatic performances are held which matter to many within the community.
61. Objection	The Mount has the Progress Theatre an entirely self supporting company. It's companies like this that give Reading its unique character and help new actors and script writers. Putting parking restrictions around the theatre would severely damage its ability to gain an audience and survive. There are many actors including myself who have had their first start at The Progress. It's an incredible asset and I ask Reading Council to reconsider the proposed changes.
62. Objection	The proposals will mean theatre goes going to Progress theatre won't be able to park. Realistically this will be the end of the theatre as customers can't all rely on public transport and there is no where else to park if not in the Mount. Can't park on Christchurch road for example. Please don't kill off Progress theatre to satisfy the selfish desires of a few people living in the Mount.
63. Objection	I urge you to work with the Progress Theatre as they do so much good work, particularly for young people in Reading.
64. Objection	At a time when the Arts have suffered catastrophically from the Lockdowns over the past 2 years we should redouble our efforts to do everything we can to promote their recovery so they flourish once more. The Progress Theatre is a vibrant hub for our community and nothing should stand in the way of it being accessible to all patrons whatever form of transport including vehicular should they need to come to the theatre.
65. Objection	"Restricted parking will severely affect Progress Theater financially - even a close down!. Older people unable to park close enough . Audiences having to walk in the dark and the wet. General inconvenience to all members who provide top entertainment at a reasonable rate. It is an important social hub for a very wide section of the community. All shapes ,sizes, colours, ages , skills and abilities. The Youth group is highly regarded for the development of the young people. Giving them confidence, personal esteem ,physical and mental discipline. YOU WOULD BE MAKING A VERY BAD MISTAKE !!!!!!"
66. Objection	Parking on the mount is essential for the Progress theatre and current restrictions are more than adequate to protect resident parking at key times of the day. The punitive restrictions and lack of pay and display options in evenings and weekends around that area rule out other options for visitors to the theatre and local residents, and miss revenue generating opportunities fir the Council! I whole heartedly object to this proposal.
67. Objection	While understanding that overnight parking by non-residents could be objectionable, it is noted that the Progress Theatre, a vital resource to the community, could not function if parking were prevented from 8pm. The overnight parking threat would, I suggest, be removed if the ban were to start from 11pm instead.
68. Objection	The adjacent Progress Theatre is one of the best things in Reading. It has a dozen or so parking places & so would be closed down if this proposal were pursued. Recently awarded a Queen's Award, the volunteer staff are excellent & Progress offers the best music to be found in such a lovely settin
69. Objection	Big risk to the Progress Theatre
70. Objection	Although sympathetic to local residents, inability to park in the vicinity of the Progress Theatre will cause difficulties for the less able bodied participants or members of the audience at the theatre, given the car park is very small.
71. Objection	Although I suspect residents may benefit from becoming a permit controlled area I an concerned it could herald the demise of Progress Theater. It is extremely difficult to park to see shows as it is but restrictions would make it impossible. Not everyone can use public transport. Especially if travelling into Reading from more rural areas
72. Objection	I understand residents parking problems but when these changes threaten the survival of the the Arts in terms of audiences for Progress Theatre I feel I need to object strongly. Why cannot there no restrictions at weekends ?
73. Objection	Highly negative impact on the unique and wonderful Progress Theatre and its ability to operate.
74. Objection	Will have a serious impact on Progress Theatre and the size of their audience. Alternatives to parking in the area are limited. A reduced audience will severely reduce their income and ultimately threaten their existence. Reading does not have much for theatre audiences, nowhere near enough for a town of its size.

75. Objection	I object because of the impact this would have on Progress Theatre, itself a very long-standing and much appreciated "resident" of The Mount. Progress Theatre is valued not only by the audiences for its plays but for a much wider range of community activities, many for young people, including youth drama, writing and workshops. A way needs to be found to ensure that the needs of Progress Theatre and its wider community can be accommodated and supported too, Progress is a resident of The Mount as well and a much valued one, by many people.
76. Objection	This will be the death of the Progress Theatre. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when they are already battling to survive following the pandemic they simply could not carry the loss of income this change could cause.'
77. Objection	Making The Mount, home of the Progress Theatre for 70 years, park by permission only from 8pm to 8am, 7 days a week is going to be terrible for the arts and culture. The impossibility of parking at Monte will certainly make access impossible for regulars, visitors and artists. It will certainly spell the end of Progress Theatre. I cannot believe that a greater good can be sacrificed to favour a few.
78. Objection	Theatre visitors who come by car would not have an alternative area to park nearby once the car park is full. The likely drop in numbers of customers would be a disaster for the wonderful Progress Theatre.
79. Objection	"Whilst I understand the desire for local residents to be able to park, local amenities are also impacted, specifically the progress theatre (70 years old now!). We need to ensure that there is a suitable solution for local amenities, particularly ones that operate in the evenings, either through fewer restrictions, or some sort of validation for parking, that would still allow us to keep our local Cultural heritage, as well as make the balance for the residents of the area. It should also be noted, that there is ample parking on the Mount during Progress performances, so it seems unlikely that local residents are being particularly impacted during normal times, or during performance weeks. The loss of easy access for the theatre (especially with its somewhat older demographic), would likely cause significant financial impact to the theatre, and would, eventually lead to its demise, especially with the less than suitable public transport options."
80. Objection	On street parking is vital for numerous local amenities and shops. Permit holder only parking would crush local amenities and potentially destroy the progress theatre a valuable local asset.
81. Objection	This would make it very difficult to support the local community theatre
82. Objection	"self explanatory these changes will effect many people regarding employment, income and resources"
83. Objection	There is a significant risk that audiences at Progress Theatre will be reduced as a direct result of the proposed changes. Progress does have a car park but it is small and audience members can usually find parking in the surrounding streets without having a major impact on local residents. One small change that would help mitigate the problem would be to alter the over stringent parking restrictions in Elmhurst Road. Here there is more than enough resident only parking alongside the houses. Alongside St George's Hall and on the opposite side of the road alongside the University sports field there is absolutely no need to make this resident permit holders only outside the pay and display hours. There is rarely a single car parked in these bays. I would suggest after 5.30pm the restriction becomes a maximum of four hours or permit holders rather than permit holders only. This would provide plenty of parking for theatre goers less than 10 minutes' walk from the theatre.
84. Objection	The Progress Theatre is a valued community facility that provides entertainment for all Reading residents. Introducing car parking restrictions until 8pm will significantly impact, with the Theatre only having 15 car spaces itself, the ability for residents to visit and enjoy this facility, risking audience decline and a lack of income. It would be a considerable shame to lose this facility, particularly with its history and the alumni associated with it.
85. Objection	I am writing to object to the proposal to restrict parking at The Mount. As a [REDACTED] member of Progress Theatre, I am objecting for the following reasons: 1) I do not feel there is presently problem with parking in The Mount 2) Any change to the parking restrictions will not change the fact of 8 spaces for 10 houses on the north side of The Mount 3) The changes will have a major negative impact on Progress Theatre 4) Given 2) and 3), implementing the changes represent a serious waste of public/council taxpayers money.
86. Objection	"The change of parking rules will make it impossible for the Progress Theatre to continue as there will be nowhere for the cast or audience to park. If RBC want our town to have any culture left in it then it must act now to save it. Progress does so much good for its members and the local community. They are inclusive, totally independent and a real asset to the town. The joy they bring far outweighs the minor issues caused by parking, Progress has been located at The Mount since 1946 I fail to see how parking has now been suddenly become an issue after all this time. The arts have been harmed greatly by two years of covid related restrictions. These originations need nurturing not destroying."



87. Objection	"This looks to cause everyone inconvenience without really solving overnight parking or people parking where is is already not permitted. There are often large gaps between residents cars so they can be directly outside their property, perhaps marked bays could help maximise existing space."
88. Objection	Permits during the day are ample, there's usually loads of space at night. Why add restrictions?
89. Objection	Can't always park in front of shops even at night. Need somewhere in walking distance to park.
90. Objection	Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes.,chair of Progress Theatre, says: 'We are working hard as a venue to become more accessible, and have just completed extensive renovation work to expand our foyer, and install new accessible toilet facilities - the start of a long-term commitment to remove any barriers preventing people from accessing the arts. Please support Progress Theatre's activities, and our commitment to making arts accessible to all, by opposing these parking proposals.' Without the availability of on-street parking in the evening at times when the theatre is in use; and in the absence of improved public transport to assist disabled patrons and others, some of whom travel a considerable distance to take part in the theatre's activities, Progress Theatre, which has been part of the community for 70 years, will no longer be financially viable; making a significant further loss to the wellbeing of Reading inevitable. If the council wishes to place greater restrictions on car parking in the area, before doing so, in order to save the Theatre from closure , surely an alternative car parking facility, nearby, can be provided by the council to alleviate the problem.
91. Objection	There is plenty of parking in these streets. It may not be possible to always park in front of one's house but a parking space is always available.
92. Objection	The impact on patrons of Progress Theatre would be significant and at a time when the council does not seem to be inclined towards the arts someone on the committee ought to look at themselves in the mirror and ask why were they elected. Was it to serve the community or in this specific proposal, obstruct opportunities for the public, particularly the elderly to support the artistic community of Progress Theatre. I hope the answer is for an elected officer to want to serve and support the community. If that involves making important decisions such as cultural opportunities versus pedantic rule making then I would expect an enlightened elected officer to promote diversity in the community and throw this proposal OUT.
93. Objection	I raise an objection over making The Mount Area subject to parking restrictions so that users of the small Progress Theatre would not be able to use these surrounding roads to park in the evening. Having such a small car park would preclude users of the theatre and this restrict some users of the theatre at a time when entertainment venues such as this are already struggling to survive. Please reconsider the parking restrictions.
94. Objection	I write to you in opposition of the parking restrictions being introduced in 'The Mount' residential area. I believe there is sufficient parking in the area and these parking restrictions will not solve the problem of people expecting to be able to park outside their own homes.I believe these changes will not have the desired affect of the residents of the area, however they will have a profound impact on the Progress theatre, a local cultural asset. Please consider my objections as part of your consultation.
95. Objection	There is no parking problem at all!
96. Objection	Preventing parking would most likely lead to the loss of a long established social and cultural venue (Progress Theatre) and put another nail in Reading's ever diminishing set of things that make life good here. It has been there a lot longer than many residents. Who actually wanted this proposal? If this passes, how will people, especially older and disabled people, get there? From what I experience, there is not a problem that needs to be fixed.
97. Objection	Proposed changes to parking around the Mount would threaten the viability of Progress Theatre, maybe even leading to its closure.
98. Objection	Local theatre Progress self funding would be devastatingly impacted
99. Objection	The proposal will mean that Progress Theatre, will no longer be viable. The Theatre is a vital part of developing new actors and those wishing to go into The Arts. If the pandemic taught us anything, it is that we are social beings and The Arts are a vital part.I am a member of Reading Arts and Progress Theatre.
100. Objection	The change to 'residents only' parking from 8pm means that audiences wont be able to access Progress theatre's evening performances which generally run from 7.45 - 10.30pm. The theatre has a 25 space care park but it is not enough to allow for audience, cast and crew on performance nights, therefore parking in The Mount is necessary. Being unable to park in The Mount will deter audiences from coming to performances, since there is no other parking suitable parking nearby. Since Progress theatre is entirely self funded, this will cut its revenue so much that it will be unsustainable and it will eventually be forced to close.The loss of Progress Theatre would be a major blow to Reading's cultural life. As well as producing high quality amateur theatre, Progress has a thriving Youth Theatre, a Writers' Group.It has been running for over 70 years and is completely self funded
101. Objection	This area is home to a long established, much loved and valued theatre that has been providing high quality entertainment to the people of Reading for generations. As long term patrons of the theatre we appreciate how challenging parking can be in the local area but are concerned that if further restrictions are implemented, the theatre

		will no longer be accessible to the majority of its visitors and would in the long term become unsustainable. This would be a huge blow for performing arts in Reading which are already in short supply for a town of this size.
102.	Objection	It would adversely affect the Progress Theatre which is a precious cultural asset to Reading. Patrons would not be able to park on the street. We must protect readings culture
103.	Objection	To deny onstreet parking outside The Progress Theatre, Reading will be to deprive the theatre of patrons, resulting in its possible closure which will deny the local community a considerable asset. Progress have been awarded a Queens Award for voluntary service, so their contribution to the community is very clear and widely recognised.
104.	Objection	If approved, these parking changes would mean that audiences would no longer be able to park on-street at Progress Theatre's home on The Mount. These proposed changes have the potential to prevent those audience members for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre.
105.	Objection	The proposed changes will severely impact the future of Progress theatre. This venue is a vital part of the community.
106.	Objection	Changes to the parking restrictions will not achieve the outcomes those wishing to see change want. What they will do, however, is to have some profound consequences. One of the biggest impacts will be on the Progress Theatre, an important community asset. Proposed changes would make all on-street parking at the Mount available for permit holders only, at all times. This would create huge problems for members of Progress Theatre, which gives performances on average for a week in every month, as well as rehearsing there throughout the year, and their audiences. We also provide accommodation for other companies. Do not forget that Progress provides vitally important services for local youth and is also the hub from which the Reading Shakespeare shows come every summer, providing a prestigious cultural occasion for the town and the surrounding area. The theatre itself has recently undergone huge and expensive changes, to make it more inclusive and welcoming for all. The cost of changing the current restrictions to a new and more draconian set of restrictions is not a good use of public/council taxpayers' money. They are also unnecessary: surveys have proved that there is currently plenty of parking for everybody in present conditions.
107.	Objection	I am concerned that the proposed changes to parking at the Mount will have a massive impact on the Progress Theatre and the good work that the theatre team does at no cost to the council or local people. The proposal to change the rules to permit holders only from 8pm to 8am, 7 days a week will not massively help local residents and yet audience members will struggle to find parking in the area. I think we should do everything within our power to help the Progress Theatre. They really are very special and I am sure that those living in the Mount, are very proud to have access to this facility. Please help if at all possible.
108.	Objection	I am writing in response to the consultation on proposals to increase parking restrictions in The Mount. I oppose any increases. At present residents have plenty of opportunities to park reasonably near their houses. The average parking bay occupancy rates are between 56 - 61% so I do not think there is a problem with the present arrangement. The cost of changing the current restrictions in not a good use of taxpayers money. Also, Reading is lucky to have such a dynamic amateur theatre as the Progress Theatre which is situated in The Mount. The proposed increase in restrictions is like to have an extremely negative impact on this important community asset.
109.	Objection	I am writing to complain and protest about the proposed changes to the parking restrictions at the Mount. I do not see how making the area "Permit Holder" parking at all times would be of benefit to the residents and to anyone attending the Progress Theatre. I for one would be considerably less inclined to attend performances at the Theatre which I do regularly, and I am sure many of my friends who also attend regularly would feel the same. Further I cannot see how this would enable the residents to have any visitors, if they would need a permit to park. The proposal should be declined without question.
110.	Objection	I wanted to let you know that I do not support the changes proposed in the consultation. I am particularly concerned about the effect it would have on the Progress Theatre.
111.	Objection	I am writing to object to the proposed changes to on-street parking arrangements in the area of The Mount in Reading. These changes would decimate the likely audiences for the Progress Theatre, because of the lack of parking in the area. This could potentially lead to its closure. Progress Theatre is one of the (few) jewels in the Crown of Reading's cultural life. It has proven to be a vital training ground for many young people who have gone on to careers in Theatre or the arts. Only recently [REDACTED] was on the radio talking about Progress having been essential in [REDACTED] career. It is also a vital community resource, one that Reading cannot afford to lose. Please don't put this vital resource at risk.
112.	Objection	I object to the proposal of changing The Mount parking to extend to permit holders for 8-8pm. This would impact footfall at The Progress Theatre as they come out of COVID. If they were to close this would have a cultural impact on the town
113.	Objection	I've only just heard of the proposals to reduce the car-parking arrangements to "permit-holders only" next to the Progress Theatre in The Mount. This is a crass and insensitive move, as well as a knee-jerk response to local concerns. If implemented, it would sound the death knell of the Theatre's home for 70 years. The Progress

		Theatre is not only a beacon of artistic endeavour in Reading; it is nationally recognised and respected for its nurturing of major talent, such as Kenneth Branagh and Kate Winslet. The venue is intrinsically part of that, and should be allowed to continue functioning. We should be proud of what it has achieved, and not dismissive. While appreciating the concerns of local residents, there is surely some room for compromise or alternative arrangements. May I then please ask the Council to take a long look at the wider picture beyond the immediate imperatives. The permit-only arrangements, if implemented, would satisfy a few people, but the benefits would fade into insignificance when compared to the harm and damage to the thousands of others who have loyally attended the theatre over the years. I urge you to stop this development going ahead, and to save the Theatre.
114.	Objection	I am concerned that there is the possibility of permit parking being introduced to the area close to the Progress Theatre. As parking in the car park is limited in spaces, this may make it impossible to park nearby. It would be a real shame for the Progress Theatre to have to close as a result of this
115.	Objection	This could be the death blow to Progress Theatre Would you want your name to go down as 'Vandal of the Year'? Who instigated this policy? We want a name so that we know whose legacy this will be
116.	Objection	I am a Objection member and supporter of Progress Theatre. These changes threaten the theatre's income and will make it less accessible at a time when it is making huge investments to become more so. The theatre has already demonstrated that there is ample parking on this street and that the changes are not anyone's interest. Please do not go ahead with this change.
117.	Objection	The theatre would not be able to operate
118.	Objection	This would materially impact the operation of the theatre on the Mount. In doing so the council would be effectively closing the theatre, the oldest in Reading.
119.	Objection	The proposed changes to parking restrictions will severely impact visitors to Progress Theatre, a registered charity that began on the site over 80 years ago. Progress is a not-for-profit enterprise that provides subsidised training to young people, an opportunity to get involved, meet people and learn new skills, as well as quality theatre at a very affordable price to the people of Reading.
120.	Objection	The theatre is entirely self-funding, relying on the input of volunteers for its running. It has, through its own fundraising efforts, made considerable improvements to onsite parking, including the provision of a dedicated bay for disabled members and patrons. It has also, again entirely self-funded, completely refurbished its foyer, providing new gender neutral and accessible toilet facilities. These latter has been done in recognition of meeting users' and patrons' needs in an inclusive and non-discriminatory way. The existing on-site parking is adequate for the needs of members & volunteers. However, for its monthly shows, Progress Theatre relies on the availability of local unrestricted parking in the evenings. Imposing "residents only" parking restrictions would prevent patrons who travel by car from attending shows. This would seriously affect the future income of the theatre, which has already been severely impacted by the COVID-19 epidemic. Progress relies on show income to be able to deliver its range of cultural activities. While I fully appreciate the fact that Reading Buses provides one of the best local bus services in the country, I believe we must take into account the considerable barriers to using public transport for some users, especially for the more vulnerable members of society. Admittedly some of these may be a matter of perception. However, for older and vulnerable people, the prospect of travelling alone at night, waiting in the dark at a bus stop in a quiet area of the town, or travelling on a bus when you are unsteady on your feet and/or anxious already, may prevent you from going out at all. I, personally, have known the area very well for over 20 years, and I can say without any doubt that, while there is likely to be pressure on parking during the day, due to the proximity of Reading University and the Royal Berks, this is definitely not the case after 8pm. There are always a good percentage of empty bays. I urge members to consider the negative impact on this valuable local amenity of prohibiting parking after 8pm, and the dubious benefits to local residents [apart from to those who have relatively recently moved into the area, who don't like the presence of a long-established theatre, and who believe its demise would have a beneficial effect on property values. NIMBYs in other words
121.	Objection	This will be stop us and so many others attending performances at the wonderful Progress Theatre, an invaluable local theatre.
122.	Objection	Progress Theatre est 1947 with a capacity of 90 has a small car park unable to take cast crew and audience cars in its entirety when there is a play on. Performances are in the evenings and at weekends. There are always spaces in The Mount for non resident cars and photographic evidence is being submitted to support this from fellow theatre members. The existing parking restrictions appear to work well. The change would be catastrophic for a Queen's Award winning community theatre as there is no local public parking place.
123.	Objection	The impact it will have on the Progress Theatres ability to provide people access to the arts.
124.	Objection	The installation of parking charges would reduce the diversity of audience to the theatre as families and individuals with lower income would find the cost of parking prohibitive.
125.	Objection	I object on the grounds that changing to permit parking on this road would make it more difficult for people with disabilities to access the Progress Theatre.

126.	Objection	Vast majority of the residents are happy with existing parking as they feel there is sufficient for their needs and additional for visitors Vast majority of residents support the Progress Theatre Extended parking restrictions with severely curtail parking for people working and attending performances at the Progress Theatre thereby reducing all the hard work they have made to increase accessibility which is surely the direction we should be heading
127.	Objection	There does not appear to be a parking problem at the mount as most properties have some off- road parking and rarely is there not a free space. By making the Mount all permit only parking will potentially threaten the future of Progress theatre which is an important part of our community and the Reading cultural scene.
128.	Objection	Please listen to [REDACTED] Ball on BBC2 as this sums up why restricting the parking around Progress Theatre would be bad for Reading as well as devastating for the theatre.
129.	Objection	The parking free is so critical for patron to the theater group Progress. It allows patron and low income people to come and enjoy an evening where they can relax and enjoy a bit of culture.
130.	Objection	Extending the parking restrictions to evenings and weekends would have a significant impact on Progress Theatre if audience members, particularly those with mobility problems, were unable to find parking nearby. there is not enough space in the theatre car park to accommodate all audience members. I understand that there is sufficient parking in the evenings for residents, with space left over for visitors.
131.	Objection	This would have a disastrous effect for Progress Theatre as would severely impact audiences being able to attend the theatre
132.	Objection	Progress Theatre, situated on The Mount, would be severely negatively impacted by reduced parking on the street, as they have limited capacity in their car park. Anecdotally, I have heard that there isn't a shortage of parking for residents of The Mount so I don't believe the proposed changes are necessary.
133.	Objection	There is no general parking problem for residents of The Mount in the evenings and weekends which would justify a extension of restrictions. However such an extension would negatively impact visitors attending events at Progress Theatre, which is an important community resource, and the financial viability of which could be endangered by reduced visitor numbers as a result of these extra restrictions. The vast bulk of residents of The Mount I believe share the view I have outlined here.
134.	Objection	This change would bring about the demise of a beloved community theatre located on The Mount, by decimating the parking availability for patrons. Progress Theatre was founded in 1946, making it the oldest producing theatre in Reading. It is a registered charity with strong ties to the local community, so much so that Progress was awarded the Queen's Award for Voluntary Service in 2020, an incredible recognition of its extensive contributions throughout its history and present day. This award is akin to an MBE; Member of the Most Excellent Order of the British Empire. Progress also enjoys close links with the Arts and Leisure department of Reading Borough Council. Being that Progress Theatre is entirely self-funding, self-governing and volunteer-run, it is vital that potential patrons are able to park in the surrounding roads in order to access the theatre. Progress has already suffered from parking restrictions, and has done their best to mitigate this issue by investing in a renovation of their car park. However, space is limited and nowhere near adequate to support the numbers required. If this proposal goes forward, it will be responsible for the collapse of an iconic Reading institution.
135.	Objection	I object to the proposed new parking restrictions for the Mount because this will make it extremely hard or impossible for me and others to attend theatrical productions at the Progress theatre The theatre is a very fine theatre that has been going many years but it does need it's customers to survive. If you make this impossible the theatre will die
136.	Objection	It will be impossible to attend performances of Progress Theatre if the proposed parking restrictions go ahead.
137.	Objection	The proposed parking restrictions may prevent me from attending Progress Theatre, which in turn will threaten the future of the theatre, a vital part of the community.
138.	Objection	This will severely restrict the number of people who can attend productions at Progress Theatre. This theatre is a cultural asset to Reading and should be protected.
139.	Objection	The evidence gathered by local residents over a six month period at The Mount shows that there is significant spare parking capacity. The proposed changes would not guarantee that residents could park closer to their own home any more than present arrangements. Additional restrictions would have a damaging effect on attendance at performances at Progress Theatre, a valued and valuable community asset run entirely by volunteers, that offers high quality low cost access to the arts - increasingly important in a climate of growing pressure on the cost of living and public finances.
140.	Objection	Restricted parking is not required as there are always spaces available for parking although not necessarily directly outside your home. Also, this parking is necessary for Progress Theatre when it puts shows on as their audience is older and needs local/on site parking. With reduced audiences with the lack of parking Progress would shut down within 18 months. Progress Theatre is a local cultural asset and recipient of The Queen's Award for Voluntary Service.
141.	Objection	As both council officers and residents own data has shown, there is not a problem with parking in The Mount, RG1. There is one small section of The Mount where there is a perceived lack of space. This is caused by too many residents cars trying to park in too few spaces. The proposed changes will not solve that issue. Of bigger concern

		is the impact these proposals will have on Progress Theatre. The proposal that The Mount, RG1, should be residents only from 20:00 to 08:00 the following day will mean access to the theatre by many elderly and disabled people will be severely restricted. At the time when the theatre, like other cultural venues, has suffered so badly from the pandemic shutdowns, this would be devastating. There is nothing to be gained from these changes, either for residents or the wider community of Reading.
142.	Objection	Reading's oldest performing theatre, Progress, will be put in real jeopardy by these changes, which will make no meaningful difference to parking availability for residents.
143.	Objection	It will destroy the support for the venue.
144.	Objection	Please do not restrict parking in the area of The Mount. This could have a devastating effect on the Progress Theatre.
145.	Objection	There is a theatre on this road. If it's all permits all the time you'll harm that theatre.
146.	Objection	I've just learned from fellow Progress Theatre members about a public consultation with regards to changing the parking restrictions in The Mount and making it a permit holders only zone during the evenings on the weekends when Progress Theatre performances take place. In other words, from what I understand, the proposed changes would make all on-street parking on The Mount permit holder only, at all times. This would be hugely problematic for Progress Theatre as our car park is far too small to cater for cast, crew and audiences during performances. Losing access to the on-street parking is going to have a huge effect on our audience members, who may not be able to access us without a guarantee of parking close by. I would therefore like to register my objection to this proposal and would request the Council to please continue with the current arrangement.
147.	Objection	If parking around the Mount is restricted to residents only then the Progress Theatre will be in dire straits. We only have a tiny car park and rely very much on street parking when we put on a play. Please reconsider a decision which could spell the end for our theatre.
148.	Objection	The introduction of permit-only parking on The Mount in Reading will seriously hinder access to Progress Theatre, a valued local charity and arts venue. The theatre relies heavily on funding from ticket sales to support its local outreach programs as well as its upkeep, and has been established in Reading for more than 75 years. Though it does have its own car park, this is insufficient to support users of the theatre, which has always relied on being able to use the nearby public streets. This has already become more difficult in recent years owing to the understandable changes to paid parking in some areas (Allcroft Road, for example). Suitable public transport is simply unavailable in Reading; bus users living more than a short walk away are generally forced to use multiple routes, many of which don't run late enough to be a viable option. This proposal would severely damage the ability of the theatre to continue operating in favour of a minority of residents who knowingly moved near a community venue.
149.	Objection	I wish to object in the strongest possible terms against the proposed changes to the parking restrictions in The Mount. The changes are nonsensical and show no regard for the cultural and community life of the area. They proposals are nonsensical because data gathered in the recent parking capacity survey showed clearly that there is ample spare capacity in The Mount. I quote: 'The average number of free parking spaces over the period is between 27 and 31 spaces. The average parking bay occupancy rates are between 56-61%.' Therefore there is already adequate parking without needing to introduce further restrictions. The proposals show no regard for the cultural or community of the area, because they would have a huge impact upon Progress Theatre, which relies upon on-street parking for its audience, and therefore (because it is entirely self-funding) relies upon the on-street parking for its income. Progress Theatre is a much-loved asset to the local community, that undertakes considerable outreach work among marginalised communities, as well as producing high-quality theatre. Progress Theatre was recently awarded The Queen's Voluntary Award (the MBE for volunteer groups) precisely because of its huge service to its community. To damage Progress Theatre's ability to earn enough to support itself would be an act of cultural vandalism on the part of RBC. This proposal should be thrown out, immediately.
150.	Objection	Quite simply, the proposals are unnecessary and will have a negative impact on a community theatre for no reason. Progress Theatre, a volunteer community theatre which has been operating for over 70 years, is located on The Mount, and while it has a modest car park for its users and patrons, it is sometimes necessary for audience members to park on the surrounding roads. This is however not a problem, as there is ample spare space to park even on evenings and weekends. This is not just opinion, data bears this reality out. I quote the following from a leaflet created by local residents The Mount: "Data from an ongoing count of the number of parked vehicles on The Mount has demonstrated - over a six month period - that there is significant spare parking capacity: The average number of free parking spaces over the period is between 27 and 31 spaces. The average parking bay occupancy rates are between 56-61%." At a time when theatres are still recovering from the impact of the pandemic, it would be unnecessarily cruel to impact a local organisation's income further. If patrons cannot park, many of them simply will not come because public transport links are incompatible with the distances and/or timings they'd need to travel. It is wildly entitled of certain residents of The Mount to demand a community organisation face the real possibility of closure, because they want to be able to park right in front of their house. Permit parking would not guarantee this in any case, as having a 15R permit does not entitle the holder to park outside their house. Only within the 15R Zone.

		<p>Parking permit terms and conditions state, "The permit does not guarantee a parking place but gives permission to park in the zone stated until the permit expires". So they wouldn't get what they want, plus it would hurt the theatre. What is the point?</p> <p>So in summary,</p> <ol style="list-style-type: none"> <li>1) The proposals would damage a volunteer run, self-funding community cultural organisation</li> <li>2) The minority of The Mount residents that are asking for this would not get what they think they're entitled to: parking in front of their houses</li> <li>3) There is ample spare parking available at all times, including evenings and weekends</li> <li>4) If the proposals go ahead in spite of all this information, it will smack of ulterior motives i.e. RBC have seen an opportunity to increase revenue stream from permit parking, and I feel sure the PR optics of that would be undesirable</li> </ol>
151.	Objection	The theatre relies on parking in the surrounding areas of the Progress theatre - so that patrons can attend the theatre. This includes the Mount and Sutton Walk. Imposing this parking restriction without some sort of exemption for theatre-goers will most likely lead to the close of the theatre.
152.	Objection	The proposed restriction will be detrimental for i) local residents that receive friends and family visits in the evenings. In some cases very much needed; ii) local business that operate in the evenings (pubs, social clubs, entertaining venues). To allow for the evening/weekend restrictions should be relaxed (say 3 hours no return in 3 hours) or removed.
153.	Objection	The proposed changes are not needed and not wanted. They adversely impact more people than they can possibly have a positive impact on. I've never seen The Mount so full that you cannot get a space. There is always plenty of space. No changes that reduce people's ability to park here are needed. There is also the theatre to consider. You are going to adversely impact this vibrant and well liked local charity and community resource. The theatre works in the community with kids and adults alike, including huge efforts towards inclusivity and diversity. This proposal will potentially destroy this wonderful example of how the arts it's so important to so many people.
154.	Objection	making parking at the mount permit only would be extremely detrimental to attendance at Progress Theatre . It would also make parking for visitors to residents of the impossible .
155.	Objection	The proposed restrictions will seriously affect the ability of the Progress Theatre to attract audiences. Parking in the area as a whole is limited and many people, especially those with mobility difficulties (and theatre audiences tend to have an older age demographic), from accessing the theatre. Bus stops, where bus travel is an option, are quite a walk from the Mount. The theatre has worked hard over many years to provide live performances of high quality to the people of Reading and surrounding areas; it deserves support from the Borough Council not the handicapping that these proposals will impose.
156.	Objection	I'd like to put forward my strong objection to the proposal to change parking restrictions on the Mount so that all on street parking there would be available only to permit holders. As a member and patron of Progress Theatre I am concerned that this will prevent the public attending shows at the Theatre due to lack of parking. The Theatre's small off-street car park cannot provide enough spaces for cast, crew and audience members. The availability of parking spaces on the Mount is essential for the theatre, which has suffered substantial loss of income during the pandemic. Progress Theatre has been an important part of Reading's arts and culture offering for over 70 years. As well as the usual (pre-pandemic) regular audiences for it's busy programme of plays and other events, the theatre hosts training for young people who want to learn acting and backstage skills. With audience numbers set to recover and some big new shows being planned and rehearsed it is vital that prospective audience members know that they will be able to park at or near the theatre. I would urge that the Council abandon the proposed changes to the parking restrictions at the Mount.
157.	Objection	Members of Progress theatre, including staff, audiences and performers will have no space to park. The car park behind the theatre will not have the capacity and this may drop turn out for this community and donation funded theatre. Please allow us to still use the road to park for rehearsals and performances. Thank you for your consideration.
158.	Objection	It would cripple the local theatre Progress Theatre, a self funded charity which supports the local community in so many ways (winning the queens award in 2020). There are no parking issues in The Mount (and there never have been) in the last 30 years I have been in the area. Introducing Permit only will directly impact this charity with no alternative options being made available and with little or no benefit to the residents. During one of our shows in January I took photos every night and there were many empty spaces at both the beginning and the end of the production (at least 15-20). Introducing unnecessary restrictions without a need, but impacting a local charity is a terrible reflection on the local council.
159.	Objection	Local residents have surveyed the parking situation over several months to gather data on parking, and have presented comprehensive evidence to the sub-committee that there is not a problem with parking availability. This was apparently acknowledged by Council officials when they conducted a site visit, so there is no justification for extending the restrictions that are currently in place. Increasing the restrictions would have a profound effect on the Progress Theatre, which has been present in The Mount for many years and is a major cultural asset to the town as recognised by the recent grant of the Queen's Award for Voluntary Service. We aim to minimise the

		impact on street parking by fitting as many cars as possible in our carpark, and by making people aware of alternative transport options so that they can avoid using cars where possible (advertising bus routes and our provision of secure cycle racks). Arrivals by car for the theatre occur after the majority residents are likely to have arrived home and taken up the spaces that they need, so are therefore making use of unused parking spaces. With evening performances it is not always possible for audience members to use the bus services to get home afterwards much as they might wish to. If people were not able to park in the unused spaces in The Mount they would therefore not be able to attend the plays and other performances that we stage, and this would be devastating for the theatre and make it impossible for this long-standing Reading institution to survive.
160.	Objection	Progress Theatre, which is on the Mount, has survived for 75 years. Restricted parking would severely impact our audience who come from Reading and the surrounding areas such as Theale, Tilehurst, Caversham, Woodley, Wokingham. These would take two buses and the last bus leaves too early since most performances end 10 - 10.30. Please consider the wider implications of any action to restrict parking. Our productions are roughly every[REDACTED] weeks and, although we have spaces in our car park, there is not enough to accommodate all our audience.
161.	Objection	Progress Theatre, which is a lively charity organisation important to the local community which was presented with the Queen's Award for Voluntary Service last year, will be severely negatively impacted by the proposed changes to on street parking. Many of our members and audience come from further afield and it's difficult to get back home on public transport after a show finishes around 10.30pm as many buses have stopped by then, so without the ability to park on the street we will lose members and audience. we have a small car park which we have refurbished at great expense so it complements the neighbourhood but it isn't large enough for cast, crew and audience members when we have a show on. Please reconsider - the parking works fine at the moment, restricted in the daytimes - and there is always plenty of space for residents in evenings and at weekends. Progress Theatre audience doesn't really affect the ability of residents to park in the Mount. I am often therein the evenings for rehearsals and there is always space on the street to park, although obviously I park in our car park when there is space, i.e. when there isn't a show on. Even when there is a show on, there is enough space in The Mount for both residents and audience to park.
162.	Objection	These proposed changes have the potential to prevent those of our audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport. parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Chair of Progress Theatre, [REDACTED], has this to say on the proposed changes: 'Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when we are already battling to survive following the pandemic we simply could not carry the loss of income this change could cause.'
163.	Objection	Progress Theatre is a wonderful community asset, which would be in danger of losing support, or closing altogether, if patrons were not able to park nearby. Please keep restrictions as they are.
164.	Objection	Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when they are already battling to survive following the pandemic they simply could not carry the loss of income this change would cause. Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes.
165.	Objection	Parking is needed for they're goers for Progress Theatre. Without evening parking the theatre will have to close as it's car park is too small
166.	Objection	Badly affect Progress Theatre audience
167.	Objection	Making these changes will make the closure of the wonderful local theatre - the Progress Theatre inevitable as many audience members will no longer be able to access the theatre due to lack of on-street parking.
168.	Objection	This will mean the death of this theatre!Do you really want that?Street parking is the only way this theatre can exist. And it's only in the evening, so it's not really causing a problem!
169.	Objection	Reading's cultural identity must be protected. To propose a limit on parking spaces for The Progress Theatre is cruel and unnecessary. Are Reading Council really determined to turn Reading into a soulless commuter town? The function of the Council is not to solely generate money, it is to protect important institutions, especially after a catastrophic couple of years for the arts industry. A shameful proposition, honestly.

170.	Objection	Progress Theatre is a key amenity in Reading and draws in visitors from outside the town. I regularly attend the theatre and I cannot see any justification for extending the restrictions to 7 days a week. I appreciate residents may be frustrated (although I haven't witnessed any issues with the parking) but surely they must have been aware of the existence of the theatre. I strenuously oppose this proposal
171.	Objection	One of the oldest arts and charity services requires support not even more restrictions. Enforcing parking permits with no other parking capability will completely kill the theatre.
172.	Objection	Impact on the Progress Theatre by restricting parking in the evenings.
173.	Objection	Progress Theatre needs parking spaces for its patrons or it may have to close.
174.	Objection	All the community needs to be considered when parking arrangements are altered. Progress theatre is a asset to the community and these changes could have grave consequences for the theatre. Please consider a parking arrangement which would benefit the residents and the community facilities. It doesn't have to be quite so restrictive as only residents permits.
175.	Objection	If the changes were approved, many visitors to the events at Progress Theatre would lose the ability to park nearby. The new parking restrictions would leave only 15 spaces in Progress Theatre's car park, which would prevent many potential visitors from coming to evening performances and could lead to the closure of this valuable cultural institution.
176.	Objection	These changes will decimate Reading's oldest producing theatre, The Progress Theatre. We need to ensure we protect wonderful arts in the Reading area like the Progress. Changing the parking rules in the local area will kill the theatre. I wholeheartedly object to these changes
177.	Objection	The proposed parking restrictions would significantly impact on the Progress Theatre which is a significant community resource. Lack of parking will directly impact on ticket sales which may result in the closure of the theatre, particularly after 2 years of reduced income during COVID. The theatre is self funding i.e. does not receive any regular grant monies and so is entirely dependant on ticket sales to continue it's work. Based on this, I object to the proposed changes in this road.
178.	Objection	Have never failed to find a parking spot available, further control is an unnecessary complication. Plus this will prevent the Progress Theatre from being able to attract audiences - or for their members to continue using their venue, based on the mount. The measures are not appropriate to the streets requirements.
179.	Objection	I object very strongly to these new parking restrictions in The Mount. They will negatively impact the Progress Theatre to such an extent that the theatre would most likely have to close down. This would have a devastating impact on the local community and on the hundreds of people, many of them elderly, who enjoy attending the theatre every year. With no on street parking these people would no longer be able to get there. Please reconsider urgently.
180.	Objection	The proposed changes will directly and negatively affect the viability and accessibility of Progress Theatre, a respectable establishment and a staple of the community in an area vastly underserved in any cultural respect. While I may appreciate this Council's wishes for a more sustainable and orderly traffic management, I wish to report an objection to this specific proposal and advise to look elsewhere in the area, as there's no scarcity of roads / areas that may benefit from an improvement in this regard.
181.	Objection	Support the local theatre , it needs parking !
182.	Objection	The hours specified would restrict parking for patrons of the Progress Theatre thereby threatening its future. If the restrictions permitted parking after 6 pm this should remove the problem. Progress Theatre is an enormous asset to the neighbourhood and an important part of Reading's cultural heritage[REDACTED] played there. As a local resident and patron of the theatre I am strongly against this proposal.
183.	Objection	These changes would mean that visitors to the Progress Theatre would no longer be able to park in the area during performance times, which will badly affect the theatre's ability to continue being a valuable arts space.
184.	Objection	Parking for Progress Theatre is vital to allow access for all to this wonderful arts centre.
185.	Objection	The Mount is home to the Progress Theatre, one of Reading's best performing arts spaces. If the proposals are approved there will be just 15 parking spaces for visitors making the theatre unviable. Can I suggest that some compromise is reached to allow patrons of this wonderful theatre to park in the Mount. Perhaps reducing the controlled time from 8am to 8pm to 8am to 6pm or a voucher parking scheme available to patrons. As someone who supports the theatre, I have to drive there as public transport is not an option. If parking is to be limited I'm afraid I would struggle to support the venue.
186.	Objection	Introducing permit parking in the evenings would massively affect people's ability to visit progress theatre by removing nearby parking. I believe that as most audiences arrive after 7pm the majority of local residents will already have parked on street. Progress theatre is a great asset to the area promoting the arts and involving the local community if this parking is removed then this will affect those unable to use public transport and with mobility issues from accessing this venue



187.	Objection	Restrictions on public parking around the Progress Theatre will make it impossible for some people to go to the theatre. Given that many people who attend performances are the elderly and people with reduced mobility, this will curtail their access to this form of outside activity. How are they supposed to go to the theatre in the evenings, if they cannot park somewhere in the vicinity of the theatre? Ideally, the current parking arrangements should be kept in place. But if this cannot be accommodated, then it would greatly help the situation if the timing of the proposed parking restrictions were changed: if for example, the public could park in the local streets from 6.30 pm onwards.
188.	Objection	Precious little opportunities for decent artistic outlets in Reading and this will finish off The Progress Theatre. The parking has been satisfactory for years so don't meddle with it now.
189.	Objection	Putting parking restrictions for on street parking. Previously day time week days only, now it will be 8pm -8am. This means that apart from a 15 space car park for the theatre there will be no parking for theatre goers. Progress theatre is not a commercial theatre but it still requires an audience to survive, particularly after the pandemic. [REDACTED] but I have used public transport to get to the theatre. Hanging around a bus stop and taking the bus back late at night after a show on a Saturday evening is not a pleasant experience. It is just uncomfortable for me. I have [REDACTED]parents and a [REDACTED]and for them, it is downright unsafe. The pandemic has excluded and isolated enough people . Theatre trips are great occasions for all ages but for the elderly and infirm it is something they can enjoy with friends and family without too much physical exertion. If you force them to get on a bus, they will not be able to attend and it will have a knock on effect on the Progress Theatre's box office takings.
190.	Objection	The Progress Theatre is a very important part of the local community that is enjoyed by all. Making the proposed changes to parking will prevent many folk from attending the Progress Theatres wide ranging performances, because of the lack of suitable transport links available, particularly those with mobility issues or who are travelling from out of town to the venue. Please do not let these proposed changes happen.
191.	Objection	People with reduced mobility need to be able to use the car park
192.	Objection	I object because patrons of Progress Theatre (many of whom are elderly) will not be able to access the theatre easily without free parking. The theatre is an important part of cultural life in Reading and by imposing parking restrictions, the theatre will be even more under threat for its survival
193.	Objection	There is little in the way of community-based creativity in Reading, especially in the area concerned. Progress Theatre offer an engaging and inclusive space for both participants and audience. The parking restrictions proposed would seriously impact this. They have managed to maintain a continuity of service through the hard work of decent people for the benefit of the wider Reading community.This is a change that would have a considerable negative impact to the community and is unnecessary.
194.	Objection	Parking needed for visitors to Progress Theatre.
195.	Objection	Evening parking needed for attendees at The Prospect Theatre which will otherwise have to close down.
196.	Objection	Restricting parking in this road would severely restrict my [REDACTED]ability to visit the Progress Theatre for their performances.
197.	Objection	If there are parking restrictions on The Mount then there will be no access for people to park to attend Progress Theatre, an important and historical arts venue. If people cannot visit the venue then that will put the venue at risk of closure which would be a tragic loss for Reading.
198.	Objection	Restricting parking in the evening is not needed in this street as there always seemed to me to have spare capacity. This action will greatly affect people that can access the Progress Theatre which has operated in this area without problem for decades.I hope that you will look more closely and reconsider this decision.
199.	Objection	These parking restrictions affect the Progress theatre. These proposed changes have the potential to prevent those of our audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure.
200.	Objection	I object to the imposition of parking restriction on 'The Mount.' I see no strong grounds or justifications for the proposed restrictions and the imposition of restrictions will make it difficult or impossible for people with restricted mobility to attend the nearby Progress theatre. This theatre is an important and valuable part of the cultural life of the local area and of Reading as a whole.
201.	Objection	The Progress theatre is a valuable asset to the artistic community' in Reading .If the parking is reduced audiences will not go there
202.	Objection	This will have a major adverse effect on visitors to the Progress Theatre! Public transport is not always an option, especially if you are not on a direct route or are not within easy reach of public transport in the first place. The Progress Theatre provides much needed culture and arts in Reading, and should be encouraged not threatened.
203.	Objection	The Mount has been the hone of Progress Theatre for 70 years and this scheme would prevent those who are least mobile from being able to attend the theatre, leading to decreased attendance and thereby risking the future of the theatre.
204.	Objection	This could ruin the future of Progress Theater if these new parking restrictions are implemented. We have to keep our independent businesses open. Reading is already suffering hugely because of extreme parking charges. Now you want to impact a theater because of new parking requirements. This is bad news for Reading

205.	Objection	As a regular patron of the wonderful Progress Theatre, this would severely restrict my ability to attend any performances or events and thus reduce their revenues, community access and any attendance to such a community jewel. Closing public access to the car park will destroy this fantastic community amenity.
206.	Objection	These proposals will threaten yet another theatre with closure. We need venues for arts of all types, and this parking restriction will make visiting The Mount too difficult for many.
207.	Objection	Progress Theatre is under threat following proposed changes to parking in its local area, which would leave only the 15 spaces in Progress Theatre's car park available to its audiences, staff and cast as it would remove the option of parking in the immediate vicinity of the theatre on The Mount. Reading Borough Council is currently consulting on whether to make The Mount, Progress Theatre's home of 70 years, permit-holder only parking from 8pm-8am 7 days a week. Currently restrictions apply only during weekday daytimes. If approved, these parking changes would mean that audiences would no longer be able to park on-street at Progress Theatre's home on The Mount. These proposed changes have the potential to prevent those for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when they are already battling to survive following the pandemic they simply could not carry the loss of income this change could cause.' Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes. They are working hard as a venue to become more accessible, and have just completed extensive renovation work to expand their foyer, and install new accessible toilet facilities - the start of a long-term commitment to remove any barriers preventing people from accessing the arts. Introducing permit holder parking only between 8pm to 8am on The Mount would be a complete disaster for the theatre, it would inevitably lead to a massive loss of ticket income and its closure. This would greatly reduce the availability of 'arts' facilities in Reading, which is ironic because the theatre does not cost the council anything as it is entirely self funding, whereas replacing this facility in order to maintain the availability of arts in the borough would mean additional expenditure for the council at a time when local finances are extremely stretched. I object very strongly to the introduction of these proposed parking restrictions on The Mount and hope that the council will see that in this instance introducing these proposals will be to the detriment of the council's finances and will greatly impoverish the community.
208.	Objection	This is going to decimate if not destroy the Theatre and gives little benefit to the population. Culture is important.
209.	Objection	The proposal would result in no availability of on street parking for the Progress Theatre. With only 15 spaces in their tiny carpark, this would have a huge impact on audiences. If people are not confident of being able to park, they will not buy tickets. The loss of revenue would be catastrophic for this small theatre company. Progress Theatre is a valuable part of Reading community life, providing opportunities for children, teenagers and adults to act in a theatre, and providing low cost theatr entertainment for audiences. We do not want to lose this valuable service.
210.	Objection	The Mount is a very useful place to park for those who cannot use public transport for a variety of reasons when visiting Progress Theatre. If parking is not allowed on The Mount this would be detrimental to the theatre. There is the potential that a reduction in audience participants would reduce income thereby leading to closure as there is no public funding. It is a very important theatre appreciated locally and supporting upcoming talent and providing essential entertainment for many.
211.	Objection	The removal of parking near the theatre will effectively prevent my attendance at the regular top notch jazz performances.
212.	Objection	If you change the use as proposed there will be nowhere for the patrons of the local Progress theatre to park. The theatre has been there since 1947.
213.	Objection	I believe that the proposed changes would have a very serious impact on the Progress Theatre. Many people attending concerts, events and productions at Progress would travel to the venue by road. The space available in the Progress car park is extremely limited. I fear that changing the arrangements for parking in the streets close to Progress would result in many people who would normally go to the theatre no longer attending. This would most likely hit revenue and could result in the closure of the theatre. This would be a terrible blow and a great loss to Reading and the surrounding district. Following the recent period where Covid and factors arising from the spread of the virus have had a devastating impact on the arts across the UK. I urge you to re-think any changes and ensure that Progress has a future.
214.	Objection	This could mean the end of the Progress Theatre, an iconic institution with one of the most famous British actors, [REDACTED] having cut his teeth there. Patrons are respectful of residents and I see no reason why we should not be allowed to park there.
215.	Objection	The proposal for the Mount is counter productive as it will lower access to the Progress Theatre, when local theatre should be protected.
216.	Objection	The Progress Theatre is too valuable an amenity for it to be destroyed by the proposals affecting parking on Mount Road. drive from my home to the theatre because it is the only way I can get there from the village where I live. Public transport offers no help.

217.	Objection	The proposed move would probably spell the end of the Progress Theatre. Without parking for customers this local gem, which receives no government funding would cease to be viable. Please reconsider.
218.	Objection	Restricting parking around The Progress theatre in the evenings as well as during the day will severely restrict my usage of their services and no doubt many others - potentially leading to the theatre's demise. The frequency of shows is not high so the impact of theatre audiences on local resident parking must be limited, but denying local parking facilities to theatre goers will mean many elderly or less able-bodied patrons will be denied access to an excellent local resource.
219.	Objection	The Progress Theatre would be very unlikely to survive if people are unable to park on the streets close by, as the theatre has very limited parking. There is no bus route from where we live direct to the theatre. Many other people attend from further away and would also be unable to park if the proposals go ahead.
220.	Objection	This seems to be an extension of unnecessary car parking with the extension of merely collecting more money for the council. It would decimate attendances at the Progress theatre which has been providing entertainment and more for as many years as I can remember
221.	Objection	Restricting parking here would mean problems for the audiences wishing to park for the Progress Theatre. The Theatre is an essential part of Reading's heritage, and limiting audiences would mean its ultimate closure. Please reconsider!
222.	Objection	Proposal will kill the theatre.
223.	Objection	It could severely limit access to the Progress Theatre
224.	Objection	Having these restrictions around the theatre at such a time of the day are playing against the times for people visiting the theatre. With no way to park or even around the area is against the way the theatre works. Please do not change the parking in this area at all.
225.	Objection	To allow parking for Prospect Theatre
226.	Objection	Parking restrictions in the area will be the death of the local Progress Theatre
227.	Objection	Progress theatre is dependent on local parking and may not be viable. After the lockdown this seems an unnecessary blow to the arts in Reading.
228.	Objection	Parking for the progress theater in Reading It will be very difficult for the theater to operate, especially in the evenings if patrons cannot park on the road.
229.	Objection	The Progress Theatre has been part of Reading's cultural life for many years and it has nurtured the talents of famous actors such as Kate Winslet and Kenneth Branagh and it has won awards for its community service. It is unthinkable that it should be driven to close by making access so difficult that patrons might have to desist from attending performances. In terms of its repertoire it has given very fine performances from the archive of Reading University Becket collection. I oppose very strongly this move by Reading council which is making access to cultural centres in the town such as South Street very difficult, especially at night.
230.	Objection	The Progress Theatre, which is on The Mount, has for 70 years provided the community in around Reading with amateur theatre productions of the highest quality. The theatre is entirely self-funding and it is a huge benefit to the cultural life of the town. In an ideal world the theatre's tiny car park would be sufficient to cater for those whose mobility makes them car-dependent and the rest of us could use public transport. However, we do not live in an ideal world and the public transport system cannot meet the needs of many people who therefore have to drive to the theatre. If they cannot park on the street they will be unable to attend and that will result in the theatre having to close. It surely must be possible to find a compromise so that the parking needs of both residents and theatre goers can both be met. A blanket ban on visitor parking during performances will not achieve this
231.	Objection	No public parking in the evening, making it impossible for many people to visit Progress Theatre. Patrons park only for a few hours; it does not clog up the area all day. It will mean a much used and loved theatre will close, to the detriment of patrons but also amateur actors, some of whom use it as professional training.
232.	Objection	These on-street parking spaces are essential for the Progress Theatre.
233.	Objection	The proposed changes will prevent the Progress Theatre from operating and should be reconsidered.
234.	Objection	Introduction of parking restrictions at The Mount could well spell the end of the Progress Theatre. As it is, keeping independent theatres running is extremely hard work without obstacles like this being put in the way. These places deserve our support rather than the opposite. I understand local residents may be inconvenienced when performances are on, but it's on an occasional basis for a few nights only. I do not support this proposed change.
235.	Objection	Imposing resident only parking restrictions on the area around Progress Theatre could well be the final straw for an innovative and creative Reading asset. The pandemic has decimated the theatre's income stream and these restrictions could well sound its death knell. I have been [REDACTED] of the theatre for decades. [REDACTED] have been performers [REDACTED] Personally, I have [REDACTED] which make the use of public transport problematical so I would be very disappointed to find that I could no longer get to performances. Not knowing why you feel the need to impose these restrictions I can only speculate. If the proposal has been instigated by residents of The Mount, then I sympathise with them. If the proposal has been instigated by a desire to generate revenue for the council I am much less sympathetic.

236.	Objection	A great theatre which offers so much to the audience - people knew a theatre was there before they purchased their property so why change this now?! Its not as if we park there every day. Changing this would ruin one of the little things Reading has to offer these days.....they make people smile even if for a small time in these miserable times we live in - as they say its not broken so don't try to fix it!
237.	Objection	Some evening non permit parking needs to be retained at The Mount to keep Reading's historic Progress Theatre viable.
238.	Objection	Should this be introduced it will spell the end of the cherished Progress Theatre. This theatre has a deeply rooted history in Reading which has produced stellar actors such as Kate Winslet & Sir Kenneth Branagh. Reading is hardly the centre of cultural excellence & this theatre is one of the few venues that meets that criteria,
239.	Objection	The theatre is invaluable to the community your changes would be jeopardise it's standing.
240.	Objection	Such additional restrictions will seriously harm the viability of this very valuable theatre and prevent those who cannot use public transport from using the theatre. The negative impact of extending permit holder parking hours would be far greater than any benefits for local residents. Such a change could be the nail in the coffin for the theatre which has such high amenity value for so many people.
241.	Objection	There are so few local theatres available, and this one is excellent, enabling amateur dramatics to have a place in Reading. With parking restrictions imposed it will not be long until this has a detrimental affect on audiences, and hence the folding of the theatre.
242.	Objection	This proposal would be very detrimental to The Progress Theatre which is such an important part of Readings Art and Culture. Patrons would no longer be able to use on street parking which allows them to attend the Theatre.
243.	Objection	These proposals would make it extremely difficult for the audiences for Progress Theatre to park on performance nights, as Progress only has a very small car park. This will affect ticket sales and may jeopardise the future of the theatre, which has been a brilliant local resource for as long as I can remember and well before. I have been attending performances there [REDACTED], and [REDACTED] theatre programme. It would be an appalling loss to Reading's cultural life if Progress were threatened.
244.	Objection	It will otherwise be the demise of the Prospect Theatre.
245.	Objection	A controlled parking area around the Progress Theatre is a dangerously ill-considered proposal which would have a hideous effect on the viability of the theatre which is a much loved asset for the town. Many of the audience are elderly and public transport is not available to many travelling to the theatre. The theatre needs free night time parking for at least 40 cars to be available in the surrounding streets.
246.	Objection	Progress Theatre is an important resource and needs support - which needs parking spaces
247.	Objection	This proposal would prevent patrons of Progress Theatre from being able to park on the street. I dont think that public transport is appropriate to use late at night when a show finishes, particularly as the services reduce in number, leaving people waiting outside for a good deal of time for a bus. This proposal would potentially be the end of the theatre, as they simply would not be able to get patrons through the door.
248.	Objection	Totally inappropriate for a cultural beacon
249.	Objection	Progress is a pillar of the community and further parking restrictions will limit the participation of volunteers and audiences alike. Given the theatre's long history of bringing the Reading community together through its membership, community outreach programmes and youth theatre, it would be a complete tragedy to see them close down. They even received the Queens Award in 2020, and were further recognised by the Mayor of Reading in 2021. As we finally emerge from a 2-year pandemic, we need places like Progress Theatre now more than ever, and it is the council's responsibility to encourage their survival, not limit their success.
250.	Objection	It will make it impossible for people to drive to attend the Progress Theatre. Progress is a long established valuable Reading institution and should be supported by the Council. Many people get involved with the theatre and it provides opportunities for acting directing costume and prop making, music and working together to create theatre.
251.	Objection	The Progress Theatre has been situated on The Mount for 70 years. It is an invaluable cultural resource for the local community and the people of Reading. It is a educational asset with youth theatre work providing a wonderful opportunity for local children to explore creativity. It has nurtured talent, most notably Kate Winslett and Kenneth Branagh, who have gone on to international stardom taking the name of Reading with them. More general productions provide an opportunity for all ages to experience and be inspired by live theatre. The proposed parking restrictions will be devastatie audience numbers - where will people park?
252.	Objection	I am objecting due to the detrimental effect on Progress Theatre. This is an absolute credit to Reading and is supported by the care and devotion of a handful of volunteers, bringing vast benefits to the greater Reading community. Restricting its parking would almost certainly mean its demise. I live [REDACTED], do not have a [REDACTED] afford taxis; it would be a severe blow to me and very many others if we were denied access to Progress Theatre.
253.	Objection	Progress Theatre is one of a small group of theatres in Reading and is a critical part of our town's arts and culture scene. Nanjing this change would threaten their ability to attract theatre goers as parking would be severely limited.

254.	Objection	By implementing permit parking between 8pm-8am this would severely impact the people visiting the Progress Theatre.
255.	Objection-Comment	I can understand the need to respect residents need for parking spaces, but would not like to see the demise of Prospect theatre due to these new restrictions. What could help would be to arrange some further parking facilities for the theatre goers in conjunction with the theatre.
256.	Objection	I object to parking being removed from the longstanding use of the patrons (and probably volunteers) of the Progress Theatre. Although our family [REDACTED] attends events by bicycle, many other people must or prefer to drive to access this extremely important community venue. This is not necessarily a question of disability, there are times in life when we are all stretched thinly and driving helps join up commitments, including being able to work, caring and even spending money or time on restorative activities such as entertainment! The theatre has been here for 70 years and has an existing capacity (paying seats plus staff, volunteers and contractors) far exceeding that of the 15 space car park, therefore is particularly affected by this proposal. I understand the Progress is a self-funding contributor to the Reading arts scene, which surely is to be encouraged. Could not the relevant hours be amended to closing time onwards, for example?
257.	Objection	I object to the introduction of increased parking regulations in the Mount. The ability of home-owners to park their cars should not be prioritised over and above the survival of Progress Theatre. I have been to the Theatre several times and it is a hugely valuable asset. Good Arts venues are few and far between in Reading.
258.	Objection	I object on the grounds that it will restrict access to our beloved Progress Theatre, which has been a lifeline to this community, particularly during covid restrictions. The theatre desperately needs there to be unrestricted parking on the Mount, otherwise many groups of people, such as the disabled, won't be able to attend. The consequent loss of income will likely mean that the theatre will have to close.
259.	Objection	The proposed restriction in The Mount would severely impact people visiting The Progress Theatre for evening performances. The theatre is a well-supported venue the like of which is unique in this part of Reading and it is self-funding, largely through ticket sales. These would likely be severely reduced if patrons become unable to park nearby - on-site car parking is limited. The theatre attracts people from all over Reading and beyond. After the impact of the pandemic on its finances, the Council should be doing whatever it can to assist this important local facility rather than contributing to its demise.
260.	Objection	Unless an alternative arrangement is made it will make attending the Progress Theatre difficult or impossible.
261.	Objection	If the planned restrictions go ahead I will have nowhere to park when going to the Progress Theatre and there isn't a direct public transport service from where I live. Furthermore, the public transport that does exist does not operate at times suitable for attending shows at the Progress Theatre.
262.	Objection	This will have a devastating impact on the viability of Progress Theatre, with no discernible benefit to local residents. I cannot see any need for changing an arrangement that works perfectly well for everyone.
263.	Objection	Objection to proposals as it will make parking for those in need, such as the disabled or elderly, extremely difficult. This small theatre has a loyal following and it needs to be able to provide assistance by way of parking facilities for those who need it.
264.	Objection	It will do huge damage to Progress Theatre, which is already struggling after the pandemic
265.	Objection	Will severely restrict visiting the Progress Theatre, without any further benefits to local residents. Progress Theatre was awarded the Queen's Award for Voluntary Service in 2020 for its service to its community and the proposal threatens its viability.
266.	Objection	I can appreciate that residents might think that permit parking only is a good idea, but it is very useful to have such parking places available for short term (limited) parking during the working day. I have parked [REDACTED] Parking is currently restricted, and there always seems to be spaces - and would be available for returning residents. The age of these houses precludes many from having off-road parking. It seems that parking outside your house should no longer be considered a right in the current day when there are often multiple vehicles per household. Permits are a nuisance to issue when you have visitors and even these may fall foul of parking restrictions and result in a fine.
267.	Objection	I object to the proposed parking changes on The Mount that would result in no on-street parking being available to patrons of the Progress Theatre. The change would have a severe detrimental affect on the numbers of people able to access the theatre, as many patrons are unable to utilise public transport and rely on private vehicles in the evening. The proposal would have a devastating financial effect on the theatre, which is a huge part of the local community and should be protected and supported for the services it provides.
268.	Objection	By making on-street parking in The Mount between 8pm and 8am permit-holders only, the ability to park in the immediate vicinity of The Progress Theatre will exclude many of its users (both performers and audience members). In a time when adults and young people have suffered from the negative effects of the lockdowns and Covid restrictions, now is not the time to hamper access to community theatre and events.

269.	Objection	Losing access to on-street parking for Progress Theatre would have a catastrophic impact on audience goers unable to access parking in the area for a performance. They only have 15 spaces in their carpark and could not accommodate any more off site. The theatre relies on overspill parking on The Mount which has not been a problem for local residents. The venue is already fighting for survival following the pandemic and they could simply not carry the loss of income this change could cause.
270.	Objection	Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre.
271.	Objection	The proposed changes will have a negative impact on the activities of Progress Theatre, limiting access to a valuable and long standing community asset and potentially leading to its closure.
272.	Objection	Nobody can park -> nobody can get to theatre -> theatre gets no money and is forced to close.
273.	Objection	Reduced access to progress theatre, a unique and beloved arts venue
274.	Objection	Please, Please Please don't do anything to jeopardise the future of Progress Theatre. This is where Kenneth Brannah started acting. It has provided culture and entertainment in Reading for so long. An intimate theatre producing a high standard of acting. Young actors are trained and nurtured here. Progress is responsible for the amazing ' Shakespear in the Abbey Ruins, which is such a draw for locals and tourists. If Progress dies for want of sufficient parking Reading will have lost a real gem, a theatre to be proud of
275.	Objection	It will have a damaging impact on the future of The Progress Theatre
276.	Objection	Local parking for the Progress Theatre would be severely restricted.This would definitely compromise the audience and therefore viability of the theatre
277.	Objection	The proposals would make it impossible for our family to attend shows at Progress Theatre which makes amazing theatre for the community
278.	Objection	I object to the proposed changes in parking permissions on The Mount as the proposed changes have the potential to decimate our business and prevent our elderly, disabled or partially mobile members and patrons from being able to attend our events. While we have a small car park, it cannot cater to the number of people who will need access during our performances. All our members are committed to environmental causes and they walk, car pool, or use public transport where possible. However, they include the vulnerable and those who live in areas less well served by public transport. Therefore imposing parking restrictions on The Mount will cripple one of the last remaining volunteer run theatres in Reading, one which won the Queen's Award last year and which plays a vital role in the mental health and wellbeing of its members and patrons.
279.	Objection	These proposed changes have the potential to prevent those of our audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport.
280.	Objection	Public Parking in this area is necessary for the survival of one of Reading's local theatres, Progress Theatre. If permit holder only parking is introduced the venue would lose a good percentage of its patrons who rely on being able to park in the surrounding streets. The theatre is self funding so if this plan goes ahead they would most likely have to close which would be a tragedy for the area and Reading as a whole.
281.	Objection	Loss of the progress theatre would be a great loss to reading and the facility it brings. It is important that we maintain this important part of the town which is such an important part of the town's character. Such a small change to parking will have such an important impact.
282.	Objection	Will severely impact Progress Theatre audiences and not make the theatre attractive for people who need to drive and park near the theatre
283.	Objection	Bad for mobility- impaired theatre-goers.
284.	Objection	Denial of access to The Progress Theatre for mobility- impaired theatre- goers and will serve no useful purpose for locals or their visitors. Another example of RBC overreach and unwanted interference.
285.	Objection	This is valuable parking for Progress Theatre. If you take this away you would make visiting this theatre very difficult. Reading needs this theatre and it's wonderful productions. Please do not make visiting this venue a difficult proposition
286.	Objection	The Progress Theatre is a long respected local resource. Anyone moving in to The Mount would be very much aware of its existence and the fact that theatre goers will need to park on show nights, which are not very often. The loss of available on-street parking would be vastly detrimental to the ongoing life of the theatre.
287.	Objection	Restricting the parking would mean people visiting and working at Progress Theatre would not be able to park.
288.	Objection	I object to the proposal at will severely limit the availability of parking spaces to be able to access Progress Theatre, which is a valuable cultural centre. The limited parking will affect theatre members when attending training/rehearsals and also affect theatre-goers when attending performances. This could cause a reduction in ticket sales and jeopardise the future of the theatre.

289.	Objection	This proposal would impact Progress theatre and this is not acceptable
290.	Objection	Would make it exponentially harder for less mobile people to access Progress Theatr
291.	Objection	The progress theatre is an absolute gem of the community proving excellent performing arts events with no formal funding programme. If parking restrictions were to be imposed this would severely impact the number of people able to attend performances. I for one, can take public transport but it is tricky and also now I avoid buses due to the covid pandemic. With less people able to park, sales will decline and this puts the theatre into the nearly extinct category. All for parking?
292.	Objection	If the proposal goes ahead, the audience for Progress Theatre will have nowhere to park, threatening the theatre's future. Progress Theatre is one of very few venues in Reading which support the arts locally. It would be a great shame for the community to lose it.
293.	Objection	Object to parking restrictions being extended to evening because of potential closure to Progress Theatre
294.	Objection	The patrons that attend the theatre that has been there for over 70 years need somewhere to park. Making the parking "permit holder only" will endanger the future of the Progress Theatre and make Reading's culture much poorer as a result. I object in the strongest terms.
295.	Objection	We must protect our Arts. Restricting parking for performers, audiences and visitors of Progress Theatre would affect it adversely, to the point it may no longer be able to stay open. Have pride in your Arts scene and reject this proposal.
296.	Objection	Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when they are already battling to survive following the pandemic they simply could not carry the loss of income this change could cause.
297.	Objection	Progress Theatre is a longstanding and excellent amenity for the whole of Reading and beyond. It makes a significant contribution to the cultural diversity of Reading. I regularly attend from the other side of Reading. The theatre is likely to have been there much longer than most local residents. It would be a very retrogressive step to implement this proposal and thereby make the Theatre unviable. I strongly object to this proposal.
298.	Objection	The Progress Theatre is a nationally recognised institution and has provided significant opportunities for the youth of Reading and will continue to do so. Greater parking restrictions will cause reduced audiences and put the theatre at the risk of closure. I do not understand why this change is necessary - surely sometimes the needs of the community are greater than what must be a small financial gain - my view of the council will be severely impacted if this proposal is allowed to proceed.
299.	Objection	The Mount is home to the Progress Theatre, one of the few cultural venues in Reading, and a long-standing cultural presence for the town. I have been to many events there over the years, and introduced my children to live theatre shows there. If parking is restricted on the Mount to residents only, 7days/week, it will make it extremely difficult for audience members from other parts of Reading to attend events at the Progress Theatre. This will cut down on attendance and will result in the theatre potentially having to close. This would be a great loss to Reading's cultural life. I therefore object to parking restrictions on The Mount road.
300.	Objection	It will kill the progress theatre
301.	Objection	These proposed changes have the potential to prevent Progress Theatre audiences for whom using public transport is a less viable option, from visiting the Theatre. This includes the elderly, disabled or partially mobile, as well as those of their patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Chair of Progress Theatre, [REDACTED], has this to say on the proposed changes: 'Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when we are already battling to survive following the pandemic we simply could not carry the loss of income this change could cause.' The loss of a successful theatre group in the heart of Reading would also be disasterous for Reading's cultural reputation.
302.	Objection	By restricting parking here people attending the Progress Theatre will have nowhere to leave their vehicles. This would make it near impossible for people to attend productions there and would result in the theatre closing. Such a shame for a very popular organisation which gives so much to the community, offering children/students/adults performance opportunities and reasonably priced entertainment.
303.	Objection	This will adversely affect the attendance at The Progress theatre. The theatre has lost money due to the pandemic and introducing parking restrictions will probably result in the theatre having to clos
304.	Objection	It is important for the cultural life of the town that the progress theatre can continue. Their car park is not adequate. Although the theatre is served by the 21 bus that does not help everyone Could there be a way to allow theatre patrons to park in the Mount, paying if necessary.

305.	Objection	The Progress Theatre has been an important community amenity for many decades, and increasing the parking restrictions in The Mount would potentially cause closure of this vital venue. There are no alternative parking areas in the locality, and public transport links are very poor, limiting access to the venue for those with restricted mobility.
306.	Objection	The changes will negatively affect The Progress Theatre, as explained in their various publications
307.	Objection	The viability of the local theatre will be threatened, as the audience require on street parking on performance evenings.
308.	Objection	Making this road permit-only would ruin Progress Theatre, a key and historic part of Reading's cultural heritage (with the likes of our patrons Sir Kenneth Branagh and Dame Judy Dench having a history at this theatre), and Reading's oldest producing theatre.
309.	Objection	The proposed restrictions would have a huge and material adverse impact on The Progress Theatre, which is one of Reading's treasures. Even with the current theatre going parking in the streets there is no obvious problem or impact on residents.
310.	Objection	Unless the council can find more spaces for the progress Theatre it is not acceptable to effectively shut the venue down by limiting the number of people able to travel there.
311.	Objection	It would severely impact on The Progress Theatre which has been running for 70 years. Possibly even lead to its closure. Why is the change needed?
312.	Objection	People won't go to Progress theatre if they can't park and we should support our local theatres, especially after they have been closed and struggling for so long during lockdowns and still suffering from this now.
313.	Objection	Object to this proposal as would render the community theatre less viable and unlikely to attract people who could not readily travel by means other than car.
314.	Objection	This proposal is likely to be terrible for Progress Theatre, a community hub and cultural gem. Such a place requires adequate parking and places for drops offs and collections which would be hindered by this proposal. This place has survived so much, please don't make it any harder to survive, make money through audiences, but also attract talent and inspire and train young people.
315.	Objection	This would have such a detrimental effect on the local community theatre which has served the community and further afield with many great productions . It would restrict those with mobility issues and transport issue (i.e. Unable to use public transport) and therefore deprive them of social connections , entertainment etc The parking change would also potentially make a big gap in the finances of the theatre if there were reduced audiences and the potential to lead to closure.This is a local community service that should not be 'threatened ' will potential closure because of changes to parking restrictions
316.	Objection	Progress theatre is a fantastic community facility. There is very limited parking for audiences. People who are unable to use public transport would be put off going to the theatre due to difficulty parking and ticket sales would be severely affected. The theatre might have to close.
317.	Objection	There are not good enough links to public transport or alternative parking to support the theatre. This facility, which provides vital services to the arts will suffer and so will it's users.
318.	Objection	The Mount is the site of the oldest surviving producing theatre in Reading, Progress Theatre. The Theatre's viability will be put at risk if evening on-street parking for its patrons is further restricted. The current level of parking restriction in the road works well with protection for residents, as well as leaving some times in the evenings for parking for the customers of the theatre during the c. 10 to 12 shows per year. As a totally self-funded community run organisation that has faced two years of very little income due to pandemic restrictions but still having to face costs of maintaining and improving its facilities, the Theatre has also managed to deliver an enrichment to the cultural life of Reading. The proposed changes would be the death knell for the Theatre. Without enough parking those who find public transport difficult to use or live where the public transport does not run until late enough in the evenings, would no longer be able to attend shows. Without an income from ticket sales the theatre would be forced to close, ending a 75 year long culturally diverse contribution to Reading's entertainment offer.Please reconsider the proposed changes for The Mount and keep the currently in force parking restrictions only and help protect a vibrant cultural asset for the town.
319.	Objection	Progress theatre is a local gem of a theatre which deserves the support of the council. A lot of other street have their restrictions up to 5:30.
320.	Objection	Increasing parking restrictions to 8pm and every day of the week will effectively force Progress Theatre to close. They have extremely limited parking on site and audiences have to use road side parking during performances. Reading is already something of a cultural desert and you can ill afford to lose another theatre.
321.	Objection	I'm concerned about the impact to Progress Theatre. I'm not able to use public transport to get to the theatre, and I suspect that I'm not the only one. The theatre has been a huge source of ground roots culture in the area, and it would be a terrible loss.
322.	Objection	I am not convinced this particular area needs these changes. However, the most imports is that the proposed changes have the potential to prevent those of the audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure.Progress



		Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when are already battling to survive following the pandemic.
323.	Objection	This would take away the ability to park locally when visiting the Progress Theatre
324.	Objection	Restricted parking would be a disaster for the Progress Theatre. Their audience will plummet and force them to close. Having won a Queens award for voluntary service, should this be happening?
325.	Objection	Parking has been shared between residents and theatre attendees for decades.
326.	Objection	I was shocked to see strict parking limitations are being proposed in the roads around the Progress Theatre. The proposals would have a devastating effect on the theatre which provides such a service to the surrounding communities, not all serviced otherwise by public transport. Please please rethink the broader consequences such parking restrictions would have on progress theatre.
327.	Objection	New parking restrictions would seriously impact the Progress Theatre which is an amazing asset to Reading and needs all the support to keep it viable, parking restrictions at weekend would seriously impact attendance to this venue
328.	Objection	The Progress Theatre is a truly superlative theatre of professional standard. It has been supported by the greater Reading community for decades, and has introduced many young people to the joys of acting and watching theatre performances. I remember Kenneth Branagh getting his start there many years ago. This theatre has been a top "little Theatre", of a standard way above the National average, and audiences have always come to support it. This cannot continue if the proposed parking restrictions are introduced. A theatre cannot function without reasonable parking space for its patrons. Please reject the proposed restrictions
329.	Objection	Progress Theater will be terribly hit by this change. Allow Street parking!
330.	Objection	This plan would make the Progress Theatre unattendable for people who rely on using their own vehicle. We live just outside Reading. We attend performances at the Progress regularly but have no bus service and being [REDACTED] the additional cost of £30-40 to get taxis.
331.	Objection	The loss of parking spaces could finish the Progress theatre off altogether. This marvellous Theatre nurtured talents such as Kate Winslet, Kenneth Branagh and many many more, and has already suffered badly throughout the COVID Lockdowns and consequent loss of revenue. Now the proposed plans to restrict parking to 15 spaces could be the straw that broke the camel's back. Roadside parking could create real problems for local residents and force this established theatre into an untenable position so please think again and protect our own theatre.
332.	Objection	If Residents parking only was in force in The Mount it would make visiting the theatre quite difficult bearing in mind that there is only limited parking in the theatre car park. Those people in wheelchairs and people with other disabilities may be forced to park quite a long way from the theatre which may not be feasible. The theatre has also given opportunities to many members of the community and it would be devastating for all those people. My [REDACTED] have watched some excellent productions at The Progress Theatre and we would be very sad to see it go. We hope that a mutually agreeable solution to this problem is found
333.	Objection	The Progress Theatre will find it more difficult to get audiences if people can't park nearby. The small car park behind the theatre isn't nearly big enough to accommodate a full house as well as staff and actors. Please consider the effect on this precious cultural amenity. The parking restrictions could put an end to it. believe there are residents, who are potential permit holders, who also have reservations about the effect that the restrictions will have on visitors and trades people who come to their homes. The Mount is not an important through road that needs protecting and should be left as it is for the reasons given above.
334.	Objection	The proposal leaves very little parking for the progress theatre and Christchurch as well as for visitors to the area
335.	Objection	If the proposal to make the mount a permit only parking zone goes ahead many potential customers who have difficulties with public transport will be unable to visit the Progress Theatre and this will seriously threaten its financial viability. it would be a great shame for Reading to lose such a valuable cultural venue.
336.	Objection	The removal of the street parking option on The Mount during evening hours will very significantly reduce the ability of the Progress Theatre to attract the audience required to make the operation of the theatre viable. The Theatre provides an excellent arts service to the community which should be encouraged and developed. This proposed decision will decimate the Theatre's operation and will result in its demise and the likely outcome will be that the Theatre will close.
337.	Objection	Whilst I appreciate you wish to protect the residents of the area, this proposal fails to take into account the needs of the Progress Theatre who have been based here for many years and who surely also have rights that this proposal fails to take into account. Their own car park is inadequate to cope on evenings when productions are being publicly staged and public transport options are not sufficient to address the needs of all their patrons. Please either withdraw this proposal or engage in constructive dialogue with the theatre about this issue.

338.	Objection	These proposed changes have the potential to prevent those of the theater's audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Chair of Progress Theatre, has this to say on the proposed changes: 'Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when we are already battling to survive following the pandemic we simply could not carry the loss of income this change could cause.' Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes. Chair of Progress Theatre, says: 'We are working hard as a venue to become more accessible, and have just completed extensive renovation work to expand our foyer, and install new accessible toilet facilities - the start of a long-term commitment to remove any barriers preventing people from accessing the arts
339.	Objection	The proposed changes to parking could severely impact the Progress Theatre's ability to operate, limiting access to the venue.
340.	Objection	The free on street parking is needed for the small progress theatre who receive no public funding and rely on audience numbers to keep them open. They only have a car park for 15 cars so rely on the street parking for attendance.
341.	Objection	I don't have a problem with changing the times allowed for visitor parking, but the changes should not prevent people from parking in the street to attend shows at Progress Theatre. Please either review the changes accordingly or leave the visitor parking on The Mount as it is.
342.	Objection	Provides necessary parking for Progress Theatre. I also park there [REDACTED] (Berkshire Youth Development League). There are hardly any other places to park in the area, so it is much needed
343.	Objection	Local community assets such as Progress Theatre will be unable to attract patrons and visitors to shows without Street parking.
344.	Objection	This will kill the wonderful Progress Theatre.
345.	Objection	It would have a detrimental effect on the nearby Progress Theatre - a venue that relies on street parking for its audiences. It would be shame to lose such a fantastic local venue.
346.	Objection	This will have a negative impact on Progress Theatre and it's customers
347.	Objection	You would be destroying Progress Theatre, an amateur theatre that helps the youth groups that go there and have nothing else, helps people connect across the community, and brings much needed joy to a town with little culture. The place helped form [REDACTED] pity's sake. Without free parking, their audiences will not be able to come to see shows here because no one can rely on Reading's irregular and limited transport links. I'm baffled you're even considering this since your recent survey find no issue with the parking here. It really is a money spinning self-serving measure that would decimate this long-standing and much loved and much needed theatre. During the pandemic, it has allowed people to feel connected, protected and lift spirits. What is going on Reading? There really is no need. Think about the community you are here to serve and see how you would be punishing it.
348.	Objection	This will affect the Progress Theatre and may force it to close
349.	Objection	Progress is a hugely important part of the local community and has been at its home in The Mount for 70+ years. As well as excellent theatre productions, they also do lots of outreach work with young people, the elderly and disabled community. All of which is now under threat. A substantial proportion of Progress Theatre's audiences are elderly, or disabled, or less mobile, or live in areas less well-served by public transport for whom public transport may not be possible. These proposed parking changes could decimate Progress Theatre's income as well as making it harder for patrons to access the theatre. A huge loss for Reading's culture.
350.	Objection	Unnecessarily changing on-street parking will have a detrimental effect on Progress Theatre with a wide reaching impact on the arts in Reading. The arts are something that needs to be supported stifled.
351.	Objection	Removing access to on street parking in The Mount would severely impact on patrons of Progress Theatre. Although the theatre encourage patrons to walk or use sustainable transport where possible, many patrons are not able to do so. The theatre is a central part of the community for so many people and has been for many years - the lack of access will place the future of the theatre at an unacceptable risk especially considering the financial impact of COVID. I cannot see any evidence that the proposed changes to parking are necessary.
352.	Objection	We need the street parking to continue to run the theatre
353.	Objection	This will hugely damage the running of Progress Theatre which provides youth groups on a Monday evening which has been a [REDACTED]. While attending shows and weekly pick ups there are always spaces to use within those bays and therefore may not be required.

354.	Objection	Restricting on street parking in The Mount would be extremely damaging to Progress Theatre, severely limiting parking for patrons and members. To limit parking for audiences is likely something the theatre could not survive. Progress Theatre has been a positive part of the town and community for over 70 years and is well respected in the area and beyond.
355.	Objection	I object to the proposals of restricted parking in The Mount as they will have a detrimental effect on the The Progress Theatre's ability to stay open. As an old, established and valued local theatre, the proposed parking restrictions will make the continuation of The Progress Theatre unlikely.
356.	Objection	Progress Theatre is under threat following proposed changes to parking in its local area, which would leave only the 15 spaces in Progress Theatre's car park available to patrons and audience, in the immediate vicinity of Progress Theatre.RBC is currently consulting on whether to make The Mount, Progress Theatre's home of 70 years, permit-holder only parking from 8pm-8am 7 days a week. Currently restrictions apply only during weekday daytimes.If approved, these parking changes would mean that audiences would no longer be able to park on-street at Progress Theatre's home on The Mount.These proposed changes have the potential to prevent those of its audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre.The theatre has worked hard as a venue to become more accessible, and has just completed extensive renovation work to expand the foyer, and install new accessible toilet facilities - the start of a long-term commitment to remove any barriers preventing people from accessing the arts. The Progress is a much-loved and longstanding community asset ; residents and supporters would be very angry to see its demise or weakening, arising from the proposed changes.
357.	Objection	The Progress Theatre is the finest venue in Reading for drama & above all, music.It has been functioning for decades with a fine team of volunteers & is the only reason to visit that end of Reading.The parking proposals will affect Progress so badly that it will be destroyed.People who move to a road close to a theatre or any public venue must know in advance of any parking or similar problems.What about persons moving near stadiums or shopping malls ?lease leave the Progress alone, it is a gem.
358.	Objection	The Progress Theatre is the heart of the community and a fantastic arts venue. It's meant so much to me and my friends over the years to meet there and go to see a play. Parking restrictions would mean we'd be unable to park by the theatre and then potentially not go to the theatre as often, which would mean Progress Theatre may be no more. We really hope this doesn't happen
359.	Objection	I object to the proposals of restricted parking in The Mount as they will have a detrimental effect on the The Progress Theatre's ability to stay open. As an old, established and valued local theatre, the proposed parking restrictions will make the continuation of The Progress Theatre unlikely.
360.	Objection	Parking down this road is vital for the survival of the local theatre "Progress Theatre" and without parking, will severely impact upon the number of patrons accessing the theatre. Progress Theatre is reliant on nearby street parking. They are also entirely self-funding, receiving no regular grants or funding, and need ticket sales to keep going. They have already been hit by two years of virtually no income, during covid.
361.	Objection	The proposed changes would affect the ability for people to visit the Progress Theatre, which only has limited parking available. If no on street parking is available during the evening, then this would severely affect access to this valuable local theatre.
362.	Objection	Permit-only parking on The Mount would make life very difficult for Progress Theatre in which I have been involved for [REDACTED]years or so. The theatre does have a car park, indeed it has been resurfaced not long ago at great expense, but there are not enough spaces for performance nights although it is fine for during the day. There has never been an issue with on-street parking before. I hate the thought of the theatre, that is so important to so many people, being under threat this way. As shows are almost all at night, audience members who couldn't park nearby would need to get buses - these are limited in the late evening and in any event would not be practical for elderly or disabled audience members. Progress is barely recovering from the pandemic, and any lack of parking could threaten its very existence.
363.	Objection	No access to on street parking will have a negative effect on Progress theatre clients. There's a limited parking on premises and patrons won't be able to park when attending events. Progress theatre is a huge part of Reading history and it's already been hit by the pandemic. There has to be a solution for patrons that attend events.
364.	Objection	This would be catastrophic for the Progress Theatre, no doubt forcing it to shut. Cultural establishments are what makes a town worth living in. if this plan gies through Reading will be a less attractive place to live.
365.	Objection	It will make it nigh-on impossible for Progress Theatre to continue operating, if they audience is precluded from parking on-street. Their carpark is of limited size, and while I live within walking distance myself, so many of my friends do not. Progress Theatre is a wonderful asset for Reading, and it needs support in these difficult times, not obstructions.
366.	Objection	The Progress theatre is an essential cultural part of Reading. To end its access to parking patrons is not the solution.Should you desire the need to prevent parking at other times, issue temporary parking permits that are only accessible by the theatre and expire on after 3 hours of issue.

367.	Objection	Don't make it harder for places like the Progress Theatre to stay open. We need to look after gems like this
368.	Objection	We need to be able to park to keep theatre alive. Not everyone can use public transport sadly,
369.	Objection	A LOT of people can't always afford parking charges! We ALL need something to look forward to, more so since the pandemic, plus prices rising "through the roof" There are some that can afford to go out to the theatre, or a meal etc.... but there are also a LOT that cut down on some things, to save up for the theatre, or going out. We REALLY LOVE the PROGRESS THEATRE. Because it is small, there is MORE CONNECTION with the actors, it feels more personal. If one actor explains the story, you really feel they are talking to you. PLEASE DO NOT CHANGE THE PARKING AROUND THE MOUNT. IF YOU DO, A LOT OF PEOPLE WILL MISS OUT ON HAVING SOMETHING TO LOOK FORWARD TO. PLUS MISSING OUT ON ENJOYMENT?
370.	Objection	I object to the proposals to ban parking in the Mount near the Progress Theatre on the grounds that these changes possibly mean that the theatre could not continue because of diminished audiences owing to lack of easy access for car users. Many people come to evening performances in cars from out of town and a fair number of these will have mobility problems - there is no nearby public parking facility. The theatre has a long history in the town and it has produced many excellent productions including works from the archive at Reading University [REDACTED]. It has helped to launch the acting careers of famous British actors [REDACTED]. Its loss would be a huge impoverishment in the cultural life of the town.
371.	Objection	This proposed change will affect people attending The Progress Theatre for evening performances and workshops by restricting their ability to park their cars without breaking the law. The Progress Theatre is an integral part of "The Arts" in Reading and provides low cost opportunities for the people of Reading to be active in all the fundamental aspects of theatre activities, Actors, Writers, Stage Management, Theatre Management and most importantly, audience as a low cost activity. If this parking restriction is implemented the revenues into the Progress Theatre will be significantly reduced and the Progress Theatre will be at risk of closing. I would ask you not to implement this parking change or find some way of making it not applicable on pre specified dates.
372.	Objection	Permit-holder only parking from 8pm-8am 7 days a week on The Mount will be hugely, if not fatally, damaging to Progress Theatre. Progress is an important part of Reading's cultural life and supports many local initiatives. If the theatre was to close due to unnecessary parking restrictions it would be distressing to many and a severe loss to Reading
373.	Objection	Restricting parking after 8 p.m. will stop people being able to park in the area for evening activities such as the Progress Theatre, concerts at Christchurch etc. Paid parking or continue a time limit restriction would be preferable to no parking at all in the evening. Not everyone can go by public transport.
374.	Objection	It will close the Progress Theatre
375.	Objection	Non-permit on-street parking is at a premium in Reading, and for those who are travelling to the area and needing to park, the current parking at The Mount is really important. For patrons of the Progress Theatre the on-street parking is critical to help this valued community resource survive. For those who are attending youth Football matches at neighbouring Cintra Park every weekend - and this is hundreds of young people engaging in sport, run by a community of volunteers - having free, nearby parking is paramount. Please retain the restrictions as they are, which gives residents adequate access but also allows visitors to cultural and sporting events free access to these vital services.
376.	Objection	Progress Theatre is a valuable community asset and shutting down parking spaces would detrimentally affect their audience accessibility, especially for elderly or disabled patron
377.	Objection	While I can understand the reasons, this would decimate attendance at The Progress theatre, especially for older populations who have a harder time with public transport. I'd ask that the council take this into account, and find a resolution that considers the needs of the street residents as well as The Progress theatre, which has been a mainstay of Reading for decades, and one of its most crucial am-dram hubs.
378.	Objection	Increased parking restrictions will adversely affect the Progress Theatre and the benefits that it brings to Reading, with little positive outcomes
379.	Objection	This proposal would be the end of Progress Theatre, a fantastic Reading organisation which provides much needed cultural life in Reading. Patrons would be unable to attend if parking was restricted, and the theatre would close, and Reading would lose one of its most important cultural spaces.
380.	Objection	There is sufficient parking for residents of the area (both on their own property and on the road). Restrictions to on-street parking would adversely affect the Progress Theatre, a venue of significant importance to the Reading arts community.
381.	Objection	The life of the local theatre relies on on street parking on the mount. You must keep it free.

382.	Objection	This will severely impact access for patrons to The Progress Theatre, as they will no longer be able to park in the vicinity of the theatre. Access by public transport is not always practical or possible. The loss of patrons will inevitably lead to a loss of revenue and potentially to the closure of this theatre, which is a valuable cultural asset to Reading.
383.	Objection	Changing the parking situation in this area would dramatically impact Progress Theatre and the arts community in Reading. It would make attending shows more difficult for many patrons, myself included.
384.	Objection	I am writing because these parking restrictions would make a huge difference to my ability to visit Progress Theatre independently. They only have a very small car park and many of their supporters, [REDACTED] so on street parking near the theatre is essential. Progress is a wonderful part of our community in Reading, providing ordinary people with the chance to take part in theatre and attend quality theatrical performances at very reasonable prices. Many theatre-goers who couldn't afford to go to events at say, The Hexagon, can afford to go to Progress and especially during these very difficult times, the theatre needs absolutely all the help it can get to continue to be a dynamic and very important part of Reading's arts provision. Please support this precious resource by continuing to allow on street parking close by.
385.	Objection	It is ridiculous to stop a working theatre from using its car park and potentially cause it to close down. The theatre has been producing excellent work over many, many years, and the town needs more culture, not less! Please, in the name of sanity, rethink this.
386.	Objection	The sustainability of the Progress Theatre should be considered. We travel from South Oxfordshire to see performances and the use of our car is essential. If we had nowhere to park we couldn't attend.
387.	Objection	Progress Theatre is a huge asset to Reading's cultural scene with a great story to tell and [REDACTED] as a patron. They rely heavily on the parking around the amount for their audiences and changes to parking on The Mount would have a huge effect on them. Parking surveys have shown no unmet demand for parking in and around The Mount and so changes to the existing regime just aren't necessary. Not only that, but they could decimate Progress Theatre's income, especially after two very difficult years and the forced cancellation through Covid of last year's open air Shakespeare production. I think the council should keep the parking arrangements in the Mount as they are and protect this valuable cultural asset.
388.	Objection	This will affect the people attending the Progress Theatre for classes and shows. The theatre has been there for many years providing support and education for young people interested in the performing arts and affordable entertainment for anyone in Reading. Please reconsider your plans.
389.	Objection	Progress Theatre is one of the centres of art in Reading. Removing the ability to park nearby by makes it almost inaccessible for those living outside of the city centre, especially for the disabled community that Progress Theatre does so much work with.
390.	Objection	For Prospect Theatre to have survived the pandemic and provide a hub of entertainment, pioneering creativity, and working with a full cross section of the population of Reading only to suffer as patrons cannot get to them is a tragedy
391.	Objection	It would make going to the progress theatre impossible!
392.	Objection	won't be able to go to the progress theatre and park if this is done
393.	Objection	The progress theatre needs customers to be able to park there to go to the shows. The theatre will close if no one can park
394.	Objection	Impact this would have on local theatre when recent parking survey suggests this not to be an issue to residents.
395.	Objection	Making road parking unavailable would cause massive problems for Progress Theatre. Theatres like this are necessary for the culture of Reading. They have proved they are popular and well run enough to get through this pandemic, making this change will make their survival harder.
396.	Objection	This is restrictive for progress theatre an independent venue that will close if patrons are not allowed to park on the street after hours.
397.	Objection	The new proposed restrictions will be mean the end of the Progress theatre which would be a huge blow to the local arts and culture scene.
398.	Objection	The tightening of parking restrictions in this area will almost certainly have an adverse affect on the Progress Theatre which is an extremely valuable asset to this area. Further parking restrictions will seriously affect the audience numbers to performances to this small but priceless community theatre. The theatre also has teamed up with the Queens Head nearby to provide discounted meals to visitors to the theatre so they will also be affected by the restrictions.
399.	Objection	The proposal will totally devastate activities at The Progress Theatre which is an important community asset run by volunteers. The car park is much too small for an audience, staff and performers. The nearest parking is a long walk, especially for the elderly and disabled and so would prevent them from attending the many shows. There must be another solution to the residents parking.
400.	Objection	I don't think this proposal takes into account the need for Progress Theatre to provide parking spaces for its attendees. As an independent theatre hit hard by the pandemic, they are in no position to create a car park (and there is no space regardless) nor seek an alternative venue.

401.	Objection	Progress Theatre relies on street parking and with restricted parking, patrons will not be able park anywhere close to the self-funding theatre.
402.	Objection	The Prospect Theatre has been established for my lifetime and needs the parking to enable them to continue to put great shows on.
403.	Objection	Please don't introduce parking restrictions on The Mount - it will devastate the local theatre there, who are already struggling post-Covid. It's so important we support our arts & culture venues right now, not make things impossible for them!
404.	Objection	This proposal would shudder a local community theatre integral to culture and community in Reading. The loss of this theatre would be a monumental degradation in the culture of Reading. There would be one less outlet for your citizens, driving them away from Reading.
405.	Objection	The Progress Theatre is an exemplar of grass-roots cultural life in Reading, and should be preserved and supported. They believe that on-street parking is necessary for their survival, and I believe them.
406.	Objection	Progress theatre need on street parking to stay
407.	Objection	Making the road permit only will severely impact The Progress Theatre and may actually result in it having to close. The Theatre relies on the street parking for its customers and they will not come if they can't park. The Theatre is a crucial community asset and must be supported, not impeded.
408.	Objection	For goodness sake, why does every road in Reading have to be either Permitted or Metered? I am shocked and angered that you are even contemplating an action that places The Progress Theatre in such Jeopardy. Your lack of sympathy and consideration for such a crucial Community Asset (that have produced talent the like of Kenneth Branagh and Kate Winslett) is unacceptable. Do not do this.
409.	Objection	The Progress Theatre needs parking spaces. If there are no issues with residence parking then why restrict parking, the theatre will not survive with no parking as it is not in town.
410.	Objection	Effect on Progress Theatre, reliant on the availability of on-street parking - losing it would be detrimental to the income of the theatre
411.	Objection	Parking is needed for Progress Theatre more than for local residents.
412.	Objection	It's hard to balance the views of residents with other users but in this case the proposal gets it wrong. It will seriously damage the future of the Progress Theatre which has been a Reading flagship for many years.
413.	Objection	It would destroy the Progress Theatre. It would make popping to the nearest shops less attractive than going out of town.
414.	Objection	The above road has access to the Progress Theatre, a historic place of culture for Reading. Restricting parking permission to permit holders only, especially, in the evening, will very much limit access to events that the theatre is trying to organise. This place needs preserving as it is only one of very few places of culture and tradition left in Reading and in the country in general. It is a fairly small street and wouldn't bring a great revenue to the Reading Borough Council. Some people, especially those with disability would highly benefit from close to the theatre parking. Please reconsider this proposal and leave this street free for parking in the evening so people can have an easy access to the theatre.
415.	Objection	Progress theatre is vital to the community. If you stop allowing street parking then they'll lose patrons and money and have to close down!
416.	Objection	Parking restrictions will make the Progress Theatre unviable as a community resource, I cannot see how something so valuable can be replaced.
417.	Objection	Parking needed for progress theatre
418.	Objection	Progress Theatre is an incredible community theatre and these restrictions will mean that they will lose patrons and therefore not have enough money to stay open which would be a tragic loss.
419.	Objection	This would hinder Patrons wishing to access the Theatre. This would not be welcome, Reading has a good reputation at promoting the Arts which this could jeopardise.
420.	Objection	There is no shortage of resident parking on The Mount, and further parking restrictions are entirely unnecessary. Adding restrictions to visitor parking in the evenings would essentially be a death sentence for Progress Theatre, whose patrons rely on on-street parking on The Mount and on surrounding roads to attend shows. It would be an act of cultural vandalism to put one of Reading's oldest cultural institutions, loved and used by hundreds, out of business for the sake of an unnecessary parking restriction.
421.	Objection	The new parking proposals would be to the detriment of patrons wishing to attend the theatre and thus would deprive the theatre of patrons and ultimately lead to the theatre's closure. Progress Theatre is a much loved and valued part of the arts scene in Reading and has helped launch careers, notably that of Kenneth Branagh. For many people public transport is not always an option and this needs more consultation than it would appear to have been given so far. One can sympathise with residents but the council should consider the needs of patrons also and not jeopardise the future of the theatre.

422.	Objection	If parking around The Mount was made permit-only all the time, it would be truly catastrophic for Progress Theatre, as they do not have enough space in their car park for everyone on performance nights. There are more than enough spaces for the residents of The Mount, and Progress members who do park there are always considerate and safe when parking, so there is no necessity whatsoever to go ahead with these plans. If they did, it would put the future of the theatre under serious threat, as our members and visitors who cannot drive or have disabilities need to be able to park nearby and if they can't be guaranteed a space, they will not risk booking tickets to shows and the theatre would be at real risk of closure. This would be an absolute tragedy for such a well-known, respected venue which has done some truly amazing things for theatre in general and the wider community and I implore you to realise that making this change would do far more harm than good.
423.	Objection	Difficulty accessing the Progress Theatre due to lack of parking. Would be very sad loss to Reading to lose this Theatre, that helps a lot of people both young and old. Plus some amazing productions.
424.	Objection	I would seriously like to object to the proposal of making The Mount parking permit only. The reason for this objection is that it would stop me from going to any plays that would be put on by Progress Theatre.
425.	Objection	It would really impact the theatre if people cannot park there. They wont come to the shows anymore!
426.	Objection	Adding additional parking restrictions on the Mount when there is no real need would disastrously impact the viability of the Progress theatre - a community asset of real value
427.	Objection	As a regular user of the Progress Theatre, this would be catastrophic The Theatre - a community asset for Reading and an important facility for youth groups. I have always been able to park without any incidence.
428.	Objection	It would seriously reduce the parking availability for Progress Theatre patrons which, in turn, could make this valuable cultural asset to Reading completely non-viable
429.	Objection	Impact on Progress Theatre
430.	Objection	The effect on the Progress Theatre would be unforgivable - the theatre provides affordable entertainment for many people who may not otherwise be able to afford a night out at a theatre. It also provides an excellent hobby/activity for many of its committed and hardworking volunteers. It would be sacrilege to see this wonderful community asset close due to lack of access for its visitors
431.	Objection	This will kill the progress theatre. Theatre goers come from out of area and will not be able to park. There should be no evening restrictions on parking on this road
432.	Objection	These parking changes would reduce the availability of evening parking in the immediate vicinity of Progress Theatre, leaving only the 15 spaces in its car park available to its audience. If approved, customers would no longer be able to park on-street on The Mount during performances. These proposed changes have the potential to reduce access to the theatre for those for whom public transport is a less viable option; this includes the elderly, disabled or partially mobile, as well as those who live in areas less well served by public transport. These parking changes could reduce Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Chair of Progress Theatre, has this to say on the proposed changes: 'Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when we are already battling to survive following the pandemic we simply could not carry the loss of income this change could cause.'
433.	Objection	Progress Theatre is located on the road and already has a restrictive amount of parking far smaller than its seating capacity. Independent theatres are already struggling with revenue loss from the pandemic and without locally available parking they are likely to lose a lot of traffic from showgoers who don't live within walking distance.
434.	Objection	This proposal will have a serious negative impact on the Progress Theatre.
435.	Objection	It's important to keep on street parking to support the theatre and the important work it does within the community.
436.	Objection	The Mount has always been used by the progress theatre for parking if this were removed the Theatre is in danger of closure which would be very sad !
437.	Objection	It will mean the inevitable closure of The Progress Theatre as patrons will not be able to park in the vicinity
438.	Objection	Progress Theatre, which I value greatly, relies on this on street parking. Reading would be a poorer place if this parking change resulted in it closing.
439.	Objection	The impact of these proposals on Progress Theatre would be catastrophic. On street parking is vital for patrons to attend.
440.	Objection	These changes would prevent many audience members of the Progress Theatre from parking, and therefore attending events. Those who are unable to use public transport would be unduly penalised. This would put the future of the theatre at risk.
441.	Objection	Restricting access to the Progress Theatre and the impact this would have on a growing arts and culture scene in Reading would be a backwards step

442.	Objection	I object as this will have a detrimental effect on Progress Theatre who are a long-standing, key organisation in Reading's arts, cultural and heritage sector. They are interwoven into the fabric of Reading's theatrical history. The theatre only have 15 parking spaces for their patrons and audience members so taking away on-street parking will mean that their patrons and audiences will struggle to attend which will mean a reduction in ticket sales. For a self-funded theatre who receive no core funding and rely on ticket sales only, this will lead to the eventual closure of the theatre.
443.	Objection	The Progress Theatre is a small theatre that is well-loved in the Reading area. Its small carpark is not large enough to accommodate the usual number of theatre-goers. As most patrons arrive by car, many have to park in the surrounding streets. I have been doing this [REDACTED] and there has never been an issue with residents parking. The proposal to have resident-only parking in the evening will mean that many people will simply stop attending for lack of nearby parking, myself included. Without sufficient patrons the theatre is doomed. It has been in the Mount for longer than some of the houses there and it would be a shame if it were to close as a result of this proposal, especially when there are sufficient parking spaces for residents and patrons of the theatre.
444.	Objection	I object to the proposal as it would put the progress theatre at risk of closure due to a lack of parking.
445.	Objection	It would lead to the end of the Progress Theatre which is an important local facility, especially with the work it does with young people.
446.	Objection	If these proposals go ahead, it will potentially destroy Progress Theatre, as patrons will be unable to park nearby. The theatre has been there for more than 70 years, producing high-quality entertainment for local people, and providing a community for its members. It would be a travesty to let the theatre go under for the sake of a few parking spaces, especially as residents already have ample parking. On a personal level, I was a member of Progress for a few years when I [REDACTED], and the memories I have are some of the best of my life so far. I would hate to potentially see Progress, already suffering after the pandemic, disappear forever.
447.	Objection	Progress theatre would greatly suffer if this proposal was implemented. The loss of parking spaces for patrons of the theatre will reduce the income of the theatre potentially resulting in its closure.
448.	Objection	Significant threat to Progress Theatre including to the accessibility of this unique Reading resource
449.	Objection	If parking changes are approved on The Mount, Progress Theatre's patrons would be unable to park on-street in the vicinity. No patrons=no money=Progress closes. Progress have a small carpark, only 15 audience spaces, so are reliant on nearby street parking. They're also entirely self-funding, receiving no regular grants or funding, and need ticket sales to keep going. They've already been hit by two years of virtually no income, during covid. Progress is a hugely important part of the local community and has been at its home in The Mount for 70+ years. As well as their excellent theatre productions, they also do lots of outreach work with young people, the elderly and disabled community. All of which is now under threat. Progress encourage patrons to use sustainable transport wherever possible. But Progress acknowledge that a substantial proportion of their audiences are elderly, or disabled, or less mobile, or live in areas less well-served by public transport for whom this may not be possible. An extensive parking survey, conducted over the last 6 months, showed no shortage of parking for residents in The Mount: with an average spare capacity of between 27 and 31 on-street parking spaces. Most households on The Mount also have access to additional off street parking. These proposed parking changes could decimate Progress Theatre's income. As well as making it harder for patrons to access them, this really could be the end of Progress Theatre.
450.	Objection	Parking restrictions will prevent audiences from attending Progress Theatre performances, thereby losing income for the theatre and potentially leading to its closure. Progress is a beacon of community arts in Reading and it would be a travesty to lose it. Performances at the theatre happen on a monthly basis so it is not a daily irritation for residents to endure audiences parking. Also, Progress has been in operation for 70 years, so audiences occasionally parking on The Mount is not a new change for local residents. Please do not approve these changes, we will lose a community hub over the sake of a few parking spaces.
451.	Objection	Progress Theatre is reliant on the on-street parking and any parking restriction would be catastrophic for the theatre. Progress Theatre is one of the, unfortunately, few nurturing and beautiful places in Reading, it is an important part of the local community. As a Council, you should help and sustain Progress Theatre.
452.	Objection	Please do not jeopardise the survival of one of the few arts organisations with a venue in Reading - Progress Theatre. It provides community theatre of excellence, a youth programme, work experience, opportunities for scriptwriters - it is priceless and charging for parking will kill it.
453.	Objection	The Progress Theatre relies on the availability of evening parking in this street for its patrons. Without this parking, many patrons who are unable to travel by public transport due to lack of mobility, or who live outside the greater Reading area, will be unable to attend the theatre. This could mean the end of the theatre, as it may not be able to sell enough tickets to remain financially viable without these patrons, and the loss of this theatre would be a great cultural loss to the town.
454.	Objection	Hugley effect progress theatre and its ability to survive
455.	Objection	Placing parking restrictions on this road will kill off Reading's much loved Progress Theatre. There is already adequate on and off street parking for the local residents, please don't kill the Progress Theatre.



456.	Objection	If there's no parking at The Mount it will threaten Progress Theatres ability to remain a viable business.Progress Theatre has been an important part of the Reading Arts scene for many years.
457.	Objection	I have frequented Progress Theatre, a volunteer run community theatre, and restrictions to parking here could easily lead to a significant loss of revenue and possibly lead to the theatre closing.
458.	Objection	I support the objections raised by Progress Theatre, on the basis that loss of on-street parking will affect elderly, disabled or partially mobile theatre-goers who need to come by car, and people who live in areas less well-served by public transport. Furthermore the theatre has already been placed in an extremely difficult financial position by the pandemic, so much so that the organisers fear the reduction in theatre-goers resulting from loss of on-street parking will threaten its continued existence.
459.	Objection	This proposal has very serious implications for Progress theatre, which has been operational since just after WW2. It is a successful amateur venture with very high artistic standards and is a great credit to Reading as well as giving pleasure to a large number of residents.Preventing local parking in the evenings will seriously threaten audience attendance and likely make the company non viable. Please think again!
460.	Objection	I support additional parking restrictions in The Mount in general as this is the wish of the residents. However, I would request the committee to carefully consider and make some arrangements for the parking of theatre goers on the nights when The Progress Theatre has productions. With parking restrictions all around the area there is concern that potential theatre goers, who for some reason must travel by car, will be deterred from attending performances. The theatre is concerned for its future if it's patrons cannot attend. Progress has been at the site since shortly after the war when the premises were given to it by the Reading Co-operative Society, (as it then was). Progress was part of that movement of progressive theatres founded in that postwar period of rebirth. It is a voluntary organisation that has provided good service to Reading's citizens and is part of our proud heritage. It would be a shame if the restrictions caused it's demise, particularly as I understand that it was not consulted before the proposal. Please look to making some provision on theatre nights.
461.	Objection	WOULD PROBABLY HERALD THE CLOSURE OF THE PROGRESS THEATRE
462.	Objection	The future of Progress Theatre, I think everything should be done to protect the future of this very special facility.Without it Kenneth Branagh and Kate Winslet wouldn't be the stars they are . As a town we are very proud of them and want more people to be given opportunities to engage with the arts.
463.	Objection	There does not appear to be any problem with parking in the road and having free on street parking available for patrons to use the Progress theatre would be very beneficial for this local self funded theatre company. After 2 years of this pandemic, we need to support local theatre productions, not ruin them completely.
464.	Objection	Progress theatre is very important to have this restrictions in place
465.	Objection	I object to this on the basis that it unfairly discriminates against the elderly & disabled, many of whom support local theatres.
466.	Objection	The effect of introducing parking restrictions will have a hugely detrimental effect on the Progress theatre which may not survive if the local on street parking is not available. The theatre in important contributor to the local community
467.	Objection	The provision of parking for people attending the Progress Theatre is important and should not be ignored it's part of the fabric of the town and reducing the availability of local parking is highly likely to inhibit their ability to attract customers who can't use alternative forms of transport
468.	Objection	Progress theatre would lose most of their income from this and as such would have to close . This would be a great loss .
469.	Objection	The theatre will have to close if patrons cannot park for free.
470.	Objection	The wonderful Progress Theatre would be impacted by this. Local arts should be supported not threatened, Reading and it's people needs them.
471.	Objection	The proposal will probably will be very adverse to the progress theatre a facility very much needed in our town. There is no other parking in the area. Please consider the full picture before you impose daft ideas like this.
472.	Objection	Ability to park near theatre vital!

473.	Objection	The Mount is home to Progress Theatre, a space that is incredibly important to the local community. For me personally growing up in Reading it was the only place where I could get together with people of all ages and feel part of a community. It has nurtured and inspired generations of people young and old alike. As a depressed teenager it entirely changed my outlook on life and subsequently influenced my entire career. This non-profit community theatre absolutely relies on selling tickets to its fantastic performances in order to keep running. It has already suffered many blows to finances during Covid, and will not survive any more loss in ticket sales. Preventing on-street parking in this area will inevitably mean a loss of people buying tickets and visiting the theatre. The theatre itself only has parking for 15 cars, which is absolutely not enough to fill a 96-seat theatre and provide parking for all the volunteers involved in performing/running the shows. With no other parking alternatives in the immediate area, this is a real threat to Progress Theatre. Please support this fantastic, literally life saving local community by not going through with this proposal.
474.	Objection	The Progress Theatre relies on audience members having on street parking to be able to stage productions without financial loss. If parking restrictions need to be introduced, can consideration be given to including provision for limited on street parking between the hours of 19:00 and 23:00 to prevent the permanent closure of Progress Theatre?
475.	Objection	No parking for the theatre
476.	Objection	parking needed for progress theatre
477.	Objection	Yet another way to generate money whilst completely ignoring small business. Reading needs theatre groups for our young people and others. You've already got rid of youth centres and we see first hand the crime rates going up don't take away yet another thing for the young people to focus on. Not only that but going to see a show can generate such happy feelings. Which currently especially we all need for our mental health with such a bad couple of years.
478.	Objection	The loss of on street parking will massively impact access to the Progress Theatre, a beautiful project already severely impacted on by the pandemic. Lack of parking for clients will restrict access and altho, there is encouragement for people to use sustainable transport options, in reality this is not possible for many people with their vulnerabilities. The arts and community spaces are vital for individual and community development, even more poignantly at this time. These simple parking spaces are part of supporting this. Without them, the Progress Theatre will likely be gone. Thanks for your time.
479.	Objection	The theatre would not be able to keep going. It would be a great shame for the community
480.	Objection	The progress theatre relies on this road for parking for its audience members. Without it they won't be able to have the attendance they require to uphold the theatre.
481.	Objection	The car parking facility is essential for Progress Theatre to survive. They only have a small car park so need additional on-road parking
482.	Objection	Changing the on-street parking in The Mount could mean the end of Progress Theatre. I have been to the theatre many times in the past but would find it difficult to attend a performance if I could not park nearby. Reading should be proud of this theatre; it has been there for many years and was where Kenneth Branagh honed his craft. We NEED theatres; people will always want to see actors telling stories. I believe there is sufficient parking for residents, so any changes are unnecessary.
483.	Objection	Progress Theatre. This needs to stay and people need to park nearby to get to there. There has never been problems before. If you put in residents only, you will be responsible for losing a cultural necessity that nurtures our childrens dreams and kills off a rep theatre.
484.	Objection	The proposed changes would severely limit the business if Progress Theatre, the oldest producing theatre in Reading, despite its home on The Mount for 70 years, a time that could perhaps warrant an icon status
485.	Objection	I believe this will have a huge impact on the patrons of The Progress Theatre who park in the road and surrounding roads. The theatre has already been hugely impacted due to Covid. I believe there is sufficient parking for residents already.
486.	Objection	Sufficient availability for parking to use the progress theatre should remain. In addition consideration should be given as to how people generally in Reading who have difficulty using public transport or are vulnerable are able to access such places, following the pandemic which has prevented many getting out and about over the last 2 years.
487.	Objection	This would prevent those who can't use access to public transport from being able to find places to park to watch productions at Progress Theatre. The potential loss of income to the theatre could mean it is not viable and has to close, losing an important arts and social facility
488.	Objection	The proposed changes would cause a severe negative effect on Progress Theatre, which is a real asset to Reading's cultural offering. It boasts links to significant cultural figures such as Kenneth Branagh and Judi Dench, as well as training young actors. Being able to park near to the theatre is a key factor in people deciding whether to buy a ticket, so ticket sales would drop dramatically if no parking was available on The Mount. This would clearly pose a severe threat to one of the town's key cultural and educational organisations.

489.	Objection	I am not a Theater goer, but having been made aware of the possibility of street parking being curtailed around this area and the detrimental affect this will have on The Progress Theater I strongly object. The theatre, which has been there for many years, has been struggling with the effects of the pandemic and at this time, when they need all the support they can get, not allowing street parking for patrons would be a nail in the coffin for them. They only have a small car park which is not sufficient for their needs. I believe there is sufficient parking for residents and so these proposals are unnecessary and could lead to the closure if the Progress Theatre which would be extremely sad for many people.
490.	Objection	TheLots of parking spaces on the street would be devastating for the progress theatre
491.	Objection	This proposal is likely to severely limit parking for those attending the Progress Theatre, meaning a drop in audiences, insufficient income and probably closure. The theatre is one of Reading's few (the only?) remaining independent venues, it provide great opportunity for many local performers and excellent entertainment for many, and should be supported and protected on those grounds.
492.	Objection	Restrictions to parking in The Mount would mean that The Progress Theatre would lose so many patrons that it would have to close. I have enjoyed many productions there and the atmosphere in a tiny theatre is unique. Also, they do a lot of valuable outreach work with young people.
493.	Objection	I strongly object to this proposal because of the serious affect it would have on the PROGRESS THEATRE. It would severely restrict parking for the theatre in the following ways -restrict access to only those people able to attend the theatre using public transport - this affects those disabled, elderly and with restricted mobility The theatre only has a car park capacity of 15. The theatre could lose all its income and be forced to shut - this sounds dramatic - but it is realistic - if only accessed by foot - it is a straightforward conclusion to realise that this SEVERELY damages the theatre's prospects.The theatre is entirely self funded and vital part of the community. It has an outstanding community presence, has recently been awarded the Queen's Award and works with a cross section of Reading people. It has an amazing youth programme.Surely the council should be fighting to support such a brilliant organisation?! I hope these parking restrictions are simply an oversight and will be overturned when all has been taken into consideration.
494.	Objection	I don't believe parking restrictions are required. There is not an issue here. Some houses have off street parking and there are sufficient additional spaces for visitors. This includes spaces which can be used by visitors to The Progress Theatre. Without this additional parking option it's likely that The Progress Theatre would be significantly impacted and could result in it having to shut as if people find it difficult to visit they will go elsewhere. As there is no issue currently, please don't make one!
495.	Objection	Much loved theatre. Arts have been heavily hit by Covid this will just remove another small local struggling theatre. How many of the people complaining moved there knowing there was a theatre? People are known to park in this area oto use other places locally not just the theatre. Deal with these issues rather than penalise the theatres which had its own Car park And it's not a flaming issue anyway... look at the surveys!
496.	Objection	My concern is the very significant impact upon The Progress Theatre. The proposals remove on street parking for the evening performances. The Theatre is very concerned this will greatly impact upon audience numbers and thus revenue and the viability of the Theatre. I agree. The presence of the Theatre in The Mount must be preserved. It is a tremendous local amenity. As a local resident of [REDACTED] years standing I have not observed the Theatre parking causing any undue problems in The Mount. I am mystified as to why these proposals are thought necessary.
497.	Objection	This will have a significant negative impact on the local theatre and parking for it. Many of the people attending are elderly and need to park nearby, but do not have disabled badges. The theatre provides much community support and is under threat if you take away their parking. Please reconsider or give parking permits for those using the theatre.
498.	Objection	The proposed ideas will have. Direct impact on the survival Of Progress theatre - the arts are already suffering hugely due to Covid. Progress provides an amazing community resource with young people belonging and acting in plays and many elderly attending who need parking facilities nearby - surely there should be some free parking in the area - it's so hard on low income people and a huge lack of parking available - please leave the mount alone and let the theatre keep attracting people from further away - they need to drive here
499.	Objection	Parking required for Progress theatre to survive
500.	Objection	Progress theatre needs parking spaces to survive
501.	Objection	The current proposals will make it near impossible to attend the Progress Theatre, which is likely to lead to its closure and the pontless loss of a unique resource to Reading.
502.	Objection	would adversely impact on the survival chances of the Progress Theatre.
503.	Objection	I use and enjoy progress theatre. It is an important part of the cultural life of Reading. Restricting parking on this road could put at risk another important venue. I think it is we need to protect places like this. People chose to live next to a theatre, they should live with that or move.

504.	Objection	We use Progress Theatre and often have to park out on the road as the car park is very small. Restricting parking on The Mount would make it very difficult for a lot of people to attend the theatre, putting it in danger of closure.
505.	Objection	I want to save the Progress theatre
506.	Objection	This would kill the progress theatre, which in turn would decrease the cultural diversity of the area, changing it from a place of note to just another block of houses.
507.	Objection	This proposal will effectively lead to the destruction of the theatre. This theatre has proved itself exceptional over time and reaches out to a wide and varied section of the community. In the pandemic times we live in - the arts are a lifeline which can help lift people from isolation, depression, despair and the need for the provision of mental health facilities. It stokes genius!
508.	Objection	I cannot visit venues. No parking anywhere in town. I've driven to events recently and had to come home. No parking. You are ruining independent venues, please revert this. Why are you doing this anyway?
509.	Objection	It could be the end of the theatre!
510.	Objection	These proposed changes have the potential to prevent those of our audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when we are already battling to survive following the pandemic we simply could not carry the loss of income this change could cause. Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes. Progress are working hard as a venue to become more accessible, and have just completed extensive renovation work to expand their foyer, and install new accessible toilet facilities - the start of a long-term commitment to remove any barriers preventing people from accessing the arts. Please support Progress Theatre's activities, and the commitment to making arts accessible to all, by opposing these parking proposals
511.	Objection	I object to this change as it would make the Progress Theatre financially unviable if they are unable to have audience members park in nearby streets. I walk through the Mount several times a week at different times and there always seem to be plenty of parking spaces.
512.	Objection	The theatre is an important community asset and is reliant on the availability of on-street parking. This proposal will seriously impact on the viability of the theatre going forward.
513.	Objection	This would very badly affect the Progress Theatre which is a truly lovely and unique venue. It receives no funding and needs customers who have to have parking availability to attend shows as clearly ticket sales are vital and necessary for this self funding theatre to continue to operate.
514.	Objection	Please protect the long standing Progress Theatre and the community it brings together. After two awful years of this pandemic they can't afford to lose their audience due to a lack of parking.
515.	Objection	I believe that these parking restrictions would have a massive detrimental effect on the local area, in particular on the supporters of Progress Theatre, which provides a vital community hub for the surrounding area.
516.	Objection	The Theatre has very limited on site parking and relies on the goodwill of its neighbours for its customers to park on street in the nearby vicinity for free. Removing free on street parking for theatre goers will kill off the theatre. Many of its customers are elderly, have disability and have low incomes. They use the Theatre as a means of going out and watching local theatre at a cost, far less than going to London, Windsor or High Wycombe Theatres. It is an escape from boredom and isolation. Most Reading on street parking (paid for) now uses the Ring mobile app to pay for the parking. This is confusing for the elderly who don't necessarily understand or trust paying via an app. Any increase in cost of visiting the Theatre will deter people from coming. Providing there is no obstruction to the highway, or stupid parking believe the proposed change should be scrapped."
517.	Objection	The proposals would be devastating for the Progress. Theatre - a wonderful and struggling local amenity.
518.	Objection	Need parking and access to the Progress Theatre as their car park is so small
519.	Objection	Restrictive move. Will adversely effect local businesses in general, and the Progress Theatre in particular. Serves no purpose to the local community.

520.	Objection	These small theatres are little gems and so important to the area. Altering the parking will drastically affect those wishing to attend the theatre. I run [REDACTED] to London and I've lost all my theatregoers due to high parking charges in Reading. Please leave things as they are.
521.	Objection	Progress Theatre is a thriving amenity. It relies on the audience being able to park on the street. Without the audience there will be no theatre.
522.	Objection	May result in the closure of Progress Theatre
523.	Objection	Paid for parking not needing and will result in reduced footfall to local theatre
524.	Objection	It would be very bad for the Progress Theatre, which is an important community hub. Their audience numbers would dwindle and they might have to close.
525.	Objection	Progress theatre is a community theatre Which supports the local community providing a social space supporting local peoples mental health especially during times of covid
526.	Objection	This could drastically affect potential audiences being able to park there who are going to Progress Theatre. They only have 15 spaces there so this area is vital for audience parking. They've had no income for 2 years due to covid and this could cause a well needed Theatre to have to close which as a passionate person about Theatre I strongly object to
527.	Objection	Non-permit on road parking to be an essential part of ensuring that the Progress Theatre can continue to operate. A substantial proportion of Progress Theatre's audiences are elderly, or disabled, or less mobile. I would be unable to visit as I live in an area less well-served by public transport, certainly in the evenings. Please reconsider and look at the results of a recent, extensive parking survey which showed no shortage of parking for residents in The Mount. There is an average spare capacity of between 27 and 31 on-street parking spaces. Most households on The Mount also have additional off street parking.
528.	Objection	Preventing parking on The Mount for non-residents would prevent access to Progress Theatre for many of its audience members. There is no reasonable nearby parking alternative especially for people with limited mobility.
529.	Objection	Progress Theatre can't possibly survive with this proposal, what a loss to the community.
530.	Objection	This would discourage patrons from attending events at Progress Theatre. That theatre is unique to Reading and a valuable part of Reading's cultural life. At least work with them on a parking permit scheme so that genuine audience visitors can still park free of charge when attending events at the theatre.
531.	Objection	Arts spaces need to be supported.
532.	Objection	These proposals will decimate progress theater when there is no shortage of spaces for residential parking.
533.	Objection	I have lived locally for very many years and do not understand why there is a need to introduce further parking limitations in The Mount. They will impact very greatly on The be Progress Theatre and may even cause it to close. The operations of the Theatre have not changed. There is not an increase in capacity. Why then the need to restrict evening parking? The residents of The Mount were surely aware of the presence of the theatre when they bought their homes. The residents and theatre have co-existed for years. Why now the the need to restrict parking ? It smacks of "nimbyism" and selfishness. Should the restrictions be introduced and the theatre become unviable through falling attendance, those very same residents would I suggest be very unhappy at any redevelopment of the site. I urge the Council not to implement these proposals.
534.	Objection	This will make access to the theatre considerable harder and therefore I object
535.	Objection	Progress theatre would be ruined by this proposal to the parking situation in the mount. Although I never used a car to get to the theatre because I was still in school as a member, friends, families and supporters did in order to attend events and rehearsals ran there. It is a vital part of the Reading community, hosting kids from all backgrounds and all over, providing opportunities of expression and friendship in a diverse and supportive environment. I strongly object to any proposal that may harm this theatre and I strongly urge you to consider the impacts and ramifications that will be had on the local community.
536.	Objection	Progress Theatre is a little gem and one of the great things about Reading. There doesn't seem to be any serious parking issue around the Mount but if restrictions are put in then the Progress will die. I feel sure that parking restrictions have their place and that where appropriate the council raises much needed money with meters but much loved businesses have been killed off before in this way despite warnings that this would happen. Don't let the Progress go the same way.
537.	Objection	Would negatively impact local businesses and groups
538.	Objection	The Progress Theatre will be badly affected in that patrons will no longer be able to park.It seems short sighted and wrong.
539.	Objection	It appears that the RBC proposals Waiting Restrictions Review has failed to take into account specific facts around the needs of the Progress Theatre. The changes to the number of parking bays that this eminent and distinguished theatre must retain in order to serve an adequate number of its audience and supporters, threatens to deny access to all those who have mobility problems and who may have difficulty in walking.

		Any plans that would reduce the number of places in the Prospect car park should reflect the wishes of the theatre company in maintaining a long history of high-quality dramatic and musical performance, all given by a non-profit-making body of people whose principal aim is to serve Reading with week after week of affordable, at times world-quality artistic events. I'm sure that the omission of the considerations of the necessary details of Progress's needs must be an unfortunate oversight, and one that could be reconsidered and altered to create a viable alternative.
540.	Objection	Unnecessary restrictions and serious consequences for the arts (progress theatre)
541.	Objection	Parking would be pushed into already seriously congested neighbouring streets
542.	Objection	The Progress Theatre would not survive if patrons could not park nearby when their car park is full. Alternatively if restrictions were lifted in other areas close to the theatre that would ensure the future of the theatre
543.	Objection	On street parking should not be restricted to residents of a particular street, but available to all who visit the area. I do not believe that extending the current restrictions is helpful or necessary
544.	Objection	The Progress Theatre has been an institution to Reading losing this facility will be devastating.CRE
545.	Objection	Patrons of the Progress Theatre currently rely on being able to park on this street in the evening, in order to visit the theatre for performances. These restrictions threaten the very existence of Reading's oldest producing theatre.
546.	Objection	This plan would have a devastating effect on the oldest community theatre in Reading. Progress Theatre has been located at the Mount for 70 years. If approved, these parking changes would mean that our audiences would no longer be able to park on - Street at Progress Theatre's home on the Mount. These proposed changes have the potential to prevent those of our audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes.
547.	Objection	Putting parking restrictions in place could severely damage the income for Progress theatre and lead to its closure. This is a small theatre so would not be a massive headache for residents and shows are only performed about 8 times a year. Losing Progress Theatre would be a further blow to Reading's Arts offer, particularly in terms of drama/plays. Other venues seem to specialise in entertainment, with few places catering for more plays.Progress Theatre has been a valuable Arts institution for decades, offering plays, outreach work, community events and it would be a tragedy to lose it for the sake of parking regulations.
548.	Objection	Please do not stop street parking for those attending the Progress Theatre .
549.	Objection	The proposed changes to parking on The Mount would be a disaster for the Progress Theatre. For many years, the Progress has fostered both acting and writing talent in the Reading area. With only a small carpark of its own, the theatre relies on patrons being able to park on The Mount. Please reconsider this proposal.
550.	Objection	The Mount is home to Progress Theatre, which has been a key arts venue in Reading for nearly 75 years and is an asset to the local area. The car park at the theatre is too small to accommodate full cast, crew and audience for productions and on-street parking, as per the current arrangements is essential to enable audiences to continue to attend. The proposed parking restrictions will deter many theatre-goers and will put the future of the theatre at risk.The last two years have put most arts venues, including Progress Theatre, in a precarious position. Progress is a particular jewel in Reading's crown for many reasons which include its longevity as a loved community theatre and its record as a springboard for many successful professional actors - most famously Sir Kenneth Branagh. I was an [REDACTED] member of the theatre for many years [REDACTED] continues to be so. [REDACTED] benefited enormously from membership of the Youth Theatre.The opinions of residents of The Mount will be varied, but many are supportive of the theatre - Progress has been a good neighbour for many years. Apart from the mainstream theatre productions Progress runs Youth Theatre groups - essential community assets - and supports and develops new writers.It is vital to ensure the future of this unique local venue. The proposed changes will put the theatre's future in severe jeopardy and should be rejected.
551.	Objection	It threatens the future of progress theatre. Without parking they won't survive. And we need our arts for so many reasons - for the participants and the audience. For enjoyment and mental health. Where is Reading without it?
552.	Objection	The area provides evening parking for the best and oldest community theatre in Reading. If people are unable to park nearby it could spell the end of Progress Theatre especially as it attracts older people. These patrons would have difficulty parking within walking distance of the theatre.

553.	Objection	The new proposed evening parking restrictions will effectively curtail the ability of the Progress Theatre to host either members or audiences.
554.	Objection	I remember Progress Theatre from [REDACTED]years ago. To have survived so long without official funding it clearly plays an important part in many people's lives. Having survived COVID---which forced the closure of hundreds of small enterprises throughout the UK,it deserves every possible encouragement to continue its good work. Broadly, I support parking restrictions; but the instrument must not be so blunt as to destroy institutions like the Progress Theatre. I cannot believe that nobody can find an ingenious solution that would protect residents' parking rights AND allow the theatre to thrive.
555.	Objection	This would be a body blow to The Progress Theatre which provides an excellent forum for local talented amateur actors and writers of all ages, something not provided for elsewhere. Consider also the deprived audience which is reliant, in the 21st century, on the car. You will strip Reading of a little gem of great worth, which also nurtures theatrical ambition in the next generation. The variety offered by Reading Town to its inhabitants would be severely diminished by preventing access to the productions by the whole community. Surely there must be another solution? I urge Reading Council to think harder.
556.	Objection	The Mount provides valuable on street parking for people working at or visiting the Progress Theatre. There are no other car parks nearby and public transport is not an option for everyone. This will inevitably lead to a drop in attendance at the theatre. The theatre has been in existence for many years and is a highly thought of arts venue, but it relies on public support. I wonder how many of the residents moved in after the theatre, and would therefore have known about the parking situation? Please keep on street parking in this area available to people using and working at the theatre, so that it can continue to be a jewel in Reading's independent theatre offering.
557.	Objection	This proposal would have a devastating effect on the Progress Theatre which relies on many drivers parking up.
558.	Objection	Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes.
559.	Objection	Restrictions put Progress Theatre at risk of closure
560.	Objection	Progress Theatre is a vital part of the community, a voluntary organization that relies on customer attendance to fund the theatre. The proposed parking restrictions would severely affect people's ability to attend shows here which would ultimately result in closure and loss of this valuable community asset.
561.	Objection	I am concerned about the proposed changes and their impact on The Progress Theatre. The proposals, as they stand, would effectively mean that the theatre audience that need to drive to visit the theatre would not be able to park in the vicinity. Please consider amendments to the proposals that would be able audiences for the theatre not to be put off by the lack of nearby parking, thus impacting ticket sales, on which the theatre is entirely dependent.
562.	Objection	The proposals would seriously affect the viability of The Progress Theatre which is frequented by many older people whom need to park close by when visiting. This would be a great loss to the arts in Reading and should be avoided.
563.	Objection	Whilst I recognise the need for traffic-controlling measures, within the area, I believe that some cognisance should be taken of the impact such restrictions will have upon those wishing to support and enjoy performances at The Progress Theatre. Alternative means of transport are not available to all who wish to be involved and so I hope that The Theatre and Reading Borough Council can reach some agreement to enable supporters of the Theatre to park in The Mount and surrounding streets, at least while productions are being staged.
564.	Objection	Progress theatre, on The Mount, is the oldest theatre in Reading. It is a precious theatre to a whole lot of people and putting severe parking restrictions on this road (8pm-8am) would mean audiences that come to see shows at Progress would not be able to park, at least easily. It could mean the end of Progress Theatre and I cannot stress enough how loved this theatre is. It has been around for 70 years.
565.	Objection	Restricting parking on this road would mean that many people wouldn't be able to enjoy the many performances of the Progress Theatre. This would be such a disappointment for audiences of the theatre and the staff and participants.
566.	Objection	As the Prospect Theatre only have 15 parking spaces in their car carpark, they do need the parking spaces available in The Mount and surrounding areas. There are also many wheelchair users that need parking close to the theatre, when they attend shows there.
567.	Objection	When attending The Progress Theatre, there would be nowhere to park, so where will the cars go? Answer: the surrounding residential roads added restrictions to Pepper Lane, and now Shinfield Road, Northcote Avenue and Wellington Avenue are blocked by parked cars.You added restrictions to the roads around the hospital, and now parking is a nightmare when attending appointments.Where does this end?
568.	Objection	This proposal would make parking for patrons of Progress Theatre impossible. This would mean the end of this flagship Reading enterprise which is such a great benefit to our community. It has given a platform to budding actors, writers and directors, and has started many careers in the theatre. It also provides affordable entertainment to

		residents. Destroying this valuable asset to the town would be reckless, thoughtless, and deeply damaging. It would diminish our town in both facility and reputation, and say a lot about Reading Council's priorities and mentality.
569.	Objection	Introducing charges would make accessing the Progress Theatre much more difficult for patrons, threatening the viability of the theatre.
570.	Objection	I object as I believe that these parking restrictions will negatively affect The Progress Theatre due to patrons being unable park resulting in the closure of a community resource. Currently, the parking for residents is more than ample as many have their own off street parking. And so even when the theatre is hosting a production, the parking there is still suitable for both patrons and residents.
571.	Objection	Progress Theatre would be in trouble if parking was not permitted for their shows. They are only on for a few weeks a year and there has been no serious problems whenever I have attended. We should support the arts as much as we can.
572.	Objection	Getting rid of progress would be a gross dismissal for the arts. Not to mention robbing the local people of theatrical entertainment and socialisation that is much needed these days.
573.	Objection	This will impact on not only patrons of Progress Theatre but also the theatre and arts and culture in the area. Increasing the current restrictions to 7 days a week will create a barrier to those who require access and once again narrow rather than wider access to the arts for many people.
574.	Objection	It is unnecessary because there is already enough parking space for residents at all times, including the evenings. It would also destroy Progress Theatre. Many of its patrons, as well as the people who work, teach and learn there, live too far away and/or have insufficient access to/ability to use public transport to be able to come without using cars. A 2-hour maximum waiting time makes it impossible to give, attend, or adequately rehearse for a performance. Progress Theatre holds the Queen's Award, the institutional equivalent of the MBE, and provides valuable services to the community, not just at its local base in The Mount, but in other parts of Reading, especially its prestigious Summer Shakespeare performances. It has a long-standing and actively continuing commitment to being safe, accessible and welcoming for all people. Please do not allow draconian and unnecessary regulations to destroy the future of this 90-year-old institution.
575.	Objection	The parking restrictions will cause closure of the much loved Progress Theatre
576.	Objection	The Progress Theatre is a gem in Reading's cultural life. The restrictions mustn't impact on their ability to attract audiences. Don't forget Sir Kenneth Branagh started there!!
577.	Objection	Progress Theatre is an important site for Reading culture and the availability of street parking for patrons is essential in order to keep it alive. Residents of The Mount have plenty of parking spaces, and lots of those houses have private driveways. The space should serve all of the community instead. I work in [REDACTED] and I understand the importance of accessibility to the Arts. For Progress Theatre to work with schools, there must also be adequate parking, especially for young people in wheelchairs.
578.	Objection	These restrictions will negatively impact on the accessibility of the Progress Theatre, an independent theatre that is an asset to Reading and should be supported in all ways possible, including accessibility.
579.	Objection	I have just heard about the proposed changes to parking in The Mount. Should this be approved it would lead to the closure of a long-established and valued theatre company: Progress Theatre, as their patrons would be unable to park anywhere nearby when trying to support them. Progress Theatre provides some much-needed culture to the area, and it is in my view extremely short-sighted to proceed with this proposal and hinder Progress' opportunities to raise money and keep afloat
580.	Objection	This will destroy the theatre community which has already suffered so much from the pandemic and needs support, not extra hurdles put in its place. This will make it impossible to keep open.
581.	Objection	The damage to the Progress Theatre will be irreparable if their patrons have nowhere to park.
582.	Objection	Would cause the closure of progress theatre
583.	Objection	Progress Theatre needs all the help it can get so please don't make it harder for them to survive!
584.	Objection	A 6 month long survey showed no shortage of parking for residents. Proposed changes could destroy local community theatre
585.	Objection	Parking for the Progress theatre
586.	Objection	Where is the audience supposed to park when visiting progress theatre??
587.	Objection	The proposal will have a severe impact on the community theatre nearby leading it to close which would be incredibly unfortunate
588.	Objection	Theatre needs on road parking to survive
589.	Objection	The Progress Theatre is a hugely positive contributor to Reading life and the arts. They need their patrons to be able to park on The Mount.



590.	Objection	The proposed parking charges will seriously harm Progress Theatre's income, along with making the theatre incredibly hard to access for patrons. The parking charges may cause Progress Theatre to close down.
591.	Objection	The theatre will end up closing
592.	Objection	Quite simply why not just issue a closure notice to the Progress Theatre. Achieves the same selfish aim of keeping non residents out of the road. This is an ill conceived proposal making a road effectively private to keep theatre goers away when there is no shortage of parking for residents. Theatre goers probably only arrive after all or a vast majority residents get home from work. Street spaces are not personal and removing spaces from general public use deprives people from using local amenities. In this case that means a long standing local theatre being deprived of customers. We will not attend anymore if we can't park nearby. We live in Reading but not local to the theatre so we cannot walk there.
593.	Objection	Need to keep progress theatre going.
594.	Objection	Evening restrictions could be relaxed to allow a major arts facility (The Progress Theatre to continue to operate)
595.	Objection	People who visit the progress theatre need to be able to park near it for it to survive.
596.	Objection	The proposal will have a direct and catastrophic effect on The Progress Theatre which provides a hugely valued resource to the surrounding community. In these current difficult times, both socially and economically, it would be incredibly short sighted to cause the demise of such a thriving and positive facility.
597.	Objection	The damage this will do to Progress theatre which provides a vital service to the community. Particularly at a time where people need access to cultural services for their mental health and children and those with disabilities have lost out on so many opportunities to access clubs and outreach services.
598.	Objection	This would have HUGELY detrimental affects to the community as would lead to the theatre having to close
599.	Objection	I don't tink this theatre should close it serves the community well
600.	Objection	It would mean the closure of The Progress theatre which would be detrimental to our community.
601.	Objection	Without parking this theatre won't survive. Save the arts! For 70 years this marvellous venue has provided so much.
602.	Objection	Any proposal that effects the local community should be rejected and opposed. The progress theatre is a very important theatre, for actors, school Drama and English class students and members of the public. Any road restrictions which will effect this theatre operating and the local area I object to.
603.	Objection	This change would adversely affect the ability of Progress Theatre to welcome audiences who need to drive to productions. The Theatre has no capacity neither economic nor space wise to expand their car park. This proposal increases the risk that a hugely important part of Reading's cultural life will not survive; a real shame considering the battle they have had to endure throughout the pandemic with minimal (if any) funding.
604.	Objection	The lack of parking will affect the excellent Progress thestre that has already suffered throughout the pandemonium We need to save our culture & theatres - not put them under future threat.
605.	Objection	With no nearby parking available it will limit visitors to The Progress Theatre. Evening performances would loose their audiences if no parking was available as there is limited public transport
606.	Objection	This will adversely affect the viability of Progress Theatre which has served the community for many years and has probably been in its current location longer than many other residents of The Mount.
607.	Objection	No on street parking would make it impossible for the treasured Progress Theatre to continue providing critical cultural benefits to our community and would seriously affect Reading's reputation for providing additional to the arts having been the atarting place for national acting treasures such as Kate Winslet! We would also loose the much loved Open Air Sharespeare in the Abbey Ruins as this is also run by Progress Theatre.
608.	Objection	As a patron of the theatre who generally a[REDACTED] parking close to the venue is a key reason to entice me to attend as a safety measure. Failure to provide parking will stop people attending. The recent pandemic has highlighted the importance of the arts, but so many venues such as Progress are self funded and cannot afford to lose potential patrons. Reading is increasingly becoming a cultural hub (something which was a longed for aim of the Year of Culture of which I was a part) so something such as these parking changes which could cause a top quality venue and arts group to close would be serious dent to this ambition.
609.	Objection	By introducing charging to this area will directly impact the sustainability of the progress theatre. RBC should be supporting the arts, not making it more difficult for them to survive. Leisure facilities within the Borough have been cut to the bone of late. This is yet another example of the misuse of public funds.
610.	Objection	Charging for parking to this area will make the survival of the progress Theatre even more difficult.Funding of the Boroughs Leisure facilities shows a lack of foresight and this is yet another example of the misuse of public funds. The council should be supporting the arts, not forcing them to close.

611.	Objection	Parking restrictions would severely affect The Progress Theatre at a time when small theatres are struggling to keep going financially. We d like an exception to be made for this area on that basis and don't believe it would be detrimental to local residents.
612.	Objection	Theatres such as the progress theatre are stepping stones for so many people in their lives and in some instances can be a lift line. Restrictions on this road will deter people from visiting and will therefore take away opportunities for many people to access a safe haven and provides a confidence boost for people of all ages. The progress theatre is fundamental to the local community and underpins a sense of community connections.
613.	Objection	I object to the proposed changes to parking on The Mount on the following grounds. This road is used by patrons of the Progress Theatre to park while seeing a show. Introduction of the new restrictions would almost certainly be a main cause for loss of income ultimately leading to closure of the theatre. The Progress Theatre car park can hold approximately 15 cars and the venue can hold up to 100 patrons. Clearly, with cast, crew and audience to be considered, on street parking is necessary to accommodate everyone attending a show and shows happen monthly. Most Progress shows start at 7.45pm which is before the proposed permit holders only restriction ends. Moving this back by only two or three hours to say, 5pm, would be sufficient to save loss of income to the theatre. Restrictions on the weekends would also need to be removed to accommodate matinee performances. There is insufficient parking elsewhere within walking distance of the theatre to be feasible to introduce the proposed restrictions and not impact the theatre. Additionally, if permit holder only parking was necessary on The Mount, all of the parking space would be used up at peak times, but this is never the case. From personal experience of parking there at a variety of times of the day, I have never had issues finding a space. I would like to know on what grounds the Council believe that permit holders only parking is required anywhere on The Mount. The Progress Theatre is a valuable asset to the local community and the imposing of the new restrictions would put in place a significant barrier to the local community to access everything the theatre provides. The Theatre works hard to make itself accessible to all, imposing these restrictions would make it accessible to so few.
614.	Objection	Parking is needed for the theatre and there is enough to allow for this.
615.	Objection	The action will destroy the Progress Theatre and deny many young people opportunities to develop skills and gain experience
616.	Objection	The proposal to restrict on street parking will have a detrimental effect on access to the social, cultural and educational amenity that is Progress Theatre. Progress is a community asset that provides a wide range of valuable activities for young people as well as its theatre performances. As such, parking regulations in the area should seek to enable access by allowing in street parking to continue for Progress patrons, many of whom have mobility issues or limited access to public transport.
617.	Objection	It will be catastrophic for Progress Theatre and the thousands of people who have loved, supported and have been supported by this amazing place - so much more than a theatre!
618.	Objection	The Progress Theatre would be hugely negatively impacted by this change in on-street parking. It would probably have to close if this proposal was accepted. To lose this vital Reading institution in such a way is unacceptable. I believe that residents parking is adequate as it is, so there is no need for increased restrictions please do not let it go ahead.
619.	Objection	The Progress Theatre is brilliant and by restricting parking in The Mount it will result in people not visiting the theatre. After the doom of lockdown we need fun not more restrictions.
620.	Objection	The Mount & it's long term theatre has just struggled through a pandemic to survive .This is not the time to add extra blockages on their survival by closing off a road as disabilities , elderly , those with young children will be unable to attend theatre . This stopping equal rights and the arts should be for all . Theatre enriches everyone's life , [REDACTED] was a famous scientist who invented radar but also said the imagination and arts for thinking outside the box is very important for creating new inventions for the future .We should most definitely be supporting the arts otherwise our world will be lesser in a major way .
621.	Objection	Parking for the progress theatre is hard enough the theatre is so important to protect please don't make things harder for them to bring people to their productions. Come on Reading do the right thing here for the theatre not the selfish residents
622.	Objection	Parking needed for progress theatre and residents not in need of additional parking. Save arts and community!
623.	Objection	I object because it could well mean the end of the excellent Progress Theatre due to their patrons not being able to pick in reasonably close proximity to the theatre. If they can't park close it may dissuade them from going especially in the case of the disabled.
624.	Objection	Community theatre needs to be supported and kept alive
625.	Objection	The theatre is a part of history in the local area . Providing a safe space for all who attend and perform.

626.	Objection	Progress has a very small carpark, only 15 audience spaces. Nearby street parking is essential. Progress is entirely self-funding, receiving no regular grants or funding, and need ticket sales to keep going. It has already been hit by two years of virtually no income, during Covid. Quote from Chair of Progress, Steph Dewar: 'Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when we are already battling to survive following the pandemic we simply could not carry the loss of income this change could cause.' Progress is a hugely important part of the local community and has been at its home in The Mount for 70+ years. As well as excellent theatre productions, Progress also does lots of outreach work with young people, the elderly and disabled community. All of which is now under threat. My family and I have enjoyed many plays at Progress and very much hope that its future is protected.
627.	Objection	Progress Theatre needs local parking availability to operate as a viable theatre. Any restrictions will compromise ease of access by staff and visitors. The current system has worked for so many years it seems pointless to change it particularly when you and we should be supporting the theatre facility.
628.	Objection	If these changes are implemented it will mean the Progress Theatre will have to close as patrons will not be able to park close to the theatre for evening performances. This theatre is far too important to Reading and the wider area for this to happen.
629.	Objection	This threatens the Progress theatre, which has limited parking as it is.
630.	Objection	The Mount has long been the home of Progress Theatre. Imposing these restrictions would have a serious adverse effect on this asset to the community and would particularly have an impact on those individuals with a disability who rely on close parking to the theatre to gain access.
631.	Objection	These parking changes would mean that audiences would no longer be able to park on-street at Progress Theatre's home on The Mount. These proposed changes have the potential to prevent those of Progress' audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. They could not carry the loss of income this change could cause. As well as audiences, Progress has given a lifeline in more ways than can be listed or counted. Our autistic son came to live in Reading at a very low point in his life after facing continual rejection in education and employment. Progress welcomed him with open arms and, over the years he performed with them, gave him a lifeline and focus and boosted his confidence. He and we will always be indebted to them.
632.	Objection	These restrictions will have a massive effect on the Progress Theatre. It has operated at this location for 70 years. It would be an act of cultural vandalism to put it out of business in this Philistine way
633.	Objection	The Progress Theatre means so much for both the local and wider community. Changing the parking restrictions, in my opinion, would have a devastating effect on the numbers of people who are able to come to the theatre. It provides a vital community link for so many individuals, including several vulnerable citizens, who would no longer have the opportunity to participate or attend if parking were to be so severely restricted. Reading Council is a great supporter of the Arts. It would be a shame if the proposed changes were to cause the eventual closure of the theatre after so many years at the heart of the community. I would therefore implore you to consider the impact of the parking proposal in light of the community service it provides and for people's mental wellbeing
634.	Objection	It would be detrimental to the ongoing use of and support of Progress Theatre.
635.	Objection	I write in opposition to the proposed changes to parking in The Mount. These changes would have a hugely deleterious effect on Progress Theatre, which is a highly important local amenity.
636.	Objection	I wish to strongly object to any changes in parking proposals which would have an adverse effect on the Progress Theatre. As a town, Reading is unbelievably poor in its facilities for entertainment and the loss of the Progress Theatre would be tragic.
637.	Objection	I would like to object about the proposed parking restrictions to The Mount. This will have a detrimental effect on the ticket sales to the Progress theatre, ticket sales are its only source of income. Small venues are few and far between in Reading and this could cause the closure of this one after a hard time during the pandemic, therefore I would ask that you reconsider your plans.
638.	Objection	Progress theatre is one of the key arts venues in Reading and needs as much support as possible from the council and residents to keep it running, particularly after covid impacts. One of my favourite events at the theatre [REDACTED] Reading, and I'd hate to see a lack of parking result in reduced audience numbers which will inevitably happen. If 'the mount' car park is changed to permit only, please consider an alternative location for visitor parking. Or allow parking from non-permit holders/if have ticket for event, when an event at Progress is on. Please help keep the arts in reading alive

639.	Objection	I object strongly to the proposed restricted parking. Being unable to park near the theatre could reduce much needed ticket sales, it will impact on the elderly and infirm who support the theatre, as well as their younger audience and those with serious health problems. Having worked hard throughout covid restrictions and lockdowns the staff and their many volunteers have succeeded in keeping the much valued Progress Theatre alive. So many people will be affected should parking restrictions be imposed. Their need is great and they too deserve support.
640.	Objection	This is to object to the proposed additional parking restrictions in The Mount, Reading. These will almost certainly seriously reduce the number of people using the Progress Theatre and could even mean that the theatre is no longer viable. This is a valued amenity, both for residents in the immediate neighbourhood and in the wider Reading area. Any changes to the parking rules need to take this into account. We for example are in our [REDACTED] and have no convenient bus route to the theatre. We almost certainly would stop visiting were these restrictions to be imposed.
641.	Objection	The proposed restrictions may kill any future for the success of the above and in particular the only real venue for jazz in the Reading area.
642.	Objection	Please be advised that I am strongly against the proposed parking restrictions planned for the above. Older patrons and other visitors who require access the Theatre during the evening need adequate parking provision. Public transport is neither a convenient or practical alternative option for many. This small venue depends heavily on maintaining a viable audience, which in turn means access to suitable off street parking.
643.	Objection	I see that RBC intend to extend the parking restrictions on The Mount from 10am-4pm to 8am-8pm. The impact on the Progress Theatre will, or course, be enormous if you go ahead. Currently that area is available to customers for parking and I'd very much like it to remain so. Getting about by public transport isn't always easy, especially as you get older. I hope you will reconsider.
644.	Objection	The proposed parking restrictions will mean the closure of the highly respected independent Progress Theatre, which has already suffered badly from the Covid problems. Less mobile patrons would be unable to get to the theatre if they are unable to use public transport. Progress theatre has a strong community function which will be decimated if such parking restrictions are imposed.
645.	Objection	This would destroy Progress Theatre, a valued community asset that has served Reading for decades. Whilst this may be an area with limited parking, Progress' value to the town, its arts scene but more importantly the social good it does for the youth makes it a special case. I would also point out that it is likely the residents who will benefit moved in after the Theatre was there. It was a known entity when they chose to move there, plus there is no building in that street so it cannot be said demand by residents has increased.
646.	Objection	The new parking restrictions could affect the ongoing viability of a much loved local institution- the Progress Theatre.
647.	Objection	the proposals as set out would most likely result in reading's oldest independent theatre ceasing to be viable. Many of the audience travel to the venue by car and if the only available car parking was in their car park I, for one, would no longer be able to attend their shows.
648.	Objection	The proposed change would severely affect the Progress Theatre, and important and historic local theatre. The bigger issue is the community utility of this theatre. Without the opportunity to park many less able people will be unable to attend live theatre.
649.	Objection	"These proposed changes have the potential to prevent those of our audience for whom using public transport is a less viable option, from visiting Progress Theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre."
650.	Objection	Progress theatre has been a long standing, wonderful venue in Readings entertainment industry. Progress theatre relies almost totally on the availability of local parking for its audiences. To remove the street parking on The Mount would be yet another huge blow for what is already a hard hit local and national sector of the community. It should be foremost in Reading Councils plans that everything should be done to prevent the loss of these important venues.
651.	Objection	The removal of the possibility of evening parking for its patrons would be disastrous for the long-established Progress Theatre and the community services it offers.
652.	Objection	"Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when they are already battling to survive following the pandemic . Progress is a hugely important part of the local community and has been at its home in The Mount for 70+ years"
653.	Objection	"It is difficult and expensive to park in Reading.If the Progress Theatre Mount Car Park is made for restricted use only, this will mean that I no longer use this Theatre in the evenings"

654.	Objection	One of Reading's great cultural assets is to be found in the Mount namely The Progress Theatre. Some of our great actors have started their careers here including [REDACTED] Without on street parking the theatre would not survive. If the council want to deter people from parking all day maybe a compromise could be reached whereby there could be free parking after 6pm and weekends to allow performances to take place.
655.	Objection	"My concern is that the proposals will severely impact access to the Progress Theatre, since they will eliminate the possibility of on-street parking close to the the venue at the times when most needed i.e. after 8pmProgress Theatre is a a distinctive cultural resource and a huge asset to Reading and the surrounding area. It operates entirely on a charitable basis and receives no subsidy from the Council. Its theatre goers and the many supporters who take part in productions are heavily dependent on the close proximity of on-street parking.Even so, from personal observation, the times when there is parking congestion and few available spaces are very rare. Moreover, the Theatre has been operating since 1961, and parking by theatre-goers will always have been a factor of which current residents are aware.I do recognise that on-street parking can be a nuisance to residents, but I would have thought that a less draconian set of restrictions could be devised that reduce problems created for residents without seriously impacting on access to Theatre activities."
656.	Objection	The proposals will make it hard or impossible for elderly or infirm people to visit Progress Theatre. The theatre provides entertainment and a cultural hub for people in and around Reading. It is reliant on ticket sales. Limiting parking in the area will reduce ticket sales therefore having a huge financial impact on the theatre.
657.	Objection	I think the residents only parking condition to be imposed after 4pm will be disastrous for the Progress Theatre and the various other cultural groups using this as a venue. It has fulfilled a unique role in the Reading area including for audiences beyond ready public transport reach of it, and dependent upon some nearby parking access. I would question how much real competition for space there is with residents during theatre going hours. And also whether it is at all right to encourage multi car owning households (or multi-houseokd occupation) in this conservation area with a character inconsistent wth that (suburban) way of life.
658.	Objection	Parking restrictions that will, without doubt, have a serious and negative impact during the evening performance period of Progress Theatre, are clearly ill thought-through. Progress Theatre is one of the gems of Reading Arts and to threaten its audience numbers and perhaps its very existence is as intolerable as it is irresponsible. Please think again. Parking restrictions need to target those who should be deterred, not those whose presence is valued. A much sensible solution is there to be found. Please find it.
659.	Objection	As the Progress theatre is located on this road, many audience members and production crew use this to park on when the small 15 space car park can not suffice. If changes were made, this would incredibly restrict the number of audience members who could watch shows and attend events at the theatre creating the potential to decimate Progress Theatre's income and lead to its closure.
660.	Objection	"The on-going success of the Progress Theatre in Mount Road owes much to the ease of access for those travelling by private transport to events at the theatre. Most events are held in the evening and ease of parking is of great assistance to those attending. Changing the parking arrangements to those proposed would create problems for many attendees, probably to the extent of disincentivising many.Progress Theatre needs the support of patrons for its presentations in order to survive. The proposed change to the parking arrangements in the area would no doubt threaten its survival."
661.	Objection	Please don't add restrictions that would affect parking for the very active community theatre on The Mount. It could be the death knell for real hub in the community. There is no other group like Progress Theatre. Protect our local culture.
662.	Objection	Without parking access near Progress Theatre, this small self funded theatre would no longer be accessible. This would be devastating for the community and local arts in Reading.
663.	Objection	Please could further consideration be given to the need of the Progress Theatre for parking in the area in order to enable this important community facility to be sustainable.
664.	Objection	"Due to Progress Theatre - the oldest theatre in Reading. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes."
665.	Objection	Very concerned over the detrimental effects to the Progress Theatre of this proposal
666.	Objection	I object to the proposal to restrict parking in the vicinity of the Progress Theatre by extending 'permit holder only' hours of operation due to the impact it will have on those attending performances at the Progress Theatre. The local public transport service is admirable, but is not suitable for all patrons at the theatre, and loss of access to on-street parking will have a significant impact on the viability of performances, to the overall detriment of performers, writers and audience. I am not aware of any

		significant pressure from local residents for further restrictions, and I believe that access to performance spaces such as the Progress Theatre is one of the features that makes Reading a thriving place to live in and/or visit.
667.	Objection	Progress Theatre has been a mainstay of Reading culture for over 70 years. I have seen many a production and experienced many happy times here. The proposed parking restrictions on The Mount would be the final nail in the coffin for this much loved local theatre (which has already been severely impacted by lockdowns).
668.	Objection	Access would be difficult to attend Progress Theatre.
669.	Objection	Greater restrictions in The Mount and surrounding areas will severely damage Progress Theatre in The Mount which relies on patrons being able to park. The theatre is a long-standing arts facility which enriches the town of Reading. Proposed restrictions might be the death knell of this important facility.
670.	Objection	This would adversely affect people who want to attend performances at The Progress Theatre.
671.	Objection	This will result in the theatre closing down as no one will be able to park. The theatre has been there for years and provides entertainment as well as important education. We live in a very sad world where all we see is closures of arts centres which provide much needed entertainment for everyone's well being. It is a big insult to the great work of the Progress Theatre. Basically it says that the council couldn't care a fig about them as long as the council targets are met. People Matter!!
672.	Objection	The parking restrictions will have an incredibly negative impact on The Progress Theatre. If the public can't park on the Mount during productions then the theatre maybe forced to close due to lack of funds from audience attendance. This theatre is a lifeline to many people, I myself have been a member [REDACTED] and it's supported and inspired me all this time. If Reading loses Progress it will be losing part of its history and culture. You will be destroying the support network for hundreds of people, many of whom have dedicated years to this theatre and it's artistic community. Please don't sentence Progress theatre to death, now more than ever, we need our theatre and it's community.
673.	Objection	"Progress Theatre is under threat following proposed changes to parking in its local area, which would leave only the 15 spaces in Progress Theatre's car park. You are consulting on whether to make The Mount, Progress Theatre's home of 70 years, permit-holder only parking from 8pm-8am 7 days a week. Currently restrictions apply only during weekday daytimes. If approved, these parking changes would mean that audiences would no longer be able to park on-street at Progress Theatre's home on The Mount. Theatres have already suffered depleted audiences due to Covid. Many people visiting the theatre aren't able to walk too far. The lack of nearby parking will deplete audiences even further - and put Progress Theatre's future survival at risk."
674.	Objection	This region is home to Progress Theatre which is an important venue for fringe or lesser mainstream arts events in Reading. Being away from the centre of town many of its patrons have to drive in and find somewhere to park in the local streets. This change will make it significantly harder for people to visit the theatre and likely deter them from coming at all. Which would be a loss to the theatre and eventually to the community that it enlivens.
675.	Objection	what a waste of money for on real good - please try and justify why this and most of your proposals are worth while doing
676.	Objection	We object to the proposal to vary the current parking restrictions from weekday daytimes to permit-holder only parking from 8pm-8am 7 days a week as if approved, these parking changes would mean that many of the audience for the Progress Theatre would no longer be able to park on-street at on The Mount. These proposed changes have the potential to prevent those of the audience for whom using public transport is a less viable option, from visiting the Progress Theatre including the elderly, disabled or partially mobile, as well as those members of the audience who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre. Progress Theatre has served the community for 70 years and was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions and concerts, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community, all of which is now under threat because of these proposed parking changes. It is understood that evidence has been produced indicating that there is more than adequate parking for the residents who do not have off road parking available to them which suggests the proposed change is unnecessary.
677.	Objection	This would be devastating for Progress Theatre as the audience would have nowhere to park. Keep theatre alive in Reading by not not allowing these parking restrictions.
678.	Objection	"My strong objection to the above proposal is the devastating effect it would have on the future of Progress Theatre - an historic and much valued centre of theatrical excellence in the town . Reading should be proud of this amenity and should be cherishing and assuring its future - not ensuring its demise. For patrons living outside the range of public transport - such as my family living in [REDACTED] which has no public transport at all - and for those disabled or elderly it is essential to have parking in the vicinity of this theatre. The few on-site parking spaces are not enough to ensure ""full houses"" for the productions and therefore to engender a viable income for this theatre to survive. On-road available parking along The Mount sufficiently fills this gap and is absolutely essential to the future of Progress theatre. The dedicated and hard working volunteers at Progress Theatre deserve encouragement - for their outreach work with young people and other groups with social

		needs as well as for the excellent standard of theatre across a wide spectrum, and at affordable prices, they provide for their appreciative patrons. We can't all afford ""London prices""!"
679.	Objection	The proposed changes would affect Progress Theatre which I have supported since I was a girl growing up in Reading.
680.	Objection	Any parking restrictions will endanger the future of Progress Theatre located on The Mount. The theatre audience won't be able to park nearby which could devastate ticket sales at a particularly perilous time for the venue after pandemic restrictions have cut income significantly.
681.	Objection	The parking restrictions will risk putting the progress theatre a theatre serving the community for nearly 70 years out of business!
682.	Objection	Please consider the effects the restrictions will have on the local theatre and how you can support them.
683.	Objection	This will be the end of Progress theatre for no real benefit to anyone except raising money for the council
684.	Objection	The parking restrictions around progress theatre would stop audiences from parking close by which would seriously limit the amount of people able to watch their theatre productions. This could cause them to have to shut down as they rely on ticket sales to keep putting up work. Hence I feel that the mount shouldn't have the parking restrictions around progress theatre as community theatre is important and fun. And progress allows theatre to be apart of the local community for kids as well as adults to put up awesome shows. And for that to go away would be a real tragedy.
685.	Objection	The Progress theatre will suffer loss of income possibly leading to closure of a much used and enjoyed community resource that has been there for many years, as their car park is not big enough for a full performance. Therefore audience members need to be able to park close to the theatre. If you make it difficult for people they will simply stop going.
686.	Objection	"This will result in the closure of the Progress Theatre, an outstanding art facility.If you feel this restriction is necessary, then can it not be during the performance times. But surely you realised this when you put forward this proposal - so why are you closing down this place?"
687.	Objection	Progress Theatre is a much needed facility for Mount Road area. If parking restrictions are implemented the theatre will have to close.
688.	Objection	This will badly affect the Prospect Theatre . This is an important resource and the proposal put it at risk of closure, losing a valuable resource for the community.
689.	Objection	"Detrimental impact to business. Detrimental impact to community especially elderly/ inform who need to drive to access lical theatre.Detrimental!"
690.	Objection	It will make attending Progress Theatre impossible and the Theatre is a very important part of the community
691.	Objection	The Progress theatre, a valuable resource, would be forced to close if patrons were unable to park in the road for a few short hours in the evening.
692.	Objection	"The proposal to charge for on street parking at the Mount could have a serious negative impact on the Progress Theatre's ability to continue. While they encourage more sustainable means of transport for their patrons, many of them are elderly and/or disabled and so street parking is essential for them to be able to access shows. I understand that an extensive parking survey, conducted over the last 6 months, showed no shortage of parking for residents in The Mount: with an average spare capacity of between 27 and 31 on-street parking spaces. Most households on The Mount also have additional off street parking.Progress Theatre is a very important asset to the local community, having run for more than 70 years. In addition to theatre productions, they do outreach work with all sectors of the community. I understand that Kenneth Branagh was a member at some point too. While I would hope that most would use sustainable means of transport, public transport is not suitable for everyone. And in any case, with more hybrid and electric cars being made, their impact on the environment would be less than, say, diesel-engine driven cars."
693.	Objection	Please allow parking by visitors to The Prospect Theatre. Without adequate on-street parking, this wonderful community theatre will suffer. Thank you.
694.	Objection	"Why would you impose parking restrictions that would impact one of the jewels of Reading culture and arts?Please reconsider imposing permit-holder only parking from 8pm-8am 7 days a week. Currently restrictions apply only during weekday daytimes. I do not believe there is a need to change this or implement in this way. This would be catastrophic for Progress Theatre - and at a time when they are already struggling to survive following the pandemic. Think about how this council has failed Reading town in the past: not protecting the prison as a potential arts centre and allowing a Banksie to be defaced. The terrible decision over Arthur Hill swimming pool to allow a private contractor to build a pool unnecessarily in Palmer Park stadium affecting local residents, building a car park in the park itself, imposing parking restrictions in the stadium; all of which affect local residents. Stop being deaf to local resident concerns, stop implementing central government mandates and stop it always being about the councils bottom line. It's time for a change in the direction of the council and probably a change in the leadership team at RBC"
695.	Objection	Parking restrictions would have a big negative impact on the future activities of Progress Theatre.
696.	Objection	Access to the progress theatre would be severely limited due to the lack of parking space if this plan goes through.

697.	Objection	If you restrict the parking here, a very important current and historical institution - The Progress Theatre - will be forced to close. I am a patron and honestly, if I can't park, I wouldn't be able to attend. I work [REDACTED], a few times with [REDACTED], who got his start at Progress. Without this how are young people in the area to get a similar start? Is anyone at Reading Council even considering the Arts or young people?
698.	Objection	It will kill the theatre if it goes ahead. Please do not let this happen. It's a part of Reading's history, plus connections to the arts, and it's provided a student drama group for teenagers for 70 years now. Many come inspired by Ken Branagh's success story, among other things. No doubt that the proposed changes would lead to closure.
699.	Objection	I object to the proposed changes to parking restrictions in The Mount, home to Progress Theatre. This will mean the audience won't be able to park close to the Theatre and could devastate ticket sales at a particularly perilous time for the venue after pandemic restrictions have cut income significantly. Relying almost entirely on ticket sales to stage its c. 12 shows per year and run the building, the community-run theatre may NOT survive the significant reduction in audiences the change will bring.
700.	Objection	"The proposed restrictions would mean serious parking issues for patrons of Progress Theatre. This is an important facility for arts within the Reading area and following Covid restrictions, the theatre is already struggling to survive."
701.	Objection	Serous, very probably existential adverse effect on the Progress Theatre .
702.	Objection	"These proposed parking changes could severely restrict audience attendance to the Progress Theatre events which has already enough problem with parking. It isn't best served by public transport so parking is premium if the the Progress Theater is to survive. The local art scene is having such a tough time of it at the moment and making a long standing and respected venue like Progress almost inaccessible to but a few is ridiculous."
703.	Objection	I agree with all the other proposals but this parking is probably crucial to the Progress Theatre and in order to give it the maximum chance of surviving we need to allow ticketholders to park on these streets. Please do not apply these proposals until say 10pm to give the theatre a chance. Thank-you.
704.	Objection	"I would like to object to the proposed on the grounds that it would be much more difficult for the users of the Progress Theatre, at a time when such venues are struggling to survive. The Theatre and the local residents have I believe been used to the current system working as it already does - anyone moving to the Mount would easily find out in advance that there are events going on occasionally nearby, and would take that into account when buying a property there. I suggest that these proposed restrictions should be moderated, to say ""Shared use parking Mon.-Sun., 8a.m. - 8 p.m., permit holders only or 2 hours...etc. ...at all other times, no restrictions."" This would allow visitors to the Theatre to park at say 7.00 and leave at 10.00 without a problem, AND residents would not be bothered by long-term parking."
705.	Objection	Reduce ability to attend productions at the Progress Theatre.
706.	Objection	The Progress Theatre is very important and unique in Reading. The parking here is needed to provide the theatre staff and audiences the option to drive here. Don't let it be like trying to park near/around the Oxford road in the eve when there is no where to park after 8pm, very frustrating when you want to attend an event but can't park anywhere.
707.	Objection	"The proposed changes to on street parking will be the death of the Progress Theatre, which has been there for over 70 years. Reading should be supporting the theatre and the outreach work it does in the community. The theatre currently has a small car park for patrons and it depends on the street parking in The Mount. Please do not take it away. There is already very little theatre in Reading and to take away the Progress Theatre and the excellent work it does would be a crime. You should be protecting Reading's heritage and its cultural life."
708.	Objection	The Progress Theatre has been pivotal in bringing affordable theatre to Reading and nurturing exceptional talent for decades. I see no reason why the current street parking permissions should change in any way. It has no adverse effects on the flow of traffic in the Mount, nor the roads in the immediate area
709.	Objection	Valuable not only to the arts but also the local community, to restrict parking will mean the end
710.	Objection	This would render the Progress Theatre unusable as there would be no where to park.
711.	Objection	"Proposed change of The Mount, Progress to permit-holder only parking from 8pm-8am 7 days a week. This will make it impossible for people to attend productions at Progress Theatre as their on site car park is very limited space and the area is not well served by public transport, or well lit in terms of walking access. RBC is I am sure keen to support the continued survival of community led, voluntary and independent arts sector in particular after the challenges faced over the last 2 years. I challenge the need for this requirement - most residents are likely to be home before theatre productions start so any impact in parking for the theatre will not be taking spaces from residents. Given the location I doubt that the area is severely affected by people parking in the area for work purposes in these hours."
712.	Objection	As an occasional visitor to the Progress Theatre I am concerned that the proposal to extend permit-only parking to the streets around the theatre will make it difficult to park within reasonable distance, potentially threatening the viability of the theatre and, in particular, the Reading [REDACTED] which is based there.



713.	Objection	I object to the proposed increase in parking restrictions on the grounds that they will be highly detrimental to the local Progress Theatre, who rely on on-road parking in the local area for both theatre goers and performers alike. Furthermore, there is often ample parking spaces to meet the needs of residents who do not have off-road parking.
714.	Objection	This proposal will kill the theatre. There is plenty of parking, even when the theatre is full up. Please do not do this
715.	Objection	"They have a small carpark, only 15 audience spaces. So are reliant on nearby street parking. They're also entirely self-funding, receiving no regular grants or funding, and need ticket sales to keep going. They've already been hit by two years of virtually no income, during covid. Quote from Chair of Progress, 'Losing access to on-street parking would be catastrophic for Progress Theatre - and at a time when we are already battling to survive following the pandemic we simply could not carry the loss of income this change could cause.' Progress is a hugely important part of the local community and has been at its home in The Mount for 70+ years. As well as excellent theatre productions, they also do lots of outreach work with young people, the elderly and disabled community. All of which is now under threat. An extensive parking survey, conducted over the last 6 months, showed no shortage of parking for residents in The Mount: with an average spare capacity of between 27 and 31 on-street parking spaces. Most households on The Mount also have additional off street parking. These proposed parking changes could decimate Progress Theatre's income. As well as making it harder for patrons to access it. This really could be the end of Progress Theatre."
716.	Objection	The parking changes will do incredible damage to Progress Theatre after 2 very difficult years. The inability to park will negatively affect audience attendance, and Progress is a very important cultural entity on Reading's map and needs protecting.
717.	Objection	For many actors this is their starting point. Great loss to their profession
718.	Objection	The proposal severely limits the parking available for patrons of Progress Theatre. The amount of parking available is restricted, and the move to permit restrictions would limit parking availability for the theatre even further. This would have a particular impact on audience members who have mobility issues and cannot easily access the theatre without being able to park.
719.	Objection	Detrimental effect on the members and visitors to progress theatre
720.	Objection	This change would cause the Progress Theatre to be unable to continue operating due to its audience being unable to park during shows. If Progress closes, two things would happen - Reading would lose an important element of culture that has been around since 1947, and the land would probably be sold to developers, making the parking situation even worse.
721.	Objection	The Mount is home to Progress Theatre. The last couple of years have, without a doubt, been a tough one for the arts regardless of parking conditions - the theatre is already struggling due to the restrictions in place for hospitality/the arts over the coronavirus pandemic, and adding extra parking restrictions will further the struggles this community run theatre is facing.
722.	Objection	Progress theatre is a vital part of the community and provides much needed cultural and community relief, especially so coming out of the past couple of years. Taking away street parking would make it impossible for my household and other patrons to visit the theatre.
723.	Objection	I object due to the detrimental effect this would have on the nearby Progress Theatre.
724.	Objection	Customers won't be able to park close to the theatre, and relying on ticket sales to run there shows this could be devastating for the theatre.
725.	Objection	This will ruin the tiny theatre, the Progress Theatre, and cause it to close...a loss to the area, and to Reading as a whole.
726.	Objection	"The Progress Theatre depends upon nearby on-street parking as its car park can only hold around 15 cars.It is a wonderful place and I drive from Camberley to watch their productions. It would be such a shame if they were forced to close."
727.	Objection	The Progress Theatre relies on street parking close by for its income. The proposal would further put this wonderful community amenity under serious threat. As it is Reading is very poor when it comes to entertainment facilities considering the size of the town. To lose another entertainment facility for the local community would be tragic, if not unsurprising!
728.	Objection	Limited access to The Progress Theatre for paid audience members and cast of shows to park to rehearse, audition and watch performances. This theatre is central to the local community and essential for growth, development and confidence skills as well as performance skills, for children, young adults and adults who wouldn't otherwise be able to access theatre arts. I know first hand how essential this service is, and restricting the parking and access to this theatre is outrageous. I object the proposal.
729.	Objection	Changing street parking to permit holders only 7 days a week would deprive the Progress Theatre of on-street parking for its audience,; this would seriously jeopardise attendance at this theatre, which has been at the cultural heart of the community for over 70 years. Potentially, this could endanger this wonderful company's future and this would make the world a considerably darker place.

730.	Objection	Would ruin Progress Theatre
731.	Objection	The Proress Theatre is an important asset to Reading. Changing the parking rules in The Mount will have major detriment effect to the audience attendance. There is no need to change the parking rules which will end the 6pm cut off.
732.	Objection	It will have a terrible effect on the viability of Progress Theatre. I know RBC supports our amazing arts and culture. Please think again for a positive outcome.
733.	Objection	There is a theatre (registered charity) in this area that serves the community with outreach programs as well as performance art By restricting access to parking you are taking away their ability to stay afloat and support their local community."
734.	Objection	1. I am concerned that parking restrictions will effect people's ability to come to Progress Theatre and that without sufficient audiences it will not be able to survive financially. Progress is a superb cultural resource for Reading and its loss would be a great shame. It is a centre of excellence and it makes huge efforts to be inclusive and diverse, which is very much In line with RBCs ethos 2. There is a car park but not nearly enough to accommodate all those who visit Progress. People need to be able to park in the surrounding streets.heather 3. Performances do not start til 7.45 so people generally arrive from 7.15 onwards. I believe that most residents returning home from work will have arrived by then, so Progress attendees are unlikely to take spaces from residents. 4. There are always plenty of spaces available in the road when I park to go to Progress so there does not appear to be any obvious pressure which necessitates further parking restrictions."
735.	Objection	This will close Progress theatre.
736.	Objection	Lack of parking would close the progress theatre which has been a feature in the area for many years
737.	Objection	Impact on Progress Theatre and stopping them for being able to sustain their existence due to the impact it would have on parking for their audiences.
738.	Objection	The Theatre needs on-road parking as their car park only holds 15 cars. They are struggling to survive & this will finish them.
739.	Objection	"The changes propose a threat to Progress Theatre which would leave only the 15 spaces in the car park available in the immediate vicinity of Progress Theatre. These proposed changes have the potential to prevent audience members for whom using public transport is a less viable option, from visiting the theatre. This includes the elderly, disabled or partially mobile, as well as those of our patrons who live in areas less well served by public transport. These parking changes also have the potential to decimate Progress Theatre's income and lead to its closure. Progress Theatre is entirely self-funding, receiving no regular grants or regular funding, and is reliant upon its ticket sales to keep going. It is a huge asset to the community, both the shows themselves but also the youth groups which have a safe space for so many young people in the area over the years. Following two years of virtually no income, during the pandemic, these proposed parking changes could be the killer blow for Progress Theatre."
740.	Objection	"If there is no current problem with evening parking please do not change it. I am a regular at Progress Theatre, which I value very much. It is a great asset to Reading. Although I usually walk to the theatre from town, not everyone is able to do this, The car park at Progress is small, so the ability to park on the street while watching a play is valuable to many."
741.	Objection	You would be ruining the local theatre which offers so much benefit to the community
742.	Objection	"STRONGLY OBJECT This proposal will cause significant issues for The Progress Theatre. I would love to be able to travel to this theatre by public transport but the only bus service from my village has just been axed by Reading Buses, so now the only choice is to drive. I would have thought that these changes will have a terrible impact on the income of the theatre which is only just starting to recover after 2 years of Covid. A further set back could ultimate be terminal. The theatre has under 100 seats so the number of cars can't be significant. I don't know exactly how many days the theatre is open, but surely there must be a way to enable its visitors to park close by. Many houses on The Mount have off-street parking so I just don't see why this change is required."
743.	Objection	This proposal will make parking impossible for patron of Progress Theatre, which will have an incredibly detrimental effect on their ability to continue running their excellent performances.
744.	Objection	The proposals restrict any reasonable parking facilities and make attending evening performances for a few hours at the Progress Theatre very difficult if not impossible. We come from Crowthorne and feel you have not made any alternative suggestions for nearby parking. The Theatre provides a vital venue for music for the community, is heavily supported by volunteers, and provides an excellent venue for musicians. Please don't make access to the theatre and parking in Reading more difficult than it already is.

745.	Objection	The Mount, home to Progress Theatre. This will mean the audience won't be able to park close to the Theatre and could devastate ticket sales at a particularly perilous time for the venue after pandemic restrictions have cut income significantly. Relying almost entirely on ticket sales to stage its c. 12 shows per year and run the building, the community-run theatre may NOT survive the significant reduction in audiences the change will bring.
746.	Objection	"If the permit-holder only parking is extended to the proposed time of 8pm-8am 7 days a week, this would mean many people who would like to attend the Progress Theatre would be unable to park close enough to the theatre as it's car park has very few spaces. The proposed changes would deter potential audience members unable to get to the Theatre by public transport or by walking/bicycle, from attending - e.g. the elderly, the disabled, and those living in areas less well served by public transport. Smaller audiences at the Theatre would mean it could not continue as it is already struggling financially, mainly due to the Covid restrictions. It would be extremely sad for Reading to lose the Theatre which provides so many great performances for local people to enjoy. The Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. It also does huge amounts of outreach work with young people, the elderly and disabled community. All of which is now under threat because of these proposed parking changes."
747.	Objection	It would limit the amount of patrons at the theatre which would severely impact it as it relies heavily on ticket sales.
748.	Objection	I'm concerned for the future of Progress Theatre if members of the audience are unable to park nearby when visiting the theatre
749.	Objection	One of Reading's oldest community theatres is on the street in question and relies on its patrons being able to park close to the venue. If parking on the street was restricted it would have a serious impact on the theatre's ability to operate. The loss of the Progress Theatre would be a serious blow to Reading's history of the arts.
750.	Objection	Limiting parking in the way proposed would profoundly impact the Progress theatre and could result in its closure. Patrons who cannot use (for reasons of age or disability) or do not have access to viable, practical public transport would be unable to reach the theatre During COVID so many arts venues have suffered and are struggling to stay afloat. This venue has made strenuous efforts including recent rebuilding work to be a vibrant centre and accessible to all.
751.	Objection	Lack of parking could lead to closure of the Progress Theatre.
752.	Objection	"If audiences can't park near Progress Theatre then this important cultural asset could close down. This would deny young people access to high quality drama classes as well stop the theatre producing its diverse performances. It is worth noting that performances are only a few times a year so it's not that audiences are using parking on a weekly basis."
753.	Objection	You will close the wonderful progress theatre which many people enjoy.
754.	Objection	Putting this restriction in will cripple the small theatre company who are already doing things very tough after 2 years of Covid. This theatre has a long history of being Reading's amateur theatre company. A decision like this will drive audiences away and force the theatre to close permanently. Have some compassion.
755.	Objection	The changes would result in the local theatre unable to remain a viable business.
756.	Objection	I do not think it is necessary to restrict parking in this area, as there is on and off street parking available for residents. Restricting parking would also have a very detrimental effect on Progress Theatre, being likely to reduce the amount of patrons at a time when entertainment businesses are struggling from the effects of Covid. Restricting parking will also have a disproportionate impact on disabled or elderly patrons who may struggle to use public transport as an alternative.
757.	Objection	The on road parking has no problem, and currently the patrons of The Progress Theatre can park there; restrictions would mean the Theatre would lose its loyal customers who are elderly and need to park nearby.
758.	Objection	It will damage the theatre and parking has not been an issue in this area
759.	Objection	At this difficult time it would be criminal to restrict parking for an arts venue like Progress Theatre. They have long term relied on on street parking and a change would put an important local premise out of business.
760.	Objection	The suggested changes would have a devastating effect on the future success of The Progress Theatre - one of Reading's oldest theatrical institutions. Cultural institutions such as Progress are under threat and must be considered and protected especially considering the effect these works on the local community.
761.	Objection	"I object to the proposal as the no waiting order would adversely affect the Progress Theatre. This is a small theatre which was awarded the Queen's Award for Voluntary Service in 2020 for its service to the community, which carries out outreach work with young people, the elderly and the disabled community. The theatre has a commitment to helping people to access the Arts. It is entirely self funding, relying on its ticket sales and receives no regular grants or funding. There is a long term aim to make the theatre more accessible to everyone and work has just finished on increasing the size of the foyer and on making the toilets accessible. After two years of virtually no income, the proposed parking changes would adversely affect those who are elderly, disabled and partially mobile, for whom public transport is a less viable alternative than using a car, as well as those in areas less well served by public transport."

762.	Objection	"Why are the council "fixing things that are not broken" again ?This little theatre needs all the support it can get and the humans who pay council tax need entertainment more than ever ?Please concentrate on important issues."
763.	Objection	On street parking is vital for the continued viability of Progress Theatre - an extremely valuable community asset. It is well known that arts and creativity are beneficial for good mental health. The youth theatre particularly helps provision that is either non existent or in very short supply.
764.	Objection	Changes to parking restrictions on the mount is very likely to result in the closing of one of Reading theatrical foundations, the progress theatre. With no available options for parking nearby ticket sales will suffer and it relies heavily on those to remain open. Reading arts and culture will surely suffer the closing of this venue. Also i am aware from attending the event that many of the individuals there contribute to the Reading Fringe festival and I personally wonder how many would continue to work so tirelessly to promote Reading arts and culture if the council keeps unthinkingly resulting of closure of venues especially at this difficult time for theatre. As always it feels like Reading council is randomly enforcing parking restrictions without any consideration for the actual community and businesses of the area.
765.	Objection	This proposal would ruin Progress Theatre. Progress is a hugely important part of the local community and has been at its home in The Mount for 70+ years. As well as our excellent theatre productions, we also do lots of outreach work with young people, the elderly and disabled community. All of which is now under threat. An extensive parking survey, conducted over the last 6 months, showed no shortage of parking for residents in The Mount: with an average spare capacity of between 27 and 31 on-street parking spaces. Most households on The Mount also have access to additional off street parking. These proposed parking changes could decimate Progress Theatre's income. As well as making it harder for Progress Theatre's patrons to access the theatre. This really could be the end of Progress Theatre.
766.	Objection	Progress Theatre has already lost a lot due to covid and is only just getting back on its feet. These proposals will severely impact their income and they will probably have to close down, which would be terrible for Reading and the local community.
767.	Objection	I would like to object to the proposals to implement parking restrictions in The mount. I have viewed a parking survey, conducted over the last six months and see that there actually is no shortage of parking for residents in The Mount and that the vast majority do not want these restrictions implemented. Beyond the inconvenience for residents in terms of accommodation visiting friends and relatives, the impact on Progress Theatre would be disastrous. The theatre is a jewel in Reading's cultural life. It is self funded and needs enough on street parking parking to accommodate their audiences beyond the 20 spaces available in their own small car par. The theatre is a jewel in Reading's cultural life - providing quality independent theatre and an important facility for Reading's young people - and would be forced to close due to these measures.
768.	Objection	They seem planned without any actual regards for what is around. It will result in the eventual loss of one of Reading's theatrical foundations - the Progress Theatre. Tickets sales can only fall fall for the community theatre when there is no parking nearby.
769.	Objection	Free street parking required in order to use The Progress Theatre. If permit only is added, unless the council can help the theatre to enlarge their car park (??), where are theatre goers going to park? Unless the council helps to find a resolution, a pandemic stricken theatre will likely close. It is arts centres like this that are a great benefit to the community.
770.	Objection	This would devastate the Progress Theater as there wouldn't be sufficient parking for audience members.
771.	Objection	It would be an absolute disaster for Progress theatre. They totally rely on donations and if restrictions to parking are made it will kill them off. Surely theatres have been dealt enough blows because of covid? Please find somewhere else to make your money.
772.	Objection	The progress theatre is a great community asset and if people can't park they won't attend which will be detrimental to the area overall
773.	Objection	The Progress Theatre rely on patrons being able to park in The Mount to attend performances there as there is no other public car park nearby. The Progress Theatre is a precious community asset and should be encouraged to thrive. Limiting the parking in The Mount will make it difficult or impossible to many people to visit the Theatre. Community assets such as The Progress Theatre have struggled to survive the Covid pandemic and this proposal to limit parking may make the difference between survival and defeat. Please help the Theatre by dropping these damaging proposals.
774.	Objection	This will mean the complete closure of a very precious venue, the Progress Theatre, which has just about made it through Covid and now RBC are trying to destroy them! This is just greed, there is no other need for this measure.
775.	Objection	"The theatre is great and paying extra money for parking is going to make it too expensive Unless you can do a deal with them? With a ticket can redeem the parking?"
776.	Objection	Limiting parking would have a detrimental effect on the local theater.
777.	Objection	This will destroy the viability of a valuable local cultural resource to the community of Reading both adults and youth. This change will make it un-appealing for patrons to attend events due to the difficulties of using public transport, particularly in winter for older members of the community.

778.	Objection	I have been a regular patron of [REDACTED] I need to drive to the venue. If parking is not allowed in the area I will no longer be able to attend any of the shows. Without parking the Theatre will no longer be viable.
779.	Objection	"The restrictions proposed will significantly disadvantage staff and patrons of the Progress Theatre. The Progress Theatre has a small car park with no room for further expansion. Progress Theatre has been in Reading for 75 years and is a great asset to the town. This proposal will endanger its existence where there are no other parking facilities in the vicinity.
780.	Objection	It will affect The Progress theatre and local businesses. And there isn't a parking problem.
781.	Objection	I feel that they should keep the parking spaces at night times as it makes it hard to bring it watchers of the progress theatres performances cause people come from places which can not be walked to. So please keep the parking spaces on the road free at night time to save the progress theatre and their guests
782.	Objection	I am concerned about the proposal as the parking spaces are required for a theatre audience. The impact of asking for permit-only parkers will have a negative effect on the overall activity of the theatre by reducing their number of audience members .
783.	Objection	Without available parking key resources like the Progress Theater will cease to exist. We need to promote creative work not block it.
784.	Objection	Making the parking in The Mount permit only at all times would make it very difficult for people to visit the Progress Theatre where public transport is not a viable option. The theatre has only limited parking. If a substantial number of people were prevented from visiting the theatre there is a danger that it would have to close.
785.	Objection	I wish to object to the proposed changes to parking restrictions in The Mount, home to Progress Theatre. This will mean the audience won't be able to park close to the Theatre and could devastate ticket sales at a particularly perilous time for the venue after pandemic restrictions have cut income significantly. Relying almost entirely on ticket sales to stage its c. 12 shows per year and run the building, the community-run theatre may NOT survive the significant reduction in audiences the change will bring.
786.	Objection	I would like to object to the proposals and express support for the view that these new restrictions on parking should not be introduced as they do not seem to be essential and they are likely to have a severe impact on the functioning of the Progress Theatre in the area. It has been attracting audiences and staging performances for a long while but the long pandemic has had a damaging effect on the theatre and its ability to deliver productions for local people and those from further away to appreciate. With this being the case, the proposed changes could mean fewer options for people to access the theatre and so this could have a further detrimental effect at the time when it is trying to recover as the Coronavirus crisis seems to be diminishing. For this reason, I think the proposals should be reconsidered whether there is that great a necessity for them at the cost of potentially losing a theatre that is an asset to the local community.
787.	Objection	Your proposed changes to the parking around the Reading's longest running theatre, The Progress Theatre, will kill off this theatre. Not everyone can live or be within walking distance of this venue, and the current parking restrictions (Mon-Fri 10:00-16:00, Permit Holders or max 2h) allow those who have to travel here by car to park for the duration of the performances at this theatre (normally Mon-Sat 19:00-22:00).If you change the parking restrictions to 7 days a week, and limit it to only Permit Holders after 20:00, then you will totally kill off this theatre, the one [REDACTED] started their careers. If through your changes to the parking restrictions you kill off this theatre where are the likes of these famous people going to start their careers? What a loss to Reading as a whole, and to the prestige of RBC in particular.If you do feel that you do still need to extend the parking restrictions on The Mount, then at least include in these changes the allowance for theatre goers to be able to park there during the normal performance times (e.g. don't make it Permit Holders Only until, say 23:00, and allow for 4h of parking from, say, 18:00 until 23:00, and for the afternoon performances on Saturdays). I know that the Parking / Highways department of RBC is a different department to the Arts and Leisure department, but your department wouldn't want to be seen as the one that went against the Queen's Award for Voluntary Service that the Progress Theatre has recently won, would you.
788.	Objection	Putting parking restrictions in place will severely impact the local theatre, which relies on its many elderly patrons to have a place to park when they attend shows. I and many others believe that a lack of parking space will lead to the closure of the theatre - this would be a disastrous blow to the local community. Reading is already sorely lacking in initiatives like the Progress Theatre, and introducing permit-only parking overlapping with show times will kill it.
789.	Objection	Parking is not a problem.
790.	Objection	Not good for visitors or people using local shops and restaurants.Also, parking is not a problem - is this another money making scheme like others in the area that were promised that the residents permits would be free and now they are not! Reading is becoming a place people do not want to visit sue to cost of parking. More expensive than London."
791.	Objection	The current parking restrictions on The Mount are fit for purpose, limiting who can park during the working week to prevent The Mount being used as a car park for commuters or hospital staff. In the evenings and at weekends a parking issue does not exist here. There are plenty of spaces for residents, and their visitors, given that many also have their own off road parking. A residents' own survey of parking space availability confirms that there are sufficient spaces in The Mount for all residents to

		park near their homes. Increasing parking restrictions here would be detrimental to another resident of The Mount, Progress Theatre, whose members and patrons currently use the on street parking available, on some evenings and at weekends. To increase parking restrictions here would be extremely detrimental to this charity who have been located in The Mount for very many years. Since the survey shows there is plenty of space for residents and users of this charity to park, increasing restrictions here seems ill advised at best, and harmful at worst to one of Reading's longest running community based cultural centres.
792.	Objection	I object to restrict the parking.
793.	Support	I am appalled by the current publicity and far reaching social media campaign being undertaken by The Progress Theatre to object to the proposed new parking restrictions. They have used inflammatory statements suggesting that the new parking proposals could cause the theatre to close if their patrons cannot park on our residential street without a permit during evenings and weekends. They also suggest that it indicates that Reading Council do not support the Arts, which I find frankly ridiculous! would hope that the parking committee would not allow such a campaign, which effectively holds The Mount residents to emotional ransom, to influence their decision. If The Progress Theatre are so concerned about maintaining their audience numbers, I am surprised they have not followed the lead of professional theatre companies who as a result of the pandemic have used online live streaming and also museums that are holding online lectures via Zoom webinars. These organisations charge a suitable amount for an online ticket and thereby increase their revenue.
794.	Objection	Do not ruin this lovely part of Readings theatre. It is madness to do so.
795.	Objection	It would restrict access to the Progress Theatre
796.	Support	I support the residents.
797.	Objection	Risks closing down local business.
798.	Objection	There is plenty of parking there for residents and theatre goers.
799.	Objection	It is not necessary to restrict parking on this road.
800.	Objection	The people of Reading need access to the arts.
801.	Objection	It is important not to interfere with the ability of audiences to access the Progress Theatre. Many people will not come if parking is not feasible.
802.	Objection	Parking is required for local businesses to survive
803.	Objection	It seems to me that you are making it increasingly difficult for parents to collect children from School. It is of no trouble to residents or local traffic if people stop briefly in these areas in order to offload children or to pick them up. By continuing to make this more and more difficult we are leading to an increase in the obstructive parking that happens on Wokingham road rather than helping our families. NB i have no friends or family who are in this situation, so this is not a biased comment.
804.	Objection	The proposals would make it much harder for anyone wanting to park in order to watch a performance at Progress Theatre. The theatre has nothing like enough spaces and relies on being able to park on The Mount. The proposals would be terrible for a Community Theatre already impacted by the pandemic.
805.	Objection	I am writing to object to the proposed changes to the parking regulations currently in force on The Mount, just off Christchurch Road. Under the current regulations parking is unrestricted after 4pm on weekdays and at weekends. The proposal to only allow parking for 2 hours until 8pm on weekdays and during the weekend will effectively stop me from using the cafes and pub on Christchurch Road, visiting the Progress Theatre in the evenings, and spending time and money in the town centre during evenings and weekends. The Reading Chronicle has reported that the Progress Theatre may have to close if the additional restrictions are enforced. I do not understand why the proposed changes are needed as I have been parking on The Mount for many, many years and there have always been spaces available. These changes come after earlier restrictions on Kendrick Road, Morgan Road and Cintra Avenue, each one making it more difficult to make use of the facilities available on Christchurch Road and in the town centre. Since the Covid pandemic, I am sure I am not alone in being reluctant to use public transport. The only option that would remain is to drive into the town centre to park, increasing traffic on the already highly congested roads and air pollution. This, and the extra expense that it would involve, will effectively force me to take my custom to either Woodley, Wokingham or Bracknell - again increasing road congestion and air pollution. All retail outlets have faced a struggle for survival in the past two years and changes such as these make it more difficult for customers to use them, and must surely be a mistake. I am strongly opposed to this proposal and urge you not to adopt it.
806.	Objection	When the arts are hard hit already and fighting for survival after the pandemic. The Arts are necessary need for community activity, sense of strong community networks a place for entertainment and enjoyment for the public why would you wish to act in such a manner to rob them When they provide so much within the community of Reading. Support the arts not make it harder. Juat over making money for the council. You lose the arts you lose community in Reading and also revenue for the town

	itself and the council further. Reading needs culture and a sense of history which it has in abundance. Arts, culture and a sense of place where people will want to flock to and bring revenue to the town.
807. Objection	I am writing to oppose additional parking restrictions at The Mount as it will seriously impact theatre goers to The Progress Theatre. The Progress Theatre plays an important role in the community and these parking restrictions would seriously affect their income as it would prevent theatre goers parking on the one week a month performances take place.I hope you take this under consideration during your consultation process.
808. Objection	I object as it will have a detrimental effect to the local theatre that has been on this road longer than any person who lives there there and would have been aware of this when they moved to the area. The biggest issue with parking in the area has been the effect of the University charging for there car parking since just before the first lockdown, The return to on campus learning has lead to roads having cars parked everywhere making it difficult for buses and cars to flow smoothly maneuver
809. Objection	"It would seem that Reading is attempting to stop people coming into it.The bus service has been stopped/reduced unless we use the p&r poor service. Not being able to visit friends anymore is very disappointing It is an excellent plan to reduce Reading as a centre of anything - we will use Wokingham, Bracknell & Basingstoke for shopping and culture in future.The only reason we will visit Reading is for the RBH and that is now difficult as the ambulance service has restricted access from the south with lovely hump for when my appendix burst.Such a pity you make plans with no thought for the people"
810. Objection	"the way this has been set out makes sure that it is extremely hard to find the actual restrictions in the map pdf with no index.It has taken me 20 minutes to find out what you are proposing is basically stupidity gone mad just to pretend you are working to improve our lot.And to think we are paying you to be this stupid and will give you a pension do do not deserve"
811. Objection	I'd like to object to the Mount Parking changes.
812. Objection	I object to the changes to parking in The Mount.
813. Objection	I wish to object the proposed changes and restrictions to parking on The Mount. With little free parking in the area, further restrictions will have a negative impact on those trying to visit local amenities like a The Progress Theatre. In light of this I urge RBC to reconsider the restrictions and take a wider view of those than simple the residents.
814. Objection	I am writing to express my concern at further parking restriction proposals here on the Mount which will have far reaching consequences for a community asset like Progress Theatre. In general parking in Reading town is one of its worst features of the town; the removal of areas permitting free parking to the edge of the town centre is a large part of the problem as is the astronomical parking fees at both council and private levels. I say this as someone who regularly [REDACTED] as well.
815. Objection	I am writing to complain and protest about the proposed changes to the parking restrictions at the Mount. I do not see how making the area "Permit Holder parking at all times would be of benefit to the residents and to any one attending the Progress Theatre. I for one would be considerably less inclined to attend performances at the Theatre which I do regularly and I am sure many of my friends who also attend regularly would feel the same. Further I can not see how this would enable the residents to have any visitors , if they would need a permit to park. The proposal should be declined without question.
816. Objection	I stongly object to parking restictions
817. Objection	I object to this proposal on the grounds that there isn't an issue with parking in the mount. There are plenty of spaces available at all times and changing the restrictions will impact the progress theatre
818. Objection	There is NO requirement for there to be any changes to the existing scheme. There is no lack of space for residents to park there is simply not enough space for everyone to park outside their house. That's the reality of town living. There are rarely any more than a handful of non resident vehicles on our road and some of those are visitors or workmen. The new scheme would be a waste of time and money for the council and would have a huge negative impact on the theatre. There is a very small amount of people backing the proposal who bully others into agreeing or staying silent.
819. Objection	The parking is appropriate as is now. More restrictions make it difficult for friends over at the weekend
820. Objection	I object to any proposed changes to parking restrictions in the mount. When taken as a whole the quantity of parking meets the needs of the residents, which a recent survey by some residents indicates. We may not be able to park outside our house every day as we wish. But a community is much more than parking spaces, and it is essential to understand the impact such changes would have on the community infrastructure such as the progress theatre, local pub and shops. A community is equally a part of a neighbourhood and a city and not an exclusive space to those that live there. The negative impact (short and long term) of any changes outweighs any benefit.
821. Objection	Current arrangements work, this proposal is counter intuitive to residents and the Theatre
822. Objection	Seems totally unnecessary and does not work well for residents or their visitors
823. Objection	Happy with the existing parking arrangements, so do not what them changed

824.	Objection	The current parking rules work well and do not need to be changed in my opinion
825.	Objection	Studies have shown that there is no shortage of parking on The Mount, so it doesn't make sense for residents or local businesses to have new restrictions in place.
826.	Objection	Money grabbing council should worry about how to stop the leakages in their accounts rather than find ways to exploit hard working tax payers. One of the consistently worst performing local governments in modern history. Get rid of the high salary directors taking a quick buck with no benefit to the local area, we all know who they are. Think of the optics guys.
827.	Objection	This is an unnecessary restriction and brought about by residents who are laying claim to their sole use of the public Highway. It will also negatively impact on the theatre, some of the patrons of which park nearby.
828.	Objection	I object to parking restrictions on The Mount.
829.	Objection	Cars rule!!! Pathetic
830.	Objection	I always park here [REDACTED] Cintra Park or Progress Theatre. There are always plenty of spaces available. If I was unable to park here then I wouldn't be able to visit this area of Reading any more. Perhaps there could be a time limit on parking rather than a complete ban.
831.	Objection	1. Roads are public amenities and not owned by those who have properties alongside. 2. The main challenges in Reading are too many cars for the road infrastructure, especially for parking. The proposed changes do nothing to alleviate that. 3. The changes will adversely affect parking for the Progress Theatre, leading to loss of audience, and in swift response, the possible closure of the Theatre. This would be a serious loss of amenity in the area and wider community. 4. I am not aligned with any other group in the area, meaning that this is an independent opinion.
832.	Objection	Another business closing down and jobs lost. That would be a tragedy.
833.	Objection	Far too many parking restrictions in place in Reading
834.	Support	The Mount is a residential road, not a car park for a theatre
835.	Objection	The culture is mightier than the parking restrictions.
836.	Objection	Community theatre and villages need as much support as possible to allow people to easily and cost effectively support local business.
837.	Support	Towns should dissuade car travel, provide better public transport, and protect parking for residents. It's the green and progressive thing to do. Asking as there's public transport!
838.	Support	I feel that it is unfair that people who do not live in the Mount can park their vehicles there overnight so that residents have no spaces to park their cars.
839.	Objection	Soon enough everyone will be in IKEA! I already can't pop into town without it costing a fortune and now a small local theatre will have to go as well. It's really getting beyond a joke. Resident friends of mine appreciate that the Progress theatre doesn't perform every night; that what a local entertainment venue provides, far outweighs the negatives associated with theatre goers. I've also visited [REDACTED] a short term visitor of less than one hour, it will be almost impossible for me to attend there, if every short term space is gone. Please reconsider this as it just kills community and events.
840.	Objection	Because it makes no sense to put parking restrictions there. It will destroy local business and this is not the time to do that
841.	Objection	What else are you going to take away from the community?
842.	Objection	It's just something else you are taking away from the community.
843.	Objection	The parking restrictions will inevitably affect the ability for people to attend productions at the Progress Theatre which could then jeopardise the future of the theatre. While I appreciate that residents need to have room to park their cars, the future of the theatre also needs to be seriously considered.
844.	Objection	Progress Theatre's patrons make use of the parking currently available at and around The Mount. With no other parking available in the immediate area, Progress is likely to see a large decline in paid attendance, putting the existence of the theatre in jeopardy. The proposal to move to resident-only presents a huge threat to one of Reading's most important cultural venues.
845.	Objection	To ensure the survival of the Progress Theatre
846.	Objection	The award winning Progress Theatre relies on people being able to park on the surrounding streets in the evening to maintain its audience numbers. There is minimal parking available on the theatre site and nowhere else in the vicinity to park. If this goes ahead, the theatre will most likely have to close



847.	Objection	Restricting parking will have an adverse effect on ticket sales at Progress Theatre, at a time when theatre has been devastated by the pandemic. Please do not do this if you value preserving live theatre in Reading,
848.	Objection	It would cause havoc to the operation of Progress theatre. I suggest either limit to a 4 hour parking or restrict parking from midnight to 9 am.
849.	Objection	To put in parking restrictions to the area around the theatre would be the final nail in its coffin. You cannot go ahead with anymore parking restrictions.
850.	Objection	It would have a negative impact on the Progress Theatre.
851.	Support	The residents need to be able to park their cars by their homes in the evenings and overnight
852.	Objection	Cannot see a problem parking in The Mount. Suggest any restrictions if necessary to stop overnight parking (should this be a particular problem) to commence later, at 23.00 or 24.00. This would still enable occasional parking for visitors of the Progress Theatre. Having Progress Theatre here is hugely important to people in Reading, and restrictions that might impact on this amazing community facility should be avoided.
853.	Objection	This proposal will perilously affect the Progress Theatre situated in this road. The Theatre has already been battered by Covid restrictions. The Theatre plays a major part in the wellbeing of many in the Reading community to participate in or watch its productions. It would be a major loss to the Reading entertainment landscape
854.	Objection	Whilst recognizing the requiremnt for residents' parking the arrangement at The Mount which enables users of The progress theatre to utilize unoccupied spaces at times of performances is a long-standing one and presumably one which local residents have learnt to work round or can easily anticipate when looking to live in the Road.
855.	Objection	Hello. I have heard that evening parking restrictions may be started around the Progress Theatre on the Mount. Anything which could adversely effect the theatre should be avoided, as it is, in my opinion, one of Reading's hidden cultural gems - there are not that many of them around.
856.	Objection	I understand that it is necessary to prevent non residents parking all day but surely the existing restrictions are adequate for this. Extending the parking restrictions will have a very negative impact on the Progress Theatre which is located in The Mount. The Theatre only has a car park large enough for 15 cars. Many of its patrons are unable to access the theatre by public transport or by foot so will be prevented from attending. The theatre is dependent on audiences attending performing and these restrictions could well lead to the closure of the theatre (which has been performing in Reading for over 70 years). As well as the Progress Theatre's performances at the theatre being lost, also at risk is the open air annual performance in the summer. Jazz in Reading also use the venue and they too would be affected.
857.	Objection	Please do not destroy Progress Theatre by making it inaccessible
858.	Objection	The Theatre is an important part of the community and these proposals would potentially force it to shut
859.	Objection	Parking restrictions already exist during the day which are reasonable as it is near Reading University and the hospital and students and visitors may be a nuisance. However, I can see no reason for resident only parking during the evening.
860.	Objection	Harmful to Progress Theatre
861.	Objection	I object to proposed parking restrictions to the Mount which will very seriously affect if not curtail altogether the activities of Progress Theatre, the oldest established community theatre group in Reading, and training ground for among others Sir Kenneth Branagh, together with many others from the University nearby.
862.	Objection	Parking restrictions in the evening will hamper the Progress Theatre, a vital local theatre. It also holds jazz events with musicians who need support to thrive. There is no public transport to the area and the theatre only has a small car park that can't hold audience capacity. Patrons are polite and quiet when they leave. Arts are needed so please don't bring in parking restrictions or events won't be able to run any longer as they won't get enough visitors to survive. thank you.
863.	Objection	Space always available when visiting the theatre so can't see it as issue for theatre goers parking on street. Would be issue for theatre as can't see any other viable option.

**FEEDBACK RECEIVED FROM PERSONS CLEARLY SELF-IDENTIFYING AS A VISITOR TO/PART OF A LOCAL BUSINESS**

Summary of responses: Objections - 124, Support - 0, Comment - 0, Mixed Response - 0.	
1. Objection	I am a member and frequent audience member at Progress Theatre. This proposal would be disastrous to the Theatre as it will disincentivise patrons from attending. I object to the proposal as it stands as I believe there are other options that can be explored that will ease the difficulties that some residents are having. I feel Progress is being undervalued/ignored as part of this community. We are a very active part of the community and the wider community in Reading/Berkshire. We have been working and committing financially to make our theatre more accessible and this proposal will impact disabled people, older people, people with restricted mobility, women who may feel uncomfortable/afraid to walk or take the bus at night. If the theatre becomes unsustainable it will also impact on the communities and people we support with our youth groups, work with [REDACTED], outreach activities with older and isolated communities and the members who whose mental health and well-being are improved by this activity, as well as audiences.
2. Objection	I object to the proposed car parking changes on the mount. We are a community and have a responsibility to keep local community centers alive, these places are often run by volunteers in the case of progress theatre, the majority of the patrons are elderly and can't walk far. Community groups like these often live on the margins, a reduction of only a few paying customers will make the difference to whether the progress theatre has a future or not. I live nearby and see first-hand there is not a problem with parking on The Mount. Changes to the parking will not solve the issue that a few residents want to park directly outside their house at all time and believe that they effectivity own the parking space outside their home. There are free parking spaces a few metres from their homes at all times so there is no need to change the parking regulations Changing the parking regulations is not an effective use of taxpayers' funds. Please review the changes to the parking regulations so the progress theatre can survive. Regards
3. Objection Page 138	I am [REMOVED], and have submitted an objection of behalf of the theatre, however the comments below are my own personal views. I am objecting to the proposed measures for several reasons, I shall list these below. - Firstly, and of fundamental importance - there is no parking issue on The Mount. I attend Progress Theatre several times a week at all times of day & night, and there is never a shortage of on-street parking. (Data to this effect has been submitted by Progress Theatre and residents.) These restrictions have been proposed by a small number of residents who own multiple vehicles, and seem to feel they are entitled to park directly outside their residence at all times. Given the proximity of The Mount to the University, the Hospital & Reading town itself (not to mention knowingly moving in near to a theatre), this is an unrealistic expectation. Most residents have access to off-road parking, so there is no need to restrict parking across the whole road for the few that do not. - Progress Theatre is a key part of the Reading community & cultural offering - it has been situated on The Mount for over 70 years, and strives to make theatre & the arts accessible for all. A large proportion of the audiences at Progress are made up of older or less mobile people, who are not able to attend without the assurance of parking on-site or in the immediate area. Progress Theatre works hard to widen participation in the arts - offering relaxed performances, socially distanced performances, and "Come As You Are" nights for our trans & non-binary supporters routinely. The theatre has just completed extensive renovation to provide new unisex, accessible toilet facilities, and regularly does outreach work with the elderly, young people, and adults with learning disabilities. - On a personal level - I have no option but to drive to Progress Theatre - buses run once per hour from my village, and stop at - I am regularly on-site at the theatre past this time and would not make the last bus home. Additionally, the bus journey in takes over double the time (due to the route taken) that driving does - meaning that on days I need to get to the theatre after work, for example, I simply do not have the time to utilise public transport. I also have concerns about safety - I would not feel comfortable waiting for a bus alone in the evening in the dark. I also have a 10 min walk home from the bus stop down unlit roads. Though these considerations may seem mundane, it can have a huge impact - for example - last year I was searching [REDACTED] - the only one I could find in Reading was at a venue that would involve parking in a multi-storey car park and walking to the venue - on that basis alone I chose not to go to that class, but now drive further afield to a venue with on-site, well-lit parking. I have friends (mostly female, but not all) who I know have also made decisions about attending venues & events based on location, parking & safety. LGBTQ+ individuals are also very likely to consider safety as a key part of attending any event. People who have these concerns should not be excluded from attending Progress Theatre - and the examples I have provided above show that the result of these changes would, undoubtedly mean that some people would chose not to attend performances. The same can be said for those with mobility concerns - 16% of working age adults & 45% of people over state pension age are living with a disability, and yet only 1.7% of the population holds a blue badge -there are a huge number of people, therefore, who have access needs and would find even a short walk to Progress Theatre challenging or impossible. On this basis, I am strongly objecting to the proposed changes to parking restrictions on The Mount - in summary the changes are not needed, and would have a very damaging effect on an arts venue that is an integral part of the community of Reading.

4. Objection	I live in[REDACTED] and regularly visit the Progress Theatre. I rely on street parking in the immediate vicinity of the theatre as (i) it has only 15 spaces in its own car park and (i) public transport home after a theatre show is poor - an hourly train from Reading Station - unreliable and frankly impractical.Patrons must have somewhere to park, otherwise they will stop supporting this fine theatre, which is self-funding and which is a huge asset to the Reading cultural scene. The Progress Theatre Chair has said that losing access to the current on-street parking spaces could cause the theatre to close because patrons will simply stop coming. The theatre cannot provide extra dedicated parking as it doesn't own the necessary land. It is unrealistic to think that the current theatre goers are going to be able to come by public transport, especially in bad weather. May I suggest a better solution: parking meters in The Mount covering the period up to 10pm but with free parking for residents.
5. Objection	I attend the Progress theatre and normally travel by car. I have not been to an event where the car park attached to the theatre has not been full and have frequently used the parking bays around the Mount. It is not clear to me what alternative arrangements I would have to make to attend events. There have always been spaces available suggesting that the pressure on the existing bays to provide for the residents may be over estimated .
6. Objection	I am an avid user of the progress theatre and would hope they will go from strength to strength. The parking restrictions that are proposed on the mount will effectively mean they will cease to exist.Please cancel the proposed parking restrictions around the mount as the work they do with local actors and productions is something that is much needed in these trying times.The work they do in our community is something that cannot be lost as it is such a benefit.
7. Objection	I am [REDACTED] and without a place to park would not be able to attend the theatre to watch my[REDACTED] performances as spaces are so limited
8. Objection	I frequently attend events at progress Theatre. The only practical way of travelling to and from these events is by car. The theatre Car Park has limited capacity and therefore I often have to park on the street. Removing this facility would mean less frequent visits to the theatre and thereby cause the demise of an excellent Reading arts and music venue. Reading has a rich view of art and music which needs venues such as this to showcase local and visiting talent. Ideally parking restrictions should NOT be imposed or a way must be found to extend the theatre car park, or a permit system for theatre ticket holders must be put in place.
9. Objection	I am a[REDACTED] and a regular patron at Progress Theatre. I like the fact that it is a small and friendly theatre, not in the town centre and is more affordable than larger theatres, meaning I can attend more often to see a wide variety of performances. Occasionally I need to park on The Mount if the car park is full and as it's late at night when the performance finishes do not want to have to be walking further afield to get to my car on my own as sadly I would not feel safe. In any case as far as I'm aware there is no other public parking nearby and the nearest car parks are in Reading town centre. Unfortunately public transport is not really an option for me as I [REDACTED] and services are infrequent. Even if I was able to catch a bus home - I would still have to walk alone, wait at the nearest stop and then be faced with a further 15 minute walk at the other end of my journey along roads which are not well lit. This is not something I would feel comfortable undertaking due to reasons already expressed. On previous occasions when needing to park offsite there has never been any shortage of spaces on The Mount - so I am struggling to see why the proposed restrictions are needed - and if the changes do come into force this will mean I would probably not attend the theatre. This is something I really enjoy and would miss greatly.
10. Objection	As [REDACTED] patrons of the [REDACTED]f the suggested plans go ahead we would not be able to attend. It cannot go ahead.
11. Objection	It's extremely difficult to park in this area anyway whenever I visit Progress Theatre and these new restrictions will make it impossible. It's very difficult to get to this area by train from my home in West Berks - it necessitates a long walk particularly at night with Reading streets so unsafe.
12. Objection	I've been using Progress theatre [REDACTED] Reading. I live in [REDACTED]and the buses home is a nightmare, especially when it's cold. For anyone not able to walk or cycle, driving is the main way to access everything that they offer. The theatre has been there such a long time, suddenly prohibiting patrons, participants and volunteers from parking in the road seems rather unnecessary. One presumes the majority of home owners down the road knew about the theatre when they purchased their homes, so many of which have offstreet parking too, unlike much of our city-in-waiting.All the other changes in the proposal seem to have safety considerations at their heart, and I cannot see that's the case here.
13. Objection	I travel a long way to the Progress Theatre and [REDACTED]. Not to be almost certain of parking would influence my attending the Progress Theatre. Could not the residents parking end at 6.00pm or be metered with residents exempt?The Theatre is a treasure and needs to be protected from unnecessary burdens.
14. Objection	"By making the area parking permit holders only during the evenings you will impact my family and friends' ability to attend any of the productions at Progress Theatre. We support the theatre productions and are able to continue to do that by parking locally, but should we have to rely on public transport it would mean changes in buses, as there are no direct links, making it time and cost prohibitive. My parents have supported many productions over the years but are elderly and it is not only unsafe for them to use public transport at night to get to and from the theatre, the service isn't regular to their address, which would mean that they would have to miss out on supporting the theatre if we weren't able to drive them and drop them off / pick them up after the show.

	<p>The theatre provides many services to the community, part of which is giving them the opportunity to take part in productions. They may come from vulnerable backgrounds, have social interaction issues, lack confidence or simply be new to the area (perhaps through University) and need a way to blossom and meet new people. Progress has been providing this service for many years, helping people achieve many skills such as set building, costume and prop making, taking on front of house duties so they learn to interact with strangers in a controlled and safe environment.</p> <p>They can do this because they know they can safely park close to the theatre during rehearsal and performance periods, but if this is taken away they may end up shutting themselves off again and miss out on vital opportunities to interact with others.</p> <p>People that join the theatre learn to give to others, to support others, and taking away their ability to attend and develop will mean that those living locally and far afield will miss out on the enhancement to their communities as a result of this."</p>
15. Objection	<p>I am a member of Progress Theatre and we rely heavily on audience members being able to use street parking during our shows. Shows typically run for one week, every four weeks for 10 months of the year (so, roughly 10 weeks out of 52) - it makes a huge difference to us, but I think has very little impact on the area as a whole over a year. If audience members cannot park at the theatre, we would lose ticket sales and as we receive no external funding, this would be catastrophic. At least part of what people value when visiting non-professional (or any) theatre is convenience, and being able to park right by the theatre is crucial to providing a good experience for our audience overall. We [REDACTED] Reading nights, which is an important source of income for us, and similarly - if parking is an issue for their members - we may well lose this booking. I also understand that many residents do not support the proposals and believe that there is plenty of parking - even during the weeks of shows. I would totally understand the annoyance caused if you couldn't park at all once every four weeks - but it seems this is not the case. Progress Theatre is an integral part of Reading's arts scene and it would be wrong to underestimate the impact restricted parking would have. On a personal note, none of my family live in the area but they come to every show I am involved in (which is quite a few). They cannot travel by public transport as it would make getting home impossible, or require an overnight stay which is an inconvenience and additional expense (as I unfortunately cannot accommodate them). Mobility issues means that walking is an issue for some, so parking in town or even on a nearby road is not an option. My family would no longer be able to come to my shows if parking were restricted. Progress is not just supported by people who live in the Reading area, but through members has a wide reach who would be affected by these changes.</p>
16. Objection	<p>I object to the proposal to make the Mount a residents only parking area. I am a parton of the Progress Theatre which only has limited car parking spaes. I do not think there is a close on road parking fascility close by. Do the residents really want a residents only parking scheme? Have they been consulted?</p>
17. Objection	<p>This will destroy the wonderful Progress Theatre which was only recently given the Queen's Award. Persons moving next such a facility should value, not close it down. If they moved near to Wembley Stadium would they demand all street parking was stopped? We regularly visit Progress &amp; it is the best thing in Reading</p>
18. Objection	<p>As someone who has attended the local theatre with both performing and consuming, I understand how important the freedom of parking is for its survival. Without it, access to the theatre will be very limited, and a cultural hub that strongly represents reading's art and theatre will be destroyed.</p>
19. Objection	<p>As a regular visitor to the Progress Theatre, we normally park in Lower Mount, which always has spaces available and does not block parking for local residents. Removing evening parking spaces in The Mount and Lower Mount will prevent visitors getting to the Progress Theatre.</p>
20. Objection	<p>I am a regular attendee to [REDACTED] in Reading sessions at the Progress Theatre and, travelling from [REDACTED], always seek parking in the Mount. I also occasionally attend performances at Progress Theatre. Making the Mount a no-go parking area for visitors would impact my willingness to attend performances at Progress Theatre. I have considered using buses but whilst I can get to the theatre (2 buses) I cannot return as the [REDACTED] bus service does not run late enough and bus-rail is very marginal. Please do not make changes to current The Mount parking restrictions</p>
21. Objection	<p>I often visit to care for my [REDACTED] and also attend the Progress Theatre. I am writing to object to the proposed changes to parking in The Mount for a number of reasons most importantly :will have a devastating impact on The Progress Theatre a much loved and important community asset that must be supported and saved. There is no current issue with parking. The cost of change is a waste of taxpayers money.</p>
22. Objection	<p>"I am a [REDACTED] member of Progress Theatre, and have been a [REDACTED] for a number of years. We have operated at our theatre for over 70 years, so are the longest residents of the road by far. Indeed, many of the residents over the years have been prominent members. I strongly believe that there is not a parking problem, as I have always found parking easy around the Mount even on show nights. I understand that people may sometimes not be able to park directly outside their houses, but they can usually park close by without issue. Imposing restrictions on the theatre may unduly impact a great community asset and impoverish Reading culturally, Please consider alternatives."</p>

23. Objection	I object to the proposed car parking changes on the mount. We are a community have a responsibility to keep local community centres alive , these places are often run by volunteers in the case of progress theatre, the majority of the patrons are elderly and can't walk far. Community groups like these often live on the margins, a reduction of only a few paying customers will make the difference to whether the progress theatre has a future or not. I live nearby and see first hand there is not a problem with parking on the mount. Changes to the parking will not solve the issue that a few residents want to park directly outside their house at all time and believe that they effectively own the parking space outside their home. Changing the parking regulations is not an effective use of taxpayers funds. Please review the changes to the parking regulations so the progress theatre can survive .
24. Objection	I strongly object to this proposal .My family and I support the progress theatre and object to anything that will threaten its future
25. Objection	I am not a local resident but as an occasional user of Progress Theatre I am concerned about the effect this proposal would have on the theatre's clientele.
26. Objection	As a member of Progress Theatre I am very much against these proposals. Although the theatre has a car-park (recently resurfaced at considerable cost) that can accommodate actors, technical staff and disabled patrons there is also a need for on-street parking on the evenings that shows are being put on. The proposed changes, although possibly beneficial to purely residential areas, would be devastating for the theatre which caters for audiences from an area much wider than just Reading. I myself live [REDACTED], and with no public transport that covers the show times I would not be able to get to performances. PLEASE reconsider the proposals around the theatre so that you do not put in jeopardy one of the great assets of your town.
27. Objection	As a Trustee and regular attendee of Progress Theatre I object as the proposed parking restrictions would have a devastating impact on our audience members, likely to result in massive loss of audience numbers with consequential impact on the viability of the theatre. We are struggling to recover after the pandemic and a measure like this could easily lead to the loss of one of the town's most long established and loved arts venues.
28. Objection	I regularly attend [REDACTED] performances at Progress Theatre situated in The Mount. If the proposed parking restrictions are implemented I would not be able to park close enough and could no longer support this facility which offers much needed artistic and cultural services to the community of Reading and surrounding area.
29. Objection	If I cannot park close by I would no longer be able to use Progress Theatre
30. Objection	The proposed parking restrictions may prevent me from attending Progress Theatre
31. Objection	I am a user of the Theatre. This change in parking would restrict my ability to use the Theatre.
32. Objection	It would make it impossible to park near to The Progress Theatre and we therefore wouldn't be able to attend regular productions as we do now. It's very important to support these small theatre companies.
33. Objection	The proposed parking restrictions will mean I am unable to visit the Progress Theatre
34. Objection	The proposed parking restrictions may prevent me from attending the Progress Theatre
35. Objection	It will stop me from attending the Progress Theatre
36. Objection	As an active supporter of Progress Theatre, it would be very difficult to participate in the art and culture offered at Progress if there is limited parking options and I can not use public transport.
37. Objection	I regularly visited the Progress theatre pre pandemic and would like to again but will be unable if I am unable to park. [REDACTED] and would not like to catch local transport late at night
38. Objection	I have been a member of Progress Theatre [REDACTED]. This proposal will severely affect the functioning of the theatre by preventing any parking by members and the public in The Mount and possibly other roads nearby. When Reading last applied to become a City, Progress Theatre and its productions were cited as an example of the cultural activities in the town. This proposal will have a serious impact on the theatre's future viability.
39. Objection	I work for [REDACTED] and we are very concerned about the risk this poses to Progress Theatre. Progress has been a very important part of our community of adults with learning disabilities. One of our members has been supported to [REDACTED] Our Starlights Performing Arts Group was enabled to form a devised piece about their experiences as part of a joint youth adult show, giving them the opportunity to be on stage in front of a live audience. They also have been as a group to watch shows as well as having the outreach team perform short pantos for our day service. When they weren't able to perform in person they made a Panto video to send to our members. Whilst the parking would not directly affect these activities, if Progress were to lose audiences and therefore the revenue to keep going we would lose this valuable connection. A sad day for us and Reading as a whole.
40. Objection	We attend the wonderful Progress Theatre from time to time. We travel from [REDACTED]. Removing on-street parking in the evenings and weekends will mean it's not feasible for us to attend any more. There is no reasonable way we could get public transport from our location to the theatre and back.

41. Objection	I'm a regular attendee of the Progress Theatre, and I would hate to see it shut down. It currently has a very small car park, and it relies on people being able to park on the streets around it. If that much parking is removed, then the theatre will likely have to shut down, as they wouldn't be able to get the paying audience they need to stay running. Removing a place of such cultural significance would be a horrible loss to the community
42. Objection	We are supporters of the Progress Theatre and appreciate the convenience of on street parking adjacent for evening events. We therefore would object to extending restrictions into after 6pm daily.
43. Objection	We are not Reading residents but we do come in by car to the Progress theatre. My[REDACTED] and there is no public transport that we can use to get to Reading. The inability to park near to the Progress would mean we could no longer attend performances there which would be a real shame and obviously, this would be very detrimental to the future of a theatre. The pandemic has had a terrible effect on the performing arts and this is just another nail in the coffin. Terrible decision
44. Objection	I have been attending Progress Theatre [REDACTED] years as a member and as part of the audience. There is no public transport where I live so, like many members, I have to use my car. Progress Theatre was awarded the Queen's for Voluntary Service in 2020 for its service to its community. As well as producing high quality theatre productions, including the Abbey Ruins Open-Air Shakespeare, the theatre also does huge amounts of outreach work with young people, the elderly and disabled community, all of which is now under threat because of these proposed parking changes. Losing access to on-street parking would be catastrophic for Progress Theatre - and now they are already battling to survive following the pandemic they simply could not carry the loss of income this change could cause. They are working hard to make the venue more accessible, and have just completed extensive renovation work to expand the foyer, and install new accessible toilet facilities - the start of a long-term commitment to remove any barriers preventing people from accessing the arts. Please support Progress Theatre's activities, and their commitment to making arts accessible to all, by opposing these parking proposal
45. Objection	I'm a big fan of the Progress Theatre, and the proposed changes would have potentially devastating effects on their continued existence as no on-street parking in the evenings would limit the number of audience members who can attend the theatre.
46. Objection	Will affect parking for Progress Theatre particularly people like me who [REDACTED]. Public transport at night would be unacceptable. Be awful to lose such a wonderful gem as the Progress
47. Objection	I use the Theatre and there wouldn't be anywhere to park if you impose permit-holder only parking from 8pm-8am 7 days a week. I also have a friend who lives [REDACTED]the Theatre and [REDACTED] does not want this either
48. Objection	I am a member of Progress Theatre, situated on The Mount. The proposed changes to parking restrictions would severely affect the numbers of audiences attending shows at the theatre, many of whom park in the area whilst they are at the theatre. Progress has only spaces for 15 cars in our own car park and many people who cannot use public transport will stop coming to use the theatre and therefore put our financial future in serious doubt, as we rely exclusively on ticket sales for our funding.
49. Objection	We are regular visitors to the Progress Theatre and enjoy both it's adventurous programme and value for money seats. Restricting our ability to park in local roads after 18:30 would remove the above from our lives, we do not appreciate the proposed restrictions. I can't see what they would do to promote safety either.
50. Objection	I strongly object to the proposal for permit holder only parking. I am a regular visitor to Progress Theatre and the lack of available parking in The Mount would severely hamper my ability to support the theatre. I am [REDACTED] and believe in supporting ventures such as Progress Theatre. Permit holder parking would definitely cause me a problem.
51. Objection	I enjoy attending the theatre and parking close by. It is not a busy road, it supports local amenities when I park there, I go for[REDACTED] as well if I could not park I would not do this
52. Objection	I often go to watch a show at The Progress Theatre, [REDACTED] to help there in the past. There is not a lot of parking in the area and it would be a shame for theatre-goers to lose more parking. However, I do sympathise with residents.
53. Objection	My [REDACTED] likes to visit the Progress theatre and there are few [REDACTED] spaces available for [REDACTED]close to it. Blue badge users cannot use resident spaces. How about making restrictions Midnight to 8 am if essential to stop overnight parking?
54. Objection	Unable to attend the progress theatre due to very limited parking.
55. Objection	I am a [REDACTED] The proposal will make me less likely to attend and I am concerned about the impact on the viability of the theatre. I don't really understand the issue which has led to this proposed change. If I park in the area at 7.30pm before a Progress performance at 7.45pm it is never difficult to find a space, so it seems quite unlikely that there is a major issue for residents arriving home by 8pm. It seems similarly unlikely that large numbers of residents arrive at their homes later than that, thus requiring parking to be permit holders only after 8pm. I think restrictions have until now only been in place during the working day.It would make more sense

	to me to retain unrestricted parking overnight but expand the period for permit holders only or 2 hours maximum/no return within 2 hours to 8am - 8pm? Progress attendees could then still arrive at 7.30 and leave at 10.30.
56. Objection	It will mean I will be unable to attend the Progress theatre. This will have a devastating affect on the actors who put so much time and effort into their performances and to the youth group they support which is a vital part of their cultural devoplment.
57. Objection	We attend the Progress Theatre for nights and theatrical productions. We enjoy these evenings as both a cultural and social experience, especially now they have provided [REDACTED] toilet. The theatre doesnt have enough parking spaces for a full house. If the proposed parking restrictions go ahead & we were to book theatre tickets, we wouldn't know whether we would be able to find somewhere to park. It might dissuade people like us, who's only travel option is to drive, from buying tickets in the first place. Judging by our experience of the average age of the audience, this probably affects a large proportion of the total audience and so would significantly reduce the income of the theatre and might even cause it to close. Please, please, dont introduce these new parking restrictions.
58. Objection	I use the space to park when I attend shows at Progress Theater. Unable to park means I cannot go to the shows at the Theater. I am [REDACTED] walk far. Please keep the space for us to continue enjoying the few outings we have. Thank you
59. Objection	We have been [REDACTED] many years If the park restrictions are put in place we will no longer able to attend this venue as we live too far away to walk and with no bus service nearby .This would be such a shame for a excellent theatre that serves the community by making the arts accessible to all .
60. Objection	I am a member of Progress Theatre, Reading's oldest producing theatre and a important part of Reading's cultural scene. These new parking restrictions on The Mount may effectively be the end of Progress Theatre after over 70 years of operation as it would prevent patrons from being able to park close to the theatre. Many of these patrons are elderly and travelling by public transport or on foot late into the evening is simply not an option. I do not believe the parking restrictions will benefit residents of the Mount - Progress shows (which are only on typically 1 week in 4) start at 7.45 after most residents have returned home and there are always spare parking spaces, so any residents who want to park have been able to do so. Please consider the impact on the Theatre - a charity already heavily impacted by Covid - when reviewing the need for these unnecessary restrictions.
61. Objection	We regularly park here when visiting Progress Theatre. To lose parking would hit this theatre very hard. I thought Reading was bidding to be a 'City of Culture and Diversity'. Removing parking here would be a huge blow to the arts.
62. Objection	As a member of Progress Theatre I object to the proposal of permit parking on The Mount. Most of our audience have to park around the roads, as we only have a small car park. It would drastically affect the community theatre if people cannot park and watch the show as the public transport is minimal after 9:30pm. Progress theatre has been a big part of my life [REDACTED] years now, and is a big part of many of our members, to see it collapse because they can't get the audience would be devastating. If people can't get to the theatre easily it means less ticket sales, less money coming into the theatre that we so desperately need, since we are all volunteers. I ask the council to rethink their proposal, with Progress Theatre in mind.
63. Objection	I support the Progress theatre and this parking restriction puts it under threat
64. Objection	I attend most of the productions put on by Progress theatre. I live in an area that has no buses in the evening. I am also [REDACTED] so also do not feel safe walking to the bus stop for evening buses. .I would also need to take two buses and walk quite a long way which is not do easy [REDACTED]. Obviously taxis would make the evening very expensive. Timing the permits to 8 o'clock in the evening would not enable any of us to park and attend any productions. Which would not only effect us as audience but the theatre would no longer be a viable concern which would be a very great loss to Reading.
65. Objection	I will no longer be able to go to the Progress Theatre which is the only outing I have. I need [REDACTED]to get around and so need a car to keep it in. There won't be enough room for people like me to take their [REDACTED]walkers into the theatre. I so look forward to going there It is my only treat It is not as if there are lots of cars using this area.
66. Objection	I have been a member of Progress theatre on The Mount since [REDACTED]. There are very few of us still alive! It is an amazingly successful arts venue that still has a thriving membership to this day. I now live [REDACTED] but return to family in Reading and try to coincide visits with theatre productions when possible. The lack of easy parking is likely to affect this decision in the future and undoubtedly will affect the ability of this wonderfully long standing arts venue to continue to operate. In the aftermath of the devastating effect of the pandemic the timing of these restrictions is unacceptable.
67. Objection	We love the Progress Theatre and we fear that restricting the parking will affect their viability.
68. Objection	As a supporter of Progress Theatre I am opposed to the proposed parking changes.The Progress Theatre is a self-funding organisation; they receive no regular grants or funding and are reliant upon ticket sales to remain open. Losing access to on-street parking could be catastrophic for them; they are already fighting to survive due to the COVID-19 pandemic.The proposed changes would mean a substantial number of people being unable to visit the Progress Theatre. There are many who can't use public transport, e.g. people with mobility issues, the elderly, those with a disability, people in areas with minimal public transport, etc. This would be a tremendous risk to the

	Progress Theatre and their associated theatre training and youth workshops, and have a significant impact on their revenue; they would inevitably be faced with the prospect of having to close. In 2020 the theatre was awarded The Queen's Award for Voluntary Service in recognition of its service to the community for their outstanding theatre productions and the outreach work they do with young people, the elderly, and the disabled community. This work is now under threat due to the proposed parking changes. From what I've read the vast majority of parking issues on The Mount occur during the day, and a recent parking survey showed there is no shortage of parking for residents of The Mount; there is an average spare capacity of between 27 and 31 on-street parking spaces. In addition, only 17 of the 53 households on The Mount don't have access to additional off-street parking. Progress Theatre has been a resident of The Mount for 70 years, so probably has the longest period of residence in the area. Reading Borough Council should be supporting Progress Theatre, not proposing draconian parking changes that put them and their great work at risk. The proposed restrictions are excessive and unnecessary.
69. Objection	Being regular visits to the Progress Theatre, more often than not, their small car park is full resulting in have to park in The Mount.
70. Objection	It would make it difficult to visit Progress Theatre to see shows in the evening if there is no parking available as the theatre only has very limited parking. I live near the [REDACTED] and there is no easy bus route to the theatre without having to walk [REDACTED] to get the [REDACTED] (I do not feel safe doing this at night) or take two different buses (4/X4 into town and then another out to the Mount) which is difficult later in the evening when the buses run less frequently (only 1 an hour on the 4/X4). I like to try to support our local community theatres but having access to parking is required to do so.
71. Objection	I am a regular visitor of Progress Theatre (in pre-covid times) and even though I can walk to the theatre from where I live, I have other friends where this isn't an option for them. Progress has a small carpark with only 15 spaces, so are reliant on the on-street parking around the Mount, of which there is currently a good amount available most evenings. Progress so brilliant work within the community and the risk of losing the on street parking is a huge threat to their future viability.
72. Objection	I am a regular patron of Progress Theatre (covid permitting). The car park is very small and there is no alternative parking close by. Public transport would not enable me to visit the theatre to watch performances. Please re-consider the impact changes to street parking would have on the theatre - closure
73. Objection	As an [REDACTED] patron to the Progress Theatre, I would not be able to attend performances unless I could park close-by.
<del>74</del> Objection	Going to the Progress Theatre frequently and would appreciate parking in the street as I come with an elderly friend.
<del>75</del> Objection	[REDACTED] attend performances at the Progress Theatre travelling [REDACTED] by car. The plays are always of very high quality. If I cannot park the car nearby it will necessarily mean that my [REDACTED] will be unable to visit the theatre.
<del>76</del> Objection	I object to the proposal to change the Parking Restrictions on The Mount to Permits Only, 8pm to 8am, 7 days a week. To remove the ability to park on-street in the evenings and at weekends would severely restrict the ability for people to come and see high quality productions at the Progress Theatre. Progress Theatre is a major contributor to the varied cultural life of Reading and the surrounding area, putting on up to 10 productions In House, not to mention the Open Air Shakespeare in the Abbey Ruins. It has also been a venue for the Whiteknights Studio Trail and Reading Fringe, and hosts a (more or less) monthly Jazz night as a venue for the popular Jazz In Reading organisation. It has thriving Youth Groups, and there is an Outreach programme which takes theatre into the community. It was awarded the Queen's Award for Voluntary Service in June 2020, and its production of Birdsong was nominated in the Reading Cultural Awards in June 2019. It has a recently resurfaced car park with 20 parking spaces (including disabled), but there always seems to be plenty of on-street parking in the evenings. I do not believe the proposed restrictions are necessary. It also has a newly refurbished foyer and toilets, including an accessible toilet, as part of their inclusivity programme, to make arts and culture available to all. This would all be gone if no-one came to see the shows. I will declare an interest, I am a member of Progress Theatre and have been coming to see shows there for [REDACTED] years, ever since my children [REDACTED]. My [REDACTED] joined the Writers Group [REDACTED] I got so much support from other members, it certainly got me through some really dark times in [REDACTED]. I sincerely hope you will turn down this proposal.
77. Objection	The proposal would prove catastrophic for Progress Theatre, which has stood for 70 years and is working to survive the pandemic. The proposed changes to street parking would mean no patrons could park on street in the vicinity and no patrons means Progress won't have crucial funding. Progress theatre is a hugely important part of Reading's community- I was a [REDACTED] and I can vouch that the good that it does is immeasurable. It provides accessible theatre which is particularly useful for students from state backgrounds aiming to increase their cultural engagement and have a wider range of cultural references to draw from, as professional productions are hugely extortionate. The number of plays I saw and was a part of during my time at progress meant that when it came to applying to university I had an incredibly rich set of theatrical experiences that all aided my admission to the University of Cambridge. Not only was I able to gain experience on stage, but young members are also able to take on tech, production and design roles that allow for a hugely well rounded experience. The weekly youth meetings were enriching and enjoyable, and especially with few other alternative spaces for young people since the closure of many youth clubs, Progress serves as an enormously important space for young people to learn new skills, meet new people and gain important experience that prepares them for their adult lives. I can attest that my time at Progress theatre was one of the most lasting



	<p>and important aspects of my education, and everything I learned there I have carried forwards into my time at university. I firmly believe that losing Progress due to the changes proposed to the Mount would be an irreparable loss to the community.</p>
<p>78. Objection</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 145</p>	<p>This is a long and detailed response, as we wish to show how deeply and thoughtfully we have considered these proposals and their implications both for Progress Theatre and the surrounding area. We would have liked to have had input into the discussions about changes to parking restrictions prior to these current changes being proposed. We feel sure there is a solution that could be found that would address the needs of all parties. But given the impact these current proposed changes will have on Progress Theatre we have no option but to object to them. We explore the impact these proposed parking changes will have on Progress Theatre below. Including: How these proposed changes would affect Progress Theatre and our patrons; Why does Progress need additional car-parking, including access to on-street parking on The Mount?; What impact could losing access to on-street parking in The Mount have on Progress Theatre?; Why Progress Theatre is objecting to these proposed parking changes in particular; How Progress Theatre can do better in the future; Working with our immediate neighbours in The Mount; The benefits Progress Theatre brings to the community. How these proposed changes would affect Progress Theatre and our patrons. The proposed changes would restrict parking on The Mount to permit holders only 8pm-8am, and 2hrs only for non-permit holders 8am-8pm, 7 days a week. Our performances (held on average for one week a month) begin at 7.45pm. Therefore, these proposed parking changes would mean that patrons of Progress Theatre would no longer have access to on-street parking on The Mount. We also hold occasional matinee performances on a Saturday at 2.30pm (usually 2 or 3 in a year), but the 2hr non-residents parking window in the daytime is too short a period (the majority of our performances last between 2.5-3+hrs). So again these proposed parking changes would mean that patrons of Progress Theatre would no longer have access to on-street parking on The Mount. Therefore, the proposed parking changes would mean our patrons would not have access to on-street parking on The Mount to attend any of our performances at all. Why does Progress need additional car-parking, including access to on-street parking on The Mount? Progress Theatre, itself, has a small car park of 21 spaces. 6 of these car parking spaces we reserve for members who are volunteering and performing in our productions (Each performance requires a minimum of 10-12 volunteers to run, and often our performances require upwards of 20 or 30 volunteers in attendance.) To try to keep car parking in our carpark to just 6 spaces for volunteers, we already engage in considerable use of public transport as well as car pooling. This, therefore, leaves 15 spaces available in our car park for our audiences of 98 patrons. As a theatre we encourage our patrons to attend by sustainable transport wherever possible. We are also updating our travel plan to encourage further use of sustainable transport, and plan to do considerably more of this in the future (see below). Why therefore does Progress require additional car-parking, including access to on-street parking on The Mount? In short, two reasons. The first is accessibility. Many of our patrons are older, less-mobile or disabled for whom sustainable transport may be a less viable option. The second reason is that a large number of our patrons live in areas that are less well-served by public transport, and for whom travelling home at 11pm onwards would be extremely difficult or impossible by public transport. To tackle these two reasons in turn: firstly accessibility. We are making great strides at Progress Theatre to increase our accessibility. Our renovations to improve our accessible toilet facilities, which have happened over the last year, are a part of that commitment. We are also making huge strides to welcome neurodivergent audiences (by offering relaxed performances), and LGBT+ audiences (by offering Come As You Are performances). We also offer writing workshops entirely free of charge to everyone in the Reading area, enabling those who may be economically disadvantaged to have access to writing workshops. As a community theatre it matters to us very deeply that we encourage and facilitate all members of our local community to access the arts and Progress Theatre. Wouldn't dedicating the 15 audience spaces in Progress Theatre's car-park to blue badge holders and those less-able, solve this accessibility problem? It may help but we fear that many of our patrons, who may not qualify for a blue badge, but who through health problems or age, would struggle to attend Progress Theatre without nearby parking, or struggle to walk from other on-street parking options, such as Allcroft Road and Cintra Avenue, some of which routes have gradients and steps, and would simply chose not attend Progress Theatre in the future. Turning now to the fact that a large number of our patrons live in areas less well served by public transport. We are fortunate that Progress Theatre is well served by local public transport, with bus number 21 nearby, that connects us with central Reading and Lower Earley. Several areas of Reading now, unfortunately, do not have public transport running late enough to allow our patrons who live in those areas to attend via public transport. Any patrons who depend solely on buses 1, 2, 15, 19, 22, 25 or 42 would be unable to return home by bus, as the last bus times are earlier than 11pm. (As noted above, our performances often run to 2.5-3+hrs, and, allowing onward transit time from Progress Theatre to Reading centre for connections, this means that any bus route with a last bus time onward before 11pm would be difficult or impossible for our patrons to connect with in time.) Additionally, a large proportion of our patrons also visit us from the villages and rural areas around Reading, that are also less well served by public transport, especially in the evening.</p>

For both these sets of patrons driving to Progress Theatre is their only option to access us. Our 15 audience spaces in our own car park are insufficient to meet this demand. What impact could losing access to on-street parking in The Mount have on Progress Theatre?  
 We are very concerned that making it considerably more difficult for Progress Theatre's patrons to park in the immediate vicinity of Progress Theatre, would have the effect of hugely decreasing our audience numbers.  
 This would decrease our patrons' access to the arts. It would also have a potentially devastating effect on Progress Theatre's income.  
 Progress Theatre is entirely self-funding, receiving no regular grants or funding, and needs ticket sales to keep going. Two-years of pandemic restrictions have hit our finances extremely hard. It is no exaggeration to say that Progress Theatre could not sustain the financial hit that these proposed parking restrictions are likely to incur, and this has the very real potential to force the closure of Progress Theatre.  
 Why Progress Theatre is objecting to these proposed parking changes in particular  
 Data collected in an extensive parking survey over the last six months, which was presented at the Traffic Management Sub-Committee meeting on 13th January, shows that there are always large numbers of available parking spaces available on The Mount at around 7.45pm in the evening (the time that Progress Theatre performances start). This indicates that there is adequate spare capacity, after residential need, to support additional parking by Progress Theatre's patrons. This data is further supported by photographic evidence collected through January & February 2022 - showing the spare parking capacity on The Mount during the evenings and at weekends. This collection of photographs can be viewed here:  
<https://wetransfer.com/downloads/72320ff1961d7c10fd86f8c4de629b9920220223131201/0a5a54fcd923f9b1b112bf37614549720220223131201/6320e4> (Please note this link will expire on 02/03/22 - if you wish to view these images after this time, please contact [chair@progresstheatre.co.uk](mailto:chair@progresstheatre.co.uk) to request a new link.)  
 Working with our immediate neighbours in The Mount  
 Progress Theatre has been in our current location on The Mount for over 70 years and we pride ourselves on having a good relationship with our neighbours - nearly all of whom (except perhaps the very elderly) would have been aware that they were moving near to an active theatre before choosing to live on The Mount. We think of the residents as part of our community.  
 We would very much have liked to have had the chance to discuss any issues with parking on The Mount experienced by residents prior to these changes being proposed. We feel sure that there is a solution that could be found that would address the needs of all parties, if indeed any issues exist.  
 However now the consultation is underway Progress Theatre's only choice is to oppose the changes due to the impact they will have on us.  
 How Progress Theatre can do better in the future  
 We are called Progress and we pride ourselves that 'progress' is one of our core organisational values and missions. Here are some of the ways we plan to make progress on travel to and from Progress Theatre.  
 We will update our travel plan. This will include encouraging the use of sustainable transport by our patrons, and installing a bike store for use by our patrons. This will also include encouraging patrons visiting us by car to use additional on-street parking in Allcroft Road and Cintra Avenue if they are able to do so. We will measure the precise walking distance to these parking options, also noting any gradients and steps along the routes, and make this accessibility data available to our patrons.  
 The benefits Progress Theatre brings to the community  
 Progress Theatre was awarded The Queens Award for Voluntary Service in 2020. These are the highest awards given to local voluntary groups in the UK. They celebrate: 'Groups that are truly outstanding and making a big difference to their local community' and 'have highest standards in everything they do.'  
 We are working extremely hard to create a truly accessible and sustainable theatre, as well as producing excellent theatre productions that enhance the arts and cultural environment of Reading. We also do considerable amounts of outreach work with the young, elderly, and disabled communities.  
 We trust the above explains our situation and we ask that you consider very carefully the implications of these proposed restrictions before allowing them to go ahead. Evidence has been presented that shows there is no capacity issue with parking on The Mount, and that to proceed with the proposed restrictions regardless would be very damaging to Reading oldest producing theatre, and to all residents of Reading and beyond who engage with us as audience members, actors, crew members, volunteers & students.

79. Objection	We support the Progress Theatre. As we live in [REDACTED] we are reliant on our car and local parking to access it.
80. Objection	When I go to the theatre there, I need to know that I will be able to park in the road as I take elderly with me. If the parking is changed I will no longer be able to do this which will mean I can longer attend. Please don't do this.
81. Objection	As a regular user and supporter of the Theatre my only form of transport is by car. Public transport is not an option for me.

82. Objection	[REDACTED] have fantastic memories of performing/directing/stage managing and watching productions here which unfortunately due to my [REDACTED] I had to stop, but still we would be absolutely devastated to lose the theatre. There are many famous names like [REDACTED] and many upcoming stars one of which I [REDACTED] that was fairly recently a character in Dr Who, that started their careers there so it is full of history so to speak too. Doing these road parking changes would mean the theatre would end up having to be shut down due to loss of income/custom especially after the struggle of 2 years of the pandemic which they're still trying to recover from
83. Objection	As a member of Progress theatre [REDACTED] years I know that restrictions to parking in evenings would be catastrophic and likely lead to the closure of the theatre as the car park is small and cannot accommodate the cast etc and even a small proportion of the audience (the capacity being just short of 100). Most people drive to the theatre as it attracts a wide spectrum of people from a wide geographic area and there isn't to my knowledge parking nearby which is readily available
84. Objection	I attend regular performances at Progress Theatre and travel from outside Reading. It will be extremely difficult to make this journey in reasonable time by public transport and if I cannot park in the Mount, would possibly have to stop supporting this important arts venue in Reading. I have been attending events at progress since [REDACTED] and frankly cannot see any reason for the restrictions you impose, as there are usually spaces free even once the Progress performances start and many locals do not in fact use their vehicles anyway. I also attend [REDACTED] In Reading gigs at Progress and this is again important to the arts activity in Reading that will be affected by this proposal if it is enacted. Actually, the effect on both progress and [REDACTED] Reading is the main reason for my objection to the proposal. I fear people will be deterred from going to Progress as a result of parking restrictions.
85. Objection	I am a member of progress theatre and if these changes are brought into force the theatre will probably not survive When I have attended a rehearsal or show there has always been places to park and there doesn't seem to be any trouble parking if this changes the audience will have nowhere to park so they will not come and so the theatre would not be able to continue. As so many theatre are in trouble it seems a shame that progress may close as it is a very important part of the local community and further a field
86. Objection	We have enjoyed many plays at the Progress Theatre and there is always plenty of parking on the surrounding roads. It is a popular theatre and a big part of the local community, changing the parking rules will undoubtedly affect the number of people who will be able to attend. In the same way you wouldn't put restrictive rules near schools etc, the same should apply to theatres.
87. Objection	I like to visit the Progress Theatre and if parking restrictions are brought in I will probably not go any more because I have a long journey and need to use my car to get there. This would be a shame having enjoyed the productions there over the years.
88. Objection	My [REDACTED] I are both over [REDACTED] years old and unfortunately have to rely more and more on our car for getting to the Progress Theatre as public transport is very difficult having to catch two buses through the town centre and then walking to and from the bus stops. We've been going to the Progress Theatre very regularly for over [REDACTED] years now and if parking is restricted through residential permits, we will no longer be able to attend. When we do attend, there are rarely significant difficulties being able to park so I do not perceive restrictions of this nature would make a difference to local residents.
89. Objection	As a supporter of Progress Theatre, I find the proposed changes to parking restrictions alarming. Currently, when performances are happening, parking is possible beyond the relatively limited area which the theatre has, which is largely taken up by cast and other members of the production team. The proposed restrictions really do threaten the survival of the theatre and I urge Reading Borough Council to reconsider the proposals.
90. Objection	I visit the Progress Theatre with a friend and we depend on street parking so that he can get near to the theatre entrance. The Theatre is a wonderful place for the arts in Reading. Parking permits would prevent this,
91. Objection	I have to drive to Progress as there are no buses from my area.
92. Objection	We visit the Progress Theatre and would not be able to park
93. Objection	"We have patronised the Progress Theatre since moving to the Reading area [REDACTED] ago, and would be very sorry to see the future of this excellent centre for performing arts be threatened by the inability of audience members to park on The Mount on those evenings that the theatre operates. Progress receives no regular subsidies or grants & relies for its income on ticket sales, so its viability would be seriously threatened if those audience members (like us) for whom public transport is not practical were forced to stop attending. Unfortunately the theatre's off-street carpark is not big enough to accommodate more than a small proportion of the audience. Perhaps a kind of 'theatre-goer permit' system could be operated, whereby ticket-holders could display a parking permit valid only for the evening of their visit."
94. Objection	"Object. I frequent the Progress Theatre, and changing the parking arrangements here will severely affect the attendance and viability of the Theatre. I will be less inclined to attend performances as parking will become a major issue."
95. Objection	I write to express my concern at the proposed limitation of on street evening parking in the area round The Progress Theatre in the Mount and Sutton Walk area. For a number of years I have attended [REDACTED] concerts at the Progress Theatre. The theatre has only limited parking of its own and has I imagine little prospect of being able to expanding it in such a desirable residential area. Like a lot of the audience members I live some distance from the venue and rely on my car. Up to now there has

	rarely been any difficulty in finding parking. As far as I can tell from bus timetables, to make the journey [REDACTED] public transport would be most prolonged, with the [REDACTED] bus service running only once every hour. There are other reasons that would make me reluctant to travel through the centre of Reading late at night. Expensive taxis would be the only alternative. The proposed limitation of such parking to residents only after 8pm will make it impossible for audience members such as myself to attend and will impact heavily on the financial viability of a valuable community facility.
96. Objection	I am a regular visitor of the Progress Theatre which provides great value to the community at an affordable price. To access the theatre I need to drive there and use the on street parking. Please do not make parking inaccessible to theatre visitors.
97. Objection	"I am concerned that this proposal will prevent users of the Progress Theatre from parking on The Mount in the evening. I visit Progress Theatre regularly, especially for [REDACTED]. The Progress Theatre is a long established and very valuable local amenity, and deserves support with enable patrons to travel to the venue. There appears to be a real danger that the theatre may no longer financially viable if parking restrictions change. I strongly urge that alternative options for access to the theatre are considered before any decision is reached on the parking issue. (Options might include an arrangement to allow use of parking at the university site?)"
98. Objection	My [REDACTED] and I look forward to every performance at the Progress Theatre which has given so many years of entertainment to the people of Reading, as well as providing opportunities and training for many aspiring young actors and encouragement for people with special needs. The car park they have is sufficient for rehearsals but without on- road parking for the actual performances it would become untenable. For us it would mean catching two buses which, because we are both [REDACTED] would mean we are no longer able to attend. Could some concession be made for the dates when there are performances. Thank you
99. Objection	It will make me think twice about visiting the Progress Theatre because it will add to the cost of the outing.
100. Objection	I object to the proposed parking restrictions around the Progress Theatre on The Mount, as I would no longer be able to use the theatre without adjacent parking being available. This would be a great loss to my family as we are keen supporters of the Progress theatre and its musical and theatrical events. It would also adversely affect The Progress Theatre in terms of audience numbers which would very likely cause existential damage. The theatre has struggled through two dreadful Covid years and now for Reading Council to inadvertently (I hope) threaten a valued centre of the Arts, would be unwarranted cultural vandalism.
101. Objection	I am a long-standing member of Progress Theatre. The oldest independent Theatre in Reading - founded in 1947. The theatre is totally managed and maintained by all members as volunteers. Over those years we have received many accolades for outstanding productions. We received, in 2020, the Queens Award for Voluntary Service - as said on the Citation from Her Majesty "this is an incredible recognition of the extensive contributions and work of all past and present members." [REDACTED] Youth Workshops; we have a team of volunteers [REDACTED], talking and listening to the Residents, and involving them in short entertainments. Our Season [REDACTED] productions which are frequently fully booked. Some of our Acting members have received awards for their performances as also have some of Stage sets which are all designed and built by members. [REDACTED] started his acting career with us in Youth Group, and is now [REDACTED] had connections with us in the early days is [REDACTED] (Supporters) of Progress. Reading Borough Council give us tremendous support in presenting the Annual Summer Shakespeare in the Abbey Ruins every July, which is part of our Annual Season of Productions; this is well supported by box-office sales and again receives praise for the quality of the Production, and of course the Council receives praise for helping this to take place. It's a 'landmark date' for Reading Town. In 2017 we celebrated our 70th Anniversary by holding a Gala Performance and Buffet. The honoured Guests were [REDACTED] who to use their words at the end 'we're bowled over at the standard of the production and the friendliness and commitment of the theatre members' and congratulated us for being there. This year, 2022 will be our 75th Anniversary, which again we hope to celebrate in style. The proposal to put parking restrictions from 8am-8pm around the Theatre premises would have a devastating effect on our continuing existence. - after nearly 75 years it would be heart-breaking. Our income is dependent on ticket sales. We have no other way to continue as we need to assure patrons they can park nearby. Many Patrons travel some distance, regularly, to be in the audience; other Patrons are now quite elderly and also need that assurance. We hope that the above demonstrates why we most vehemently object to the proposal.
102. Objection	I am a member of Progress Theatre and this change would severely impact the ability for patrons (particularly the less mobile or vulnerable) to visit and support the entirely self-funded business. Please don't kill the theatre, it's a real source of joy and culture in Reading and would be a significant loss.
103. Objection	I attend concerts at the Progress Theatre, travelling to Reading from [REDACTED]. One of the main attractions of this venue is the ease of car-parking in the vicinity of the theatre. Without having the confidence in parking being readily available, I would no longer risk a journey of this length. I am disturbed by the proposal to withdraw the availability of parking along The Mount to patrons of the theatre, as not only would this curtail my own attendance at the Progress Theatre, but would appear likely to jeopardise the future viability of the theatre as a much appreciated local resource both for the community in Reading and for visitors from outside the town.
104. Objection	As a [REDACTED] of the Progress Theatre, this change will have a huge impact on my visits. In effect will make it impractical for me to attend any function. I fear that if the change goes ahead, it may end up affecting many other [REDACTED] and if effect endanger the survival of the Theatre

105.	Objection	As a supporter of the Progress Theatre I am aware that parking is an issue for people wanting to use the theatre. Restricting the parking in the streets around the theatre would inevitably reduce the audiences for this important theatre which showcases new acting and writing talent in the area.
106.	Objection	I am [REDACTED] and if [REDACTED] cannot park close to Progress Theatre access will be denied. The theatre has been my well regarded theatre of choice for some years. Please reconsider.
107.	Objection	"As a visitor to the Progress Theatre, any restrictions in parking in that area would prevent me from attending any performances. I now [REDACTED] and restrictions in my [REDACTED] do not allow me to park too distant from any venue I wish to attend. However, under the vagaries of parking permits, I do [REDACTED]."
108.	Objection	"I object to the proposed introduction of the proposed Restrictions to the Mount & Sutton Walk on the grounds that it has failed to consider the adverse effects it will have upon the Progress Theatre, a centre of cultural excellence in both drama and music since 1947 and whose contribution to the community of Reading was recognised in 2018 with the Queen's Award for Voluntary Service. [REDACTED] is one of countless individuals who gained their first stage experience at the Progress Theatre. The theatre itself is self-funding and to the best of my knowledge receives no outside support for its activities. Since [REDACTED] promoted by Jazz in Reading, an organisation in [REDACTED], which brings professional musicians of international stature to the Progress stage. Like the theatre, Jazz in Reading is self-funding and relies entirely on ticket sales to meet its expenses. Losing access to on-street parking would be financially catastrophic for both the Progress Theatre and Jazz in Reading, and with regard to the latter, would bring its unique activities to a close. Having personally attended [REDACTED], I cannot recall any occasion when the issue of parking caused conflict between local residents and patrons of the theatre. This suggests to me that spare parking capacity already exists and that the restrictions currently in place ie Monday to Friday 10am to 4pm Permit Holders or 2hrs no return within 2hrs, function more than adequately during the time that performances take place (between 7pm and 10.30pm), serve everyone's interests and do not need to be revised. The Progress Theatre has worked hard to improve its own car parking facilities in the last two years with a self-funded project to resurface the area to the side and back of the theatre which makes maximum use of the space available. The theatre is served by an excellent bus service, used by many patrons. However, this is not an option for those who travel from afar or due to disability need close access to the theatre. If RBC is serious in its commitment to the arts, as evidenced by its support for the Reading Gaol Project and also in its ambition to attain City Status, I would strongly urge that reconsideration be given to a proposal that, in its present form, threatens the existence of one of Reading's most long-established and prized cultural treasures. [REDACTED], a multi-award winning pianist and vocalist made this comment when he performed at the Progress Theatre [REDACTED] 'Jazz at Progress is part of the glue that holds the UK jazz scene together.'"
109.	Objection	I'm a [REDACTED] customer who goes to Progress Theatre on The Mount. In all the years I've been going ,I've never once managed to get a space in their small car park so always park on their road.If visitors to the theatre were no longer allowed to park on the road then I genuinely wouldn't be able to go any more. We have to have time and space to get [REDACTED] out too, so it's not a case that I could just get dropped off by someone. I do need the vehicle. I couldn't pull up onto a kerb on the main road (not that one should be doing that anyway!).So please do consider theatre users as well as local residents. I have no idea if the residents feel the theatre cars are taking up too small space? If that is the case and residents can't park then obviously residents have to come first. But I worry the theatre would struggle financially if most of their customers couldn't park any longer I don't think most people live within walking distance. When I think of my friends who live in Reading too like me, it's still too far to walk. And for those of us [REDACTED] it's a genuine need - if we can't park then we can't go."
110.	Objection	"I have been going to the progress theatre for many year If your proposal goes through the theatre would close this would be awful for Reading and small theatre goer's. So much hard work has gone into keeping the theatre Going over the last 2years. Please don't let that go to waste."
111.	Objection	I've attended some shows at the progress theatre and have only been able to park on the street. As a [REDACTED] person, I would not be able to go to this lovely little theatre without parking nearby and their car park is very small. The fact that we could park on the street implies that there are adequate spaces for nearby residents, or the spaces would most likely have been taken by the time we arrived.
112.	Objection	I often attend plays at Progress Theatre and need to be able to park nearby. The theatre only has a small car park. This theatre is one of Reading's gems as it makes quality theatre available to the local community and allows local people to act. Without local parking it will be impossible to attract enough people to the theatre to keep it viable. Please take this into consideration - the loss of this theatre would be a big loss to all of us that thrive on culture. [REDACTED] at this theatre and this is evidence that it can give young people a springboard into a potential career in acting. There are not enough of places like this in existence today. Please, please think about this carefully.
113.	Objection	I really enjoy going to the theatre, but if I can't park then I can't enjoy the shows which would be a shame as progress always put on fantastic shows.
114.	Objection	As someone who attends events at The Progress Theatre, parking restrictions in the evenings in this area would have a very detrimental effect on attendance. As the Arts have been so very badly affected by the pandemic over the past two years, every support should be offered to at least ensure an audience can attend the events.

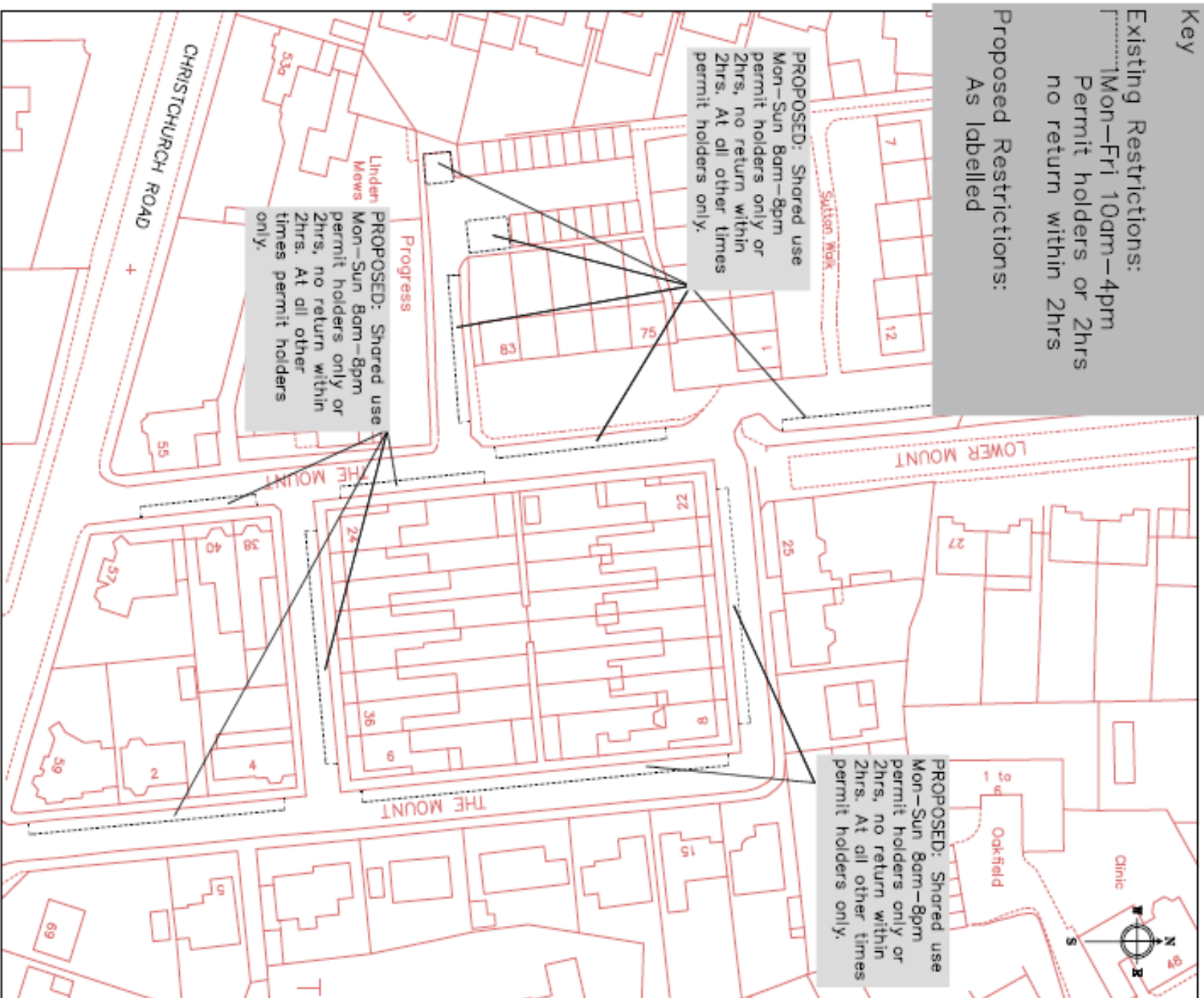
115.	Objection	The big problem is the difference this will make to customers of The Progress Theatre. I'm not involved in the admin of this theatre, but I did work in arts promotion for a [REDACTED] years, and parking is always an issue for venues, especially those out of the centre of town. I attend Progress, both for [REDACTED], and I know from experience that reducing the amount of parking available will reduce the number of people who go to the shows.
116.	Objection	I strongly object to the proposal to change the parking arrangement to 'Permit Holders Only' on The Mount ref: 'The Mount' This is primarily due to the effect that it will have on the users of the Progress Theatre, which is a fine asset to Reading. I understand that the current street parking arrangement has been in place for many years and works well for both residents and patrons of the theatre. I personally travel [REDACTED] for jazz events put on at the Progress Theatre and know that the available car parking at the theatre will not cope with all the vehicles of the people attending a jazz concert or any other performance.
117.	Objection	I am one of the [REDACTED] In Reading and [REDACTED] concerts at Progress Theatre for the last [REDACTED]years. I object to the proposed introduction of the proposed Restrictions to the Mount & Sutton Walk on the grounds that it gives insufficient consideration to the needs and users of the Progress Theatre, a centre of cultural excellence in both drama and music since 1947 and whose contribution to the community of Reading was recognised in 2018 with the Queen's Award for Voluntary Service. [REDACTED] is one of countless individuals who gained their first stage experience at the Progress Theatre. The theatre itself is self-funding and to the best of my knowledge receives no outside support for its activities. Apart from putting on amateur theatre productions for over 70 years, since [REDACTED] it has also [REDACTED] jazz concerts promoted by Jazz in Reading, an organisation in which I hold a responsibility, which brings professional musicians of international stature to the Progress stage. Like the theatre, Jazz in Reading is self-funding and relies entirely on ticket sales to meet its expenses. Losing access to evening on-street parking would be financially catastrophic for both the Progress Theatre and Jazz in Reading, and with regard to the latter, would bring its unique activities to a close. Having attended nearly one-hundred concerts in the last ten years, I cannot recall any occasion when the issue of parking caused conflict between local residents and attendees at the theatre. This suggests to me that the existing restrictions of Monday to Friday 10am to 4pm Permit Holders or 2hrs no return within 2hrs, function more than adequately, serve everyone's interests, and do not need to be revised. The Progress Theatre has worked hard to improve its own car parking facilities in the last two years with a self-funded project to resurface the area to the side and rear of the theatre which makes maximum use of the space available. The theatre is served by an excellent bus service. However, this is not an option for members of the audience who travel from afar to attend concerts or due to disability need close access to the theatre. If RBC is serious in its commitment to the arts, as evidenced by its support for the Reading Gaol Project and its aim of being granted City Status, I would strongly urge that reconsideration be given to a proposal that, in its present form, threatens the existence of one of Reading's most long established and prized cultural treasures.
118.	Objection	It is being planned to restrict parking close to the Progress Theatre in Reading in a way that will effectively close this excellent facility down. My [REDACTED] I are very impressed by the quality of music that the Progress puts on & we drive from [REDACTED] regularly, despite South Hill Park having comparable music & drama. Road "improvements" in Bracknell have done more harm than good & persons who move close to a lively arts centre must have known that visitors would have to drive there. Do please, stop this damaging proposition which, if enacted would do considerable harm to Reading's modest arts offerings.
119.	Objection	Please do not restrict parking for progress theatre users, theatre has been such an important part of my [REDACTED] success and well-being.
120.	Objection	I have been a member of Progress Theatre for many many years, and still support it even though I now [REDACTED] The Theatre is part of Reading's history. To survive, totally self funded for 70 years says something about it. Please don't be The Council that finishes it off. It has a vibrant youth group who put on some amazing productions. Are you really going to be The Council that closes a much needed youth facility in Reading? The Theatre will not survive if you put into place on street parking restrictions in its neighbourhood. I am sure I will be just one voice of many, that will be raised in objection. See sense. Support and preserve such an important independent theatre.
121.	Objection	As a regular long term audience member at Progress Theatre I have watched parking restrictions grow in the Mount and nearby streets over the years, making it progressively difficult to park nearby. To come by public transport would be complicated (two buses) and on the return trip not really viable as I live [REDACTED] with hardly any evening bus service. I'm sure if audience members started booking taxis the resultant idling and waiting at the end of performances would be very disruptive for the residents. While I recognise I'm not a local resident myself, the theatre is a valued part of the local arts and culture community and gives pleasure (mental wellness etc). It has been there longer than most residents so they must have moved in knowing that for a few days a month there might be some disruption. I would personally be prepared to pay for parking in the Mount as long as the maximum time was longer than a theatre performance.
122.	Objection	I can't get there by bus, as the buses stop running to where I live too early for me to get back after a show, so I have to go by car. I know other people like this
123.	Objection	If restrictions to parking are put in place on The Mount, we will restrict parking to the Progress Theatre, which will mean that productions at the theatre would be curtailed and we may even lose this fantastic theatre. [REDACTED] benefited massively by attending the brilliant theatre [REDACTED]. One of my [REDACTED]. Both of

	[REDACTED] met a whole different group of people who didn't attend their school. All of these experiences are very important to me as a parent. The theatre is so much a part of the community and it is a part of our heritage in Redlands Parking restrictions are not the way forward
124. Objection	I am [REDACTED] of PROGRESS THEATRE.I enjoyed [REDACTED] the team of the theatre.I feel like a member [REDACTED]family.The change planned will force the theatre to close.This can not happen in my view.The theatre brings a lot to the community around the Mount

**Key**

**Existing Restrictions:**  
..... Mon–Fri 10am–4pm  
Permit holders or 2hrs  
no return within 2hrs

**Proposed Restrictions:**  
As labelled



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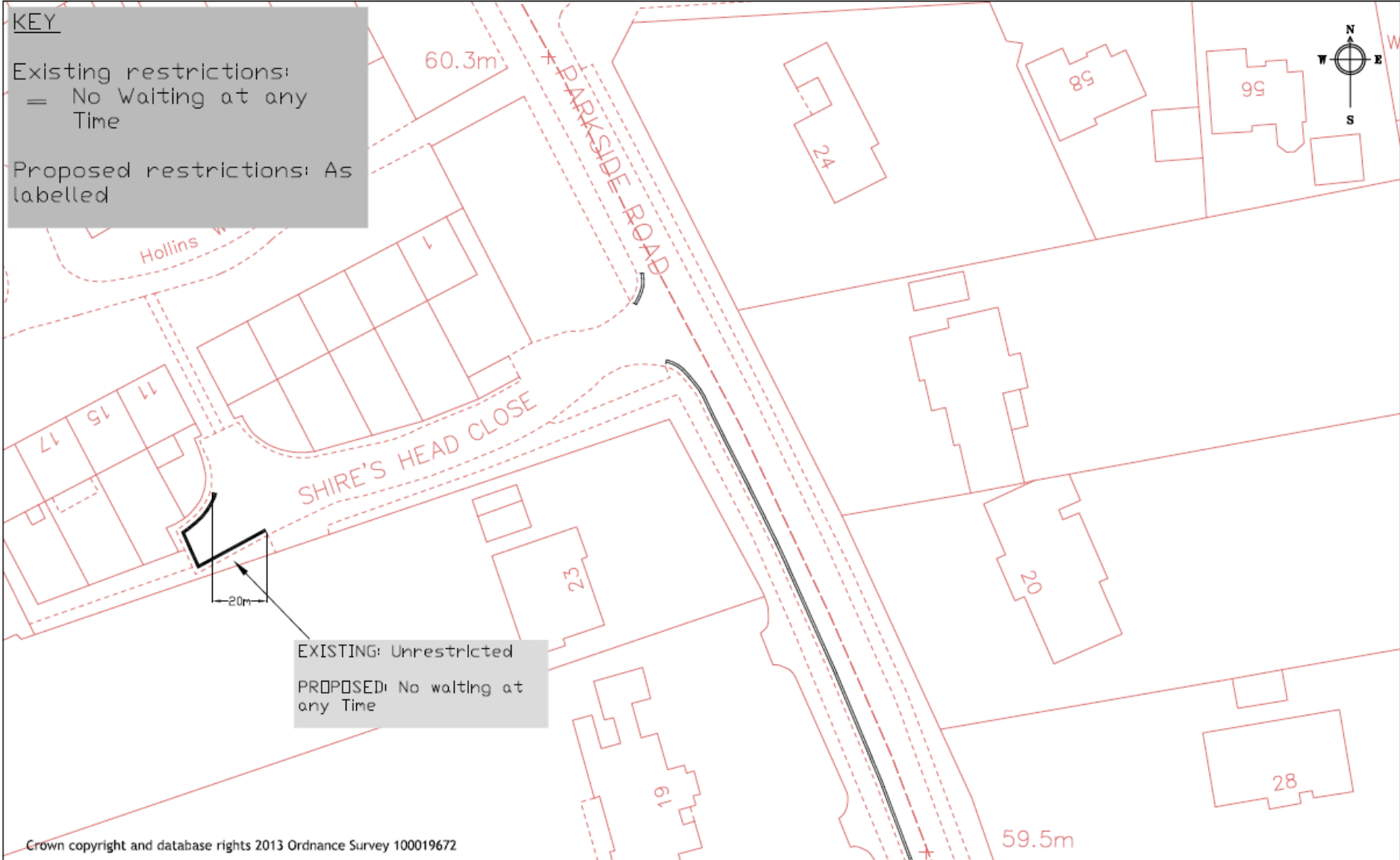
Transport  
Civic Offices  
Reading  
RG1 2LU

CAD DRAWING LOCATION			
project	Waiting Restriction Review 2021B		
drawing	The Mount & Sutton Walk		
drawn	checked	approved	date
JT	JP	JP	OCT 21
scale	drawing no.		
N.T.S	REV_The Mount		



Street	Summary of Original Request	Objections/support/comments received
SO1_Shire's head Close	Request for restrictions at the western end of Shire's head Close to address access/safety issues caused by cars parked in the area.	Summary of responses: Objections - 7, Support - 0, Comment - 0, Mixed Response - 0.
1. Objection	I am a resident of [REDACTED], [REDACTED] and make use of the parking area at the west end of the [REDACTED]. I believe vehicles parked here pose no access issues, there is plenty of space to swing round safely into the car park area of the flats on Shire's Head Close. In the [REDACTED] years that I [REDACTED] here I have never witness any blocking / restricted access to the vehicle gates. I understand from neighbours who have lived here post the apartments construction that there has never been any access issues also. Residents [REDACTED] have always parked here, at the rear of their properties along the Close and it is used as an overflow parking area for the flats also. Restricting the parking and removing 2 spaces will have a knock on effect for all residents. I have been advised by a long term resident that was living in Hollins Walk pre and during construction of the flats on Shire's Head Close, that the location of the gates specifically was revisited at one point and the agreement reach concluded that its final agreed location ensured that the 2 parking spaces at the west end of the road were retained. Is it possible to share the original and agreed final plans for the vehicle and pedestrian access gates for the flats on Shire's Head Close? The plan submitted with the proposal are slightly confusing as the angle shown for the vehicle gate access seem to look closer to the west end then it is. I appreciate that the vehicle gate access needs to be clear and understand therefore proposing a restriction directly in front of the vehicle gate access in the form of an access protection line . Is such a restriction required /permitted for a pedestrian gate set back from the side of the curb?	
2. Objection	objecting the proposal to establish double yellow line restriction at Shirehead Close. Shirehead Close is a very short dead end service road accessing the small gardens' gates of nine Hollins Walk houses and a dead end narrow path for rubbish bin collection from five Kearsly Road houses. Cars of the nine households of Hollins Walk are parking there also. The Close is not accessed by any other traffic except the cars of the gated terraced Building block which has huge parking spaces for more than 10 cars behind their electric gate the only existing building at Shirehead Close. It is an unnecessary expenditure against the interest of the local community living at Hollins Walk to control the non existent traffic with double yellow lines. I [REDACTED], years old and for more [REDACTED], years parking my car along with my neighbours at Shirehead Close behind my house. Any restriction would cause huge inconvenience to my community. It was an unpleasant surprise when the idea of this new regulation was coming. I and my neighbours and friends hope that the suggested change can be prevented.	
3. Objection	I object to the introduction of double yellow lines at the West end of Shireshead Close because it will result in the loss of 2 parking spaces. This issue was first raised [REDACTED] in 2010 upon commencement of the Oakcot Gardens development. This had been granted planning permission (Ref: 07/01483/FUL) on condition that these 2 parking spaces were retained but the developers initially went ahead ignoring this. With help at the time of RBC Planning Officer [REDACTED], Planning Enforcement Officer [REDACTED] and Councillor John Ennis, it was possible to enforce the developers to partially re-instate the 2 parking spaces. The final development did not conform to the approved drawings as access to Oakcot Gardens was too far west and pedestrian access poorly located but despite this parking has continued uninterrupted since then and is necessary because there is a shortage of parking spaces on Shireshead Close, which was exacerbated by the development of Oatcot Gardens but mitigated by the conditions attached to the Planning Approval. The most sensible solution to this situation would be for access to Oakcot Gardens to be re-designed.	
4. Objection	I am writing to complain about the addition of new access protection markings exceeding the limits of a dropped kerb at the entrance to Oatcot Gardens, Shireshead Close. The H bar is 1 metre beyond the dropped kerb on the left and includes an illegally dropped kerb to the right of the entrance.	
5. Objection	As a resident of this area I here by object to the introduction of yellow lines on shirehead close. It's simply unacceptable to the residents of this area.	
6. Objection	I live at [REDACTED], which means [REDACTED], is located at the [REDACTED], Shireshead Close. I've been surprised to hear about the proposal of implementing waiting restriction here. After checking the drawings I realized they will come at the cost of two parking spaces, allegedly "in the interests of safety or in response to demand". While I can tell for sure that parking spaces are much needed and appreciated by me and my neighbours, I find absolutely no benefits of a double yellow marking. There is no way a car waiting in this space might represent a danger, and,	

	over the years, I have never noticed any problem or disruption caused by a car parked here.I'm therefore expressing my strong disapproval of the proposed restrictions at Shireshead Close, as they bring no benefits at the cost of much needed parking spaces.
7. Objection	<p>I would like to object to the planned restriction of parking at the west end of Shireshead Close:</p> <ol style="list-style-type: none"> <li>1.Cars parking at the end of Shireshead Close do not constitute a nuisance or a hazard. There is sufficient space for vehicles to turn, and refuse collection vehicles / delivery vans are not impeded. Access to Oakcot Gardens is in no way affected by parking here.</li> <li>2.Parking is at a premium in Shireshead Close and this measure will remove two or three valuable parking spaces. Residents here do have their own garages but these are in detached blocks about 50 metres away and being built in the 1960s they are mostly too small for modern cars.</li> <li>3.As a senior I need to be able to park near my house to unload weekly groceries etc.</li> <li>4.Removing the right to park in the west end of Shireshead Close will not improve the amount of turning space. This area will instead become a dumping ground for the wheelie bins from Kearsley Road which backs onto Shireshead Close.</li> </ol>



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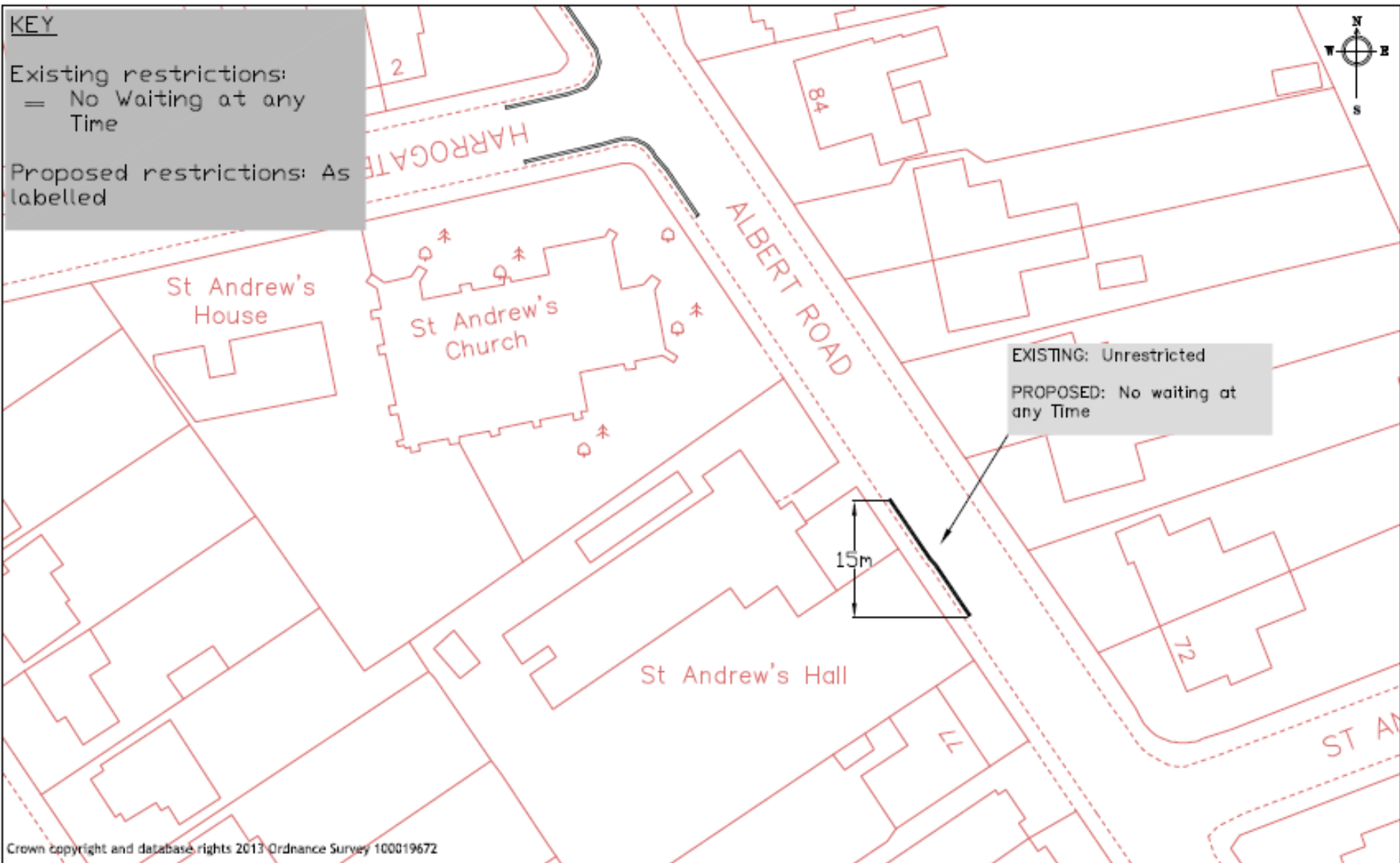
Project	WAITING RESTRICTION REVIEW 2021B	
	Scale N.T.S	Drawn PC
Drawing	Date SEPT 21	Checked JT
	Approved JT	
Drawing No.		S01_Shire's Head Close

Street	Summary of Original Request	Objections/support/comments received
TH1_Albert Road	Request for double yellow lines to improve visibility near the Church car park.	Summary of responses: Objections - 1, Support - 1, Comment - 0, Mixed Response - 0.
1. Objection	<p>We are resident [REDACTED] Albert Road. Your proposed no wait/double yellow line will not improve the local road traffic but negatively affect it.</p> <p>The two locations you proposed for no wait/double yellow line are: Albert road junction to Harrogate road. This is never been a busy road or suffered from congestion or road incidents due to poor visibility caused by parked car near the junction. It only have very occasional use by building trades when the road side parking space is tight. 2 In front of St Andrew Hall. Parents drop their young children to St Andrew hall Preschool and use this swathe of road of temporary parking. Again, we don't feel it creates a problem when there are cars occasionally stop and go on this swathe. However, removing the amenity means there will be less parking space for parents drop off for St Andrew hall Preschool. It will push the parking to other nearby road sides. This will create more traffic, and endanger pedestrians. Albert road is a popular residential road used by students and parent to the nearby primary and secondary schools. Please consider to retract your purposed changes to these two locations.</p>	
2. Support	<p>Strongly support the proposal, as visibility onto Albert road when leaving the regularly used Church Hall car park can be severely (and dangerously) limited by cars parked close to the access gates. In a location often used by children and older people this is particularly worrying.</p>	

**KEY**

Existing restrictions:  
 = No Waiting at any Time

Proposed restrictions: As labelled



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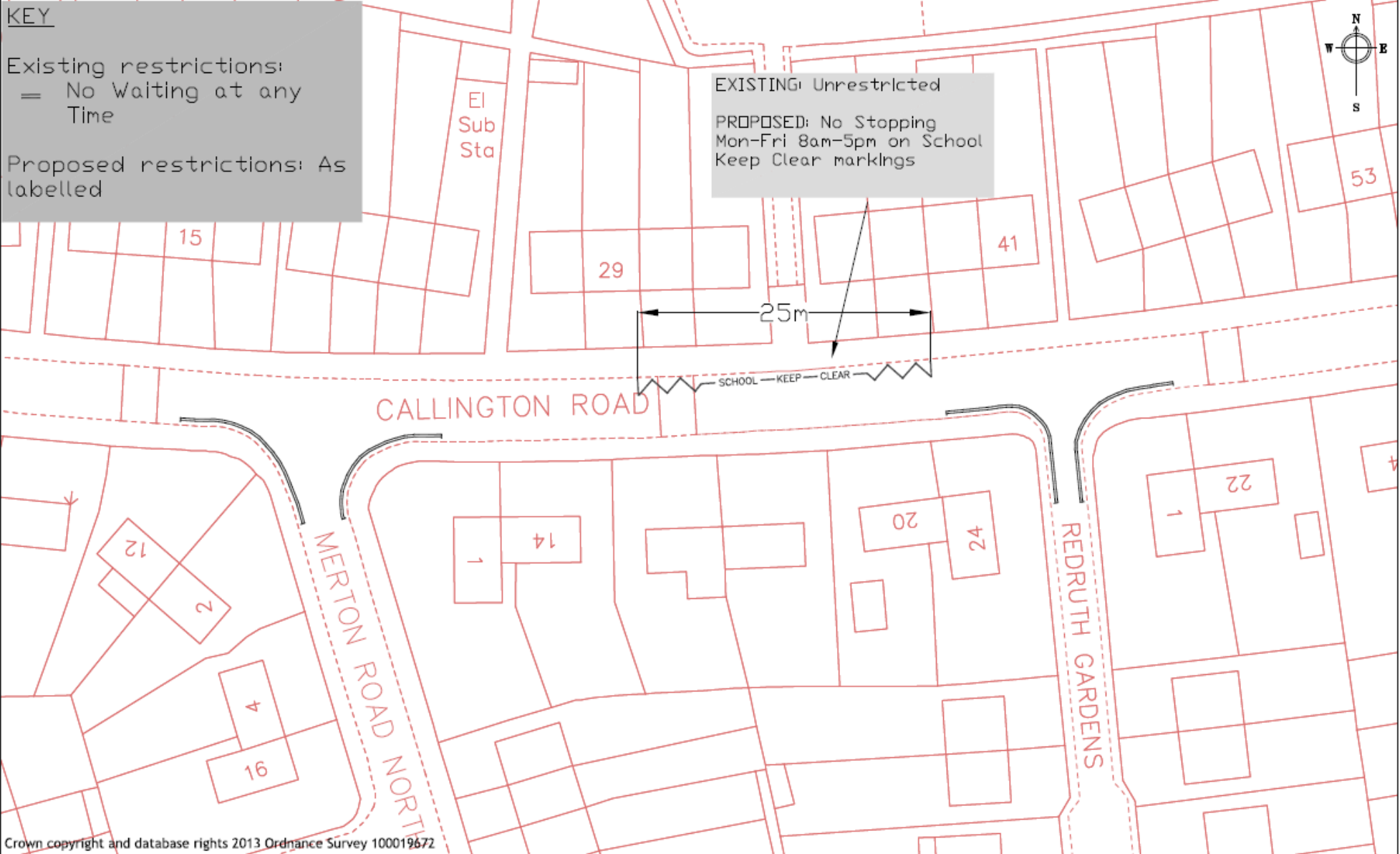
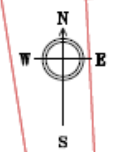
Project	WAITING RESTRICTION REVIEW 2021B	Scale	N.T.S	Drawn	PC
		Date	OCT 21	Checked	JT
Drawing	ALBERT ROAD	Drawing No.	TH1_Albert Road		
		Approved	JT		

Street	Summary of Original Request	Objections/support/comments received
WH1_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.	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1. Objection	<p>We are writing to object to the proposed introduction of the "School Keep Clear" restriction on Callington Road.</p> <p>Our main objection is to the ongoing use of this gate as a school entrance.</p> <p>The school gate has been out of use since before 2003, so this gate is clearly not required on capacity grounds under normal circumstances. Indeed, the previous school markings were removed and the previous head teacher informed us that the passageway would only be used in emergencies.</p> <p>We were informed that use of the gate would be on a temporary emergency basis during the pandemic to allow parents and children to socially-distance. As all restrictions are due to be lifted on 24th February, this need is no longer present.</p> <p>Parents and children waiting for the gates to open have caused physical damage (collapse) to our garden wall by sitting on it and continue to sit on the remains of the wall despite temporary fencing and signs requesting them to keep off. Violence has been threatened when parents have been asked to not sit on the wall. We have experienced parents and children trespassing in our front garden and interfering with our car on the driveway in addition to throwing rubbish and debris into the garden.</p> <p>The parents and children are present, waiting at and using the gate for a total of at least 90 minutes every day that the school is open, and this interferes with our peaceful enjoyment of our own property and interfering with working from home because they are so close to the house. This is different from the sounds of children in the playground during the school day, which are to be expected and are much more distant.</p> <p>Our second objection is that the applicable period would interfere with our use of the road outside the house for unnecessarily long periods of time.</p> <p>The proposed no stopping period is 8am to 5pm. This extends well outside the normal times that the gates are open so surely are not required for the majority of the day. As the markings extend across the full width of our house, they would prevent us from having deliveries or tradespeople from stopping outside the house. They will also prevent us from parking our vehicles outside the house after work as we do not work a standard 9-5 day.</p> <p>Our third objection is that the markings would not be effective in achieving their stated aim - improving safety.</p> <p>Article 6a of the draft order states: Nothing in Article 5 shall apply to any vehicle waiting in the lengths of roads referred to therein for so long as it may be necessary to enable:-</p> <p>(a) a person to board or alight from the vehicle, which appears to permit stopping on the markings to allow children to be dropped off at the school gate, which presumably is the very problem that the markings would be added to prevent.</p> <p>In addition, we query whether it will be possible to enforce the restriction as parents have already demonstrated that they are not concerned with complying with signs (sitting on the wall despite signs asking not to) or the highway code - parking across our driveway and those of the neighbours to drop off and pick up children.</p>	

**KEY**

Existing restrictions:  
 = No Waiting at any Time

Proposed restrictions: As labelled



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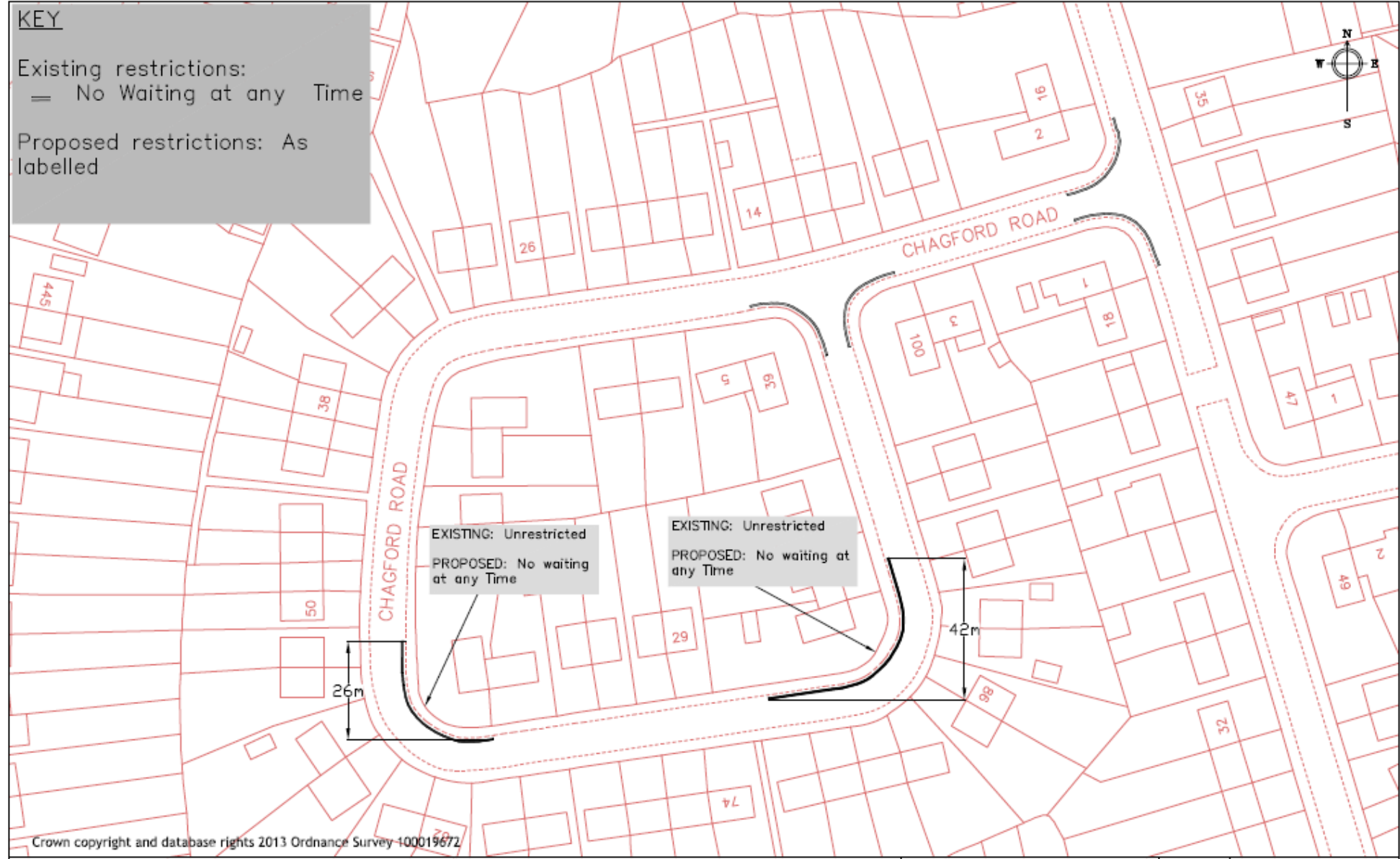
Transport  
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Project WAITING RESTRICTION REVIEW 2021B	Scale N.T.S	Drawn PC
	Date OCT 21	Checked JT
Drawing CALLINGTON ROAD	Approved JT	
	Drawing No. WHL_Callington Road	

Street	Summary of Original Request	Objections/support/comments received
WH2_Chagford Road	Request for waiting restrictions to address visibility and access issues caused by parked cars.	Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.
1. Support	I write to give my support for the yellow lines to be put around chagford road I believe and know it will make a safer environment for pedestrians, road users and home owners who constantly have no visibility on drivers speeding around the corners due to vehicles being parked on the corners. I have also witnessed pedestrians with buggies having to walk into the road due to the path being blocked, and have also witnessed cars coming close to an accident where they have only been able to use one side of the road. Not putting the lines down would be a negligent thing to do as one day there will be a major accident.	
2. Support	I am for the yellow lines in Chagford road reading. I [REDACTED] property on the road and am constantly worried about motorists parking on the pavement and corners of the road its only a small road and many a time cars have gone head on, with one car having to reverse. Visibility is terrible when you have vans and cars blocking views even crossing the road at times can be dangerous as you cannot see what is coming.	



**KEY**  
 Existing restrictions:  
 = No Waiting at any Time  
 Proposed restrictions: As labelled



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Transport  
 Civic Offices  
 Reading  
 RG1 2LU

Project  
 WAITING RESTRICTION REVIEW  
 2021B

Scale N.T.S	Drawn PC
Date OCT 21	Checked JT
	Approved JT

Drawing  
 CHAGFORD ROAD

Drawing No.  
 WH2\_Chagford Road

Street	Summary of Original Request	Objections/support/comments received
WH3_Copenhagen Close	Request for extending existing double yellow lines at the junction with Swallowfield Road, down to just after the Community Centre car park entrance to prevent obstructive parking and improve visibility.	Summary of responses: Objections - 0, Support - 3, Comment - 0, Mixed Response - 0.
1. Support	I support the project, however it worries me where these vehicles are going to then start parking, there wasn't really an issue with on road parking until a few years ago when a neighbour complained and the flats car park was given permits, so now you will find that this car park is generally empty and the rest of the cars are parked on the road. I believe the removal of the permits will alleviate the problem also.	
2. Support	May I propose that the restrictions be extended further than the current proposal, to extended the entire length of the Eastern side of Star Road from the junction with Amersham Road Northwards to the point where the cycle lane begins. Often I walk up this side of the road and have to step into traffic due to cars parked along the pavement, and also it is quite hairy for cyclists coming in a Southerly direction along Star Road due to driving at excessive speeds and it being quite narrow at the best of times.	
3. Support	<p>"This is in support of the proposal to extend the existing double yellow lines thereby introducing 'no waiting at any time' restrictions on the east side of Star Road, south of the junction with Douglas Road, as indicated in drawing CA5_Star Road of the Waiting Restriction Review 2021B. Implementation of this proposal would address the following three key issues caused by vehicles parking on both sides of this section of Star Road.</p> <p>1 - Pedestrian safety The section of Star Road in question is narrow and does not adequately support parking of vehicles on both sides of the road. To compensate for this, vehicles often tend to park over the footpath. Consequently, this forces pedestrians, especially those with infants in buggies or strollers, to walk on the road. It also does not leave enough room for users of wheelchairs or mobility scooters to be able to use the footpath thereby also forcing them onto the road. This clearly raises several safety concerns. Implementation of the proposed changes would ensure that the footpath is kept clear of vehicles and thus enable this to be used as intended for pedestrians.</p> <p>2 - Road user visibility When exiting Douglas Road onto Star Road it is often difficult to see any oncoming traffic when vehicles are parked on the east side of Star Road. Near misses occur frequently as vehicles exiting left onto Star Road from Douglas Road face oncoming traffic due to the reduction of this section of road to a single vehicle width when vehicles are parked on both sides of the road. There is the potential for a serious accident to occur either between motorists, with other road users such as cyclists or with pedestrians as per point 1. There was already some provision of 'no waiting at any time' restrictions with the existing double yellow lines at this junction. An additional extension of the existing double yellow lines by 10 metres as detailed in drawing CA2_Star Road / Douglas Road of the Waiting Restriction Review 2021A programme, was approved at the Traffic Management Sub-Committee meeting held on 15th September 2021 and subsequently implemented. Although these additional changes have made slight improvements, they have not eliminated the visibility issues at this junction. The current proposal would ensure that the east side of Star Road is kept clear of vehicles, thereby removing the visual impediments at the Douglas Road / Star Road junction and improving safety for all road users. It should be noted that the installation of the full 10 metre length of the double yellow lines on the east side of Star Road, south of the Douglas Road junction, as part of the 2021A programme, was not able to be completed at the time this work was carried out. This was due to a vehicle which was unknown to residents and believed to be abandoned, being parked on this section of road. This work currently remains uncompleted and should be included into the schedule of works for the 2021B programme.</p> <p>3 - Traffic flow When vehicles are parked on both sides of this section of Star Road in a manner that does not impede access for pedestrians to use the footpath, as noted in point 1, it does reduce the available width of the road considerably as indicated in point 2. Generally, small to medium sized</p>	

passenger vehicles can pass through this section of road with reasonable ease but some larger passenger vehicles and light industrial vehicles such as ambulances and delivery vans can struggle to pass through.

However, ease of access through this section of road is significantly reduced for heavy goods vehicles (HGVs) including waste collection lorries and fire brigade appliances. There is a high frequency of occurrences where HGVs are unable to successfully negotiate this section of road and over the years many residents have sustained damage to their parked vehicles as a result.

There have also been several instances where HGVs have abandoned attempts to pass through this section of road altogether and then proceeded to reverse backwards down Star Road to either the Amersham Road junction or further down to the Gosbrook Road junction in order to be able to turn around. This is obviously not ideal and creates potentially dangerous situations for other motorists and road users at the times when these incidents occur.

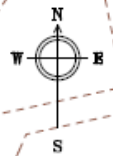
Although the above examples are inconvenient and can cause a nuisance, what is more concerning is the hindrance to emergency service vehicles being able to pass through with ease. This is especially pertinent given that response times are critical in any emergency event. Removing the ability for vehicles to park on both sides of this section of Star Road by implementing the proposed changes would create the necessary space required to enable all vehicles to pass through this section of road unhampered and with ease.

In conclusion and as outlined above, implementation of this proposal would address three key issues and deliver tangible benefits including increased pedestrian safety and improved road user visibility, whilst alleviating traffic flow issues that are currently caused by vehicles parking on both sides of this section of Star Road."

**KEY**

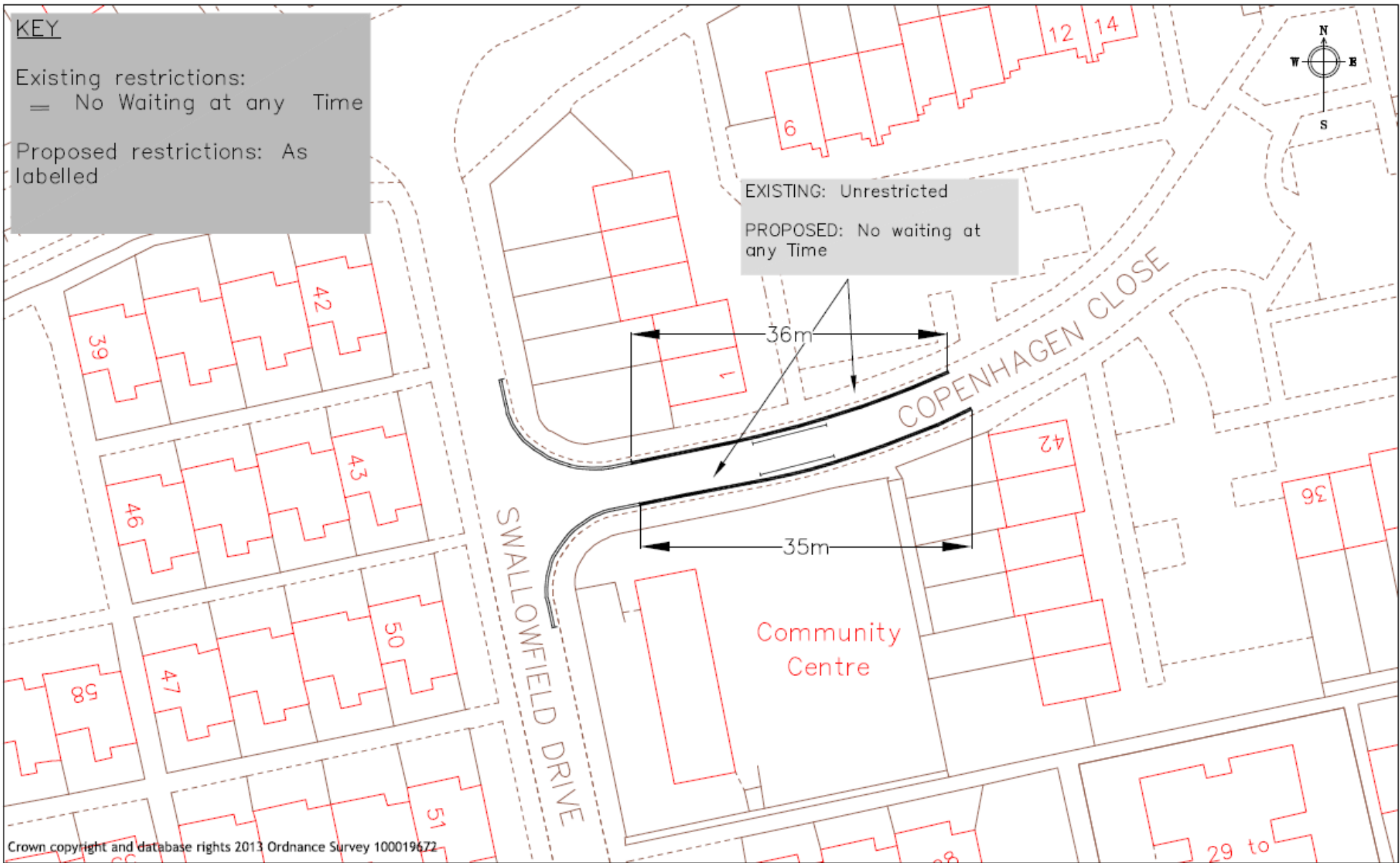
Existing restrictions:  
= No Waiting at any Time

Proposed restrictions: As labelled



EXISTING: Unrestricted

PROPOSED: No waiting at any Time



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Page 164

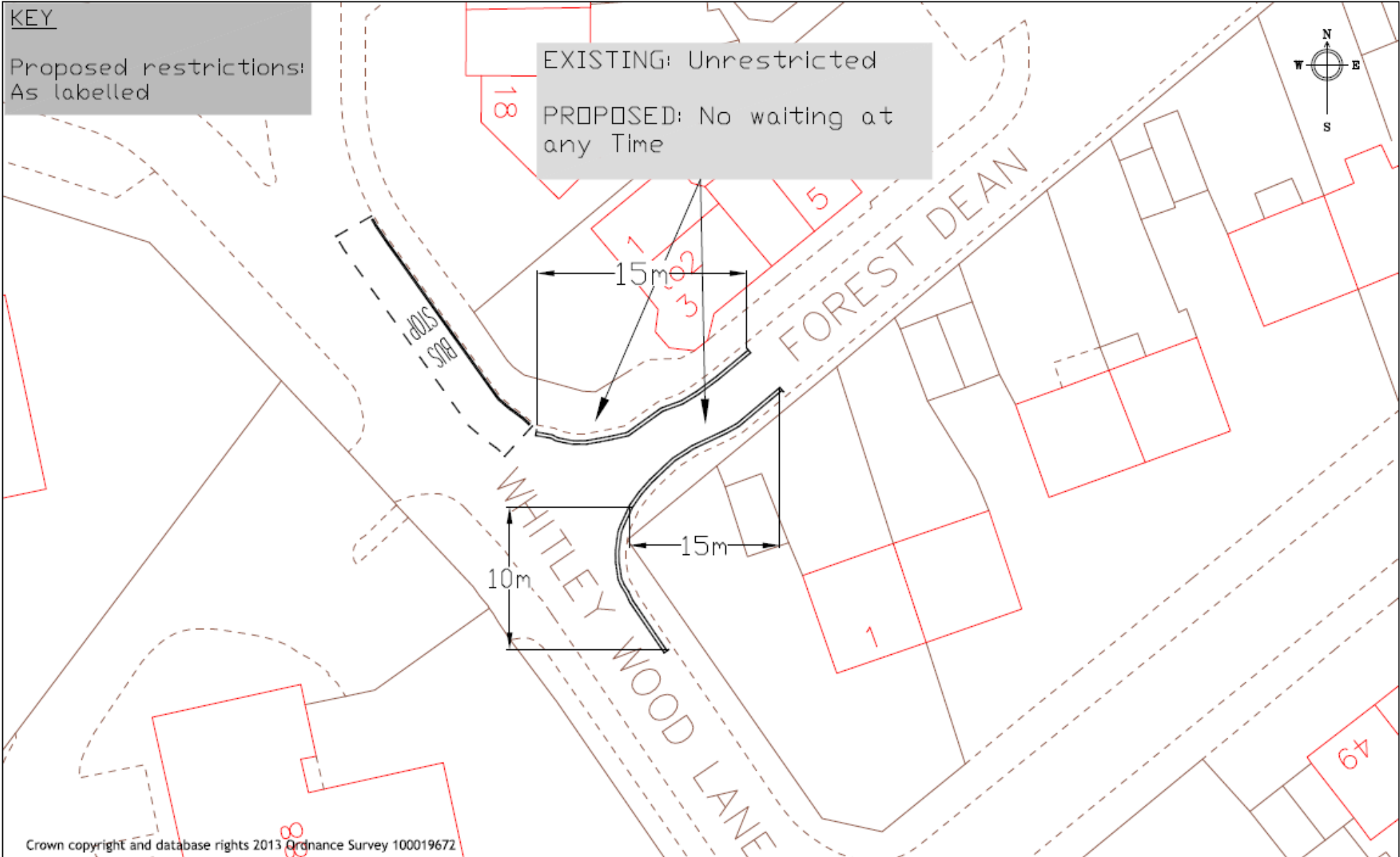


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Borough Council  
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Transport  
Civic Centre  
Reading  
RG1 2LU

Project	Scale	Drawn
	N.T.S	PC
WAITING RESTRICTION REVIEW 2021B	Date	Checked
	OCT 21	JT
Drawing	Approved	
	JT	
COPENHAGEN CLOSE	Drawing No.	
	WH3_Copenhagen Close	

Street	Summary of Original Request	Objections/support/comments received
WH4_Forest Dean	Request for double yellow lines at the junction with Whitley Wood Lane to address visibility/safety issues caused by cars parked in the area.	Summary of responses: Objections - 0, Support - 3, Comment - 0, Mixed Response - 0.
1. Support	"Too many cars being parked on and around the junction of Forest Dean, which restricts residents, emergency services and refuse collections. Would be beneficial to extend the yellow lines up to the junction of the carpark in Forest Dean."	
2. Support	I am emailing to give my full support to the proposed plans for double yellow lines at the entrance to Forest Dean .It's an absolute nightmare living in Forest Dean and having no visibility turning into the road because its completely blocked by cars or delivery vans. It's made worse that the vast majority of cars do not slow down when coming off the roundabout onto Whitley Wood Lane.It's been a long time coming and I hope the changes make a difference!	
3. Support	I am emailing to support the decision of double yellow lines.	



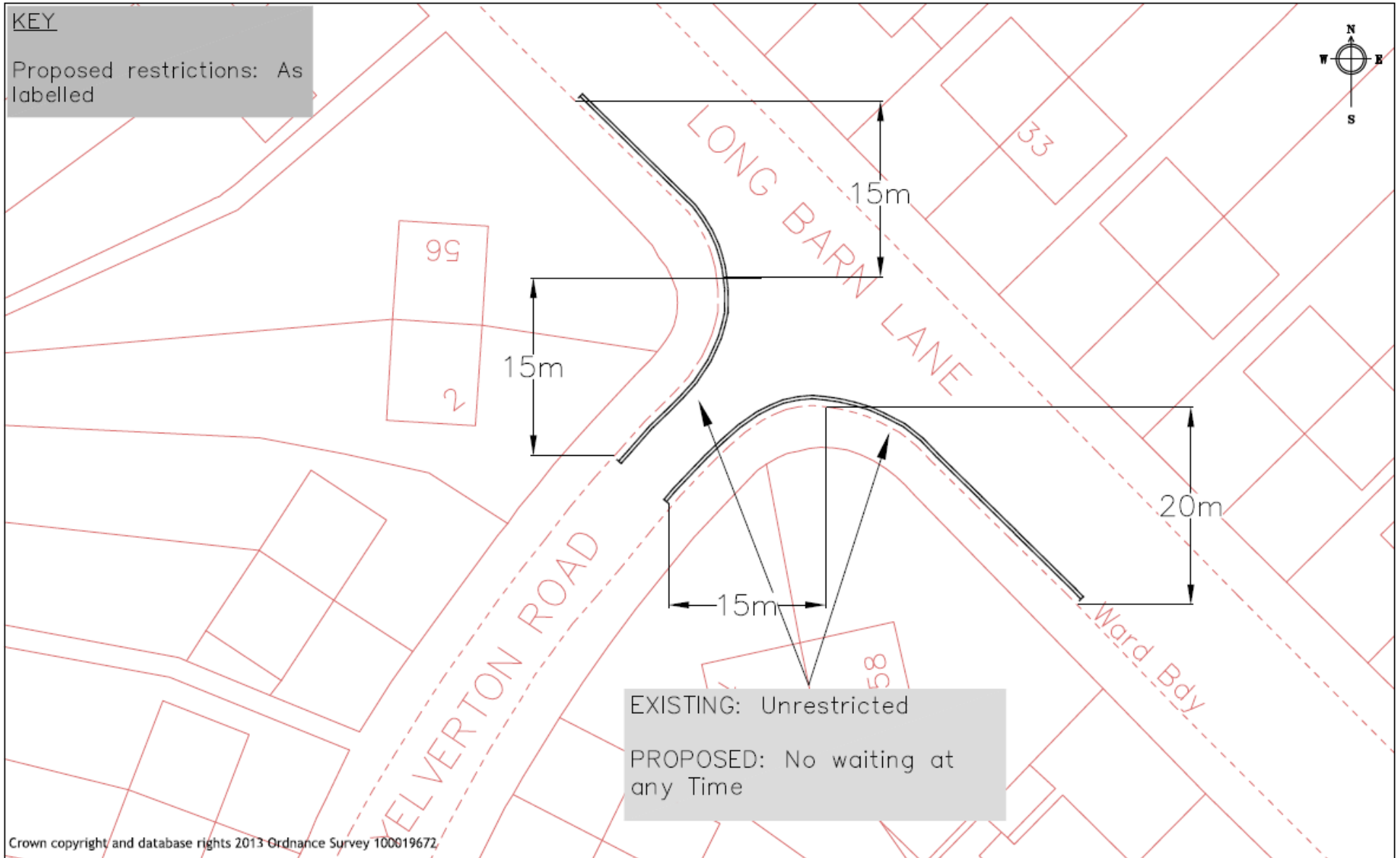
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Reading  
RG1 2LU

Project	Scale	Drawn
	N.T.S	PC
Drawing	Checked	JT
	Date	Approved JT
WAITING RESTRICTION REVIEW 2021B		OCT 21
FOREST DEAN	Drawing No. WH4_Forest Dean	

Street	Summary of Original Request	Objections/support/comments received
WH5_Long Barn lane	Request for double yellow lines at the junction with Yelverton Road to address visibility/safety access issues caused by parked cars.	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1. Objection	My objection is based upon the fact that there is little or no need to add this proposal when the cost would be better served on an increased no parking zone in Northumberland avenue north of Cressingham road Roundabout. It may also push more cars parked nearer the Cressingham Road roundabout, we have on path parking and traffic cannot easily pass on busy periods. Buses have to negotiate the obstruction by the cars. This is especially on busy periods of school times and compounded on Fridays and Saturdays while people attend the new community centre for prayer. Double yellow lines extended by 10 metres would remove the obstruction of cars.	

KEY  
Proposed restrictions: As labelled



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Transport  
Civic Centre  
Reading  
RG1 2LU

Project	Scale	Drawn
	N.T.S	PC
Date	Checked	
	SEPT 21	JT
Drawing	Approved	
		JT
Drawing No.		
LONG BARN LANE		WH5_Long Barn Lane



Street	Summary of Original Request	Objections/support/comments received
General Comments	Summary of responses: Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.	
Thames Valley Police	We have reviewed the proposed restrictions and TVP will not oppose any. We would however ask for the 2 caveats below be considered: An exemption for emergency service vehicles and vehicles being used for a policing purpose being parked within restrictions. The nature of police work often requires vehicles being left in a position to ensure ease of access and this could also be a plain, unmarked vehicle. Visibility splays at parking bays adjacent to junctions. This is the ability of vehicles emerging from junctions to be able to see passed the parked vehicles sufficiently to emerge safely.	

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## WAITING RESTRICTION REVIEW PROGRAMME 2021B - APPENDIX 2

### Feedback to the Traffic Regulation Order for the 2021B programme - Norcot Road zebra crossing proposal

UPDATED: 24/02/2022, following the end of the statutory consultation period.

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 of Original Request	Objections/support/comments received
Norcot Road	Reduction in the parking bay to allow relocation of the Bus Stop. This would provide good visibility for the agreed pedestrian crossing.	Summary of responses: Objections - 44, Support - 0, Comment - 0, Mixed Response - 0.
1. Objection	Parking issues already pushing this onto crowded side road [REDACTED] More road safety concern Noise rubbish from buses and there customers. House prices for residents this will have huge impact on us. Noise pollution more issues for turning right off our drives. Think pedestrian lights situation where 95 Norcot rd would be more beneficial for all concerned. Leaving existing bus where it is. Residents of Norcot rd [REDACTED] Think council really needs to rethink think these proposals	
2. Objection	I object to this proposal for the following reasons. We already have a perfectly functional bus stop a few hundred meters up the road. Putting the new bus stop where it is proposed will takeaway much needed parking on an already heavily restricted red route. The bays there are used by residents living on that row. There is a small side road at the end of the houses that gives residents access to rear of their properties if the new bus stop is placed there then it will reduce visibility for cars entering and leaving and also increase the amount of accidents. Not only that but there will be an increase in noise pollution for residents, lack of privacy and the pavements on that stretch of road are already narrow people standing around waiting for a bus will block residents from accessing their homes, not to mention the increased chance of littering in people's front gardens. There is no logical reason for choosing this point to put a bus stop when there are other more preferable options. First is it to remain where it is, second is for it to be moved further up in opposite direction where there is more room and finally it could be removed as there are already two other stops nearby (300 metres) Church End Lane/Victoria.	
3. Objection	I live at [REDACTED] Norcot Road - I object to this planned proposal as a reduction in parking to the already limited available spaces on this section of road would cause great inconvenience to both me and my neighbours. There are little-no other options for parking safely and securely in the area, with no access to do so on any of the properties as indicated for this proposal. I also have concern for [REDACTED] safety on the pavement outside the entrance to my property with buses coming in close proximity to the curb. I would greatly hope you take this into consideration as I wish for my voice to be heard as a resident on this road.	
4. Objection	"Placing the bus stop on a narrow pavement on a busy road raises significant Health and Safety issues. In addition, residents only have very small terraced gardens and front room bays meaning that their personal space is considerably reduced, especially when passengers will inevitably sit on the walls. The parking bays enable deliveries to be made and unloading of shopping etc to happen safely. The	

	resulting extension of the Red Route negates all these advantages and will lead to daily hassles and frustration and potential mental health issues. The existing bus stops are effectively free from all these problems."
5. Objection	these are my objections 1 the parking bay is used by 25-30 residents and reduction will cause great inconvenience and increase illegal parking/traffic congestion 2 101-115 norcot road is an unsuitable site for a new bus stop as the houses are so close to the road and have bay windows there will be: increased risk to security for residents with people gathering on the doorstep 24 hours a day waiting for buses 3 loss of privacy for residents due to bay windows in bedrooms and living rooms and proximity to street bus passengers can see in
6. Objection	The loss of parking bays will increase the incidences of illegal parking and parking on private property and reduce the available space for loading/unloading. This will contribute to traffic congestion.
7. Objection	"Putting the bus stop at this position does not appear to have taken into account the physical and mental well being of the residents on this stretch of highway on a narrow pavement, on a very busy road. This will certainly raise significant Health and Safety issues for both residents and pedestrians.. The residents only have very small terraced front gardens and front room bay windows which means the intrusion of frequent buses stopping right outside their living space increases noise pollution and reduces light meaning that their personal space will be considerably invaded especially when passengers queue right outside their windows. Privacy will be impaired as the further temptation to sit on their low walls right outside their living space will be considerable. The impact of the residents mental health should be considered paramount . This is a very narrow pavement on a very busy main road and positioning a busy bus stop here will mean that pedestrians will inevitably have to move onto the highway to circumvent any queuing passengers. The parking bays also enable deliveries to be made and unloading of shopping etc to happen safely.

8. Objection	<p>I am [REDACTED] of the terrace houses with parking bays directly outside and would like to strongly object to reducing the parking bay on Norcot Road. The parking bays are greatly used for residents, visitors, deliveries and tradesman. The terrace houses do not have front drives and therefore tradesman need to use the parking for access to the front of the property. There is not sufficient parking elsewhere on the road to accommodate all the vehicles that currently use the parking bay. Reducing the parking bays will increase illegal parking and traffic congestion.</p> <p>The local residents and myself strongly object to moving the bus stop to outside the terrace housing for the following reasons:</p> <ul style="list-style-type: none"> <li>- The terrace houses are much closer to the road than the current bus stop site;</li> <li>- Increased noise levels of buses stopping, starting and waiting very close to the houses;</li> <li>- Increased noise of people waiting for buses directly outside the terrace houses up to 24 hours a day - very disturbing for residents at night;</li> <li>- Loss of privacy - the terrace houses are very close to the road have bay windows - people on the bus will be able to see in;</li> <li>- Light pollution to front bedrooms of the terrace properties from the buses - they are very bright and the terrace houses are close to the road;</li> <li>- Increased fumes from buses waiting and running while at the stop;</li> <li>- Increased litter and damage to front gardens;</li> <li>- Loss of feeling secure with people hanging around so close to the houses and seeing in - particularly worrying when out/away;</li> <li>- The pavement is not that wide and a bus stop with people waiting will cause congestion on the pavement especially for those with pushchairs, wheelchairs and mobility scooters.</li> <li>- Reduced visibility for those using the side access road to the side of the terrace houses, increasing the risk to users and road users when entering or exiting the side access road.</li> </ul> <p>Do we need this bus stop? Could the two existing bus stops on either side of this one be moved slightly closer to each other. The Victoria Arms bus stop is very close to the junction at the top of the road and often causes hold ups/congestion at the junction - it would be sensible to move this stop a little further down the road.</p>
9. Objection	<p>I would like to object to the referred proposal, for the following reasons :</p> <ul style="list-style-type: none"> <li>- I have a [REDACTED], and find it very difficult to find a space in front of my property. Several times I had to park 200 meters down the road, with [REDACTED], and all bags [REDACTED],, as most the Norcot Road is a red route.</li> <li>- The terrace houses from 101 to 113 are very close to the road, much more than any other houses on Norcot Road, and will result in a loss of privacy. Double-decker buses will be just a few meters from our bedroom and living room.</li> <li>- Norcot Road is busy road, and having a bus stop, as proposed between 101 and 113 will be horribly noisy. Waiting passengers will be very close to our front door and I do not feel comfortable having that many people close by.</li> <li>- [REDACTED], we bought [REDACTED], and none of these proposals were known about. We would not have bought this house otherwise.</li> <li>- From 101 to 113 Norcot Road is narrower than around the existing "Blundells Road" bus stop. And having a bus waiting at the proposed stop, will affect the traffic but also will reduce visibility for any overtaking road users, and will result in accidents.</li> <li>- We are already impacted by some residents of Norcot Road who have their own driveway, but still use the parking spaces in front of 101 to 113, with personal cars, professional vans or visitors. Residents from 101 to 113 Norcot Road don't have driveway.</li> </ul> <p>After all my objections, in my opinion, the best is to leave the bus stop the way it is or to remove it.</p>
10. Objection	<p>I really think the council need to re-think the proposed relocation of bus stop Outside 101 the road is very narrow .Pushing all the off road parking on to already crowding streets. The other issue noise from buses people late at night waiting or coming home from clubs in town and rubbish. I think the council should have pedestrian lights outside 95 causing less impact on our house prices.and road traffic safety concerns. We brought the house here with this bus stop not anyway near our residence. Which I believe will have a big</p>

	<p>impact on our house prices .Once again Reading council are proposing things without looking out for residents concerns and road safety and environmental issues. We don't really need a zebra crossing. Another impact would be turning right off our drives we have difficulty now with vans park but imagine a huge bus We also know that the buses seem wait at stops for considerable time to regulate the the timetable of the service not a good idea out residents homes who have [REDACTED]. In fact it's very disturbing that the council are proposing pushing the bus stop out families home with young families re road safety. I really think the council need to rethink this proposed plan. I am thinking Pedestrian lights would be more beneficial for all concerned. Hope the council are going to take on board the residents who pay huge council tax bill to the council</p>
11. Objection	<p>[REDACTED] in Norcot road your proposed planning of new zebra crossing I really think the council would better having Pedestrian lights where new zebra is proposed to go .Keeping the existing stop where it is or moving the the new pedestrian lights to outside 95 The road is narrow outside 101 Norcot making a more dangerous situation I also believe there is traffic island nearby The parking is nothing short of appalling anyway this idea will make things worst Buses stopping at the new proposed site would cause danger and more accidents of drivers not being able to see because of the obstruction of buses at new proposed stop appalling idea . But the location for new bus stop is not far from [REDACTED] I do not want buses pulling near my door pollution noise and that just from buses Then there's the noise from people waiting especially on a Friday Saturday evening arriving back from a night out Rubbish is also another factor people who been late dump rubbish outside houses .Next problem is parking where do all the residents park there vehicles . I Also the obstruction of buses when people are trying to pull off their drives it's bad enough when van park along here making visibility impossible some day buses are only going to make this situation worse .Thought reading council were interested in road safety the proposed idea is not very road safety or environment friendly And what about our house prices when we purchase house there was no bus stop along this side of the road near our property .Really think the pedestrian lights is a better concept and much better for all concern</p>
12. Objection	<p>We are objecting to the proposal to relocate the current 17 bus stop to a position which will reduce the parking bay. We believe that this will have a significant impact on residents, reducing access to parking to no more than two or three spaces. This follows on from the considerable reduction of access to parking in recent years with the introduction of the parking bay as part of the Red Route scheme. We believe there are probable undesirable consequences that we have been able to observe as residents since the last reduction in parking, which may not have been obvious to planners when producing the proposal.</p> <p>1. ROAD SAFETY AND EMISSIONS: The current location of the bus stop is at a part of the road where all houses have access to off-road parking at the front of their houses, while the proposed position is to a part of the road where the houses on one side are terraced and have no access to off-road parking at the front of their house. In addition, the road is considerably wider here than at the proposed new position, which will create problems with waiting traffic and emissions, and possible dangers with overtaking.</p> <p>2. LIKELY INCREASE IN PROBLEM PARKING: Limited available parking has already resulted in tradespeople, deliveries and visitors being unable to find parking close to residences in this stretch of Norcot Road. Apart from inconvenience to residents and visitors, this has also resulted in parking on pavements and in other illegal spaces, which causes inconvenience and in some cases danger to pedestrians</p> <p>3. ENVIRONMENTAL CONCERNS: As a result of previous limitations on access, some residents have had to create or extend parking in their gardens, which both involves them in considerable additional costs at their own expense, and is undesirable from an environmental point of view. We anticipate that this will become necessary in more cases if parking is further limited.</p> <p>In addition, we are sceptical that the case for a pedestrian crossing has been proved, given that the current traffic island works well (and anyone running to catch a bus will not wait to use the crossing anyway).</p>

13. Objection	Currently, the only spaces available for parking ( when providing daily support to [REDACTED] is via a designated parking area on the opposite side to her house. It is our understanding that there is a plan to remove these parking spaces and put down red lines i.e no parking availability along the whole stretch of that section of Norcot Road.This action will mean NO vehicles can fulfill on deliveries, will severely impact visits to residents or daily care support needed to elderly residents such as [REDACTED], will incur unnecessary parking fines PLUS add more strain to adjoining streets to Norcot Road as parking intensifies. We are also conscious about the potential impact on the School opposite Honey End Lane. Please can you seriously reconsider this proposal. It does not make sense, will create unnecessary stress and potential risk to safety, wellbeing and health
14. Objection	I object to the reduction of on-street parking on Norcot Road (page 40 of the proposal). Adequate parking is needed for residents without off-road parking, visitors, carers, tradesman and deliveries. The imposition of the red route has already made life difficult for residents and businesses. This would make the situation worse. I have no objection to moving the bus stop and adding a pedestrian crossing. If parking is removed to make space for the new bus stop then you need to add extra parking (as much or ideally more) nearby on the road. The bus is important but please remember other needs of residents/voters.
15. Objection	I find this proposed application an appalling idea .To move the existing bus to area which terraced houses which are few feet from the road is a damn disgrace these properties are right on the road most of these properties have [REDACTED] families Where are all these family who are already struggling at these uncertain time now are going to [REDACTED] which already over crowded Are the council in Reading going to make up the short in property prices for a bus stop position outside their homes definitely not a good selling point .Then theres the noise pollution These buses operate 24 hours Definitely not for families with young children buses pulling up waiting outside there homes.I really don't where these ideas for zebra crossing come from But positioning a bus stop on to families in terrace houses with young children is completely mad The Existing bus is outside property where there is a substantial drive or garden at least 100 yards from road I think pedestrian lights would be better serve Think the council would be better serve re tarmac the Norcot rd area near the withe restrictions barrier And to clear the mess on oxford road west Reading station which being going on since seems like I was a child The continually digging on Oxford is horrendous Not only have we had city fibre continually digging making a mess over whole borough Now the council come up with proposed rd layout changes and removing parking bays is nothing short of craziness
16. Objection	We just [REDACTED] Norcot Road Tilehurst This proposed bus move to allow for the zebra crossing is in my opinion is more dangerous for road safety issues creating more traffic and dangerous issues just shifting the problems further down a narrowing part of the road on people with young families The council would be better installing a set of pedestrian lights outside houses 95 norcot road. Moving the bus stop outside a narrow part the road near 101 to 103 Norcot road would created more dangers from residents turning towards the village it bad enough if a van parks on the bays or stops along here which creates a blind spot.Reducing the parking bays will create a nightmare situation for residents. The other alarming thing is parking for some residents is going to be a nightmare forcing all residents cars into side roads which are all ready overcrowded causing more problems for the local side residents when they return home in the evening from no parking . These buses serve our community well but Friday and Saturday nights could created big problems for us as residents with late night party goers returning home to Norcot rd noise rubbish also lots these houses have young families not very family friendly having large bus outside your home day and night with noise lights pollution ect and we know what happens your get 2 buses turn up at the same stop before know it a queue of buses blocking houses 101 to 115 Not what any of us imagine when purchasing a property here. I think a better solution is for pedestrian lights instead of a zebra crossing and leaving the bus in its original place .I really think Reading council needs to rethink idea for the residents along this stretch of road most have young families with very little parking nighttime but need there cars for work .Also the impact of a

	bus stop outside your house is not appealing to potential buyers. Losing families which are already struggling more potential monies for potential sales
17. Objection	"As a resident of [REDACTED] Norcot Road I am very concerned that parking is becoming increasingly difficult. The planned removal of the existing parking bay without additional spaces to be provided will impact on me greatly. At present the parking bay is used by trades people who carry out essential repair and maintenance to my property and by family and friends who visit. If the parking bay is removed the existing cars that need to park there will I assume have to park in the few remaining spaces further down the hill making necessary parking impossible. The planned crossing and subsequent relocation of the bus stop is unnecessary"
18. Objection	<p>The objections are made on the following grounds:</p> <ul style="list-style-type: none"> <li>•The Parking Bay is used by 25-30 residences and reduction will cause great inconvenience and increase illegal parking/ traffic congestion</li> <li>•Putting the bus stop between 101-115 Norcot Road will block lines of sight for entry/ exit to the access road to the rear of the properties - increased road safety risk</li> <li>•101-115 Norcot Road is an unsuitable site for a new bus stop. As the houses are so close to the road and have bay windows to ground floor living rooms and first floor bedrooms there will be: Increased noise pollution to residents from buses Loss of privacy for residents (due to bay windows in bedrooms and living rooms and proximity to street, bus passengers can see in) Health problems for residents due to worse air quality in the homes due to waiting buses running engines directly outside Light pollution in sleeping areas from the double-deck bus vehicles at night as the bus service is 24 hours Increased risk to security for residents with people gathering on the doorstep 24 hours a day waiting (or pretending to wait) for buses. Increased littering and damage to private gardens</li> </ul> <p>Alternative options exist - the easiest is to move the current bus stop a few metres in the other direction.</p>
19. Objection	<p>Please find below a list of 10 separate objection grounds to this proposal:</p> <ol style="list-style-type: none"> <li>1. Reducing the parking bay in front of the terrace at 101-115 Norcot Road will remove parking amenity from approximately 25-30 residences who currently use the bay, including Cornerstones sheltered housing facility (a multi-occupancy retirement building at corner of Norcot Road/ Blundells Road which causes substantial staff and visitor traffic using the bay). The proposals will severely impact those householders, families and elderly residents on both sides of the road who use this parking by significantly reducing the availability of easily and safely accessed on-street parking. There will not be enough parking for residents, visitors and commercial trade/ delivery vehicles if the bay becomes restricted by the extension of the red route twinned with removal of the bay.</li> <li>2. Objection is also made to the proposal to relocate the in-bound No. 17 bus stop to the same parking bay as this will further impact on road safety. Buses stopping there will block lines of sight and entrance/ exit to the access road located between 95 and 101 Norcot Road - a road which would also become simultaneously busier with people looking to park due to removal of the on-street parking. It will also encourage risky driving behaviour - overtaking etc - while reducing visibility of vehicles emerging from the side road.</li> <li>3. The net effect of this proposal will be to severely impair the right to enjoy vehicle access to the rear of the terrace 101-115 Norcot Road - a right of way and access which has been in constant use since the terrace was built in 1911.</li> <li>4. Objection is also made on the grounds that the proposed site for relocation of the bus stop is inherently unsuitable and the change of use will directly impair the quality of life and enjoyment of property of the residents. These are the only properties on Norcot Road without a driveway to buffer the impact of stopping vehicles and waiting passengers.</li> </ol>



	<p>5. Compared to the existing location of the Blundells Road stop , the properties at 101-115 Norcot Road are significantly closer to the road and footpath - barely 2 meters from front window to boundary. The stopping/ starting of heavy bus vehicles, on-board announcements and the gathering of people queueing directly at the property boundaries will cause significantly increased noise and other disturbance to residents as this is a 24-hr bus route.</p> <p>Residents have previously had to complain to Reading Buses about noise levels from bus announcements when the new 17 fleet was introduced, which resulted in adjustments to timing and volume - acknowledging there is a noise issue. There should be a record of that complaint.</p> <p>6. There will also be a drastic loss of privacy and risk to security for residents in these properties if this proposal goes ahead. The properties at 101-115 Norcot Road are bay-fronted to both ground and first-floors - i.e. both living space and sleeping space will be directly overlooked by passengers on both decks of the bus and by waiting passengers on street.</p> <p>7. Additionally there will be increased light nuisance caused to residents sleeping at the front of the properties by interior and other lighting in waiting bus vehicles (principal bedroom is the front bay window in these houses, and they have attic bedrooms opening to street).</p> <p>8. There is also an associated risk to health due to deteriorating air quality within homes by moving the waiting/ idling buses so close and due to smoking by waiting passengers directly below windows. Fumes and noxious smells will directly enter the bedrooms and living rooms of these properties.</p> <p>9. As a further objection, an increase in littering in the private gardens to the front of the properties seems inevitable once bus queues form.</p> <p>10. The need for the proposed change is not well established, and less damaging alternative options exist. The reason for removal of parking and introduction of red route/ bus stop is based on the perceived need to move the bus stop a substantial distance from its current location. The intended effect of improving lines of sight to the new zebra crossing could be achieved by simply moving the existing bus stop only a few meters in the other direction, towards the north west, substantially maintaining the current arrangement with no further disruption to anyone.</p> <p>There is also an argument in favour of removing the in-bound Blundells Road stop completely. 2 other stops (Victoria and Church End Lane) are each within 300 metres of the Blundells Road stop. Both are located at non-residential sites with suitable access and amenities and none of the problems described above. Both stops are accessed from the Potteries estate by safe footpaths as easily as Blundells Road or the new site would be, and residents at Blundells Road/ Recreation Road also have easy access to the School Road in-bound stop. Complete removal of the bus stop could and should be considered, particularly with Reading Buses reporting a decrease in trips by two thirds in the last year evidencing falling demand.</p>
20. Objection	<p>"I object to the proposed new position of the bus stop on Norcot road as it is unsuitable. The houses in the terrace at 101-115 Norcot road are the only houses on the entire length of the road (on the odd side) who don't have a driveway or green space between the house and the road. The front of our house is only 2m from the boundary. There is nothing to buffer the negative effects described below;</p> <ul style="list-style-type: none"> <li>-Loss of privacy; the main rooms in these houses are in the front, with the principle bedroom being on the first floor at the front. Bus passengers would be able to see directly in as the bus waits at the bus stop.</li> <li>-Increased noise pollution and light pollution from the buses stopping, idling, restarting . This could affect sleep patterns and quality of sleep for residents. The bus service is 24hours.</li> <li>-Health problems as fumes from waiting buses would cause worse air quality. Potential cigarette smoke from people waiting at the bus stop. Both problems would mean we could no longer have our front windows open without a significant risk to health.</li> <li>-Increased risk to security for residents with people gathering on the doorstep waiting (or pretending to wait) for a bus.</li> <li>-Increased littering potential or damage to private front gardens.</li> </ul>

	<p>I object to the removal of the parking bay as it is used by 25-30 properties, and as we are on a red route, there are not many other options for parking. Residents, visitors, tradesmen and supermarket deliveries will not have a place to park. Residents on both sides of the road use the parking bay, as well as visitors and staff to Cornerstones Residential Care facility for the elderly.</p> <p>Putting the bus stop in the proposed new position would hinder lines of sight when turning out of the access road (between nos 97 and 101 Norcot road) which has been in constant use for vehicular access since the houses were built in 1911. Turning out of this would become more dangerous. Simultaneously, this access road would be getting busier due to the removal of the parking bay at the front of the properties.</p> <p>This stretch of road is already prone to dangerous/fast/antisocial driving and I fear that having buses stop here would encourage drivers to overtake on the wrong side of the road which is potentially dangerous.</p> <p>There are alternatives- the bus stop could be moved further up the road (northwest) from its current position by a few metres. The bus stop could be removed altogether- the other stops at the Victoria and at Pottery road are each only 300 m away. Safe pedestrian access on footpaths to these stops is available from the Potteries estate."</p>
21. Objection	<p>"The Parking Bay is used by 25-30 residences and reduction will cause great inconvenience and increase illegal parking/ traffic congestion</p> <p>Putting the bus stop between 101-115 Norcot Road will block lines of sight for entry/ exit to the access road to the rear of the properties - increased road safety risk As the houses are so close to the road there will be: Increased noise pollution ,Loss of privacy for residents (due to bay windows in bedrooms and living rooms and proximity to street, passengers can see in)Health problems due to worse air quality in the homes, Light pollution in sleeping areas from the double-deck vehicles at night as the bus service is 24 hours , Increased risk to security for residents with people gathering on the doorstep 24 hours a day. Parking in Norcot Road has already been considerably reduced since the red lines were painted leaving little on nowhere to park. If this parking bay was also lost that would be ridiculous."</p>
22. Objection	<p>I object to this proposal for the following reasons:The loss of any parking spaces on this red route will adversely affect residents of the houses near it.</p> <p>These houses do not have drives, and indeed the front of the properties are very close to the road there. Locating the bus stop there will have adverse impacts in terms of noise, privacy, vibration and light pollution from stopped buses. The pavement is not very wide, so there will be an increased difficulty for people to pass on mobility scooters.Visibility will be very poor for users of the junction with the access road which leads to Wealden Way which would be even closer to the bus stop than its originally proposed relocation site.Increased likelihood of people littering private gardens while waiting for buses and noise from conversations close to property windows.Having stopped buses so close to property windows will mean exhaust fumes inevitably entering via windows into living spaces.</p>
23. Objection	<p>Alternative options exist which do not impede on houses which are so close to the road and will suffer from disturbance, noise pollution</p>
24. Objection	<p>"In the proposed relocation of the blundells Rd bus stop to outside 101 Norcot Rd will mean the loss of a minimum of 3no parking bays and will further impact the number of available parking bays for the local residents. We strongly object to the proposed move.</p> <p>Is the bus stop needed ? given the distance to Victoria Pub bus stop and Church End Lane bus stops, why not omit the bus stop ?</p> <p>Alternatively relocate to further down the hill outside of House no's 127/129 where the road is wider aiding greater visibility whilst maneuvering around the stationary bus and would not mean the loss of 3 no parking bays ?</p> <p>Whilst the proposed zebra crossing is welcomed, we strongly object to moving the bus stop due to direct impact on vehicle parking bays within a built up area."</p>
25. Objection	<p>We have learned that you propose to move the Blundles Road Bus Stop to [REDACTED] in a lay-by that is used daily by residents and the delivery vehicles have to use as we have been made a Red Route so limited places to stop !!!! There has been a bus stop at</p>

	Blundles Road for decades and is ideal for the Cornerstones Care Home with an island for them to cross I STRONGLY OBJECT to this proposal it is NOT needed as perfectly positioned where it is .We already have to keep our windows closed at the front because of the constant traffic pollution and dust and dont want even more Also when traffic comes past they already have to stop when a car is parked there so a bus would makes it 10 times worse !!!
26. Objection	I have been informed that you intend to put a bus stop in the parking bay opposite my home .this is the most ridiculous idea the reading council have come up with since the red route people on both sides of the road park here parcel delivery co and grocery deliveries use this lay ye READING BUSES cause enough dust and fumes already in my home you can come and test if you like they will cause more traffic delays than usually maybe you should spend council tax more wisely on electric buses it will save us from dirty smelly vehicles ie the bus department
27. Objection	"Noise pollution Will block line of sight entry and exiting"
28. Objection	The parking bay is used by residents, there is nowhere else for them to park. Putting a bus stop there will be dangerous for pedestrians and road users. Loss of privacy for the residents due to proximity to street, bus passengers will be able to see in. Pavement not wide enough for queueing and for others to pass at same time.Increased Noise, light and air pollution
29. Objection	101 to 115 Norcot Road is unsuitable for a new bus stop. As the houses are so close to the road and have bay windows it will cause increased noise pollution from the buses. Loss of privacy to the residents and also light pollution as the buses will run 24 hours a day.
30. Objection	There will be increased road safety risk, in addition it will lead to increased illegal parking. There will be a loss of privacy for existing residents and an increase in congestion and traffic. Other options are available, for example, moving the bus stop a few metres in the other direction.
31. Objection	Noise pollution from buses where houses so close to the road
32. Objection	I am concerned about the impact of light and noise pollution for local residents, as well as the lack of parking spaces.
33. Objection	Object reduction in parking bay. There is already limited parking, removing more will end up encouraging people to park irresponsibility and dangerously in other places in the area
34. Objection	The parking bay is used by many residents and reduction will cause a great problem. Also will increase Ellis Al parking and cause congestion.
35. Objection	"-will lead to illegal / dangerous parking due to residences in proximity - air quality concerns next to residences, exhaust fumes from buses stopping / starting / waiting with engines running will increase pollution leading to increased health risks for young and elderly"
36. Objection	If you removed the parking places it would be devastating to our family. I live 6 miles away, in a rural setting with no public transport, from my son and grandson and I would not be able to visit and help with childcare!! I believe the cars parked in the road help to slow traffic down, making it safer for all road users.
37. Objection	There is not enough parking in the area for the residents with the red route. Removing the available parking for those without driveways is counterproductive and will force people to park in unsuitable locations.
38. Objection	"We object to the proposals for the following reasons: 1) The properties 101-113 Norcot Road do not have space for front garden parking and so we rely on these spaces to park near our property, especially as most of Norcot Road is a red route. Furthermore, because there is no residents permit scheme there is already much competition for space for tradesmen and visitors to other properties in Norcot Road. Most other houses on Norcot Road have room for a front garden parking space, so it is particularly unfair to remove spaces from here.

	<p>2) The front gardens are much smaller in the terrace 101-113 than the other houses in Norcot Road (including those near the present bus stop). The houses are also much narrower. Moving the bus stop here will therefore much more severely affect a greater number of residents in terms of: disturbance from noise and light from 24 hour bus route; litter and noise from waiting passengers; loss of privacy and pollution from waiting buses.</p> <p>3) The sight lines for turning right on to Norcot Road out of the access road for the terrace are already impaired if a large car or van is parked in front of the terrace. This junction will only become more dangerous and inconvenient when buses are frequently waiting there, along with the inevitable queueing traffic behind a bus.</p> <p>4) The road is narrower at the proposed bus stop than at the existing location. This will encourage more dangerous overtaking from frustrated drivers, who will have less visibility of oncoming traffic. The effect is further compounded by the lack of speed cameras or traffic calming measures, in contrast with other parts of Norcot Road, so drivers often use this section to "catch up".</p> <p>5) At the current bus stop location, motorcycles and bicycles can safely overtake a stationary bus while traffic is oncoming; this will not be possible at the new location."</p>
39. Objection	"This would be [REDACTED] leaving them feeling vulnerable. Also due to [REDACTED] in the layby opposite and this would restrict him being able to do this. It would also cause more noise and even more dust in their bedroom window which they suffer from breathing difficulties anyway. My [REDACTED] struggle to sleep at night and the extra noise from having the bus right outside will affect their sleep pattern. Also they are worried about the excess litter that could end up being thrown into their garden."
40. Objection	"Whilst I think the new crossing is needed and will hopefully slow down passing traffic, I don't think moving the bus stop in front of the terrace houses is a good idea. The pavement is narrower than in its current location and it will make taking the children to school in the morning harder than it currently is, if people are queuing for the bus. The increased air, noise, light and physical pollution the new stop will cause directly outside our house is very unwelcome. In its current location, the brick wall that's on the nearby property boundary has been damaged numerous times in the years we have been living here. [REDACTED] gardens are very small and as a result, [REDACTED] living room and bedroom will be very close to passengers on the bus. The outside parking spaces are part of the market value of our family home, anything that reduces the value is obviously bad news for us. Perhaps no need to replace as the two alternative bus stops are about approximately five minutes walk away.
41. Objection	<p>"I am a resident [REDACTED] with parking bays directly outside and would like to strongly object to reducing the parking bay on Norcot Road. The parking bays are greatly used for residents, visitors, deliveries and tradesman. The terrace houses do not have front drives and therefore tradesman need to use the parking for access to the front of the property. There is not sufficient parking elsewhere on the road to accommodate all the vehicles that currently use the parking bay. Reducing the parking bays will increase illegal parking and traffic congestion. The local [REDACTED] strongly object to moving the bus stop to outside the terrace housing for the following reasons:</p> <ul style="list-style-type: none"> <li>- The terrace houses are much closer to the road than the current bus stop site;</li> <li>- Increased noise levels of buses stopping, starting and waiting very close to the houses;</li> <li>- Increased noise of people waiting for buses directly outside the terrace houses up to 24 hours a day - very disturbing for residents at night;</li> <li>- Loss of privacy - the terrace houses are very close to the road have bay windows - people on the bus will be able to see in;</li> <li>- Light pollution to front bedrooms of the terrace properties from the buses - they are very bright and the terrace houses are close to the road;</li> <li>- Increased fumes from buses waiting and running while at the stop;</li> <li>- Increased litter and damage to front gardens;</li> <li>- Loss of feeling secure with people hanging around so close to the houses and seeing in - particularly worrying when out/away;</li> </ul>

	<p>- The pavement is not that wide and a bus stop with people waiting will cause congestion on the pavement especially for those with pushchairs, wheelchairs and mobility scooters.</p> <p>- Reduced visibility for those using the side access road to the side of the terrace houses, increasing the risk to users and road users when entering or exiting the side access road.</p> <p>Do we need this bus stop? Could the two existing bus stops on either side of this one be moved slightly closer to each other. The Victoria Arms bus stop is very close to the junction at the top of the road and often causes hold ups/congestion at the junction - it would be sensible to move this stop a little further down the road. I use the bus to travel to work and would happily walk a couple more minutes to the next stop.</p>
42. Objection	<p>The existing could be moved much closer to where it is already. Moving the bus stop to the proposed location will reduce the available parking, significantly impacting residents who rely on that parking and will result in unsafe parking to allow loading or parking impacts on adjoining roads. The proposed new location will also impact access to the road to the rear of the houses which could result in an accident.</p>
43. Objection	<p>25-30 residences use the parking bay, so reduction will cause inconvenience and increase congestion and the likelihood of illegal parking. I am concerned that, given the houses [REDACTED] Norcot Road are so close to the road, residents will suffer from increased noise and light pollution from 24 hour a day buses, poorer air quality with waiting buses running their engines directly outside, and increased littering in private gardens. Additionally, the proposed new bus stop position will block sight lines for entry / exit to the access road which runs behind the properties 101-115 Norcot Road - thus increasing the road safety risk.</p>
44. Objection	<p>Following are the reasons why I am against the proposal. There will be increased noise pollution to residents from buses. There will be no privacy for residents due to the bay windows and people passing in busses and looking in. The residents could potentially suffer from ill health due to bad air quality because of the busses. There would also be an increased risk to security due to public gathering around. Increased littering and damage to gardens would also be stressful for the residents.</p>

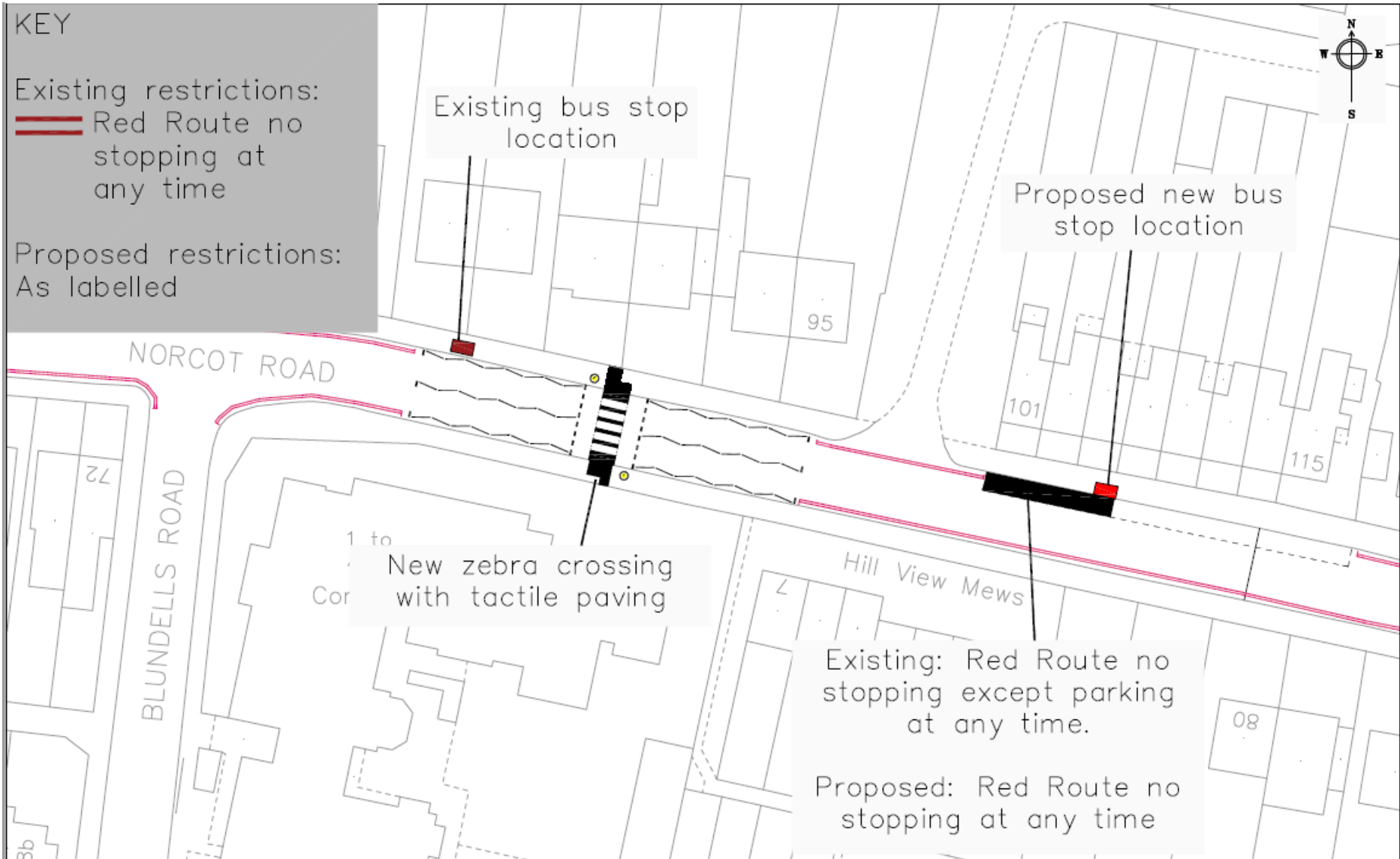
KEY

Existing restrictions:

 Red Route no stopping at any time

Proposed restrictions:

As labelled



**Reading**  
Borough Council  
Working better with you

Transport  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project		Scale	Drawn	JT
CIL: Norcot Road zebra crossing		NTS	Checked	JC
Drawing		Date	Approved	JP
Norcot Road: Red Route amendment		NOV 21	Drawing No. Norcot Rd Red Route amendment	

APPENDIX 3 - WAITING RESTRICTION REVIEW PROGRAMME

Requests for waiting restrictions for potential inclusion in the 2022A programme.

Ward	Street	Summary of Request
Abbey	Bridge Street	Request to extend the existing taxi rank on Bridge Street near the Oracle.
Battle	Argyle Street	Request for shortening of the permit holders only bay and extension of double yellow lines, close to its junction with Argyle Road to aid access to off-street parking.
Caversham	Amersham Road	Request for parking restrictions within Amersham Road, between Dickens Close and Clonmel Close due to large vans parking close to the traffic calming pinch points and hindering the visibility travelling up or down the road.
Caversham	Briants Avenue	To review the bays on Briants Avenue for potential reduction or removing to aid larger vehicles and traffic flow within the road.
Caversham	Priory Avenue	Request to convert the doctors and disabled bays to a resident permit shared use bay, in line with the rest of the street. These markings are no longer required to support the adjacent surgery, which has now closed.
Church	Barnsdale Road	Request for extension of existing double yellow lines at the junction with Cressingham Road due to cars parking on both sides of the road at weekends.
Church	Bigbury Gardens	Request for double yellow lines at the junction with Staverton Road, due to vehicles parking on the corner and hindering the visibility line.
Church	Poplar Gardens	Request for parking restrictions due to vehicles parking on the corner of Poplar Gardens and Cedar Road which can block access.
Katesgrove	Boulton Road	Request for double yellow lines within the road, on the western leg of the road, mid-way toward its junction with Craddock Road. The purpose is to remove verge and footway parking outside the business and improve accessibility.
Katesgrove	Bourne Avenue	Request made via ward Councillor. Request for parking restrictions on the corner of Bourne Avenue and Shenstone Road due to large amount of pavement parking
Kentwood (also included in Tilehurst)	Armour Road	Request made via ward Councillor. Request for parking restrictions on the bend of the road between its junction with Wardle Avenue and Lower Armour Road to improve visibility and reduce safety risks caused by parking.
Kentwood	Glenrosa Road	Request made via ward Councillor. Request for parking restrictions within Glenrosa Road to address access difficulties around the tight bend and driveway access challenges along the street, which are allegedly being caused by non-residents.  <b>Officer Comments:</b> Please note, for clarity, that this is not a request for Resident Permit Parking, but for yellow-line restrictions.
Mapledurham	Pinewood Drive	Request made via ward Councillor. A request to reduce the double yellow lines within Pinewood Drive as they are felt to be unnecessary and reduces visitor parking places.

Ward	Street	Summary of Request
Minster	Maitland Road	Request made via ward Councillor and resident petition with 6 signatures. Requests received for extension of double yellow lines to cover the entrance to Windsor Court.  <b>Officer Comments:</b> This issue has been investigated and was concluded to be a section of double-yellow-lines that was not reinstated following utility works. This issue has now been resolved. Councillors and the petitioner have been informed.
Minster	Portway Close	Request for parking restrictions on Portway Close, at the junction with Berkeley Avenue and into the Close to keep the sight line clear
Minster	St Saviours Road	Request made via ward Councillor. Request for parking restrictions along St Saviours Road between the junction with Tintern Crescent and around the corner to the junction with Wensley Road due to visibility issues being caused.
Minster	Wensley Road	A request for a Bus Stop marking on Wensley Road due to being blocked by cars and makes it hard for people with buggies and wheel chairs to alight the bus.  <b>Officer Comments:</b> Due to the developments taking place around the Coley Park and Wensley Road officers would recommend not to make any changes here until the works are completed.
Norcot (also included in Tilehurst)	Dee Road	Request made via ward Councillor. Request to extend the double yellow lines on Dee Road at the junction with Taff Way toward the zebra crossing. This was requested to aid flow of buses and general traffic during school drop-off/pick-up times.
Norcot	Shaftesbury Road	Request to review the loading bay on Shaftesbury Road, as it hardly gets used and takes up valuable space for residents to parked on a very congested road.
Norcot	Stoneham Close	Request for parking restrictions on Stoneham Close, the top of the approach to Stoneham Close as vehicles often park here and hinder visibility.
Norcot	Tofrek Terrace	Request as a result of officer observations. Request for parking restrictions to deter school pick up and drop off traffic, and pavement parking which is pushing pedestrians into the road due to the narrowness of the road
Park	Norris Road	Request made via ward Councillor. Request to review the current permit parking restrictions, to reduce the timings for non-permit holders.  <b>Officer Comments:</b> The East Reading area Resident Permit Parking scheme has been implemented on these residential streets with one of two types of restriction; Permit parking only (a zone-type restriction) or with a consistent 'shared-use' timed restriction across the scheme area. It is not recommended that bespoke timings on a street-by-street basis are installed as this will lead to inconsistency, confusion and inevitably enforcement/enforceability issues.
Peppard	Henley Road	Request for parking restrictions near the layby between Micklands Road and Caversham Park Road, due to verge damage.
Peppard	Pendennis Avenue	Request for parking restrictions to prevent pavement and verge parking due the school drop off and pick up times.
Peppard	Rossendale Road	Request for extension of double yellow lines on Rossendale Road junction with Henley Road to improve visibility/sightlines.



Ward	Street	Summary of Request
Peppard	Tenby Avenue	Request for parking restrictions at the junction of Tenby Avenue and Galsworthy Drive due to parked cars and hindering the visibility.
Peppard	Wetherby Close	Request for parking restrictions within Wetherby Close as vehicles park close to the junction with Peppard Road and makes it difficult leaving or gaining access to the Close.
Redlands	Alexandra Road	Request for extension of double yellow lines from its junction with Upper Redlands Road down towards the zebra crossing, to tie in with the controlled parking restrictions in the area, also improving access and visibility to/from residential driveways.
Redlands	Cardugan Place	Requested by Officers involved in waste collection. Request to extend the double yellow lines at the entrance of Cadugan Place onto Addington Road due to cars parking close to the access road. This has been requested to improve sightlines/visibility.
Redlands	De Beauvoir Road, Carnavon Road and Junction Road	Request made via ward Councillor. Request to review the permit parking and timings for non-permit holders.  <b>Officer Comments:</b> There were proposals consulted as part of the 2020 review programme, which included tightening existing restrictions to a combination of Permit Holders Only and other sections where visitor parking (the 'shared-use' element) was restricted to 8am-8pm. Due to the objections received, these proposals were not taken forward. Officers will continue to liaise with ward Councillors regarding preferences for the restrictions developed for this programme, if agreed for investigation. It has been provisionally indicated that the preference is currently to reduce visitor parking from 8am-8pm to help with resident concerns.
Redlands	Donnington Road	Request for extension of the double yellow lines on Donnington Road at the junction with London Road to improve access to off-street parking.
Redlands	Eldon Terrace	Request to convert sections of the single yellow line on Eldon Terrace, between Eldon Street and Victoria Street, to double yellow lines. This has been requested to improve accessibility to off-street parking, particularly overnight.
Redlands	Foxhill Road meets with Cardigan Gardens	Requested by Officers involved in waste collection. Request to extend the double yellow lines on Foxhill Road internal corner at the junction with Cardigan Gardens as unable to safely make the turn into Foxhill Road. Request to investigate what can be done to discourage residents from parking at 90 degrees from kerb blocking the carriageway making bin collections difficult for refuge truck turning circle.
Redlands	Upper Redlands Road	Following a discretionary permit request, Traffic Management Sub-Committee permit appeals panel recommended a request for additional properties to be added into the permit zone 15R and for the traffic regulation order to be amended. There was no identifiable reason for these properties not to be eligible for the full entitlement of permits.
Southcote	Circuit Lane	Request for extension of the existing double yellow lines on Circuit Lane from its junction with Hatford Road to address some parking problems that occur, particularly around school drop off/pick up times.
Southcote	Hogarth Avenue	Request for parking restrictions on Hogarth Avenue, near its junction with New Lane Hill to prevent pavement parking, which hinders the visibility.

Ward	Street	Summary of Request
Southcote	Silchester Road	Request made via ward Councillor. Request to review (with consideration for removing) the double yellow lines on the southern side of the road, broadly between No.2 and just beyond No.4, which have removed a large amount of on-street parking (c. 5 cars). Many of the residents of Silchester Road do not have driveways. Moreover, although the lines on the northern side help to prevent people blocking driveways, this does not apply on the southern side. A request for the extension of the existing double yellow lines was investigated in WRR2020. The decision was made to implement them.  Further enquiry received via ward Councillor to consider whether sections of the double-yellow-lines on the northern side could be changed to single-yellow-lines, to apply restrictions only during morning and afternoon school drop-off / pick-up times to reduce the impact on resident and visitor parking availability at other times.
Thames	Chiltern Road	Request made via ward Councillor. Request for parking restrictions on Chiltern Road at the junction with Banbury Gardens due to vehicles parking too close to the junction.
Thames	Kelmscott Close	Request for parking restrictions at the junction of St Peters Road with Kelmscott Close due to vehicles parking close to the junction.
Tilehurst (also included in Kentwood)	Armour Road	Request made via ward Councillor. Request for parking restrictions on the bend of the road between its junction with Wardle Avenue and Lower Armour Road to improve visibility and reduce safety risks caused by parking.
Tilehurst	Conwy Close	Request made via ward Councillor. Request for extra restrictions, possibly a loading ban on the existing double yellow lines within the road due to school pick up/drop off. This causes access and visibility issues (for pedestrians and motorists) on this narrow, bending road.
Tilehurst	Dunstall Close	Request made via ward Councillor. Request for parking restrictions on the bend between 26-30 Dunstall Close to prevent vehicles parking partially on the pavement and blocking pedestrians.
Tilehurst	Kentwood Hill	Request for extension of the existing double yellow lines at the junction with Norcot Road to improve visibility
Tilehurst (also included in Norcot)	Dee Road	Request made via ward Councillor. Request to extend the double yellow lines on Dee Road at the junction with Taff Way.
Tilehurst	Pierces Hill	Request for parking restrictions on the eastern side of Pierces Hill going up the hill to improve visibility due to cars parking on both side of the road.
Tilehurst	Poole Close	Request for extension of double yellow lines on the southern side at the junction with Elvaston Way due to school pick up/drop off traffic within the road. This is to prevent issues where the road gets blocked by parking at times.
Tilehurst	Westwood Road	Request for parking restrictions on Westwood Road due to cars parking on the road when the car park for the doctor's surgery is full. This was requested to improve residential off-street access and traffic flow along this bus route.
Whitley	Blandford Road	Request for parking restrictions due to pavement parking, blocking the road and to improve road visibility.
Whitley	Durham Close	Request for parking restrictions at the junction with Northumberland Avenue and within Durham Close itself due to inconsiderate parking. This includes footway parking and parking across informal crossing points.

Ward	Street	Summary of Request
Whitley	Shirley Avenue	Request for parking restrictions within the bend of Shirley Avenue due to several vehicles parking here hindering visibility.
Whitley	Sycamore Road	Request for parking restrictions within the road due to non-residents blocking driveways
Whitley	Woodman Close	Request for parking restrictions to improve access to off-street parking.

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## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>03 MARCH 2022</b>	<b>AGENDA ITEM:</b>	<b>6</b>
<b>TITLE:</b>	<b>RESIDENT PERMIT PARKING: UPDATE ON REQUESTS FOR NEW SCHEMES</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICER:</b>	<b>JEMMA THOMAS</b>	<b>TEL:</b>	<b>0118 937 2101</b>
<b>JOB TITLE:</b>	<b>ASSISTANT ENGINEER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@ READING.GOV.UK</b>

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

- 1.1 This report provides an update on requests that the Council has received for the introduction of RPP schemes, including the progress of any developing schemes.
- 1.2 Appendix 1 - The updated list of requests for RPP schemes.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers whether the requests in Appendix 1 are retained for future development or removed from the programme.
- 2.3 That Officers continue to engage with ward Councillors to consider whether there remains a demand for the requests in Appendix 1 and will report back on recommendations to a future meeting.

#### 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 complement 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: Requests for Investigation

- 4.1 Appendix 1 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.

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

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

- 4.3 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.

- 4.4 Scheme development will typically commence with an informal consultation to survey demand for permit parking restrictions in an area. Before any scheme can potentially be implemented, the detailed restrictions must be formally consulted and the reasons given in any objections considered.
- 4.5 Some of the requests have originated from a very small number of complaints. It was hoped that this report would trigger interest in the wider area for the schemes listed (as per Item 4.3), or that there would be a level of sustained interest in commencing scheme development. However, officers have experienced little of this demand in recent years and the list in this report has changed little during this time.

The Officer comments in Appendix 1 have been updated to provide some context.

Additionally, Officers developed two large area schemes where initial surveys had demonstrated majority support, but which attracted significant objection during statutory consultation. As a result, these schemes, alongside a smaller proposal, were not agreed for implementation.

- 4.6 The COVID-19 pandemic has been - and continues to be - very impactful. It is possible that one of these impacts has been on the way many people now work, which is causing less of the commuter parking issues that have previously been reported in residential areas. This could still be a temporary impact. Officers are also conscious of the financial impacts of the pandemic and cost-of-living pressures that the media is reporting.

The development of schemes is also very resource-intensive, which has a cost to the Council both literally and in terms of the impact this has on the development of other initiatives.

The Council's Medium-Term Financial Strategy contained agreed revenue savings against the further development of Resident Permit Parking in Reading, which have been previously reported (September 2021). The expected savings for 2021-22 have not been delivered as a result of schemes not being agreed for delivery.

### **Current Position: Officer Recommendations**

- 4.7 Officers are not presently recommending adding the development of the schemes on Appendix 1 to a programme of works. Instead, they have commenced engagement with local ward Councillors to ascertain whether there still appears to be local demand for the development of these schemes.

It is intended that a future update report will make recommendations about whether schemes should be programmed for development or should be removed from the list.

Officers will continue to add any new requests to the list, should there be a demonstrable level of demand.

## **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 fewer 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 There are no expected impacts from the decisions relating to the list of new requests (Appendix 1).

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

- 7.1 Scheme development typically commences with an informal consultation to survey the level of demand for further development.
- 7.2 For any schemes that are progressed, 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.

Objectors to statutory consultations will be contacted with 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.

## **9. LEGAL IMPLICATIONS**

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



## **10. FINANCIAL IMPLICATIONS**

- 10.1 None arising from the decisions of this report.
- 10.2 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.

- 10.3 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.

## **11. BACKGROUND PAPERS**

- 11.2 Resident Permit Parking: Results of statutory consultations (Granville Road and Katesgrove Area) and update on requests for new schemes (Traffic Management Sub-Committee, September 2021).

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APPENDIX 1 - RESIDENT PERMIT PARKING

UPDATED: March 2022. This table is sorted in order of the date that the initial request was received and added, oldest to newest.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
1	N/A	Caversham	St Annes Road	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking. Also instances of inappropriate parking.	September 2021 (Resident Permit Parking)	Officers received one complaint from a resident in 2016 about parking on verges and non-residents parking on this road. We are not aware of a wider demand for a permit scheme for this road. Officers believe that a scheme on St Annes Road, if developed, should include nearby streets due to the immediate displacement parking that would likely occur.
2	N/A	Minster	Downshire Square area	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking.	September 2021 (Resident Permit Parking)	Officers initially received a complaint in 2019 about non-residents parking on this road. Officers believe that a permit scheme would likely cause immediate displacement parking issues and have an impact on the hospital. A permit scheme should therefore include other nearby roads. Ward Councillors have informed officers that they will be carrying out further work in the area to advise on the perceived level of demand.

3	N/A	Caversham	Star Road, Amersham Road and Clonmel Court	Y	N	Three residents have noticed some possible displacement parking as a result of the lower Caversham RP scheme and have noticed an increase in non-resident parking in the area, making it hard to find a space. Some comments have also suggested commuters are parking here in the day.	September 2021 (Resident Permit Parking)	Following the delivery of the Lower Caversham permit scheme in December 2019, we received a number of enquiries for the further introduction of resident permit restrictions in the surrounding areas. It should be noted that the majority of this correspondence was received immediately after the scheme was implemented. Since 2019 we have received a few comments from residents in the area though the number of requests has significantly reduced. Officers believe that any further expansion of this scheme, if developed, should include roads off Amersham Road due to the displacement parking that would likely occur. A bay marked scheme would also likely reduce parking spaces on narrower roads such as Star Road.
			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.		
4	N/A	Minster	Carsdale Close	N	N	Councillor raised resident concerns about non-resident parking on the street, in particular a mini bus.	September 2021 (Resident Permit Parking)	Officers have received complaints about vans parking on this road, as well as pavement parking. A bay marked scheme would allow us to enforce vehicles parked on the pavement, however, it would also reduce the number of on-street parking spaces as Carsdale Close is a narrow road. The vans in this area may also be owned by residents, who would be directly affected by any new restrictions that are installed in the Close. A permit scheme would also cause displacement parking of vans and other vehicles into surrounding roads, which would need to be considered in the context of a potentially-increased scheme area.
5	N/A	Norcot	August End & Brock Gardens	N	N	Resident concern has been raised regarding the volume of non-resident parking that is taking place, making it difficult for residents to park near to their homes.	September 2021 (Resident Permit Parking)	Officers received two complaints in 2019 and 2020 regarding parking in this area, however, we are not aware that there is significant wider demand for a permit scheme for these roads.

6	N/A	Peppard	Kidmore End Road	N	N	Residents have requested that the limited waiting bay, toward the junction with Peppard Road, becomes a resident permit parking restriction.	September 2021 (Resident Permit Parking)	Officers have received requests from residents for the bay at the south end of this road to be changed to include a permit parking restriction. The bay is currently limited to 2 hours parking in the daytime, but provides a visitor parking area to adjacent businesses. If a permit scheme was to be installed in this area, officers recommend that it also include the unrestricted sections of the road as well as potentially other roads in the area as we would need to balance out the needs of residents and businesses. As officers are not aware of a wider interest in a permit scheme.
7	N/A	Abbey	Avon Place	N	N	Request for a 'permit only' restriction along Avon Place, which is not part of the highways.	September 2021 (Resident Permit Parking)	Officers are only aware of a request from 1 resident for a permit scheme in this area.
8	N/A	Redlands	Lower Mount	N	N	Request for properties 27, 29, 31, 33 and 35 The Mount to be added to the nearby permit zone, and additional restrictions installed on Lower Mount.	NEW	The Mount is part of the 15R zone but these properties were not included in the zone when it was originally installed. There is currently a yellow line restriction and an unrestricted section of road on Lower Mount, which we could consider changing to allow additional parking spaces for 15R zone permit holders. The request was made via a ward Councillor, but it was raised with a dependency against the outcome of potential changes to the parking restrictions on The Mount. These are currently being reviewed separately through the waiting restriction review programme 2021B.
9	N/A	Norcot	Severn Way	N	N	Concerns raised via MP regarding parking availability along the street and a request for an RPP scheme to place limits on the numbers of permits that would be available per eligible property.	NEW	This is a single request at this time. If agreed for future scheme development there are significant displacement risks if this didn't form part of a wider area scheme.

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## READING BOROUGH COUNCIL

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

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	03 MARCH 2022	<b>AGENDA ITEM:</b>	7
<b>TITLE:</b>	REQUESTS FOR TRAFFIC MANAGEMENT MEASURES		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORT	<b>WARDS:</b>	ALL
<b>LEAD OFFICERS:</b>	GARY MILES	<b>TEL:</b>	01189 372616
<b>JOB TITLES:</b>	NETWORK MANAGEMENT TECHNICIAN	<b>E-MAIL:</b>	<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 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 and Appendix 2. Appendix 3 is for information only - this is the principal list of requests.
- 1.3 Appendix 1 - Provides the list of requests that are new to this update report with initial Officer comments and recommendations.  
Appendix 2 - Provides the list of requests that have been previously-reported, where significant amendments are proposed, with Officer comments and recommendations.  
Appendix 3 - For information. Provides the principal list of requests, as updated following the previous report to the Sub-Committee in September 2021. It also contains the prioritised list of cycling and walking measures from the LCWIP.

#### 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 3).
- 2.3 That the Sub-Committee considers the officer recommendation for amendments to each request in Appendix 2 and takes a decision on whether to remove or retain these amended entries on the primary list of requests (Appendix 3).
- 2.4 That the Sub-Committee may wish to consider whether any previously reported items in Appendix 3 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 several programmes in which they may be addressed. Such programmes include the Waiting Restriction Review, Resident Permit Parking and Road Safety. However, monies for addressing desirable general traffic management measures is harder to secure.
- 4.2 This report does not necessarily 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 several Council departments and includes requests made by the Cycle Forum.
- 4.3 Appendix 3 provides the primary 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, the entry will be removed from this list and added to Appendix 2, seeking agreement for its removal from this report. Appendix 3 is one of several Council documents that may be used for seeking contributions for specific schemes (for example, during the planning process for a new development).

- 4.4 All appendix documents contain some categorised commentary around each scheme/request, providing some contextual background information such as high-level feasibility and casualty data and, in some cases, indicative costs.



Until a scheme is fully investigated, designed and quotes have been received from appropriate contractors, it is not possible to provide detailed cost estimates, but those contained in the report reflect officer experience and a desktop review, unless otherwise stated.

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 the Sub-Committee is 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 are new to this update report.

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

- Retain - These items will be added to the principal list (Appendix 3), awaiting funding for further investigation and development.
- Remove - These items will be removed from the list and will not be retained for further investigation and development. The reason for this recommendation will be given.

4.6 Appendix 2 provides a list of requests that have formerly been part of the principal list (Appendix 3), but where Officers are making an amended recommendation. The recommendation and reason will be given.

This Appendix will also be used where a scheme has received funding for development, where a recommendation will be made for the scheme's removal from future update reports - scheme development will be reported separately.

### Other Options Considered

4.7 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, September 2021)

## REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 1

New requests for potential entry onto the principal list, following last reported update (September 2021)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Cycle Access	Reading Station Subway	Subway	Request to allow cycling along the station subway.	<ul style="list-style-type: none"> <li>• <b>Comment:</b> This has arisen from the Cycle Forum and an action to capture requests made by the forum that are not already on the main list of requests. Engineering options are being investigated to facilitate this request.</li> <li>• <b>Casualty Data:</b> N/A - relates to improved access.</li> <li>• <b>Anticipated Costs:</b> Proposals are being developed.</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>
2	Katesgrove	20mph with traffic calming	Alpine Street	Entire Road	Request for a 20mph zone with traffic calming such as speed humps in order to reduce vehicle speeds.	<ul style="list-style-type: none"> <li>• <b>Comment:</b> Officers recommend that Edgehill Street also be included in the zone. Speed surveys should also be carried out to assess vehicle speeds before determining what type of traffic calming features would be appropriate.</li> <li>• <b>Casualty Data:</b> No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be around £50,000.</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>
3	Mapledurham	20mph zone	Tokers Green Lane	Entire Road	A request for a 20mph zone on this road, which would be a jointly managed scheme between Reading Borough Council and South Oxfordshire District Council.	<ul style="list-style-type: none"> <li>• <b>Comment:</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. Feasibility risks around drainage and risks of ponding around any physical traffic calming features. Would require support, funding and a joined-up approach with Oxfordshire County Council, as the road spans local authority boundaries.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period (up to August 2021, within the Borough of Reading).</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be around £20,000, based on a contribution to Reading's section only.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4	Minster	Pedestrian crossing	Bath Road	Close to its junction with Harrow Court	Request to upgrade the historic islands neat the hospital to a formal crossing to either a pelican or puffin crossing, due to concerns about safety and vehicle speeds.	<ul style="list-style-type: none"> <li>• <b>Comment:</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 close to a bus stop that may 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 or informal features may help. Additional feasibility concerns around the available carriageway width in which to alter lining and islands to create a compliant 'split' crossing.</li> <li>• <b>Casualty Data:</b> 1 slight incident near this location in the latest 3 year period (up to August 2021) where speeding was considered a contributing factor.</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be around £90,000, if a zebra crossing could be installed, taking into account island alterations and electrical works.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
Page 204	Multiple: Abbey, Battle, Norcot, Kentwood	Cycle Access	Oxford Road	Entire Road	Request for improved cycle facilities along the Oxford Road corridor	<ul style="list-style-type: none"> <li>• <b>Comment:</b> This has arisen from the Cycle Forum and an action to capture requests made by the forum that are not already on the main list of requests. It is expected that the Oxford Road Corridor Study will incorporate some improvements. Elements such as the Red Route and Active Travel Tranche 1 (if agreed to be made permanent) were intended to partially address this request.</li> <li>• <b>Casualty Data:</b> N/A - relates to improved access.</li> <li>• <b>Anticipated Costs:</b> To be confirmed, but will form part of a wider scope of works.</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
6	Park	20mph enhancements	Coventry Road (and Newtown)	Entire Length	Request for additional speed calming (physical) along the street and repeater signs for 20mph speed limit.	<ul style="list-style-type: none"> <li>• <b>Comment:</b> It would be advisable to consider the wider area and not just this street in isolation. Speed surveys should be carried out to assess vehicle speeds to determine which areas in Newtown could benefit from additional calming measures. There is scope for additional speed humps and for repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately.</li> <li>• <b>Casualty Data:</b> No injury related accidents in the latest 3 year period (August 2021) where speeding was considered a contributing factor.</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be £55,000 but could increase significantly depending on the number of traffic calming features installed.</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>
7	Park	20mph enhancements	St Peters Road	Entire Length	Request via Ward Councillor for additions to the existing physical traffic calming features and/or potentially raising the height of existing speed humps to address concerns about speeding.	<ul style="list-style-type: none"> <li>• <b>Comment:</b> St Peters Road complies with the requirements of a 20mph zone and has a number of existing full length road humps. It would be useful to conduct speed surveys to assess vehicle speeds and then determine if the existing humps should be upgraded.</li> <li>• <b>Casualty Data:</b> No injury related accidents reported in the latest 3 year period (August 2021).</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be around £45,000.</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>
8	Park/Redlands	Traffic calming	Eastern Ave	Entire Rd	Request for traffic calming such as speed humps in order to reduce vehicle speeds.	<ul style="list-style-type: none"> <li>• <b>Comment:</b> This is in an existing 20mph zone and there are some existing calming features on the south end of the road which could be amended, though that section is used by buses.</li> <li>• <b>Casualty Data:</b> 2 slight and 1 serious incidents reported in the latest 3 year period (up to August 2021). Two were at junctions and the other was on the roundabout. Speeding was not a contributing factor in any of the incidents.</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be around £55,000.</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
9	Peppard	Speed Calming	Knights Way	Entire Length	Request via MP for speed calming	<ul style="list-style-type: none"> <li>• <b>Comment:</b> Speed surveys should be carried out to assess vehicle speeds. Officers recommend a 20mph scheme with the addition of signs and road markings, as well as traffic calming features such as road humps.</li> <li>• <b>Casualty Data:</b> No injury related accidents reported in the latest 3 year period (August 2021).</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be around £40,000 for a 20mph scheme with features.</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>
10	Thames	20mph & speed calming	Chiltern Road	Whole length, but officers would recommend inclusion of streets linked from Chiltern Road, to achieve a cohesive scheme.	Request for 20mph and speed calming due to reported vehicle damage caused by vehicles driving inappropriately fast.	<ul style="list-style-type: none"> <li>• <b>Comment:</b> It would be advisable to consider the wider area and not just this road in isolation. Speed surveys should be carried out to assess vehicle speeds before deciding where traffic calming features should be used.</li> <li>• <b>Casualty Data:</b> No injury related accidents reported in the latest 3 year period (August 2021).</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be £60,000.</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>
11	Whitley	Traffic calming	Buckland Road	Entire road	Request for traffic calming such as speed humps in order to reduce vehicle speeds, especially on approach to the traffic lights at its junction with Basingstoke Road.	<ul style="list-style-type: none"> <li>• <b>Comment:</b> On a 30mph street there would need to be (costly) illuminated warning signs, which also carry ongoing revenue costs. 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> 6 slight and 3 serious accidents in the latest 3 year period of data (up to August 2021), with a variety of causation factors. One incident involving a pedestrian where speeding was considered a contributing factor.</li> <li>• <b>Anticipated Costs:</b> A very high level estimate would be around £60,000 for a 20mph zone with some traffic calming features.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

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

## REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 2

Proposed amendments to requests from the principal list, since last reported update (September 2021)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Multiple: Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMS and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> <li>• Comment: This is strongly encouraged by national Highway signing regulations.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> <li>• <b>Recommended Action: Remove.</b> Much of this work will occur organically, as new schemes are introduced, new developments built or as part of signing maintenance cycles.</li> </ul>
Page 207	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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this would need to be considered per area/street.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> <li>• <b>Recommended Action: Remove.</b> This is recommended for removal only as it is a non-specific, boroughwide request. The appropriate use of 20mph is supported for this purpose, as is evidenced by items on the main list and through schemes that are being rolled-out across the borough. 20mph is also a consideration in the context of cycle scheme development.</li> </ul>
3	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>• Comment: A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit.</li> <li>• Casualty Data: 1 serious incident reported in the latest 3 year period involving a HGV at the Southampton St/Crown St junction (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be around £25,000.</li> <li>• <b>Recommended Action: Remove.</b> CIL funding enabled delivery of a comprehensive signing upgrade from London Road/Crown Street approaches, directing HGVs to appropriate routes that avoid this weight limit. It is considered that this entry is no longer required.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4	Tilehurst	20mph zone, One-way plug and pedestrian crossing	Recreation Road	Entire length, considering Blundells Road also.	<p>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.</p> <p>In September 2021 officers received additional request for 20mph and for a pedestrian crossing outside the park.</p>	<ul style="list-style-type: none"> <li>• Comment: 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. There are feasibility issues surrounding the implementation of a controlled crossing outside the park entrance (the desire line). There are dropped kerbs for off-street parking in the vicinity and a significant level of on-street parking would need to be removed for visibility. However, in the context of a speed reduction, there are other options potentially available for an uncontrolled crossing.</li> <li>• Casualty data: No incidents reported in the latest 3 year period (up to August 2021).</li> </ul> <p>Anticipated Costs: A very high level estimate for an informal crossing and a 20mph zone would be around £40,000. This would increase significantly if a full zebra crossing were to be installed. The cost of the one way plug would also require investigation before the cost could be estimated.</p> <ul style="list-style-type: none"> <li>• Recommended Action: <b>Retain with amendments from September 2021.</b></li> </ul>

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



### REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 3

Principal list with updates following outcomes of previous report (September 2021).

Appended 'Appendix G' of the Local Walking and Cycling Infrastructure Plan: Prioritised list of cycling and walking measures

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>• Comment: Built-out alterations and/or signing and lining adjustments may reduce these instances.</li> <li>• Casualty Data: No incidents in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be £8,000 for minor changes to lines and signs, but build-out/kerbing alterations will be considerable additional costs, depending on the application.</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. Reported to March 2014 TMSC.	<ul style="list-style-type: none"> <li>• Comment: A more detailed investigation is needed to ascertain feasibility due to the traffic lights. Potential alterations to yellow-box junctions, as part of forthcoming civil enforcement of moving traffic offences, may be necessary and these may be complimentary works funded by capital investment.</li> <li>• Casualty Data: 6 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021) however, 4 of these incidents can be attributed to lane-changing.</li> <li>• Anticipated Costs: A high level estimate would be around £30,000 due to the level of traffic management required.</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>• Comment: This has arisen from the Cycle Forum. This upgrade is hoped to be delivered, or at least funded, by development in this area but will remain on this list until this is confirmed.</li> <li>• Casualty Data: 7 slight and 1 serious accidents reported on the Caversham Rd roundabout in the latest 3 year period (up to August 2021). 4 of these incidents involved pedal cycles.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated, but it is hoped that this will be funded/delivered by development works in the vicinity.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4	Abbey	Cycle Access	Cheapside	Cheapside/Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. This would require a TRO change, lining and signing (including de-illumination) alterations. However, alterations to the pedestrian island are also recommended for consideration, to change the shallow angle that traffic turning right onto Cheapside is currently taking and to reduce the risks to cyclists (and other vehicles) waiting to turn right onto Friar Street. Visibility checks and a road safety audit would be necessary.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A high level estimate would be around £8,000 + any necessary alterations to the island.</li> </ul>
5	Abbey	Cycle Access	Friar Street East	Between Queen Victoria Street & Station Approach, including Blgrave Street	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. The pressure on kerb space within the town centre (including bus, taxi, loading facilities), significant pedestrian flows and the bend in the road make this a challenging proposal to deliver.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.</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>• Comment: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options. The crossing would need to be set back from the roundabout from a forward visibility perspective, which moves it onto the bridge structure and away from the crossing desire line. Visibility along the bridge is also a concern due to the pronounced 'hump' mid way.</li> <li>• Casualty Data: 4 serious and 9 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021). None involved pedestrians crossing.</li> <li>• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
7	Abbey	Cycle access	Great Knollys Street	Entire street	Advance stop line for Great Knollys Street junction	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</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>• Comment: This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration.</li> <li>• Casualty Data: 1 serious and 2 slight accidents reported in this area in the latest 3 year period (up to August 2021). 1 slight incident involving a pedal cycle.</li> <li>• Anticipated Costs: A high level estimate would be around £10,000 if alterations are needed to the detection.</li> </ul>
9	Abbey	Cycle Access	Market Place	Between Kings Road and Town Hall Square	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed given the narrow width of Market Place and the pedestrian flows/cafe usage along Butter Market.</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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
11	Abbey	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> <li>• Comment: 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. Illuminated signs are also costly in a 30mph road, with ongoing revenue implications. Due to the bus and delivery traffic along the road, speed cushions are likely to be the most 'impactive' measures that could be introduced.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) where a pedestrian was involved but speeding was not considered a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £50,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
12	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street via Queens Walk	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</li> </ul>
13	Abbey	Cycle Access	Southern Inter-change	Garrard Street / Stanshawe Road / Southern Interchange	Improved access and signing to/from Garrard Street and Stanshawe Road junctions to Southern Interchange	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. It is anticipated that local redevelopment will lead to the delivery of cycle infrastructure on Greyfriars Road and Garrard Street. This request will remain on the list until this is confirmed/delivered.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but not involving a pedal cycle.</li> <li>• Anticipated Costs: This is expected to be delivered as part of local development works.</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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</li> </ul>
15	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</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>• Comment: This has arisen from the Cycle Forum. This would necessitate TRO alteration (consultation), signing changes and very likely require some traffic signal detection alterations to ensure that bicycles would be detected at the junction.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A high level estimate would be around £10,000.</li> </ul>
19	Abbey	Cycle Facilities	Watlington Street & Forbury Road	Watlington Street & Forbury Road, providing linking to Christchurch Bridge via Kings Meadow	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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
20	Abbey	Junction improvement (pedestrians)	Watlington Street /Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> <li>• Comment: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. This may be covered by future capital investment bids.</li> <li>• Casualty Data: 2 slight and 1 serious incident reported in this area in the latest 3 year period (up to August 2021). None involved pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the work needed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
21	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>• Comment: There is likely to be some funding contribution toward measures through Section 106 contributions. The area will need to be reviewed to determine the best location for a crossing. This is particularly the case to find a good and suitable crossing link near to Bridgewater Close.</li> <li>• Casualty Data: One serious accident at the junction with Little John's Lane in the latest 3 year period (up to August 2021). No pedestrians involved. No accidents reported in the immediate area around Tesco or Bridgewater Close.</li> <li>• Anticipated Costs: A very high level estimate would be around £70-80k for one zebra crossing, due to the additional footway links that will be required across the verges. This could be significantly higher near Bridgewater Close, depending footway links on the southern side of the road.</li> </ul>
22	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>• Comment: A detailed investigation would be needed to ascertain what features can be installed. It is not at all likely that a zebra crossing can be installed in this area due to the visibility issues caused at the bend in the road, the number of dropped kerbs, junctions and the bus stop and it would also require the removal of a number of parking spaces. This would move the crossing further down the road, away from this desire line and would still require some parking removal.</li> <li>• Casualty Data: 1 slight and 1 serious incidents reported in the latest 3 year period (up to August 2021). These were at the southern end of Briants Ave but the serious incident involved a pedestrian crossing the road.</li> <li>• Anticipated Costs: Survey: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. If a suitable and likely useful position can be found, a typical zebra crossing could cost around £60k-80k depending on the location and the level of works required.</li> </ul>
23	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMS for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• Comment: The petition update report at Jan 2018 TMS 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>• Casualty Data: 4 slight incidents reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
24	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>• Comment: 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 for pedestrians. 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>• Casualty Data: 3 slight incidents reported near the junction in the latest 3 year period (up to August 2021). 1 vehicle failed to give way, one was distracted and one failed to indicate left.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed and what underground services may be impacted by the necessary civil engineering works.</li> </ul>
25	Caversham	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> <li>• Comment: 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>• Casualty Data: 2 slight incidents in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A crossing could cost around £60k-80k depending on the location and the level of works required.</li> </ul>
26	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>• Comment: 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. This will likely require a TRO motor vehicle prohibition to be consulted and implemented.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be £6k.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
27	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>• Comment: 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. The outline area in the original report is very large, but this could be split into prioritised phases.</li> <li>• Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.</li> </ul>
28	Church	Traffic calming	Northcourt Avenue	Entire road	Concerns raised about vehicle speeds and request for speed reduction measures.	<ul style="list-style-type: none"> <li>• Comment: A 20mph zone could be introduced with physical traffic calming, signing and some lining to reinforce this. As a minimum, it is recommended that Wellington Avenue be included, which already creates a scheme that spans over 1200m. There could be further expansion opportunities to Ennerdale Road and beyond, subject to funding availability.</li> <li>• Casualty Data: 3 slight and one serious incidents reported in the latest 3 year period (up to August 2021). The serious incident listed speeding as a causation factor.</li> <li>• Anticipated Costs: It is estimated that the TRO work, signing, lining and physical traffic calming (and associated costs) for a 20mph zone on Northcourt Avenue and Wellington Avenue would total £200k.</li> </ul>
29	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> <li>• Comment: This would be a low cost measure that could benefit residents and traffic flow on the main road.</li> <li>• Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1000.</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
30	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 quadbikes, 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>• Comment: 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 plates being displayed.</li> <li>• Casualty Data: One slight accident at the Elgar Rd/Waterloo Rd junction in the latest 3 year period (up to August 2021) where a driver lost control and hit a bollard.</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependant on a wider piece of work and the types of technology that will be adopted.</li> </ul>
31	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>• Comment: A weight restriction will also restrict some vehicles needing to load/unload on behalf of residents, so could prove to be unpopular overall.</li> <li>• Casualty Data: One slight accident in the latest 3 year period (up to August 2021) not related to HGV traffic.</li> <li>• Anticipated Costs: A very high level estimate would be around £5,000 for the installation of the restriction (the TRO).</li> </ul>
32	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>• Comment: 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>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but speeding was not a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £40,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
33	Katesgrove	Traffic calming /road closure	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>• Comment: 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. Officers recommend that a 20mph scheme with physical traffic calming measures also be considered. Both options would require statutory consultation for a new TRO.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated costs: A high level estimate would be £35,000 for a 20mph scheme. A closure would cost more and would depend on the features installed.</li> </ul>
34	Katesgrove	Cycle Facilities	Silver Street & Southampt on Street	Silver Street & Southampton Street	Reallocation of road space to accommodate on-carriageway cycle facilities	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. Cycle facilities have been added as part of the Tranche 1 Active Travel initiative, funded by government emergency funding during the pandemic. It will remain on this list until this currently-temporary scheme has been agreed for permanent implementation.</li> <li>• Casualty Data: 5 slight and 3 serious incidents reported in the latest 3 year period (up to August 2021). 4 incidents involved cycles and two of these were caused by vehicles entering the bus lane.</li> <li>• Anticipated Costs: Minimal costs to retain existing measures as a 'permanent' scheme.</li> </ul>
35	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>• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. The area to which the zone covers needs consideration and could feasibly include the entire street and those no-through roads off of Armour Hill. This would, however, increase the costs of the scheme, with upward of 1km of carriageway to be covered by traffic calming features.</li> <li>• Casualty Data: No incidents involving casualties recorded in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £120,000 for the abovementioned area.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
36	Kentwood	Traffic calming	Kentwood Hill	Request related broadly to the section 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>• Comment: 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, which also attract ongoing revenue costs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate for a 20mph with traffic calming would be around £50k for this section of Kentwood Hill. This would increase if other roads were included, or if a greater length of the street were to be included.</li> </ul>
37	Kentwood	Traffic calming	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>• Comment: 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. £6k per sign). Officers recommend that a 20 zone with side roads be considered. There is another request on this list for a 20mph scheme on Westwood Rd which could be considered with this one.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a 20mph scheme with side roads would be around £100,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
38	Mapledurham	Speed Calming	Upper Woodcote Road	General	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>• Comment: 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). The types of traffic calming features would also be restricted as this is a nationally-classified 'A' road, with other feasibility challenges around the number of dropped vehicular crossings (driveway accesses) along the street.</li> <li>• Casualty Data: 1 serious and 1 slight incidents reported in the latest 3 year period (up to August 2021). Of these, the serious incident listed speeding as a likely causation factor (close to Shepherd's lane).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.</li> </ul>
39 Page 220	Mapledurham	Pedestrian Crossing	Upper Woodcote Road (and 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>• Comment: A crossing has been installed close to its junction with Knowle Close, however, there would be benefit in considering some of the other areas that attract a higher footfall and providing appropriate facilities to assist pedestrians, expanding to Woodcote Road also. Facilities could range from informal, to controlled crossings (e.g. zebra crossings)</li> <li>• Casualty Data: 1 serious and 1 slight incidents reported in the latest 3 year period (up to August 2021). Of these, the serious incident listed speeding as a likely causation factor (close to Shepherd's lane).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.</li> </ul>
40	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>• Comment: 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>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be £1000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
41	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>• Comment: 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>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
42	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>• Comment: 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 plates being displayed.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.</li> </ul>
43	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>• Comment: To minimise the potential for loss of on-street parking, speed humps/cushions could be considered and it is recommended that Boston Avenue be included also.</li> <li>• Casualty Data: 3 slight accidents at the junction with Berkeley Avenue and 1 serious accident reported on Shaw Road in the latest 3 year period (up to August 2021). Some of these incidents were prior to the 20mph zone implementation, none referenced speeding as a cause.</li> <li>• Anticipated Costs: A very high level estimate would be around £50k, including both Shaw Road and Boston Avenue.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
44	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 was insufficient funding available to deliver this item.</p>	<ul style="list-style-type: none"> <li>• Comment: This entry was agreed for inclusion as it was a desirable element of the West Reading Study, for which the associated funding was unable to cover.</li> <li>• Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: Estimated costs (October 2019) £180k total.</li> </ul>
45	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>• Comment: 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 further enhance the visibility.</li> <li>• Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: Estimated costs (December 2019) £5k.</li> </ul>
46	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>• Comment: 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>• Casualty Data: There have been no recorded incidents in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £35,000 to extend the exiting 20 zone along St Barnabas Rd only (not side streets).</li> </ul>
47	Multiple: Abbey / Caversham	Walking /Cycling Improvements	Promenade Road & Caversham Road Round-about	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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the number of features installed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
48	Multiple: Abbey / Battle / Kentwood	Walking /Cycling Improvements	Thames Path	Thames Path, Tilehurst to Town Centre	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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
49	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 (i.e. between Abbotsmead Place and Hemdean Road) and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
50	Multiple: Caversham / Thames	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMS for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• Comment: The petition update report at Jan 2018 TMS 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>• Casualty Data: 1 slight and 1 serious incidents involving pedestrians crossing in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.</li> </ul>
51	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>• Comment: 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. These will need careful consideration in the context of the types of vehicles using the street (e.g. buses) and around drainage/ponding risks along the Whitley Wood Road hill.</li> <li>• Casualty Data: 5 slight accidents on Hartland Road and 3 slight accidents reported on Whitley Wood Rd in the latest 3 year period (up to August 2021). No accidents where speeding was considered a contributing factor. Most of the accidents relate to junction collisions.</li> <li>• Anticipated Costs: A high level estimate would be £200,000 for Hartland Rd and Whitley Wood Road though side roads should also be considered and would increase the costs further.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
52	Multiple: Kentwood, Norcot, Battle	20mph	Residential roads off Oxford Road	Entire streets	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. Of the 219 respondents, more than 80% indicated in favour of introducing this restriction.	<ul style="list-style-type: none"> <li>• Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. It would be possible to implement this large area in phases, but each phase would need to be a compliant, cohesive, standalone zone that could be expanded with further funding at a later date.</li> <li>• Casualty Data: 3 serious and 11 slight accidents reported in the latest 3 year period (up to August 2021). 8 on Water Rd/Grovelands Rd and 2 of these listed speeding as likely causation factors.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated for phasing the works, as it would depend on the number of streets and features included in the area. A very high-level estimate of at least £300k+ has been reported to the Sub-Committee for the entire area.</li> </ul>
53	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>• Comment: Signs can be installed without illumination.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1500.</li> </ul>
54	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>• Comment: 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 (casualty) 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. Lining condition is regularly inspected and will be refreshed as necessary.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £2000</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
55	Multiple: Redlands / Church	Traffic calming / One Way	Elmhurst Road, Marlborough Avenue and Redlands Road	Entire Road	Request from residents for traffic calming features such as speed humps to reduce vehicle speeds on these roads. Updated to include Marlborough Avenue, following presentation of the petition at September 2021 TMS. A further request has since been made to also consider Redlands Road and a possible one way system.	<ul style="list-style-type: none"> <li>• Comment: 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. Making Redlands Rd one-way will have an impact on the hospital and bus services as well as residential roads in the area so will need a more detailed investigation before its feasibility can be determined.</li> <li>• Casualty Data: 3 slight and 1 serious accidents around the Elmhurst Rd/Upper Redlands Rd junction and 2 serious and 4 slight accidents reported on Redlands Rd in the latest 3 year period (up to August 2021). 1 in 2019 on Redlands Rd where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: Very high level estimates would be around £30,000 for traffic calming in Elmhurst Road and Marlborough Ave, depending on the features. One way on Redlands Road would need further investigation before costs can be determined.</li> </ul>
56	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>• Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to be careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond. Side roads should also be considered for inclusion. There is a separate request on this list for traffic calming on Oak Tree Road which could be considered with this one and would slightly reduce the overall combined costs, versus implementing them separately.</li> <li>• Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians.</li> <li>• Anticipated Costs: A high level estimate would be £100,000 but this would increase if additional roads are included in the zone.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
57	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Road to Taff Way	Raised by ward Councillor.	<ul style="list-style-type: none"> <li>• Comment: 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. There is some traffic calming in the area, but some illuminated signage (not required for 20mph) would need to be removing and there remains quite a significant overall length of carriageway that would require treatment.</li> <li>• Casualty Data: 2 slight incidents reported in the area in the latest 3 year period (up to August 2021). None where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: Survey: A high level estimate would be around £120,000 for the roads listed here.</li> </ul>
58	Multiple: Various	Walking /Cycling Improvements	Various	Portman Road Palmer Park Caversham Bridge Richfield Avenue	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
Page 226	Norcot	Road Closure	Craig Ave	At its junction with Grovelands Road	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>• Comment: 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
60	Park	Remove /reduce rat-run	Crescent Road	Particularly between Wokingham Road and Bulmershe Road	<p>Concerns have been raised about the volume of traffic that can rat-run across east Reading using Crescent Road. Discussions have taken place at TMSG and with the East Reading Area Study Steering Group, but an agreeable solution is yet to be found.</p> <p>Proposed solutions have included reviewing streets to the east of Wokingham Road, which can also facilitate this cut-through movement.</p>	<ul style="list-style-type: none"> <li>• Comment: 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, but the outcome would likely be a restriction (e.g. directional) that could impact on local accessibility to the area and could be controversial when consulted.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
61	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>• Comment: 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1000 for one bollard but more if we change existing ones.</li> </ul>
62	Park	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>• Comment: 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>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time due to the aspects around feasibility and likely requirement for land purchase (subject to agreement).</li> </ul>
63	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>• Comment: 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
64	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>• Comment: Feasibility concerns with regards to the access challenges that this will create for residents and the rear of the fire station and displacement of traffic onto neighbouring roads (Early Hill Road is a private road, for example), which will likely generate objections. The proposal would require statutory consultation and it is likely that some reduction of on-street parking will be required to accommodate the plug, which will be set back to facilitate turning in the junction (a further feasibility concern). It should also be noted that the no-entry restriction will be Police-enforceable only for the foreseeable future.</li> <li>• Casualty Data: 3 slight accidents at the junction with Wokingham Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £65,000 for a feature, which would not include any decorative items such as a planter.</li> </ul>
55 Page 228	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>• Comment: A survey could be conducted to ascertain how many vehicles are turning right from this junction.</li> <li>• Casualty Data: 2 slight incidents reported at the junction with London Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £10,000 depending on sign requirements.</li> </ul>
66	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>• Comment: 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
67	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>• Comment: Depending on the measure(s), there may need to be some loss of parking. The features will likely necessitate statutory consultation.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level cost would be £30,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
68	Park	Pedestrian crossing enhancements	White-knights 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>• Comment: 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>• Casualty Data: 1 slight incident recorded in the latest 3 year period of data (up to August 2021). This incident did involve pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
69	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>• Comment: There are some feasibility issues, with 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.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £15,000 to make some improvements.</li> </ul>
70	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>• Comment: 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £80,000.</li> </ul>
71	Peppard	One way	Grove Road	The section between no 59-87 Grove Rd	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>• Comment: This would require statutory consultation and may receive objections from residents.</li> <li>• Casualty Data: 1 slight accident in the latest 3 year period (up to August 2021) involving a pedestrian crossing the road.</li> <li>• Anticipated Costs: A very high level estimate would be around £20,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
72	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>• Comment: 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 (considering visibility and desire lines) and the area to be covered by the lower speed limit and traffic calming. A suggestion could be between Galsworthy Drive and Earlsfield Close to cover the bends in the road and the requested crossing location.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £65,000 for the crossing and minimum of £40,000 for a 20mph zone in a small area with calming.</li> </ul>
73	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>• Comment: 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>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for traffic calming in the entire area would be around £40,000.</li> </ul>
74	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>• Comment: 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated. A high-level estimate would be £8,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
75	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>• Comment: A concept scheme has been developed and there has been some engagement with the University of Reading and St Josephs College regarding this design, which locates the crossing near to the junction with Alexandra Road. Fundraising has raised some private local funding commitments for developing the proposal.</li> <li>• Casualty Data: 1 serious and 3 slight incidents reported at the junction of Alexandra Road/Upper Redlands Road in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A high level estimate would be £60,000 for a 'standard' zebra crossing.</li> </ul>
76	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>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
Page 231	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>• Comment: 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a 'standard' zebra crossing at this location would be £80,000, factoring in the strong likelihood that kerbing works, parking restrictions and bus stop/infrastructure movement would be required.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
78	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>• Comment: This entry was agreed for retention by TMSC (Sept 2019). 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 from summer 2022, until which time only the Police can enforce the restriction. Camera enforcement will be very costly, however.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £15,000 for the restriction, assuming 2 illuminated signs but not for enforcement.</li> </ul>
79	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>• Comment: A concept 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £80,000 for a zebra crossing.</li> </ul>
80	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>• Comment: 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 could be considered - this could compliment the separate request for traffic calming along the street.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a zebra crossing here would be £60,000. Measures such as humps could increase the cost significantly in addition, or could form an informal facility on their own at a lower cost.</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
81	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>• Comment: 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. It may also be worth considering a 20mph zone in the road.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £50,000 to implement a 20mph zone with traffic calming.</li> </ul>
82	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>• Comment: Installing an island in the centre of the junction could be feasible, but there would need to be vehicle tracking checks to ensure that all movements would still be possible. This would necessitate removing the dedicated right-turn filter lane.</li> <li>• Casualty Data: 1 accident in involving a child crossing in October 2018. No other accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate, subject to feasibility, would be around £30k.</li> </ul>
83	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>• Comment: 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>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
84	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>• Comment: 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>• Casualty Data: No incidents on School Rd in this area but 1 incident involving a pedestrian (slight) on Corwen Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a short section of 20mph with cushions would be £20-25,000 but a zebra crossing could be an additional £60,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
85	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> <li>• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including side roads in the zone.</li> <li>• Casualty Data: 1 slight incident reported at the junction with the Meadway in the latest 3 year period (up to August 2021) but did not list speeding as a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £100,000, including a number of the no-through-roads.</li> </ul>
86	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>• Comment: There is a correctly signed no-entry restriction at the junction with St Michaels Road and it is going to be challenging to find an engineering solution that prevents access for those willingly contravening the restriction. This could be a potential site for future civil enforcement of moving traffic offences, subject to funding.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.</li> </ul>
87	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>• Comment: There are significant feasibility issues for installing a controlled (e.g. zebra) crossing at this location, as once it would be set back from the junction sufficiently to meet visibility requirements, there are dropped crossings / accesses very close together for a considerable stretch of the road. The crossing would be very far away from the desire line. Uncontrolled options such as a raised table could potentially be considered, potentially as part of an area 20mph scheme.</li> <li>• Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians.</li> <li>• Anticipated Costs: Unable to estimate at this time, as a scope of works would need to be considered.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
88	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>• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including nearby roads in the 20 zone to make it an area wide scheme, however, this would significantly increase the costs.</li> <li>• Casualty Data: 3 slight accidents reported at the Blandford Rd/Hartland Rd junction in the in the latest 3 year period (up to August 2021), none where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: A very high level estimate would be around £70,000 for a 20 zone with calming on Blandford Road, however, this would increase significantly if additional roads are included in the zone.</li> </ul>
89	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>• Comment: It is recommended that a zebra crossing is the preferred facility. There will be a feasible location for this requested crossing, but this will need to be investigated for feasibility against desire lines and intervisibility, with speed surveys conducted and road safety audit on the concept design(s) when funding is available. It is likely that the Basingstoke Road/Imperial Way roundabout is a desirable crossing location, however, utilising the upgraded informal crossing facilities is likely to make the crossing too close to the roundabout.</li> <li>• Casualty Data: 1 serious incident reported in the latest 3 year period (up to August 2021) which did not involve a pedestrian but did list speeding as a causation factor.</li> <li>• Anticipated Costs: Considering the width of the road and the likely requirements to adjust traffic islands and existing footway approaches, a very high-level estimate of costs would be Imperial Way ~£80k</li> </ul>
90	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>• Comment: 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 with nearby roads included.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be around £100,000 for an area wide scheme with some traffic calming features.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
91	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> <li>• Comment: The street has traffic calming (speed cushions), so changes would be the TRO, signing (including removal of old illuminated units that would no longer be required) and installation of repeater markings. If there is a need to increase the size of existing humps then it may cost approximately £4000 per hump. It may also be worth including side roads in the scheme though this would also increase the cost.</li> <li>• Casualty Data: 5 slight and 1 serious incident reported in the latest 3 year period (up to August 2021). None where speeding was listed as a contributing factor.</li> <li>• Anticipated Costs: A high level estimate for just a 20mph scheme without other features would be £25,000.</li> </ul>
92	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>• Comment: 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, that it is a bus route and with the pedestrian facilities in this area. It is possible that an extension of the existing 20mph restriction further to the 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>• Casualty Data: No incidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for the extension of the 20 zone down to Hartland Road with cushions would be £75,000 though this could increase depending on the area covered.</li> </ul>

# **Local Cycling and Walking Infrastructure Plan**

## **APPENDIX G – PRIORITISED LIST OF CYCLING AND WALKING MEASURES**

Scheme Reference	Route	Section (From)	Section (To)	Description	Criteria										Total Score				
					1	2	3	4	5	6	7	8							
					LTP4 Theme - People and Places	LTP4 Theme - Healthy Lifestyles	LTP4 Theme - Clean and Green	LTP4 Theme - Inclusive Growth	LTP4 Theme - Smart Solutions	Deliverability	PCT flows	Estimated scheme cost							
<b>Strategic Cycle Routes</b>																			
S6	Wokingham Road (S6)	Cemetery Junction	Simons Lane	Physically protect cyclists where possible on 40mph roads, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, junction improvements to cater for cyclists, parking restrictions, drainage in kerbs, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	5 (Highest PCT flows)	5	2 (Moderate cost band 2m to 4.9m)	2	30
S9	A33 (S9)	Mere oak Park and Ride	Bridge Street	Enhance area under IDR, connect shared use facilities, widen foot/cycleway to 3m, links to new developments south of M4, segregate where possible, crossing improvements on side and main roads, cycle priority at junctions, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	5 (Excellent Fit)	5	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	30
S1	Basingstoke Road (S1)	Oracle Roundabout	Whitley Wood Lane/Imperial Way	Re-allocate road space - lining and carriageway widening, crossing enhancements on side and main roads, bus stop bypasses, gridded gully covers, relocate street furniture, signage, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	5 (Highest flows)	5	1 (High cost band 5m to 9m)	1	29

S8	Shinfield Road/Redlands Road (S8)	Black Boy Roundabout	Queens Road	drainage in kerbs, signage, widen footways, lining, enhance cycle facilities at junctions, improve crossing of main and side roads, introduce shared foot/cycleway, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	28
S7	London Road/Reading Road (S7)	Forbury Road/Kings Road	Hurricane Way Roundabout	drainage in kerbs, declutter streetscape, enhance cycle facilities at junctions, resurface carriageways and footways, remove guard railing, widen footways, re-allocate road space, signage, lining, improve crossings of side and main roads, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
S4	Oxford Road (S4)	Oxford Road/IDR	Pangbourne Station	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, resurface carriageway and footway, signage, extend 20mph zone, crossing enhancements on side and main roads, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	26

S5	Bath Road (S5)	The Green	Bath Road/IDR	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, widen/new ped/cycle bridge, parking restrictions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	2 (Significant Deliverability Issues)	2	4	4	1 (High cost band 5m to 9m)	1	26
S3	Peppard Road (S3)	Norman Place/IDR	Borough Boundary	Signage, lining, widen shared foot/cycleways, maintain vegetation, surface improvements, introduce crossings on main roads and enhance crossing of side roads, introduce shared foot/cycleways, provision for cyclists at main junctions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
S2	Hemdean Road (S2)	Richfield Avenue /Church Street	Gravel Hill	Re-allocate road space - lining and carriageway/footway widening, crossing enhancements on side and main roads, reduce guard railing, car parking restrictions, signage, surface bridleway, cycle enhancements at signal junctions, cycle counters	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	22



Orbital Cycle Routes																					
O2	Inner Distribution Road (O2)	Circular route	Circular route	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	27
O9	(O9)	Hartland Road/Basingstoke Road	Shepherd House Hill Roundabout	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
O6	(O6)	Beresford Road/Oxford Road	Richfield Avenue/Caversham Bridge	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	23
O1	Lower Earley Way (O1)	Showcase Roundabout	M4 Junction 11	signage, maintenance of shared foot/cycleway, protection for cyclists on high speed sections of road, upgrade footway to shared use with widening and resurfacing, new foot/cycleway, priority for cyclists at junctions, crossing improvements, cycle enhancements at signal junctions	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	22

O3	(O3)	Tilehurst Railway Station/Oxford Road	Bath Road/Old Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	22
O5	(O5)	Berkeley Avenue/Bath Road	London Road/Silver Street	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	22
O10	(O10)	Cutbush Lane/Lower Earley Way	Meadow Road/Wokingham Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O11	(O11)	Loddon Bridge Road/Wokingham Road	Butts Hill Road/Western Avenue	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21

O4	(O4)	Grovelands Road/Oxford Road	Liebenrod Road/Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O7	(O7)	Priest Hill/Hemden Road	Caversham Park Road/Henley Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
O8	(O8)	Rose Kiln Lane/A33	Three Tuns	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
Leisure Cycle Routes																					
L2	(L2)	West of Hanger Road/Station Road	Thames Valley Park	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	1 (No Fit)	1	4 (Limited deliverability issues)	4	3	3	2 (Moderate cost band 2m to 4.9m)	2	22
L3	(L3)	Rose Kiln Lane/A33	Park Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	4 (Significant Fit)	4	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21
L5	(L5)	River Kennet/River Thames	Tilehurst Station	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21

L1	(L1)	Sulham Hill	Nunhide Lane/Pincents Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	19
L4	(L4)	Southcote Farm Lane	Rose Kiln Lane/Mat alan	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	1 (Insignificant flows)	1	3 (Low cost band 0 to 1.9m)	3	17
Local Cycle Routes																					
LO1	Town Centre (LO1)	n/a	n/a	crossing enhancements, cycle enhancements at signals, cycle counters, signage, allow cycling in new areas, lining, smart secure cycle parking	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	4	4	3 (Low cost band 0 to 1.9m)	3	28
LO2	North Reading (LO2)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO4	South Reading (LO4)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO3	East Reading (LO3)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22

LO5	West Reading (LO5)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	<b>22</b>
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**Prestige Walking Routes**

P2	Station Hill	Queen Victoria Street/Broad Street	Vastern Road	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	<b>30</b>
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P1	Broad Street	Kings Street/Broad Street	Oxford Road/Howard Street	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	<b>29</b>
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**Primary Walking Routes**

PM4	Redlands Road	Christchurch Road Local Centre	Duke Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	<b>27</b>
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PM1	Caversham	Oracle Roundabout	Kidmore End Road	Signal crossing improvements, maintain vegetation, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, introduce footway on desire line at Peppard Road, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	<b>26</b>
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PM2	Wokingham Road	St Peters Road	Kings Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	<b>26</b>
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PM3	University of Reading	Christchurch Road Local Centre	Bridge Street/Broad Street	Enhance public realm, signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM6	Oxford Road	Howard Street	Norcot Road	Signal crossing improvements, relocate or remove street furniture, side road crossing enhancements	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	26
PM5	Bath Road	Castle Street	Honey End Lane	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	25

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