

To: Councillor Ayub (Chair)
Councillors Yeo, Barnett-Ward, Carnell,
Ennis, Gittings, Hacker, Hornsby-Smith,
Hoskin, Keeping, Leng, Mitchell, Moore,
Page and White

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6 September 2022

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 14 SEPTEMBER 2022

A meeting of the Traffic Management Sub-Committee will be held on Wednesday, 14 September 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 - 14
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.

4 (a) Petition - Private Hire Vehicle Use of Kings Road and Duke Street Bus Lanes	ABBEY; KATESGROVE; PARK; REDLANDS; THAMES	15 - 20
<p>To report to the Sub-Committee the receipt of a petition requesting that the Council allow private hire vehicle access to the Kings Road (outbound) bus lane and the Duke Street bus gate to access London Street.</p>		
4 (b) Petition - Resident Permit Parking Eligibility for Kendrick Court	KATESGROVE; REDLANDS	21 - 26
<p>To report to the Sub-Committee the receipt of a petition requesting the Council that residents of Kendrick Court, Kendrick Road. Become eligible for Resident Parking Permits to enable on-street parking along Kendrick Road.</p>		
4 (c) Petition - Kidmore Road Trees and Traffic	CAVERSHAM; CAVERSHAM HEIGHTS	27 - 30
<p>To report to the Sub-Committee the receipt of a petition requesting that the Council inform and consult the 54 households represented by the petition on any discussions that may result in action taking place on Kidmore Road and requesting a mechanism to put forward proposals.</p>		
5. DIGITAL PARKING PERMITS	CAVERSHAM	31 - 52
<p>A report informing the Sub-Committee of the findings of the statutory consultation carried out between 4 August 2022 and 25 August 2022 on the proposed amendment to the Lower Caversham Traffic Regulation Order and seeking approval to carry out a pilot project which will enable the issue of Digital Parking Permits which will not need to be displayed on vehicles.</p>		
6. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2022A AND REQUESTS FOR WAITING RESTRICTION REVIEW 2022B	BOROUGHWIDE	53 - 136
<p>A report informing the Sub-Committee of objections received during statutory consultation for the agreed proposals that formed the 2022A programme and providing the list of new requests for potential inclusion in the 2022B programme.</p>		

7.	RESULTS OF STATUTORY CONSULTATION - SIDMOUTH STREET ACTIVE TRAVEL	KATESGROVE; REDLANDS	137 - 228
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A report informing the Sub-Committee of objections and other feedback received during the statutory consultation.

8.	READING STATION SUBWAY - PROPOSAL TO REVOKE PROHIBITION OF CYCLING	ABBEY	229 - 236
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A report proposing that a statutory consultation is carried out on the proposal to revoke the cycling prohibition in relation to the Reading Station Subway, creating a shared use, pedestrian/cyclist, facility.

9. 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”

10.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS	BOROUGHWIDE	237 - 374
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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, Ennis, Gittings, Hacker, Hornsby-Smith, Hoskin, Leng, Mitchell, Moore Page, White and Yeo.

Apologies: Councillors Carnell and Keeping

1. MINUTES

The Minutes of the meeting of 3 March 2022 were confirmed as a correct record and signed by the Chair.

2. QUESTIONS

Questions on the following matters were submitted, and answered by the Lead Councillor for Climate Strategy and Transport on behalf of the Chair:

Questioner	Subject
Susan McCarville	Hogarth Avenue/New Lane Hill
Councillor White	More Accidents on Kings Road

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

3. WAITING RESTRICTIONS REVIEW

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought a decision as to whether or not the proposal for The Mount should be implemented. A proposal to amend the existing restrictions on The Mount had been included in the 2021B waiting restrictions programme and following a full statutory consultation, the results had been submitted to the previous meeting (Minute 42 refers). Having reviewed the objections, a decision had been made to defer the decision pending further discussions between Ward Councillors and residents; the programme was currently on hold pending this decision.

The report also sought approval for officers to carry out statutory consultation for recommended new/alterations to waiting restrictions as part of the 2022A waiting restrictions programme. These proposals aimed to address the issues that had been raised in the initial list of requests, which had been submitted to the previous meeting and agreed for investigation.

The following appendices were attached to the report:

Appendix 1 A drawing that showed the proposal for The Mount, which had formed part of the 2021B programme consultation in February 2022;

Appendix 2 included the recommendations and drawings, by Council Ward for the 2022A programme.

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 15 JUNE 2022

At the invitation of the Chair Jill Simpson attended the meeting and addressed the Sub-Committee in support of the proposals for The Mount. At the invitation of the Chair Paul Bennett attended the meeting and addressed the Sub-Committee against the proposal in respect of The Mount.

At the invitation of the Chair, Councillors Cross and McElroy attended the meeting and also addressed the Sub-Committee in respect of The Mount.

The Sub-Committee discussed the report and agreed that the proposals for The Mount should be removed from the 2021B programme, but that the situation be monitored following the implementation of the Shinfield Road scheme later in 2022 which might result in displacement parking, (see minute 5 below), local residents continued to be consulted and a report submitted to a future meeting at the appropriate time.

Resolved -

- (1) That the report be noted;**
- (2) That the following proposals made under the waiting restriction review 2021B programme, as set out in Appendices 1 attached to the report, be implemented, subject to the removal of The Mount from the programme and the situation be monitored following the implementation of the Shinfield Road scheme later in 2022, see minute 5 below, local residents continued to be consulted and a report submitted to a future meeting at the appropriate time;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order for the 2021B programme and no public inquiry be held into the proposals;**
- (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;**
- (5) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2022A programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 2, subject to the following amendments to the programme:**
 - (i) Eldon Terrace - Remove from the programme for consideration of a wider scheme to be included in the next programme;**
- (6) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the 2022A programme;**
- (7) That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee;**
- (8) That no public inquiry be held into the proposals.**

4. SCHOOL STREETS - PARK LANE JUNIOR SCHOOL, THAMESIDE PRIMARY SCHOOL AND WILSON PRIMARY SCHOOL

The Executive Director of Environment and Neighbourhood Services submitted three reports seeking approval from the Sub-Committee to make Experimental Traffic Regulation Orders permanent in respect of School Streets for Park Lane Junior School, Thameside Primary School and Wilson Primary School.

The reports explained that in Spring 2020 the Council had launched a School Street application process that had included guidance and had subsequently engaged with several schools which had expressed an interest in the potential implementation of a School Street outside their school. Delegated authority had been granted at the 15 March 2021 meeting of the Strategic Environment, Planning and Transport Committee (Minute 18 refers) for the Assistant Director of Legal and Democratic Services to be authorised to make the experimental Traffic Regulation Order permanent on the basis that no objections were received. However, during the time of the Experimental Traffic Regulation Order for the School Streets on objection had been received for each of the schemes and was detailed in each of the reports.

In response to a question about camera enforcement of School Streets, Councillor Page told the Sub-Committee that camera enforcement related to many traffic offences and reported that the Council had been successful in its application to be one of twelve local authorities to be designated in the first tranche of allocations for equipment for this purpose, but that it would be used first at priority sites.

Resolved -

- (1) That the progress of the School Street scheme for Park Lane Junior School, Thameside Primary School and Wilson Primary School, as outlined in the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to make the Experimental Traffic Regulation Order permanent for Park Lane Junior School, Thameside Primary School and Wilson Primary School.**

5. ACTIVE TRAVEL FUND TRANCHE 2 - CONSULTION ON SHINFIELD ROAD TRAFFIC RESTRICTIONS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval from the Sub-Committee to implement new traffic restrictions in the form of double-yellow lines along the entire length of Shinfield Road Christchurch Green to Shinfield Rise as part of the Active Travel Tranche 2 Shinfield Road Scheme. The report also provided information about the objections that had been received during the statutory consultation for the implementation of the traffic restrictions. A copy of the Shinfield Road Traffic Restrictions - Statutory Consultation Responses, was attached to the report at Appendix 1.

The report explained that as part of the overall scheme, and in order to facilitate the delivery of the enhanced cycle and pedestrian facilities, the Council was required to impose traffic restrictions, in the form of double-yellow lines, along the entire route between

Christchurch Green and Shinfield Rise. A Statutory consultation had been carried out and had commenced on 12 May 2022 and had finished on 2 June 2022. A total of 22 responses had been received, of which 78% had been in support of the proposed traffic restrictions. With regard to the objections, there had been two common themes:

- Individuals had not been aware of the detail of the Active Travel Tranche 2 scheme and therefore their objections had identified that the current parking on Shinfield Road was not causing an unsafe obstruction or increasing congestion;
- Individuals had also been concerned that the traffic restrictions might cause parking to be displaced to the local residential streets.

The Council would continue to review the impact of these traffic restrictions on nearby streets to ensure that such displacement was minimised as far as possible and would discuss options with the university to utilise campus parking for staff and students, to reduce on-street parking in the surrounding area.

Resolved -

- (1) **That the report be noted;**
- (2) **That the Assistant Director of Legal and Democratic Services be authorised to approve the proposed traffic restrictions on Shinfield Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) **The Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Order.**

6. COX AND WYMAN - PROPOSED ALTERATIONS TO WAITING RESTRICTIONS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of traffic measures associated with the development of the former Cox and Wyman site which was bounded by Cardiff Road, Milford Road, Addison Road and Meadow Road. The report also sought approval to carry out a Statutory Consultation on changes to the waiting restrictions surrounding the site which included the following:

- Creation of three shared use residents parking bays with two-hour waiting with no return within two hours between the hours of 8am and 8pm along Meadow Road;
- Provision of double yellow lines along the remainder of Meadow Road between Milford Road and Addison Road;
- Provision of double yellow lines either side and opposite of the new access onto Milford Road;
- Provision of double yellow lines either side of the new main access onto Addison Road formalising a break in the existing shared user bay;
- Provision of double yellow lines across the single vehicle dropped crossing onto Addison Road formalising a break in the existing shared user bay;
- Extension of the existing shared user bay on Addison Road towards the Meadow Road junction by 10m.

The report explained that the proposed scheme included no alteration along Cardiff Road, although where Highways works were required to facilitate the reinstatement of the existing dropped crossings some lines might require a refresh which would be carried out by the developer.

A plan illustrating the proposals surrounding the development was attached to the report at Appendix 1.

The Sub-Committee discussed the report and asked they be sent a clearer drawing and that it be included as part of the statutory consultation pack.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2022A programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within 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 for the 2022A programme;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport (or appropriate Officer) in consultation with the Lead Councillor for Climate Strategy and Transport, be authorised to make minor changes to the proposals;
- (6) That no public inquiry be held into the proposals.

7. CIL NORCOT ROAD ZEBRA CROSSING: RESULTS OF STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during the latest Statutory Consultation for the proposal to instal a zebra crossing on Norcot Road. Feedback that had been received to the statutory consultation was attached to the report at Appendix 1 and a drawing showing the proposal for the zebra crossing was attached to the report at Appendix 2.

The report explained that a consultation had been carried out in October 2022. However, it had been decided that the affected bus stop needed to be moved further away from the crossing in order to ensure there was adequate visibility of pedestrians; a second consultation had therefore been carried out in February 2022. This proposal required the removal of on street parking bays and following objection from residents, the decision had been deferred. Officers had now carried out a third consultation with a new location for the zebra crossing, which did not require the removal of any on street parking bays and ensured there was good visibility of pedestrians who would be using the crossing.

Resolved -

- (1) That the report be noted;
- (2) That having considered the consultation feedback in Appendix 1, attached to the report, the proposal be implemented;
- (3) That respondents to the statutory consultations be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;
- (4) That no public inquiry be held into the proposals.

8. ACTIVE TRAVEL FUND TRANCHE 1 - RECOMMENDATIONS FOR TEMPORARY SCHEMES

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with recommendations for the temporary active travel schemes that had been implemented using the government emergency 'Tranche 1' funding that had been awarded during the start of the Covid-19 pandemic in 2020. Scheme details, plans and recommendations were attached to the report at Appendix 1.

The report recommended agreement by the Sub-Committee to the majority of the schemes being considered as permanent measures, supporting cycling within the Borough. However, it recommended that the temporary scheme on Sidmouth Street, which required a Traffic Regulation Order, proceeded to statutory consultation to openly seek public feedback on whether it should become permanent. This was in the context of future potential to increase linking to the wider surrounding cycle network.

With regard to Sidmouth Street and its connectivity to other schemes, Councillor Page reported that under the Bus Service Improvement Plan there was provision for an in-bound bus lane along London Road that could be used by cyclists, but there was much work to do with the Department of Transport before this would be signed-off.

Resolved -

- (1) That the report be noted;
- (2) That the Tranche 1 Active Travel Schemes in the following locations be considered as permanent measures:
 - George Street (Reading Bridge);
 - Southampton Street, Silver Street, Mount Pleasant and Whitley Street;
 - Oxford Road;
 - Christchurch Road;
 - Redlands Road;
- (3) That in relation to the Tranche 1 Active Travel Scheme on Sidmouth Street:
 - (a) The Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation processes for the proposed (permanent) implementation of the scheme in accordance

- with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (b) The Highways & Traffic Services Manager, in agreement with the Lead Councillor for Climate Strategy and Transport, be able to make minor alterations to the agreed proposals;
 - (c) Subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
 - (d) 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;
- (4) That in relation to the petition received for the removal of the Sidmouth Street scheme (referred in Appendix 1, attached to the report, and in paragraph 11.1 of the report) the lead petitioner be informed of the decision of the Sub-Committee;
 - (5) That subject to the Sub-Committee decisions regarding each scheme, Officers be authorised to undertake investigations for the additional enhancements referenced in Appendix 1, attached to the report, subject to funding, and reporting to appropriate Committees as might be necessary to obtain scheme and spend approval;
 - (6) That no public inquiry be held into the proposals.

9. DIGITAL PARKING PERMITS PILOT PROJECT

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to carry out statutory consultation for an amendment to the Lower Caversham Traffic Regulation Order which would enable the issue of Digital Permits that would not need to be displayed on vehicles. The Notice of Proposal was attached to the report at Appendix 1, the Draft Order was attached at Appendix 2 and the Scheme Changes were attached to the report at Appendix 3.

The report explained that the change would be piloted for residents and visitor parking permits within the chosen area of Lower Caversham, Zone 02R, including the new Ward boundaries. The geographical location of the pilot had been considered because it was a well defined and self-contained area, but was a reasonably sized zone.

The report stated that digital permits worked where the permit allocated to the vehicle was known within the parking management systems and specifically the enforcement system. No physical permit was required resulting in a more efficient service for residents and reduced service costs through savings in printing and postage. Residents gained where paperless permits were issued instantly without a delay or break in cover due to delivery of a physical permit. It had also been found that most local authorities offered greater flexibility in the use of visitor permits where they could be purchased by session rather than defined by a day or part of a day. Shared experience of digital permits suggested resident and visitor satisfaction was far greater when compared to a paper based system and from

an enforcement perspective paperless permits were not compromised by the physical disc falling off the window of the vehicle or visitor scratch cards being used incorrectly. The changes proposed would mean that:

- Permits were not printed and posted (residents and resident visitor permits);
- Scheme no longer required a permit to be displayed in the vehicle (residents and resident visitor permits);
- Each household would be entitled to purchase in blocks of hours not books, also known as scratchcards (resident visitor permits);
- Residents would not be asked to allow up to 14 days for these permits to be issued.

Finally, the report stated that procurement of a new Parking Services contract might lead to a change of supplier within the next 12 months and if Digital Permits were to go live across the Borough prior to this a transition plan from the existing system would need to be in place and this would form part of any full rollout plan.

The Sub-Committee discussed the report and concern was expressed that without a physical permit on display it would be difficult to identify vehicles that were parked in the zone without a permit and it was suggested that the facility to enter a vehicle's registration number on the Council's website to check if it had a permit could be investigated.

Resolved -

- (1) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within Appendix 1 and 2, attached to the report, enabling officers to instruct Legal to proceed in drafting the order, arrange for the notice to be published and allow the 21-day consultation to begin on the day the notice is published;
- (2) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

10. EXCLUSION OF PRESS AND PUBLIC

Resolved -

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

11 APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report giving details of the background to the decisions to refuse applications for Discretionary

Parking Permits from twenty-one applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 3, 6, 7 and 8 a first discretionary permit be issued, personal to the applicants;**
- (2) That, with regard to applications 1, 4 and 13 a first discretionary permit be issued personal to the applicants subject to the applicant submitting all the required proofs;**
- (3) That, with regard to application 5 two free books of discretionary visitor permits be issued personal to the applicant and a further five charged at the usual rate;**
- (4) That, with regard to application 11 residents of the four new houses at 96-102 George St RG1 7NT are formally included within the RP Zone 05R and eligible to apply for permits on the normal basis;**
- (5) That, with regard to application 2 and 12 a second discretionary permit be issued, personal to the applicant subject to the applicant submitting all the required proofs;**
- (6) That a decision in respect of application 10 be deferred and that Councillor White meet with residents on the road and report back to officers;**
- (7) That, with regard to application 19 a first discretionary Healthcare Professional Parking Permit be issued and these staff roles added to the officer delegated decision list;**
- (8) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 21 be upheld and officers reply to the applicant's query as to whether or not they could apply for a blue badge;**
- (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 9, 14, 15, 16, 17, 18 and 20 be upheld.**

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

(The meeting started at 6.30 pm and finished at 8.40 pm).

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2022	AGENDA ITEM:	
TITLE:	PETITION - PRIVATE HIRE VEHICLE USE OF KINGS ROAD & DUKE STREET BUS LANES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	ABBEY, KATESGROVE, PARK, REDLANDS, THAMES
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	NETWORK SERVICES MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition requesting private hire vehicle access to the Kings Road (outbound) bus lane and the Duke Street bus gate to access London Street.

The petition contains 187 indications of support.

- 1.2 The report recommends consideration of this request as part of a holistic consideration of access to bus lanes, in the context of local and national strategic priorities and policy, including its Local Transport Plan, Bus Service Improvement Plan and Local Cycling and Walking Infrastructure Plans. Recommendations will be reported back to an appropriate Committee and the lead petitioner informed of the decision of that Committee.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That officers consider the request in the context of wider transport and climate strategies and report their recommendations to an appropriate future Committee.
- 2.3 That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.
- 2.4 That no public inquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 The request needs to be considered in the context of the Council's Local Transport Plan (LTP), Bus Service Improvement Plan (BSIP), Local Cycling and Walking Infrastructure Plan (LCWIP), 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 On 1st July 2022, a petition was submitted to the Council containing 187 indications of support. The petition stated the following:

Application for usage of the Bus Lane (KINGS ROAD, READING - OUTBOUND) and (DUKE STREET TO ACCESS LONDON STREET, INBOUND/OUTBOUND) READING.

I am writing this to request kindly the usage of the following bus lanes as stated above. I myself and likewise most of the PRIVATE HIRE DRIVERS in Reading have been driving Private Hire for many years.

Over the years the traffic situation in Reading has got from bad to worse. Day by day it is making our job very difficult and challenging. Especially in the Peak times the roads are so busy that we often get very late in dropping our passengers to their designated destinations.

On several occasions taking a V.I.P client to the airport in the mornings/afternoons we always get stranded on the A329 KINGS ROAD OUTBOUND. If we were granted access to use this bus lane it would help us in a logistical way, as you have been very kind to grant us the inbound usage of the same bus lane with barely any complaints of abusive use. As the same goes for the Duke Street bus lane access to London Street inbound/outbound, when we are trying to escort passengers to their destinations, it would be a major help, saving a great amount of time, meeting our customers' demands and needs and most of all reducing the amount of congestion and pollution.

Many thanks for taking the time to consider our request.

- 4.2 Buses play a key role in the efficient movement of people to, from and across the urban borough. They have been nationally identified as playing an important role in providing a more sustainable transport mode, managing congestion and improving air quality, compared with low-occupancy private vehicle use.

Bus lanes are important facilities in influencing a greater shift toward the use of this cleaner, more efficient transport mode by expediting bus journey times and improving journey time reliability.

Most of Reading's bus lanes additionally provide expedited and lower-trafficked routes that cyclists can use, should they choose to do so. This is not only a sustainable, clean and efficient mode of transport, but also has health benefits through exercise.

- 4.3 Some of Reading's bus lanes permit access by other vehicle types, such as motorcycles and taxis (including private-hire vehicles) and we are separately aware of requests for wider access by these vehicle types. Enabling a wider range of vehicle access to this infrastructure will increase the volumes of traffic using it and will inevitably have an impact on the effectiveness of the facility for its core purpose - expediting bus journey times. This also risks creating barriers to cycling by adding to the level of traffic.

It is important, therefore, that such recommendations for change are made holistically, appropriately and in line with local and national policies and strategies.

- 4.4 Changes to access will require a change to the Traffic Regulation Order that underlays each restriction. This change would require a statutory consultation to be undertaken on the new draft order, advertising of the sealed Order thereafter and changes to the statutory signing. Back-office changes to the enforcement software would be required. These changes would require funding and resourcing.

Options Proposed

- 4.5 It is proposed that this request be considered by officers holistically, and in consideration of the policies and strategies outlined in Item 3.1. Recommendations will be reported to an appropriate Committee for decision.

Other Options Considered

- 4.6 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

The recommendations of this report will enable consideration of the potential risks that increased traffic in these bus lanes will have on a desirable increase in active and public mass rapid transport modes and the health and environmental benefits that this shift can realise.

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 proposal contained in this report proposes no change at this time, so a Climate Impact Assessment has not been considered necessary.
- 6.3 The potential environmental and climate implications of the request will be considered as part of the recommendation in Item 4.5 and reported accordingly.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.

The lead petitioner will be informed of the Committee details where the officer recommendations will be reported in advance of that meeting taking place, to provide an opportunity for representation.

7.2 Meeting reports and minutes are published on the Council’s website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council’s website (www.reading.gov.uk).

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 The proposal contained in this report recommends no changes at this time and it is not considered that an Equality Impact Assessment is relevant as this proposal is not deemed to be discriminatory to persons with protected characteristics.

9. LEGAL IMPLICATIONS

9.1 There are no foreseen legal implications relating to the recommendation of this report.

10. FINANCIAL IMPLICATIONS

The financial implications arising from the recommendations of this report are set out below:-

10.1 Revenue Implications

	2022/23 £000	2023/24 £000	2024/25 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
Expenditure	NIL	NIL	NIL

Income from: Fees and charges Grant funding Other income	NIL	NIL	NIL
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

10.2 Capital Implications

Capital Programme reference from budget book:	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure	NIL	NIL	NIL
Funded by N/A	NIL	NIL	NIL
Total Funding	NIL	NIL	NIL

10.3 Value for Money (VFM)

Not applicable.

10.4 Risk Assessment.

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

11. BACKGROUND PAPERS

11.1 None

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2022	AGENDA ITEM:	
TITLE:	PETITION - RESIDENT PARKING PERMIT ELIGIBILITY FOR KENDRICK COURT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	KATESGROVE, REDLANDS
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	NETWORK SERVICES MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 To report to the Sub-Committee the receipt of a petition requesting that residents of Kendrick Court, Kendrick Road, become eligible for Resident Parking Permits (RPP) to enable on-street parking along Kendrick Road (parking Zone 10R).

The petition contains 38 indications of support.

1.2 The report sets out the rationale for originally excluding Kendrick Court from the full permit eligibility within the zone, sets out how a change to the eligibility could be made and recommends against making this change.

2. RECOMMENDED ACTION

2.1 That the Sub-Committee notes the content of this report.

2.2 That the current address eligibility for the full allocation of resident parking permits remains unchanged.

2.3 That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.

2.4 That no public inquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within the existing Traffic Management Policies and Standards.
- 3.2 The Council's Resident Permit Parking scheme rules are available on the website www.reading.gov.uk > Vehicles, Roads and transport > Parking permits > Permit management rules and definitions.
- 3.3 At Traffic Management Sub-Committee in March 2021, as part of the 'East Reading Resident Permit Parking Scheme - Update' report, Members agreed to a recommendation that any granted discretionary resident parking permit will renew automatically upon application. This follows the same process as 'standard' resident parking permits and is subject to terms and conditions, including that the agreed permit is personal to the applicant.

4. THE PROPOSAL

Current Position

- 4.1 On 14th August 2022, a petition was submitted to the Council containing 38 indications of support. The petition stated the following:

Petition for the Right to Kerbside Parking Permits in Kendrick Road

We, the undersigned, request that Reading Borough Council allow residents of Kendrick Court, Kendrick Road, RG1 5DS, the right to Parking Permits to park in kerb-side parking spaces on Kendrick Road.

The other blocks of flats in Kendrick Road all have plenty of garages and parking. Kendrick Court pre-dates these other blocks by decades, having been developed when private car ownership was the exception. It has 42 bedrooms but was designed to accommodate just 11 small cars.

Currently only people who live in houses on Kendrick Road can apply for permits. This seems discriminatory and irrational as these households often have

driveways and don't need additional parking, whereas residents of Kendrick Court have so few spaces. There is currently plenty of kerbside parking space available in Kendrick Road.

- 4.2 Resident Permit Parking (RPP) schemes do not guarantee nor allocate individual parking spaces for a specific property or street, they are typically delivered as area schemes. This approach enables flexibility of parking across the specified parking zone area for those with a valid permit. The Resident Permit Parking (RPP) area for Kendrick Road is for Zone 10R. It is a large scheme area spanning from the town centre ring road as far south as Rose Kiln Lane with a current permit 'saturation' level of 88%.
- 4.3 It is typical that properties containing flats/multiple addresses, particularly those with a level of off-street parking availability, will not be eligible for the full entitlement of parking permits (up to 2 permits per address and an initial visitor permit allocation, upon application) in the Traffic Regulation Order of a new permit parking scheme in Reading. This approach is taken to minimise the

risks of oversaturating on-street parking levels in a new permit parking scheme and was the approach adopted in the development of the scheme that includes Kendrick Road.

The legal Traffic Regulation Order, which legitimises the on-street restrictions, captures those properties that are eligible for the entitlement of permits within the scheme area. Residents of properties that are excluded from the scheme are entitled to apply for discretionary parking permits under the scheme rules, so still have an opportunity to receive a parking permit and to legitimately park on street.

- 4.4 In March 2021, as part of a Traffic Management Sub-Committee report on the recently introduced Zone 14R East Reading Resident Permit Parking scheme, officers made recommendations regarding a petition for the inclusion of Oaklands in the scheme.

At the time, discretionary parking permits expired annually and required re-application. It was acknowledged that this process created resident concern about the longer-term certainty of having on-street parking available.

To provide this certainty and clarity to those residents who were successful in their application for a personal discretionary parking permit, the Sub-Committee agreed to the officer recommendation that these should automatically renew upon application, as per 'standard' parking permits. This is on the basis that, should the resident move, the new resident will have to restart the process.

Options Proposed

- 4.5 It is recommended that Kendrick Court is not included for RPP eligibility, meaning that the eligibility for the full permit entitlement in the Traffic Regulation Order would not be changed.

It would not be reasonable to consider Kendrick Court in isolation of other properties that are in the same position. To include all such properties in the scheme risks opening the scheme up to a flood of permit applications, particularly the excellent-value first permit, and a significant increase in on-street parking that would have specific demand concentrations within the parking zone.

Residents of Kendrick Court continue to have the option of applying for discretionary parking permits. As per the discretionary permit process alteration referred in Item 4.4, there is now greater assurance of having a parking permit upon successful application, while also enabling a level of monitoring and management over the parking zone saturation levels, which is a standard consideration of new discretionary parking permit applications.

Other Options Considered

- 4.6 It could be agreed that Kendrick Court should be included for eligibility to the full resident permit parking entitlement as part of Zone 10R. This would require an alteration to the underlying Traffic Regulation Order and, as such, would require statutory consultation and the required advertising of the proposed alterations in the local printed newspaper.

As there is an established programme for addressing alterations to parking-based Traffic Regulation Orders - the Waiting Restriction Review Programme - such a proposal, if agreed, should be included in this. This would reduce the cost, both literal and with staffing resource, in relation to pursuing this change as a separate workstream.

It is not recommended that this option is agreed, as it would introduce disparity between Kendrick Court and other similar developments across the borough. This would likely lead to similar requests being made by these developments and risks of significant increases in on-street parking saturation within these respective parking zones.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The proposal contained in this report proposes no change to the existing Resident Permit Parking (RPP) eligibility and, therefore, no further contribution to the strategic aims of the Council. The report highlights other processes whereby applicants in properties that are not eligible for full entitlement of RPP may apply for discretionary parking permits.

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 proposal contained in this report proposes no change, so a Climate Impact Assessment has not been considered necessary.
- 6.3 Should the Sub-Committee not agree to the officer recommendation and instead agree to the option described in Item 4.6, there is expected to be a Net Minor-Negative impact. The change will require the addition of the proposal as part of a statutory consultation process, necessitating inclusion in the public notices that printed in the local newspaper and erected on-street - there will be material usage and travel to the street on multiple occasions.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 7.2 Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website (www.reading.gov.uk).

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 proposal is not deemed to be discriminatory to persons with protected characteristics. Statutory consultation processes have previously been conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. LEGAL IMPLICATIONS

9.1 There are no foreseen legal implications relating to the recommendation of this report.

9.2 Should the Sub-Committee not agree to the officer recommendation and instead agree to the option described in Item 4.6, the alteration to the Traffic Regulation Order(s) will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order would need to be sealed in accordance with the same regulations.

10. FINANCIAL IMPLICATIONS

The financial implications arising from the recommendations of this report are set out below:-

10.1. Revenue Implications

	2022/23 £000	2023/24 £000	2024/25 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
Expenditure	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

10.2. Capital Implications

Capital Programme reference from budget book:	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure	NIL	NIL	NIL
Funded by N/A	NIL	NIL	NIL
Total Funding	NIL	NIL	NIL

3. Value for Money (VFM)

The recommendation of this report is not to implement a change, while highlighting the current alternative facility that is available to those residents wishing to apply for a resident permit parking. On this basis, the recommendation of Item 4.5 does provide the best value for money.

4. Risk Assessment.

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

11. BACKGROUND PAPERS

11.1 East Reading Resident Permit Parking Scheme - Update (Traffic Management Sub-Committee, March 2021)

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2022	AGENDA ITEM:	
TITLE:	PETITION - KIDMORE ROAD TREES AND TRAFFIC		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	CAVERSHAM, CAVERSHAM HEIGHTS
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	NETWORK SERVICES MANAGER	E-MAIL:	<u>NETWORK.MANAGEMENT@READING.GOV.UK</u>

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 To report to the Sub-Committee the receipt of a petition requesting that the 54 households represented are informed of, and consulted, on any discussions that may result in action taking place on Kidmore Road and requesting a mechanism to put forward proposals.

The petition indicates that it represents the views of 54 households.

1.2 This report recommends that officers liaise with Ward Councillors to propose an appropriate mechanism for receiving proposals from these households.

2. RECOMMENDED ACTION

2.1 That the Sub-Committee notes the content of this report.

2.2 That officers and Ward Councillors agree on an appropriate mechanism to receive and consider proposals from the households indicated in the petition.

2.3 That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.

2.4 That no public inquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 Outcomes from exploring proposals for change may complement the Council's Local Cycling and Walking Infrastructure Plan (LCWIP) and Local Transport Plan (LTP).

4. THE PROPOSAL

Current Position

- 4.1 On 22nd August 2022, a petition was submitted to Caversham Ward Councillors. The petition stated the following:

We are writing as a group of Kidmore Road residents, residing at the southernmost end of the road, from the Oakley Road crossroads to the junction with The Mount.

We represent the residents of 54 households.

We are aware of discussions and activities involving RBC, regarding both the trees on our section of Kidmore Road, and various traffic issues including volume of traffic, speeding, and unreported accidents.

We are also aware of course of Matt Rodda's consultation regarding traffic on Kidmore Road.

We as residents would like to ensure that we are informed of, and consulted on, any discussions regarding Kidmore Road, particularly any discussions which might result in some action taking place which affects our neighbourhood.

We would also like some mechanism to put forward proposals of our own, and would welcome a discussion with yourself, Matt, and/or RBC as to how best to go about this.

As a group of residents we are united in the below concerns:

- *We are strongly in favour of retaining the trees.*
- *We are concerned about the volume of traffic (rat running).*
- *We are concerned about the manner of driving (speeding and unreported accidents).*
- *We are concerned about the state of the single pavement.*

Options Proposed

- 4.2 It is recommended that officers and ward Councillors agree on an appropriate mechanism with which to receive resident proposals for consideration. Any proposals for changes that arise from this mechanism will be fed back directly, or via ward Councillors, for information/further discussion/consultation as appropriate.
- 4.3 It is recommended that the lead petitioner will be the initial point of contact for providing feedback to the households.

Other Options Considered

4.3 None at this time.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The proposal contained in this report proposes no change to the existing infrastructure and, therefore, no further contribution to the strategic aims of the Council.

5.2 Full details of the Council's [Corporate Plan](#) are available on the website and include information on the projects which will deliver these priorities.

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 proposal contained in this report proposes no change, so a Climate Impact Assessment has not been considered necessary.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes. It is proposed that the lead petitioner will be the initial point of contact for further engagement with the group of households.

7.2 Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website (www.reading.gov.uk).

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 this report recommends no change at this time.

9. LEGAL IMPLICATIONS

9.1 There are no foreseen legal implications relating to the recommendation of this report.

10. FINANCIAL IMPLICATIONS

The financial implications arising from the recommendations of this report are set out below:-

10.1. Revenue Implications

	2022/23 £000	2023/24 £000	2024/25 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
Expenditure	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

10.2. Capital Implications

Capital Programme reference from budget book:	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure	NIL	NIL	NIL
Funded by N/A	NIL	NIL	NIL
Total Funding	NIL	NIL	NIL

3. Value for Money (VFM)

Not applicable.

4. Risk Assessment.

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

11. BACKGROUND PAPERS

11.1 None.

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2022	AGENDA ITEM:	
TITLE:	DIGITAL PARKING PERMITS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	PARKING SERVICES	WARDS:	CAVERSHAM
LEAD OFFICER:	HELEN TAVERNER	TEL:	
JOB TITLE:	PARKING SERVICES MANAGER	E-MAIL:	

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To report on the findings of the statutory consultation carried out between 4th August 2022 to 25th August 2022 on the proposed amendment to the Lower Caversham Traffic Regulation Order and to seek approval for Officers to undertake a pilot project which will enable the issue of Digital Permits which will not need to be displayed in vehicles.
- 1.2 This pilot project will include Residents and Visitor parking permits within the chosen area of Lower Caversham - Zone 02R including the new ward boundaries.
- 1.3 The recommendations within this report have been shared with Ward Councillors and an opportunity provided for their comment within this report.
- 1.4 Appendix 1: Feedback received to the statutory consultation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the consultation feedback (Appendix 1).
- 2.2 The Sub-Committee agrees to implement the proposed pilot project and therefore authorise the Assistant Director of Legal and Democratic Services to make the Traffic Regulation Order.
- 2.3 That respondents to the statutory consultations be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.
- 2.4 That no public inquiry be held into the proposal.

3. POLICY CONTEXT

- 3.1 The provision of parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 The Digital Parking Permits Pilot Project also complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on traffic flow, perceived safety and accessibility. The resulting improvements can help us to understand our offer to our residents, act on their feedback and rollout a more efficient service borough wide to further improve customer satisfaction

4. THE PROPOSAL

4.1 Background

- 4.2 The Digital Parking Permits Pilot Project, which is part of the Customer Excellence Programme, will deliver a pilot in order that a boroughwide rollout of digital permits can be considered by Members.
- 4.3 This project is in line with our commitment to a self-service digital first approach, reduction in manual and paper processes, improved customer experience and delivering the savings associated with the Customer Experience Programme.
- 4.4 Digital permits work where the permit allocated to the vehicle is known within the parking management systems, specifically the enforcement system. Consequently, no physical permit is required resulting in a more efficient service for residents and reduced service cost through savings from printing and postage. Residents gain where paperless permits are issued instantly without a delay or break in cover due to delivery of a physical permit. It was also found that most local authorities offer greater flexibility in the use of visitor permits where they can be purchased by session rather than defined by a day or part of a day.
- 4.5 Shared experiences of digital permits suggest resident and visitor satisfaction is far greater when compared to a paper-based permit. From an enforcement perspective paperless permits are not compromised by the physical disc falling off the window of the vehicle or visitor scratch cards being used incorrectly. This, in-turn, reduces complaints and improves the reputational image of the Council by its residents.
- 4.6 There are 19 residents parking zones including almost 16,000 households and 12,000 parking spaces. In order to park in a permit bay, a permit must be displayed in the windscreen. There are two types of permits produced:
 - Annual physical permits - resident, business, carer etc (round discs)
 - Scratchcard permits - Visitors, Temporary, Landlord/Tradesperson
- 4.7 Residents can apply for permits online. They need to create an account and must have an e-mail address to do so. They are required to upload proof of address and vehicle before a permit can be issued. There are no changes to this as part of the pilot.

- 4.8 A Resident can apply offline by requesting an application form by ringing the Council. The Permit team will create an offline permit account in PermitSmarti on their behalf.
- 4.9 Offline customers without an e-mail address will not be able to have digital visitor permits, in this instance provision has been made for them to still receive physical permit books. This means that they will not be able to draw down in hours it will remain as half day units, with an AM permit being valid from 8am-2pm and a PM permit valid from 2pm until 10am the following morning.
- 4.10 During the period October 2021 to April 2022 in the area of Lower Caversham (Zone 02R) 451 resident permits were issued and 5 were offline and out of 582 residents visitors permits 14 were offline.
- 4.11 Current Position**
- 4.12 Digital permits work where the permit allocated to the vehicle is known within the parking management systems particularly the enforcement system consequently, no physical permit is required.
- 4.13 In summary the changes proposed will mean that:
- Permits are not printed and posted (residents and resident visitor permits).
 - Scheme no longer requires a permit to be displayed in the vehicle (residents and resident visitor permits).
 - Each household will be entitled to purchase in blocks of hours not books, also known as scratchcards (resident visitor permits).
 - Residents are not asked to allow up to 14 days for these permits to be issued.
- 4.14 Procurement of a new Parking Services contract may lead to a change of supplier within the next 12 months. If Digital Permits were to go live boroughwide prior to this, a transition plan from the existing system would need to be in place and this will form part of any full rollout plan.
- 4.15 Proposal**
- 4.16 Appendix 1 includes all of the feedback received to this consultation. The Sub-Committee is asked to consider this feedback and decide whether the pilot project can be implemented.
- 4.17 Analysis of the consultation feedback**
- 4.18 There are 19 residents parking zones including almost 16,000 households and 12,000 parking spaces. During the consultation period we have received 75 returns via the Council's website (the 'Consultation Hub'). We also received 5 emails which have been responded to.
- 4.19 The Police are a statutory consultee and have been directly notified. The Traffic Management Officer from the Hampshire Constabulary & Thames Valley Police Joint Operations Unit confirmed there are no concerns from them.
- 4.20 From the consultation hub responses 39 supported the idea of Digital Permits, 11 neither objected nor supported and 25 objected.

4.21 The analysis has shown us that the main reasons for objecting are:

- Concerns about IT access and literacy - During the period October 2021 to April 2022 we issued only 19 offline permits for residents and visitor permits which is just below 2% of permits issued. There would be no change for these customers who would be able to contact the Resident Permit Team to apply/renew a resident offline (paper) permit.
- Perceived lack of enforcement action - To mitigate this we will maintain the level of enforcement officers patrolling the area during the pilot. Should digital permits be rolled out borough wide we have the opportunity to introduce improved enforcement methods. In addition we currently have a web page that allows residents to report suspected illegally parked vehicles.
- Data concerns - These seemed to be about visitor parking registration numbers and GDPR issues such as who would have access to these. To mitigate we will add this to the list of Frequently Asked Questions (FAQ's) explaining that in terms of the visitor permits the resident will be entering the vehicle registration number, it is used for enforcement only and it is the vehicle details that are captured, no analysis would be carried out on individuals using this information.

4.22 From the consultation 39 responses supported the implementation of a pilot project, 31 responses of these said it was a good idea and/or an easier system. 5 responses supported but gave no reason for the support. General feedback acknowledged that Residents would not be subject to postal delays, paperless permits are better for the environment and the resident did not have to worry about the paper permit falling off resulting in enforcement action.

4.23 From the 75 responses there were 19 that included a question, the answers to these questions could be found in the Frequently Asked Questions or via our web page. From 29th July until 30th August 2022 we received 681 visits to our web page.

4.24 Should the pilot go ahead these are the actions we will take to alleviate the concerns of our residents:

- Maintain enforcement activity in the pilot area
- Highlight the enforcement request page
- Increase communications in and outside of the pilot area before and during go live
- Targeted communications such leaflet drops and a social media presence
- Update the FAQs to reflect the feedback

During the pilot we will ensure we gather additional feedback such as residents feedback regarding ease of use and benefits of the pilot. We will bring the results back to TMS in 2023 along with a high level business case for a proposed borough wide rollout of digital permits for all permit types.

4.25 Other Options Considered

4.26 None.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal contributes to the Council's Corporate Plan Themes, as set out below:
- 5.2 The parking strategy, procurement of civil enforcement services and changes to resident permit parking sits within the wider context of the Reading Transport Strategy 2036. Parking management and civil enforcement activities supports a number of strategic aims within the Reading Transport Strategy and Reading's Corporate Plan.
- 5.3 **Inclusive Economy** - Parking management of the town centre and local centres support the local economy. As a part of a contract review it was established a number of local authorities have embraced paperless or digital parking permits and many more are considering the advantages a digital permit system offers. As a part of our review into the future parking service the opportunity has been taken to explore what digital permits offers Reading residents. During the pilot any of our offline customers without an e-mail address will not be able to have digital visitor permits, in this instance provision has been made for them to still receive physical permit books. A boroughwide rollout would need to ensure we create an equitable permit provision for offline residents.
- 5.4 **Healthy Environment** - Parking management has a positive impact on the public realm creating a safe and accessible environment for residents, workers and visitors. Parking management is part of the wider management of the road network which contributes to safety, protecting vulnerable users and encouraging walking and cycling.
- 5.5 Illegal 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.
- 5.6 Our parking permit scheme prioritises parking for residents, businesses and their visitors. Parking is limited to permit holders within these controlled parking zones. This helps to prevent commuter parking and makes it easier to find a parking space close to your address. Any vehicles parked in contravention of the rules of the highway may be issued a Penalty Charge Notice (PCN). The pilot aims to build on our current offer specifically around visitor permits.
- 5.7 **Thriving Communities** - Good parking management ensures homes, business and leisure are accessible. Parking schemes such as resident permit parking and specific restrictions such as disabled parking contribute positively to our community.
- 5.8 Full details of the Council's **Corporate Plan** are available on the website and include information on the projects which will deliver these priorities.
- 5.9 This proposal contributes to the TEAM Reading Values, as set out below:
- 5.10 **Together** - The Digital Parking Permit Pilot Project will seek to improve resident and visitor satisfaction by moving from a paper-based permit scheme for resident permits and resident's visitors permits within Lower Caversham for the

period of the pilot. By conducting a pilot will enable us to work together with our residents and gain valuable feedback. In addition, RBC will work together with our suppliers to ensure the visitor permit software is fit for purpose and fully meets the needs of our residents.

5.11 Efficiency - Reduce significantly or stop printed permits supporting our climate change emergency agenda and in addition making financial savings due to the reduction in the cost of postage during the pilot.

5.12 Ambitious - Aligned to the Customer Experience Strategy we aim to be responsive to the fast-changing environment of digital and what our customers expect as their customer experience.

5.13 Make a Difference - Design and implement digital services to ensure that everyone who interacts with the Council has a better day as a result.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

6.1 A climate impact assessment has been completed which suggests that the Digital Parking Permit Project will have a net low positive impact on the Climate Impact Assessment Carbon Emissions: there will be a minimal amount of energy used in creating the notices in the form of energy used to print and computer usage. Therefore, a provisional rating of Net Low Positive has been awarded for Energy Use. Use of Transport has been awarded Low Negative: where possible Officers will use council owned electric vehicles for the installation of notices, if applicable. It is not believed that this project will have any effect on creating Heatwaves/Drought/Flooding/High winds or storms, so the rating of Nil has been achieved.

6.2 We always try and use local contractors/suppliers hence the reason for giving a Nil rating for Disruption to Supply Chains. Overall, however, the short-lived and minimal negative impact for the implementation of the pilot is expected to be more than mitigated by the long-term benefits of replacing paper permits with a digital process specifically if the pilot is a success and can be rolled out to all zones for all of our parking permit types.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 A statutory consultation was carried out from 4th August 2022 to 25th August 2022. Notices of intention were advertised in the local printed newspaper and erected on lamp columns within the affected area. The Police are a statutory consultee and were directly notified. The consultation was also hosted on the Council's website (the 'Consultation Hub'), where details and plans are available. There was also a presence on social media to raise awareness of the consultation. In addition, we published frequently asked questions on our web page.

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

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 We have assessed as to whether an Equality Impact Assessment (EIA) is relevant for the pilot and whether the pilot could have a differential impact on: racial groups; gender; people with disabilities; people of a particular sexual orientation; people due to their age; people due to their religious belief; and the Armed Forces community. We have concluded that an Equality Impact Assessment is not relevant for the pilot because it is not deemed to be discriminatory to persons with protected characteristics. However, as a result of the statutory consultation and feedback from the pilot, we will be able to identify any negative equality impacts and mitigate those before rolling out digital permits boroughwide.

9. LEGAL IMPLICATIONS

9.1 The Order for the pilot scheme will be made in accordance with the Road Traffic Regulation Act 1984 as amended and the procedure laid down by Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

9.2 The effects of which is to allow the issue of digital residents parking permits and residents visitors parking permits.

10. FINANCIAL IMPLICATIONS

10.1 The cost of developing and implementing the pilot is minimal. The software changes that are required to accommodate the resident's visitor parking permits will be approximately £2700.00 and there have been costs associated with the statutory consultation and additional communications, not exceeding £1000.00. There will be a cost for additional communications prior to the pilot going live and this is anticipated to be circa £2000.00. The budget has been allocated by the service area from existing revenue funding streams. There are no capital implications for the pilot.

11. Value for Money (VFM)

11.1 All aspects of the pilot will be delivered using Reading Borough Council's own resources and existing contractors. This includes the drafting of the Traffic Regulation Order.

11.2 The project provides value for money, investing in the extra software module for resident's visitors parking permits and implementing a pilot, it will help us

to determine whether digital permits boroughwide for all permit types is feasible based on data gathered during the consultation and the pilot. The additional software module would not have to be purchased again in order to rollout the digital option across all zones.

12. Risk Assessment.

12.1 The primary risk with the digital parking permits pilot project is any deferral of a decision regarding the implementation of the pilot would mean that financial savings resulting from a full rollout of digital permits across the borough and including all permit types would take longer to achieve.

13. BACKGROUND PAPERS

13.1 None

Appendix 1

	Do you support or object to the proposal?	Please provide your comments, support or objections to the proposals, together with the grounds on which they are made, here - Comments	Submitted Date
1	Support	I have a company car that I have to change once a year and waiting for a paper permit to come through for the new registration costs me more as I have to order a temporary permit or use my visitor allowance when I'm waiting	2022-08-04 12:07:49
2	Support	This is clearly a good idea, but would there be an option for those not computer literate etc?	2022-08-04 12:33:12
3	Support	This would make life so much easier and mean that you could pay for the relevant period rather than the am/pm permits. It also reduces the risk of user error (ie scratching the wrong day).	2022-08-04 15:19:55
4	Support	If it works then it'll be better than current system. Having to wait for paper permits in the post is a hassle & with so much to keep up with ordering in advance just doesn't happen	2022-08-04 17:45:22
5	Support	<ol style="list-style-type: none"> 1. Quicker to process so better for the buyer 2. Assume that the savings in expensive paper, postage and admin resource really add up. 3. Hourly visitor parking is ultra sensible as long as the hourly charge is reasonable. 4. Better flexibility and short term response / purchase 	2022-08-04 17:49:21
6	Support	Support going paperless and making the effort to reduce carbon footprint	2022-08-04 22:14:42
7	Support	Think it's a fantastic idea at least you won't have to worry about ordering a visitors permit book	2022-08-05 00:18:54
8	Support	<p>If this is to replace parking meters with cashless machines I am totally against it. Trying to use these machines is a time consuming nightmare or impossible especially for elderly people who do not have smart mobile phones. I am fairly high tech savvy but find it a pain.</p> <p>I've seen first hand with the Council car park in Richfield Avenue that the scheme does not work for most people. It does not help when there are so many different car parking companies to which you have to sign up to depending on which car park one uses - and more annoying if you just want to use a car park for a one off visit.</p> <p>For example the council car park in Chester Street uses a different company to manage the car park to the one it uses at Richfield Avenue.</p> <p>If this scheme relates to `permits` (season tickets) then I have no objection.</p>	2022-08-05 10:09:06

9	Support	Seems fine as long as provision is made for people who don't have computer access Also - to preserve visibility for residents - have a website where residents can enter a car reg and zone and check if that car has a permit (similar to the existing GOV MOT/tax/insurance check websites)	2022-08-11 10:28:01
10	Support		2022-08-12 16:28:57
11	Support	Provided that it is not going to cost us as residents any more, in fact as there is less manual processing, as you have stated it will / should make it quicker and more efficient , maybe this will allow for a reduction in the cost. Visitor permits usable by the hours, does this mean a pool of hours will be provided free of charge as currently available, but we would then log a vehicle registration against it for a set period of hours, which would then reduce our pool of hours accordingly ?	2022-08-13 14:26:10
12	Support		2022-08-15 17:09:00
13	Support	I support the decision, however, I feel for the older generation who don't have computers & what happens to the tickets we already have??	2022-08-15 17:29:00
14	Support	Will there be a reduction in cost due to lack of admin and printing costs ? How will visitors permits work ? Set hours still ?	2022-08-15 17:48:29
15	Support	Hourly visitor permits would be far less wasteful and would enable visitors to arrive whilst residents are out, e.g. to meet at a local restaurant rather than meeting at home first.	2022-08-15 19:41:24
16	Support	I think this is a great idea to save time on waiting for permits. Previously I've had to wait over 2 weeks for my permit to come through which meant I had nowhere to park.	2022-08-15 20:11:41
17	Support	There needs to be an arrangement for when this system fails (let's acknowledge now that there will be glitches) that residents don't wind up getting ticketed.	2022-08-15 20:55:15
18	Support	Makes sense	2022-08-15 21:12:36
19	Support	Hopefully quicker parking tickets for the cars that disregard the permits as well as over staying their time and parking on the corners	2022-08-16 07:22:58
20	Support	It sounds like a great idea. The flexibility for visitors will be very effective. There may have to be some consideration as to how many digital visitor permits a resident can have, and if the physical permits would still be valid as I know there are a number of elderly residents who may not be as technically savvy as is required	2022-08-16 08:21:29
21	Support	Better for the residents and better for the environment	2022-08-16 09:34:12

22	Support	My mother is not into tech and can't afford it has no internet or smart phone so she needs her paper based ones to enable her to manage- I fully support tech option but do remember it does not fit down and you need to provide them with the right service too	2022-08-16 09:52:59
23	Support	Do not remove the paper visitor passes completely. They should still be offered alongside the digital scheme for those who are not able to use the internet easily.	2022-08-16 14:35:26
24	Support	I support the flexibility...however I do have concern about the IT being used	2022-08-16 16:37:09
25	Support	Think it will be great, save a lot of paper, easier and faster.	2022-08-16 18:35:33
26	Support	Easier to renew and more practical	2022-08-16 19:03:54
27	Support	Sounds like a good idea to me as my permit is continually falling off in the heat	2022-08-17 09:31:20
28	Support		2022-08-18 13:51:23
29	Support	If we have to continue to pay to park on the road where we live then I would support digital form of permits as long as system for visitors is simple to use. This should mean the cost goes down for 2nd car as same amount of work involved and pressing buttons!	2022-08-18 18:39:29
30	Support	A digital permit would be great as it is hard to get hold a paper one. Since everything's gone online it's hard to speak to anyone to get a permit. I live on REDACTED and we struggle with parking so I've received parking tickets a few times and having a digital permit would be a huge help	2022-08-18 22:24:04
31	Support	I rent in REDACTED so had to pay for an emergency pass when I moved in. This will avoid this and also presumably make the process easier when I change my car in the next few months	2022-08-18 23:56:57
32	Support	Should allow quicker further enforcement of parking violations.	2022-08-19 13:31:45
33	Support	I support this idea hoping that this allows to return to no fee parking permits for residents.	2022-08-21 11:36:54
34	Support	I'd prefer to not have a permit permanently affixed to my windscreen. I also suspect that I have seen a small amount of parking fraud - with people parking pretending to have a valid permit - and I believe this scheme would reduce that problem.	2022-08-22 00:37:56
35	Support	Easier to enforce Better for visitor parking	2022-08-23 09:04:18
36	Support	Sounds as if it would be a more instant service, keeping up with technical advances and an improvement in the current system	2022-08-23 09:32:22

37	Support	<p>Fully support - much quicker and less environmental impact (no printed permits or plastic).</p> <p>The only query might be how residents themselves might be able to tell if a car has been abandoned and has no permit. I assume there will be some sort of contact point for this.</p> <p>With the visitor's permits, will these be available only on an ad hoc basis by the hour via e.g. an online app, or will it be as it is now with a pre-set free quantity (currently in booklet form)? If the latter, how will this work?</p>	2022-08-23 17:14:45
38	Support	<p>Support the move to digital permits has it has advantages for ease of renewal etc.</p> <p>Concerns about rogue parking and how this will be managed as cars will not longer be displaying permits so harder to report issues</p>	2022-08-23 18:42:17
39	Support	<p>Would like to know more details on hourly use of permits. How many free visitor permits would be issued per year. Presumably the equivalent to two books at present?</p>	2022-08-23 20:03:28
40	Object	<p>For permanent resident permits I think digital works well. For visitors I don't want to be going online to sort a permit while an impromptu visitor guards their car. Keep them paper to give us flexibility in how we use them. Also keep them as half a day permits not hourly, visitors do not always stay for a specific length of time. Parking enforcement should work on checking areas close to parks they never do. Also areas like Southampton Street and whiteley Street where people park dangerously in the cycle lane</p>	2022-08-04 12:19:21
41	Object	<p>Having visible parking permits in cars make it easy for residents to see which cars are being parked illegally in their streets</p> <p>In East Reading this is a daily and nightly occurrence with no monitoring and ticketing by traffic wardens - they are rarely seen on our streets.</p> <p>When I see a car parked near my house with no permit, I put a polite note on the car advising that they are parked in permit holders area only.</p> <p>Digital permits would be a huge step backwards in the huge problem of parking in Reading. Unless of course, you are going to employ 30 more traffic wardens working 24 hours a day to monitor it properly ??</p>	2022-08-04 13:02:39

42	Object	<p>I like the idea in principle but can see problems</p> <ol style="list-style-type: none">1. How do residents know if a parked car is local / has an issued permit without anything visible (we have prems where il live with this now!) - will this be an available on-line check for residents? (as it is with car tax)2. I can see it will require more frequent patrols to cover the above problems as I can see it taking longer to check each car - and:3. Currently the local warden rides slowly along on a moped checking the permits, will a handheld device allow this?4. What happens about visitors / permits - do they stay as is?	2022-08-04 13:11:36
43	Object	<p>a system which will only work with daily and higher profile patrols in all areas using this permit system At present this is not the case.....</p>	2022-08-04 14:19:11
44	Object	<p>Currently enforcement officers only seem to visit REDACTED if residents report a non-resident vehicle. For example a car was parked here in July for 4 weeks and no tickets were issued for the first two weeks and then only issued when reported by residents.Under the new system residents will not know the status of a vehicle hence will not be able to report non-permit parking.Perhaps this is why digital schemes reduce complaints?</p>	2022-08-05 10:55:55

45	Object	<p>We live in REDACTED where parking restrictions apply for Permit holders between 9 am - 5.30 pm Monday to Friday or 2 hours, no return within 2 hours. I would strongly oppose any changes to these current restrictions. If we have a visitor popping in for an hour, I do not wish to upload their details onto your digital system. My objections are therefore as follows:</p> <ol style="list-style-type: none"> 1. I would seek reassurance that the 2 hour unrestricted parking continues as is (how would this apply to REDACTED School drop off?). 2. Why do you require this digital information on all visitors? This is an invasion of my privacy as you will have information on who and when are visiting each home in Caversham. Do you really need this information and how does this comply to GDPR? 3. Yet again, a money saving scheme resulting in less administration at RBC (no need to issue permits) but of course greater risk of being caught for a fine. 4. Until the parking permits were introduced, we lived here without restriction and now it costs us in excess of £200 to park our 2 cars outside of our house and do not wish to incur yet further disruption. 5. How does this arrangement work for residents who do not possess a smart phone or have access to a computer? These measures discriminate against these people as they do not have any other choice. I know digital parking systems apply in other car parks but people do have the choice to use them or not (they don't if its outside of their house). 	2022-08-05 15:10:15
46	Object		2022-08-12 09:32:20
47	Object	<p>This is a bad idea, as it ultimately makes the council less accountable. As a resident, if I find parking becomes difficult, but no cars have physical permits displayed, I have no way of knowing that the council are actually doing their job and ticketing non-permitted cars. I have to take it on trust.</p> <p>This is a very easy way for the council to reduce warden patrols, and thus make parking for residents, far more difficult, as it removes any visibility that the system is being policed.</p>	2022-08-13 15:50:53

48	Object	<p>Resident and visitor digital permits - I object as this excludes all those without easy access to phone/digital services. This is becoming the norm for RBC and may save money but excludes many in particular the most disadvantaged e.g. elderly, visually impaired, those without IT skills or resources. Please provide information about how a trial could support these groups? Resident permits - if change to digital there is no way for other residents to know and if necessary report an illegally parked vehicle. Unless there are regular warden patrols (multiple times a day) this cannot be effectively policed. If it takes up to 14 days to issue a permit I suggest this process could be reviewed or streamlined instead. Visitor passes: The proposal is completely inaccessible to anyone without phone/IT connection and skills. It is much simpler/quicker/less stressful to scratch and display a card than spend ages trying to digitally book parking. I have direct experience of this in another borough and it may sound simple but the system does not recognise a spoken number plate on multiple occasions e.g. similar sounding letters, or trying to find and remember the closest location ID code. I spent at least 15 mins trying to do this, wasting time, phone bill and battery life. What will happen with my existing paper permits - will I be able to continue to use these until their stated expiry date e.g. 2024? Otherwise I lose the value of these which is unfair, and in particular to anyone who purchased additional permits. If you want to promote the "benefit" of only having to add visitor parking for a couple of hours at a time rather than a full half day, you could easily amend future paper permits to allow this.. I find it unhelpful and rather sly that you promote as an advantage something that you could have done anyway with paper permits. There was considerable opposition to the introduction of the extended O2R zone (North of Gosbrook Road) and a lot of the stated reason of the impact of rail and town parking has abated since changed work patterns since the pandemic but we continue to have the zone. I am surprised therefore that we have to be the trial zone and I would think it far better to trial this elsewhere. In particular as O2R has different rules within the zone (north & south of Gosbrook) so it is already confusing without introducing a trial.</p>	2022-08-15 15:49:43
49	Object	<p>Traffic wardens rarely seen to enforce the existing paper permits. What will be different with the digital system to identify dodgers of the system</p>	2022-08-15 18:35:04

Object

Many London Boroughs and other councils have used this and regularly get onto various news and consumer affairs programmes, for their DISCRIMINATION especially for the elderly or housebound with limited access to computers or see no need to update and learn a new computer system they may not be able to use for much more than months,. Just because the council deem what equipment of computers or types of phones they use or have to then buy to use the service. This is most often seen where a couple has a computer but only one of the partners uses the computer who then dies, or goes into care or leaves for other reasons meaning the remaining partner has no idea what to do or what the passwords etc are.Many people who have carers (even family as carers) are often expected to have the online account for their property, but visitors must use that account and not a guest account. It can become a more isolating "benefit" to the council assuming all people have the latest computer and all can use it. Making it difficult for those in these situations and their carers or visitors to use such systems.Having for more than 5 years and currently assisting or being main contact for relatives with living at home with disabilities and in some cases never had a computer or smart phone. Currently I am supporting (in another town) my father who has been diagnosed with Alzheimers and is still living at home, but cannot NOW use a computer for visitor permits situations and many other things. My mother his main carer has too many support things to do to learn even more computer stuff than is absolutely necessary. Whilst he is in another town I am sure there are many similar situations with elderly and many other categories of vulnerable people in all age groups.Like MANY online only schemes they can become part of Coercive Control mechanisms as most of these expect one person only to be the named holder for any address, causing control to be exerted over other household members, by stopping visitors when they are not around and similar issues.This also means yet another dumb online account username and password and no doubt MFA to have to remember, as Reading cannot do one account for ALL services. Yes this is possible even with contracted out services but is beyond scope of your IT and contracts methods.

2022-08-16 04:14:48

51	Object	Many people don't have smart phones -,are they going to be able to have printed copies? I have a smart phone but with the increasing trend of councils and other bodies using electronics, I'm finding is difficult to trace documents whereas I can at least have an ABC printed file which is easy to use. I don't have a laptop.	2022-08-16 07:42:33
52	Object	I would prefer to continue with the existing system of displaying permits. The current system works very well, I have never experienced any delays with getting either resident or visitor permits. They are easy to use and clear for everyone to see.	2022-08-16 09:14:58
53	Object	REDACTED is not currently a permit zone, and all houses have parking bays off the tarmaced areas. I'm therefore opposed to REDACTED being added to the digital scheme as we're not currently in a permit area.	2022-08-16 19:24:08
54	Object	I don't support this who could afford this it's ridiculous the whole country is having money problems an you want to charge people extortionate money to park where they live my family won't be able to visit	2022-08-16 21:40:47
55	Object	Living in an area where parking is at a premium (and is permit parking), it makes it easy for residents to identify cars with permits at the moment - digital ones won't be so easy to spot and we rarely see traffic wardens (they would need to be patrolling roads 24/7). As with visitor permits, why can't we go back to the old system where they are valid for a day? PLEASE DON'T DO HOURLY VISITOR PERMITS - at the moment there is 2 hours of "free" parking before permits are required and many people stay for more than an hour if visiting - for example if I have someone come to visit, they are often overnight - does that mean I have to book however many hours they will be here for even though they might not know what time they will be leaving??	2022-08-17 16:32:05
56	Object		2022-08-17 21:00:34
57	Object	The existing parking permit scheme is fine though I was not in favour of having parking restrictions on my road anyway. Having a digital scheme means residents will not know whether vehicles belong to residents or not. Maybe a good thing. Also do the current paper permits for visitors still stand valid?	2022-08-21 20:32:11

58	Object	<p>The system appears to rely on the property occupants using a computer to register visitors but not everyone has access to a computer or the patience to start up their machine then work their way through the RBC website. Why I wonder does this Feedback require my e-mail address at least twice?</p> <p>The end of REDACTED does not appear to be checked very often as it is very frequently blocked by multiple visitors without permits.</p>	2022-08-22 11:02:23
59	Object	<p>Not everyone has access to digital technology - I have been fined for not paying in a car park where you could only pay by phone and I didn't have a smart phone - and I object to having to buy a smart phone just to do something new that works quite well at the moment. Also this has not been publicised, I have had nothing through the door explaining it, I was alerted to it and read a piece of paper on a lamppost! This is not how you contact people. I tried reading the instructions for digital tickets and got so confused I gave up - I am quite happy with paper tickets I can see, I have to buy more books a year as I have visitors. It is wrong I think to pay to park outside your own house and this is even more to worry about. There are a lot of older people like me living round here and we just cannot deal with new technology.</p>	2022-08-22 11:26:25
60	Object	<p>Paper parking permits are visible evidence to everybody (including residents) as to whether a car is allowed to park in a particular road. Digital permits can only be seen when checked by a traffic warden. But we rarely ever see a traffic warden around here. So a Digital permits scheme would be an open invitation to park without a permit with an improved chance of 'getting away with it'.</p> <p>For by far the biggest majority of residents, the current scheme works well - why change it for a less visible scheme.</p>	2022-08-23 09:17:25

61	Object	<p>I have checked out the information re visitor permits now and for trial. Lower Caversham has flexible parking mon-fri daytime on many streets. Flexible for parking without permits or fuss so 2 hours is covered without permits. For the trial all visitors required to be booked on line. 24/7. Added inconvenience to what we have now. I would not be happy to attempt to book on line for workmen at my house as unsure what would then happen is parking fine issued. Certainly not explained in detail how to use booking system.</p> <p>I will continue with visitor scratch cards during trial.</p> <p>This trial means the area would be permits only 24/7. The visitor permits hours change to only half value, daytime booking count and overnight ignored.</p> <p>Lots of change just for pilot.</p> <p>Maybe not enough engagement with the area as all these changes could impact on lives. Hopefully lots of feedback from many views for the council to consider before going ahead with new scheme.</p>	2022-08-23 16:10:45
62	Object	<p>I don't think this is a great idea - like me, others, don't have their laptops/computers on all day, and many would be unable to complete a form on their phone (as I find the print too small to complete online via phone). I do think the existing system could be improved - the books of tickets must be quite costly and there should/could be a more simple system. Maybe reusable tickets? I also think finishing the morning pass at 12.00 noon is not user friendly. Often you end up using 2 vouchers when a trades person turns up just before 12 noon. I would not want to have to access a computer when a trades person (or visitor) suddenly turns up. Hopefully, an alternative system can be found.</p>	2022-08-24 07:20:49
63	Object	<p>How will we know if a car is or is not allowed to park outside our house, I think that the council will have a lot of unnecessary e-mails reporting illegally parked cars that are allowed to park. Regarding the visitors permits we can't guarantee what time our visitors arrive, so by the time they have arrived and we've booked them onto the system, in theory a warden could have fined them already. What happens if the internet is down when the visitors are due and I cannot book them onto the system. I also have a friend who has no computer how would she book visitors to her house?</p>	2022-08-24 09:18:15

64	Object	<p>I strongly object to this proposed new digital scheme especially for the visitors permits. As I understand it, every time we have a visitor it would mean my having to go on line and presumably enter their registration number and the length of their visit (how would I be expected to know this). It would be very rude to ask "how long do you intend to stay" !</p> <p>To be honest I regret ever having joined this parking scheme as it feels like we are being ripped off year on year by your ever increasing price rises and what do we get in return for these extortionate costs to park on the road? not a lot! feeling like we are being used as cash cows.</p>	06/08/2022
65	Neither support nor object	What are you supposed to do if you have no internet access?	2022-08-05 12:23:44
66	Neither support nor object	How will those not digitally savvy use this system? Not everyone is on line all day? Could a manual and digital system run in parallel to get the best of both worlds??	2022-08-09 09:24:18
67	Neither support nor object	<p>Interested to find out more about the general privacy and GDPR implications of this scheme. For example where and how is the data on, I presume, number plates of visitors kept? Who has access to this? Who can request access for it and under what conditions?</p> <p>thank you.</p>	2022-08-04 12:24:05
68	Neither support nor object	Yet again older people or people unable to do things electronically will be penalised	2022-08-04 13:21:07
69	Neither support nor object	Our road is frequently used by people without permits. Residents can currently report this so that parking services can send out a warden to issue tickets. Without a visual permit, residents will be unable to report illegally parked vehicles. Therefore increased patrols will be necessary. It's galling to pay for an expensive permit when the system is ineffectively policed.	2022-08-05 18:30:36
70	Neither support nor object	<p>Could be difficult for landlords who need to get trades people in to service property</p> <p>Will landlords still be able to buy their paper permits.</p>	2022-08-15 19:38:06
71	Neither support nor object	<p>I am unclear whether I would still get some free visitor parking permits</p> <p>This is a vital part of how I feel as I am disabled and need to use them for my career</p>	2022-08-16 09:03:04
72	Neither support nor object	<p>Not enough detail on how elderly without Internet access apply. No detail at all about visitor permits.</p> <p>Try giving more detail if you want useful feedback</p>	2022-08-16 18:39:23

73	Neither support nor object	<p>I am pleased that time will be able to be booked by the hour. It is also good if permits can be changed more quickly for new cars.</p> <p>However I don't agree with how this new system is being implemented. The total number of free visitor hours is being halved (240 hours instead of 480h previously for 40 half days) and instead the overnight time 8pm to 8am does not count in the hours. This makes no sense as the road is most busy overnight when all residents are home. There are plenty of spaces in the day time when many people go to work. I am worried that having unlimited overnight visitors will make it even harder to park in the evening and mean residents having to park really far away (a particular concern for women or those who have to carry young children). There may also be some households who get an extra car if they are able to keep it overnight for free. An idea that would be fairer would be giving 480h free visitor permits but making all times chargeable.</p>	2022-08-17 07:28:09
74	Neither support nor object	<p>My concerns are; if we no longer have a physical permit, will we receive a timely reminder that our permits are due to expire. Having them on our windscreen is a good visual reminder.</p> <p>How will the visitor parking work? Will residents be able to control this as they do with the current card scheme? Or are vehicles able to just park by the hour? There are barely enough spaces as it is.</p>	2022-08-21 10:51:07
75	Neither support nor object	<p>Your consultation document says nothing about those who have cars but no internet! Any ideas?</p>	2022-08-23 13:32:58

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2022	AGENDA ITEM:	
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2022A & REQUESTS FOR WAITING RESTRICTION REVIEW 2022B		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	GARY MILES	TEL:	0118 9372616
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2 This report informs the Sub-Committee of objections received during statutory consultation for the agreed proposals that formed the 2022A programme. Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2022B 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.
- 1.4 Appendix 1 - Feedback received during statutory consultation for the 2022A programme and the advertised drawings for those proposals.

Appendix 2 - New requests for consideration in the 2022B programme.

Appendix 3 - Battle Ward informal survey results for potential alterations to RPP restrictions on Belmont Road and Connaught Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee Notes the report.
- 2.2 That objections noted in Appendix 1 are considered and the Sub-Committee agrees to either implement, amend or reject each proposal. These proposals were advertised as part of the same, single, 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 2 and agree whether each request should, or should not, be investigated by officers as part of the 2022B 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 2022B programme.

3. POLICY CONTEXT

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

4. THE PROPOSAL

Current Position

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

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

Requests for new Resident Permit Parking areas will be reported within the associated reports to this Sub-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 - 2022A programme

- 4.2 Approval was given by the Sub-Committee in March 2022 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 9th and 23rd May 2022 for their comments.

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

The statutory consultation took place between 28th July and 17th August 2022. The feedback received during this consultation, alongside the related scheme drawings, is contained in Appendix 1 (Waiting Restriction Review 2022A).

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

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

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.

Bi-annual waiting restriction review - 2022B

- 4.5 Appendix 2 provides a list of requests that have been received for potential consideration in the 2022B programme.

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

- 4.6 Officer recommendations will be shared with respective ward Councillors prior to reporting deadlines for the Sub-Committee meeting in January 2023 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 - 2022A programme

- 4.7 The Sub-committee is asked to consider the feedback received against each scheme in Appendix 1 and 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 - 2022B

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

The Sub-Committee is asked to 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

4.9 None at this time.

5. CONTRIBUTION TO STRATEGIC AIMS

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

Healthy Environment

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

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

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

Together

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

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

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

Make a Difference - As per the above.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

6.1 The Council declared a Climate Emergency at its meeting on 26th 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 2022B 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 2022A programme of restrictions will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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

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

10. FINANCIAL IMPLICATIONS

The cost of implementing the 2022A and developing the 2022B programmes will be dependent on a number of factors, including the number proposals that are agreed for implementation (2022A) / investigation (2022B), the number progressed to statutory consultation (2022B), the number agreed for implementation (2022B) 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			
Expenditure	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	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	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure	£100	£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	£100	£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.

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 2022A programme 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 2022B 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 The Mount Decision & 2022A Proposals for Statutory Consultation (Traffic Management Sub-Committee, June 2022).
- 11.2 Waiting Restriction Review - Objections to Waiting Restriction Review 2021B & Requests for Waiting Restriction Review 2022A (Traffic Management Sub-Committee, March 2022).

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APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME 2022A

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

UPDATED: 05/09/2022, 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	Feedback received
All Proposals, as below	As below	Summary of responses: Objections - 1, Support - 1, Neither support nor object - 0.
<p>Members are asked to note that feedback has been received for all proposals. As a result, every scheme on the proposed Traffic Regulation Order will require an implementation decision, in consideration of the feedback received.</p> <p>For ease of reading, this 'All Proposals' entry includes the full feedback that has been received to all of the proposals and seeks a decision for those proposals that have received no specific feedback below. The drawings for these schemes follow.</p> <p>For schemes where other specific feedback has been received, these will be individually tabled within this appendix with the relevant drawing to follow. Reference has been made back to the comments in this 'All Proposals' entry and the figures in the 'Summary of Responses' section adjusted accordingly.</p>		
a. Abbey - Bridge Street	<p><i>Request to extend the existing taxi rank on Bridge Street near the Oracle.</i> Officers recommend that the bay be increased by a few metres as shown in drawing WRR2022A/AB1 to provide more space for taxis.</p>	
b. Caversham Heights - Kelmscott Close	<p><i>Request for parking restrictions at the junction of St Peters Road with Kelmscott Close due to vehicles parking close to the junction.</i> Officers visited the site and found no evidence of vehicles parking close to the junction. However, officers note that parking is probably worse in the evenings and therefore it is recommended to install a standard 10 metres of No Waiting at any Time around both sides of the junction as shown in drawing WRR2022A/CVH1.</p>	
c. Caversham Heights - Pinewood Drive	<p><i>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.</i> Following feedback raised from residents via the ward councillors, Officers recommend to reducing a section of the existing No Waiting at any Time, as shown in drawing WRR2022A/CVH2. The remaining restrictions will protect the junction and turning head to allow for access to refuge trucks and emergency vehicles. Keeping the turning head clear will also allow for vehicles to reverse and manoeuvre with this Close.</p>	
d. Church - Bigbury Gardens	<p><i>Request for double yellow lines at the junction with Staverton Road, due to vehicles parking on the corner and hindering the visibility line.</i> This is a highly dense area where parking is at a premium. To impose excessive parking restrictions is unlikely to be supported by residents. It is therefore recommended to propose a No Waiting at any Time for a reduced distance of 5 metres at the junction with Staverton Road to improve visibility at the junction. This can be seen in drawing WRR2022A/CH1.</p>	
e. Church - Poplar Gardens	<p><i>Request for parking restrictions due to vehicles parking on the corner of Poplar Gardens and Cedar Road which can block access.</i> Officers recommend installing No Waiting at any Time at the junction of Poplar Gardens and Cedar Road, as seen in drawing WRR2022A/CH2. As this will improve the visibility and road safety at this junction, as well as protect the grass verges.</p>	

f. Emmer Green - Tenby Avenue	<p><i>Request for parking restrictions at the junction of Tenby Avenue and Galsworthy Drive due to parked cars and hindering the visibility.</i></p> <p>Officers visited site and note that vehicles were parked on both approaches to Tenby Avenue on the southern side. Visibility is extremely hindered when exiting Tenby Avenue in a westerly direction towards Lowfield Road making vehicles travel on the wrong side going against the flow of traffic. Officers recommend installing the standard 10 metres of No Waiting at any Time restriction around both sides of the junction but increase the restriction by 20 metres in the westerly direction to protect the sightline as seen in drawing WRR2022A/EG3.</p>
g. Norcot & Tilehurst - Dee Road	<p><i>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.</i></p> <p>We recommend extending the no waiting at any time, no loading at any time, as seen in drawing WRR2022A/NO_T11. This will improve the traffic flow and road safety at the zebra crossing on Dee Road during the school drop-off/pick-up times.</p>
h. Norcot - Shaftesbury Road	<p><i>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.</i></p> <p>We recommend removing the “No stopping Mon-Sat 7am-7pm, except 10am-4pm, loading or unloading max 20 mins” restriction as seen in drawing WRR2022A/NO2. This loading bay is no longer needed for nearby businesses and removes valuable parking spaces within Shaftesbury Road.</p>
i. Redlands - Upper Redlands Road	<p><i>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.</i></p> <p>Officers recommend that the properties be included in the existing permit zone as shown in drawing WRR2022A/RE6.</p>
j. Southcote - Hogarth Avenue	<p><i>Request for parking restrictions on Hogarth Avenue, near its junction with New Lane Hill to prevent pavement parking, which hinders the visibility.</i></p> <p>Officers visited the site but did not witness any inconsiderate parking. Officers have however agreed to recommend increasing the length of the existing No Waiting at any Time restriction to the standard 10 metres around both sides of the junction to improve any hindered sightlines. This can be seen in drawing WRR2022A/SO2.</p>
k. Tilehurst - Dunstall Close	<p><i>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.</i></p> <p>We recommend installing no waiting at any time on the bend, as seen in drawing WRR2022A/TI2. This is to improve the visibility within the Close and prevent pavement parking that is hindering pedestrians.</p>
l. Tilehurst - Poole Close	<p><i>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.</i></p> <p>We recommend extending the existing no waiting at any time no loading Mon-Fri 8am-9.15am and 2.45pm-3.30pm, this can be seen in drawing WRR2022A/TI3. This should improve the visibility and further protect this wide junction.</p>
1. Objection	<p>RBC is killing Reading and it's businesses with its draconian parking measures. There are a huge number of people for whom it is impractical to use public transport not least of those are those who work. They can afford neither the cost to park or the time to use public transport when a 10 minute car journey is in excess of an hour by bus. Worst of all is stealing from motorists that try to park anywhere near the RBH that is flooded with parking wardens as a nice earner when those wardens are never seen where there are actual problems caused by illegal parking. Stop punishing those who are already unfortunate enough to have to visit the hospital due to either themselves or relatives being ill. If it hadn't been for RBC refusing permission to build a second multi story car park on site the hospital parking would not be the nightmare it is for both patients and staff!</p> <p>Officer Comment: We have confirmed with the respondent that they are responding to all the proposals within the proposed Traffic Regulation Order.</p>

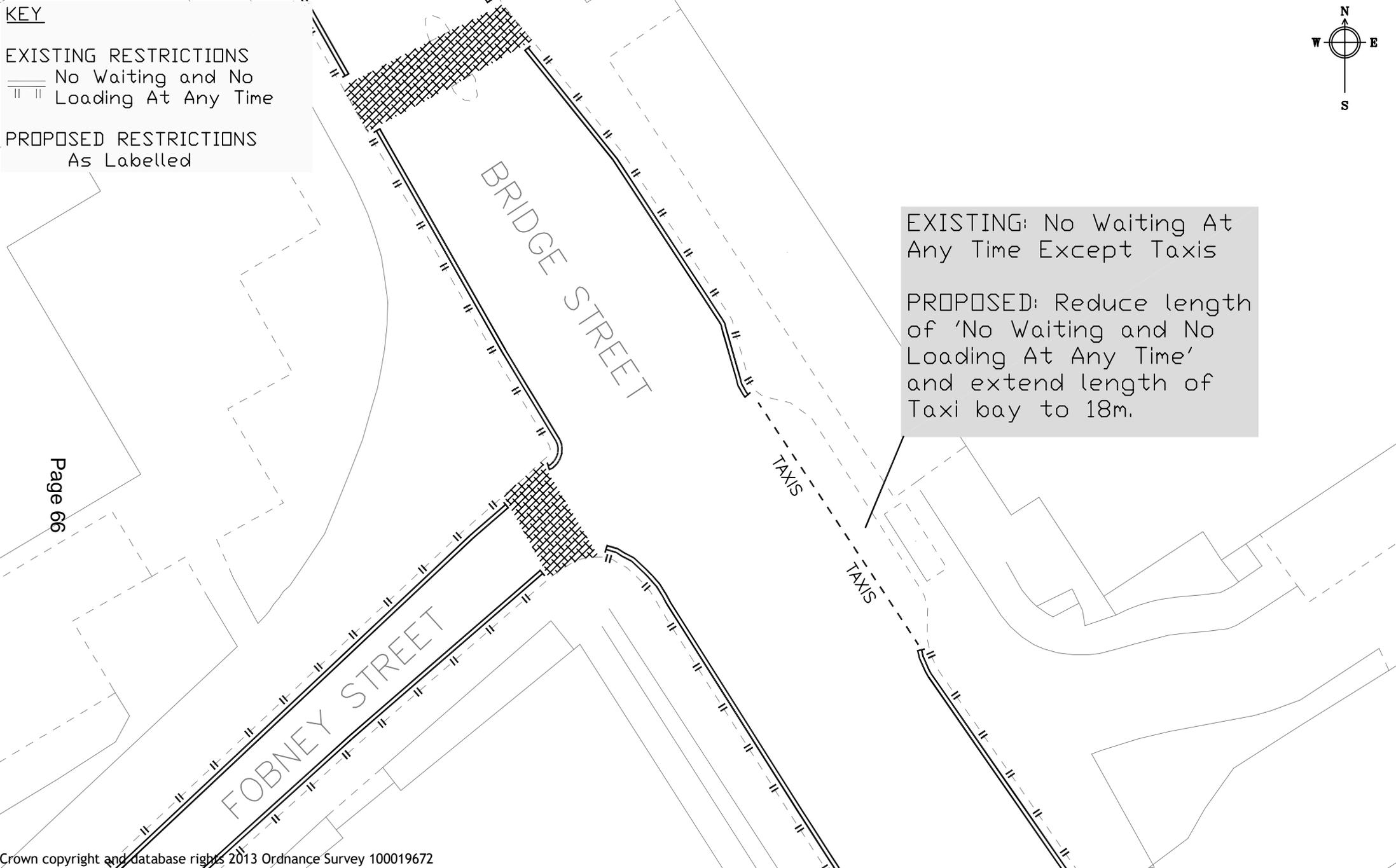
2. Support	<p>I live by 2 schools and it's a nightmare twice a day so I support parking restrictions but my only reservation is if the rules will be upheld and policed. The residents need to be catered for so we need to have permits so that we can park have access and allowed to take deliveries when the occasion occurs so it depends on your proposals</p> <p>Officer Comment: We have sought clarification on the scheme to this respondent is referring. At the time of writing, we have not received this clarification so need to assume that it refers to all proposals on the proposed Traffic Regulation Order.</p>
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KEY

EXISTING RESTRICTIONS
 No Waiting and No Loading At Any Time
 Loading At Any Time

PROPOSED RESTRICTIONS
As Labelled



Page 66

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Transport
Civic Offices
Reading
RG1 2LU

Project	WAITING RESTRICTION REVIEW 2022A	N.T.S	Drawn JT
		Date MAR 22	Checked JT
Drawing	BRIDGE STREET	Approved JP	
		Drawing No.	AB1_BRIDGE STREET

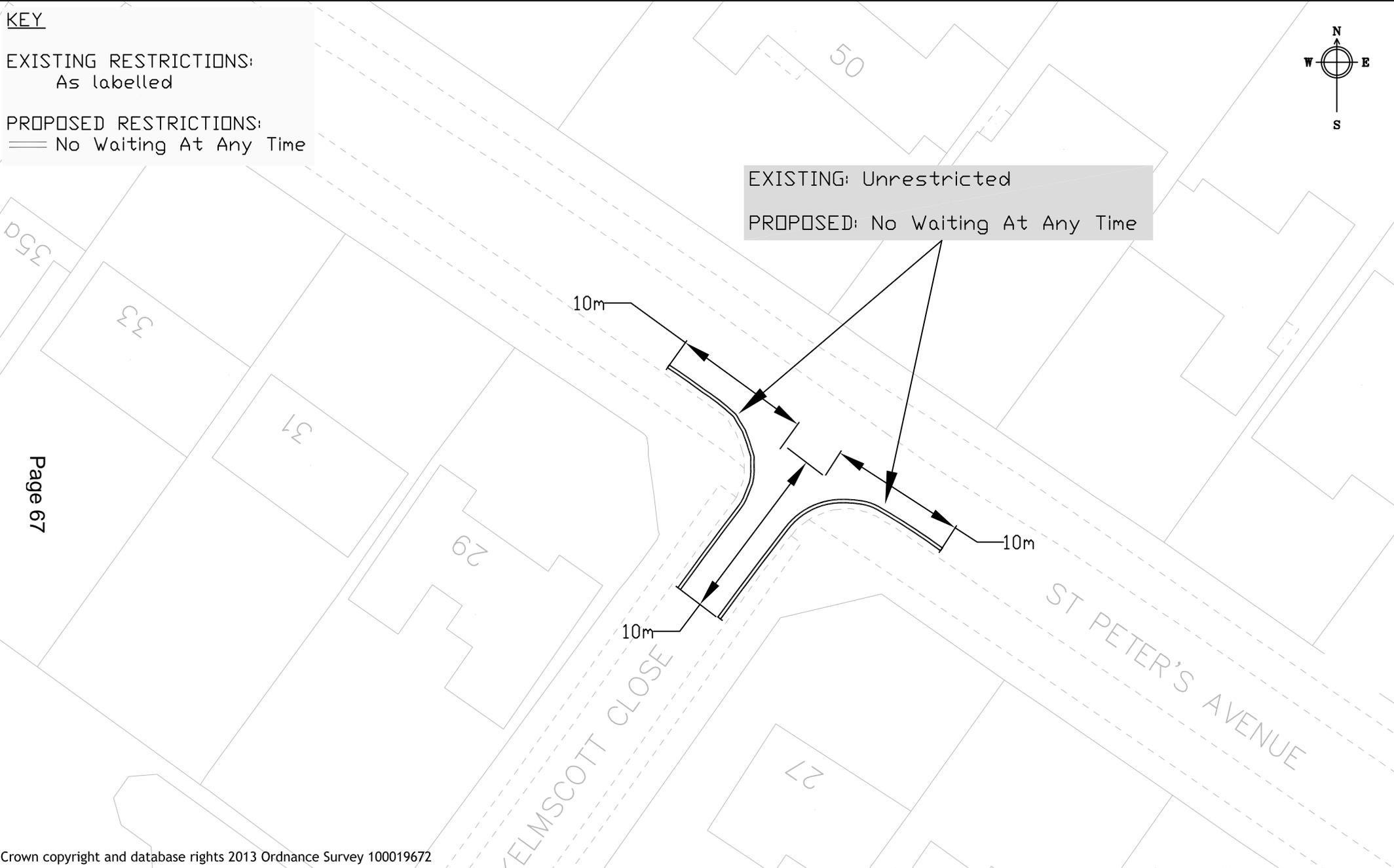
KEY

EXISTING RESTRICTIONS:
As labelled

PROPOSED RESTRICTIONS:
= No Waiting At Any Time



EXISTING: Unrestricted
PROPOSED: No Waiting At Any Time



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WAITING RESTRICTION REVIEW 2022A	Scale NTS	Drawn GM
	Date MAY 22	Checked JT
Drawing KELMSCOTT CLOSE	Approved JP	
Drawing No. CVH1_Kelmscott Close		

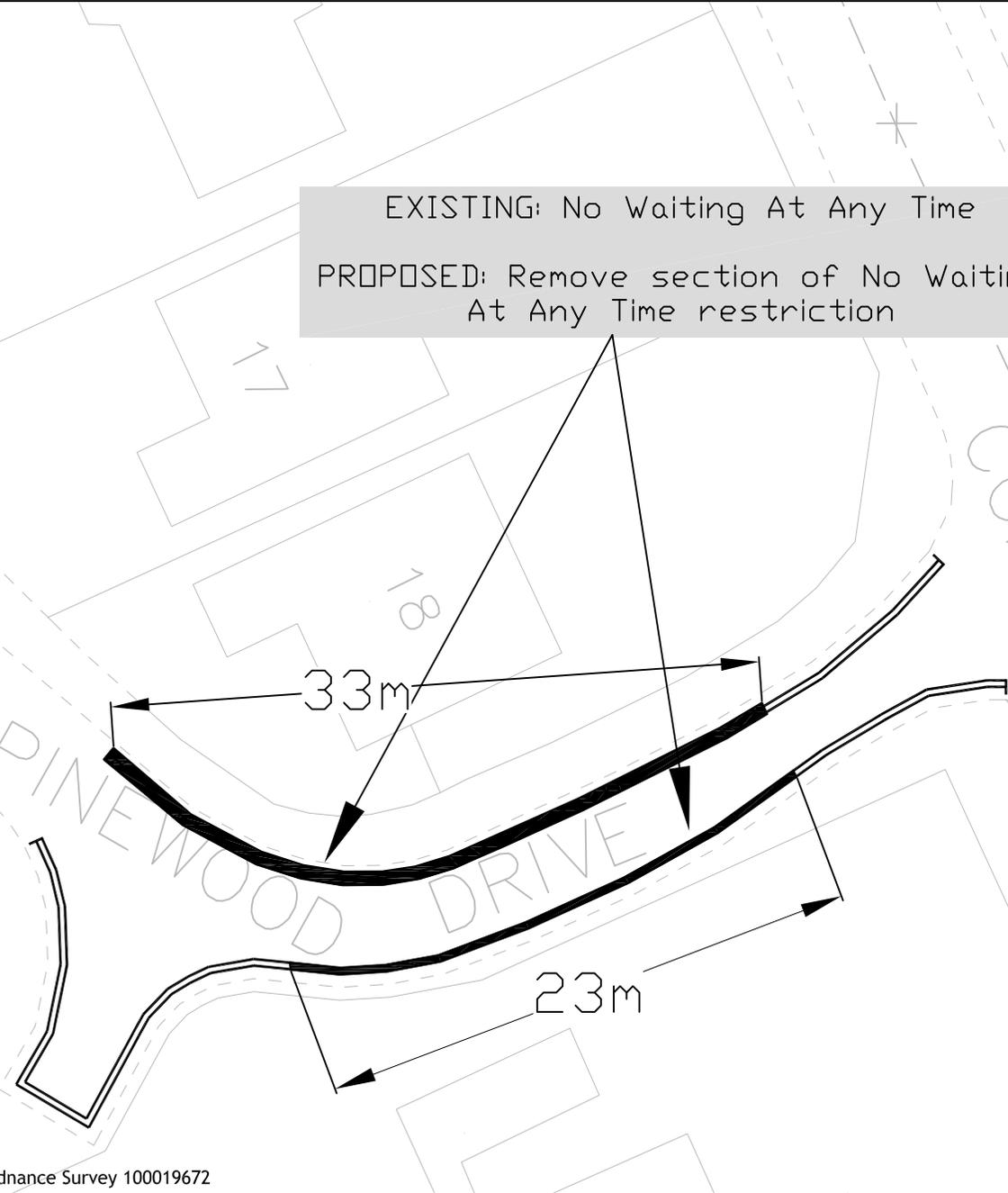
KEY

EXISTING RESTRICTIONS:
As labelled

PROPOSED RESTRICTIONS:
As labelled



EXISTING: No Waiting At Any Time
PROPOSED: Remove section of No Waiting
At Any Time restriction



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WAITING RESTRICTION
REVIEW 2022A

Drawing
PINEWOOD DRIVE

Scale NTS	Drawn GM
Date MAY 22	Checked JT
	Approved JP
Drawing No. CVH2_Pinewood Drive	

KEY

PROPOSED RESTRICTIONS
As Labelled



STAVERTON ROAD

SALVOY ROAD

BIGBURY GARDENS

172

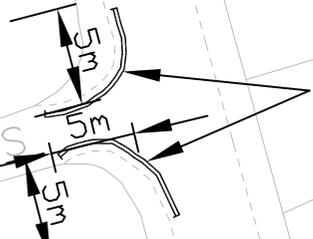
8

103

29

5

174



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

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Project WAITING RESTRICTION REVIEW 2022A	Scale NTS	Drawn JC
	Date APR 22	Checked PC
Drawing BIGBURY GARDENS	Approved JP	
	Drawing No. CH1_Bigbury Gardens	

KEY

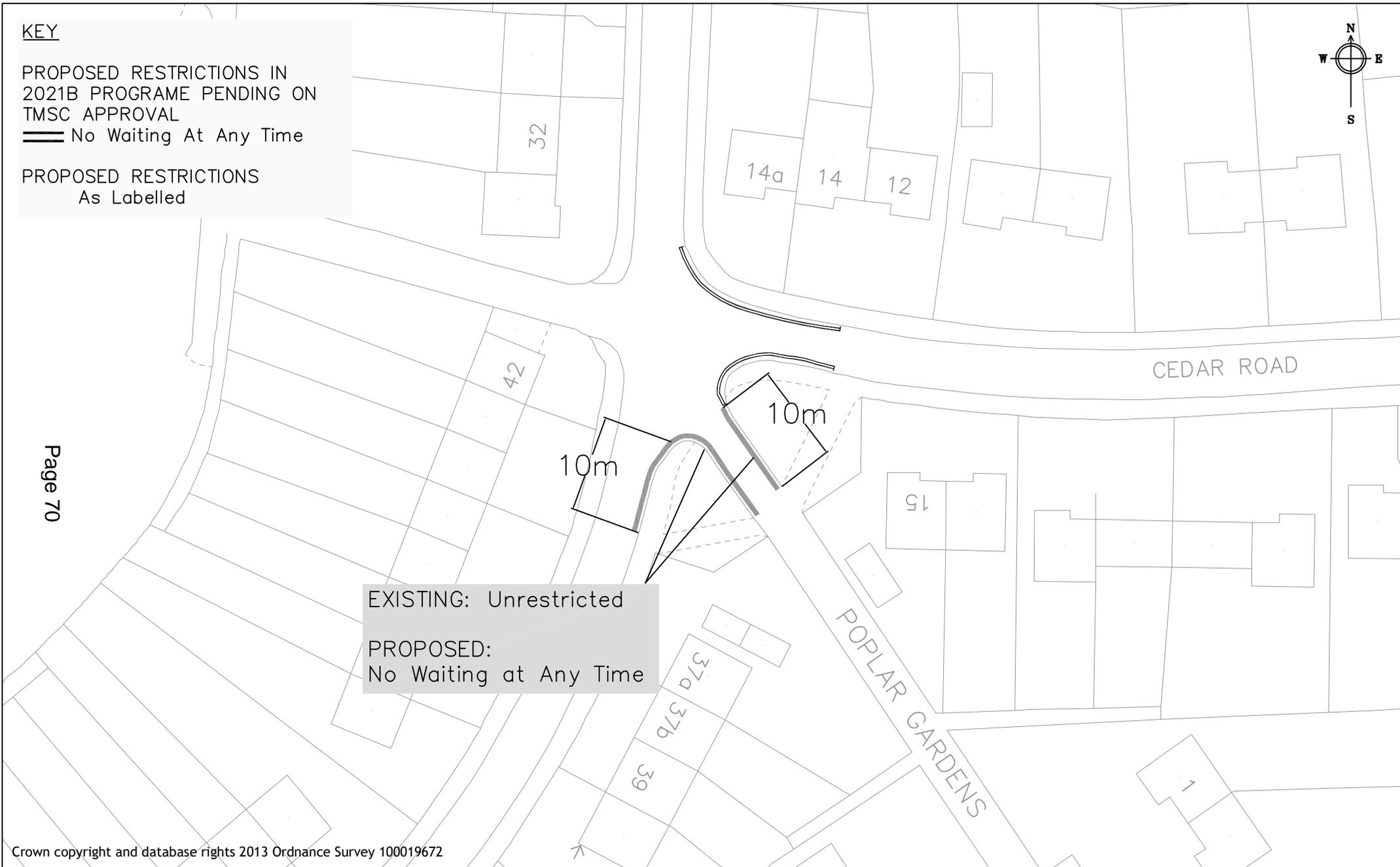
PROPOSED RESTRICTIONS IN
2021B PROGRAME PENDING ON
TMSC APPROVAL

== No Waiting At Any Time

PROPOSED RESTRICTIONS
As Labelled



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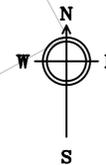
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Civic Offices
Reading
RG1 2LU

Project Waiting Restriction Review 2022A	Scale N.T.S	Drawn JC
	Date MAY 22	Checked PC
Drawing Poplar Gardens	Approved JP	
	Drawing No. CH2_Poplar Gardens	

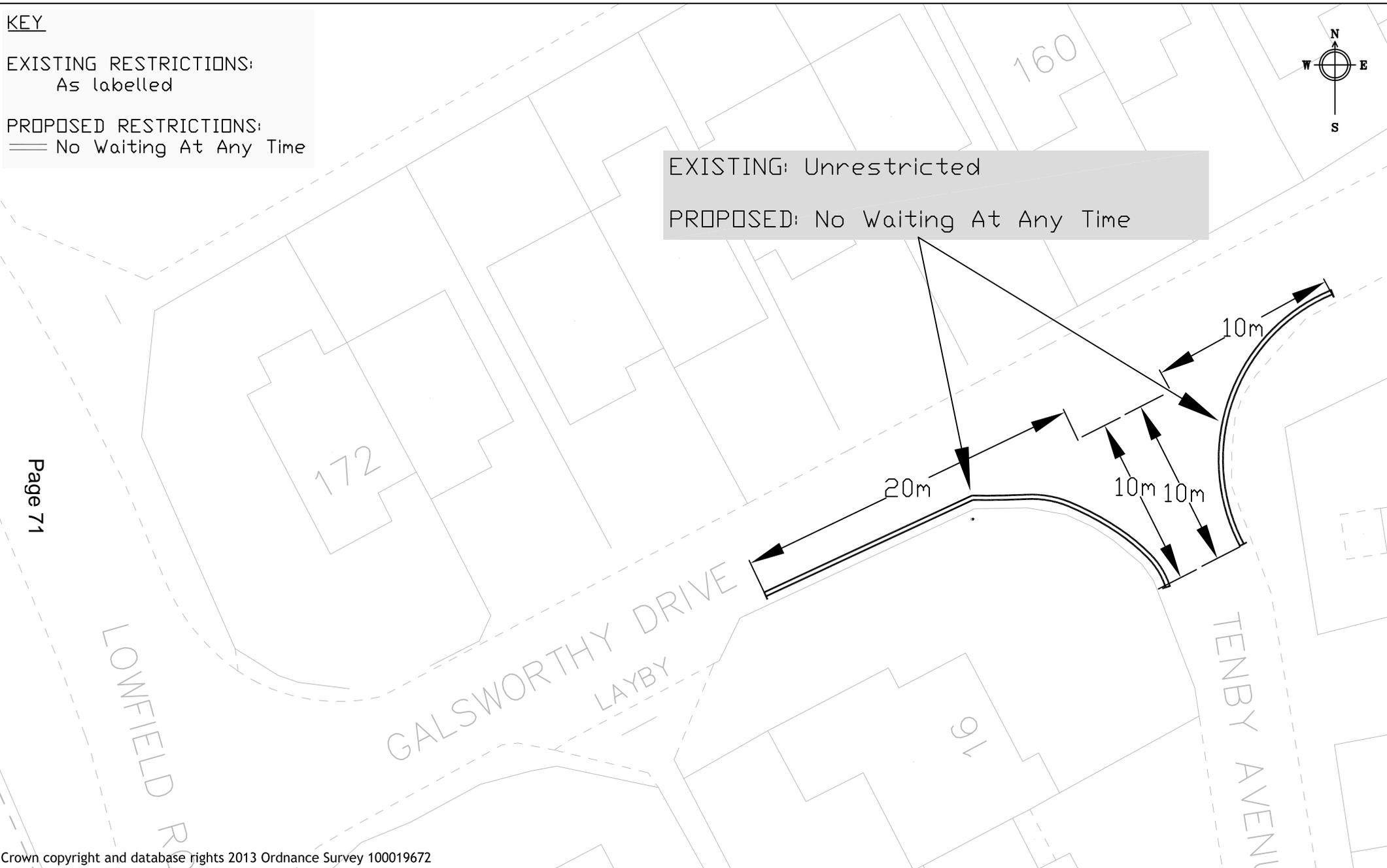
KEY

EXISTING RESTRICTIONS:
As labelled

PROPOSED RESTRICTIONS:
= No Waiting At Any Time



EXISTING: Unrestricted
PROPOSED: No Waiting At Any Time



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WAITING RESTRICTION
REVIEW 2022A

Drawing

TENBY AVENUE

Scale
NTS

Date
MAY 22

Drawn
GM

Checked
JT

Approved
JP

Drawing No.

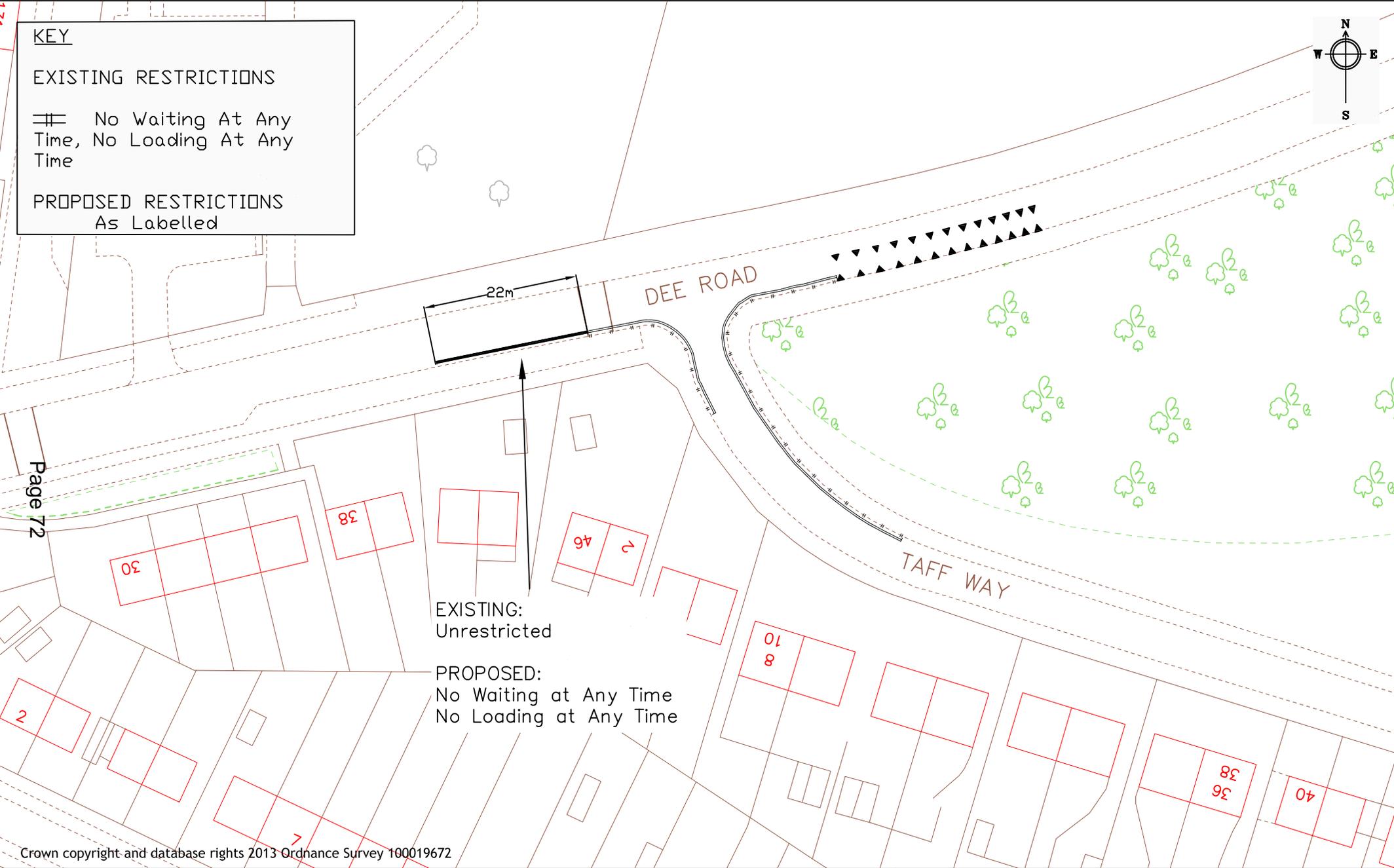
EG3_TENBY AVENUE

KEY

EXISTING RESTRICTIONS

⊘ No Waiting At Any Time, No Loading At Any Time

PROPOSED RESTRICTIONS
As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time
No Loading at Any Time

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Project	WAITING RESTRICTION REVIEW 2022A		Scale	N.T.S	Drawn	PC
	Drawing	DEE ROAD		Date	APR 22	Checked
				Approved	JT	
				Drawing No.		
				NO_T11_Deer Road		

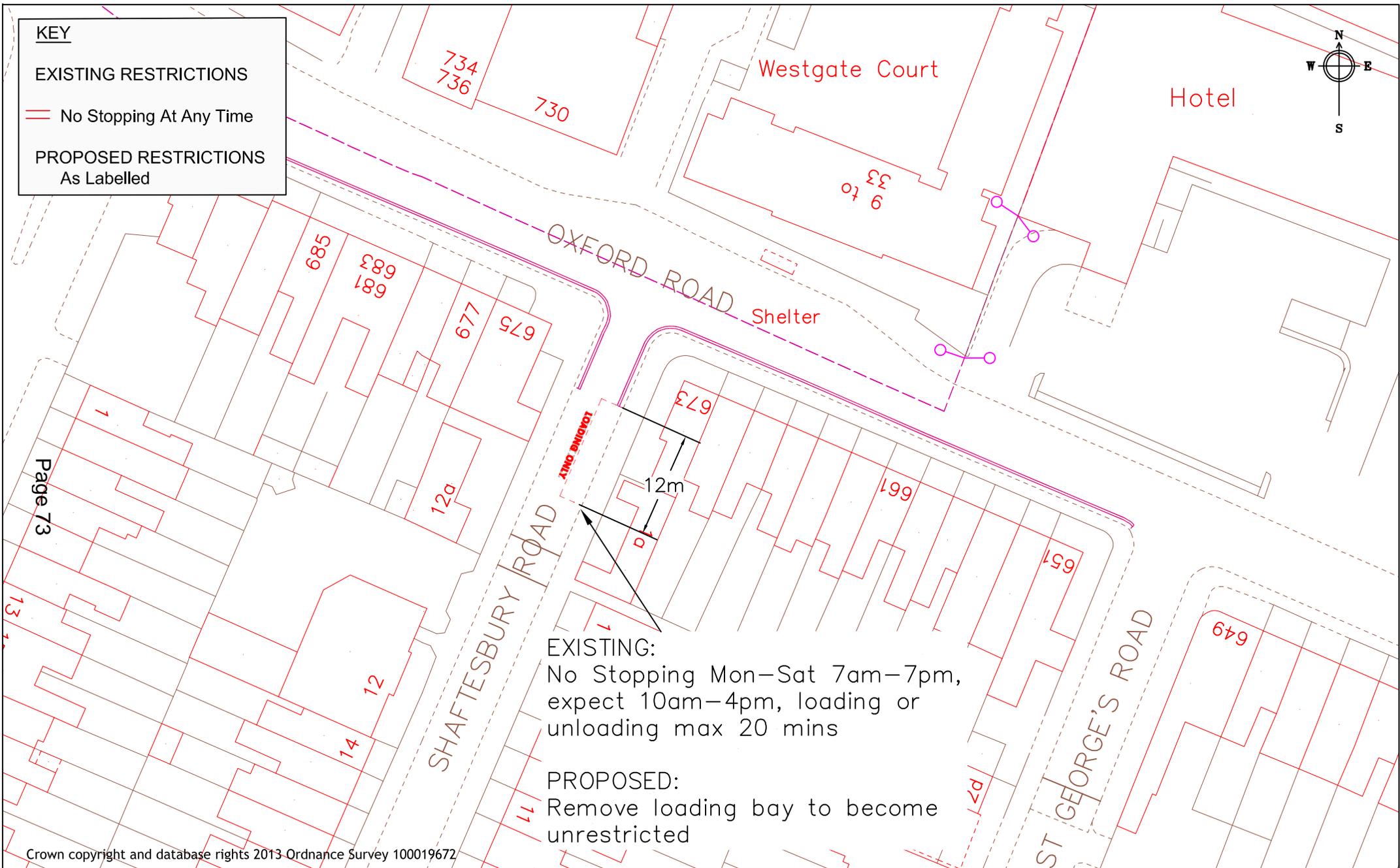
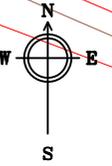
KEY

EXISTING RESTRICTIONS

 No Stopping At Any Time

PROPOSED RESTRICTIONS

As Labelled



EXISTING:
No Stopping Mon–Sat 7am–7pm,
except 10am–4pm, loading or
unloading max 20 mins

PROPOSED:
Remove loading bay to become
unrestricted

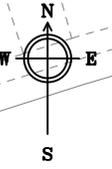
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Project	WAITING RESTRICTION REVIEW 2022A	Scale	Drawn
		N.T.S	PC
Drawing	SHAFTESBURY ROAD	Date	Checked
		APR 22	PC
		Approved	JT
		Drawing No.	
		N02_Shaftesbury Road	



PROPOSED: Add properties no.35A and 37 Upper Redlands Road into 15R permit zone

UPPER REDLANDS ROAD

35A

37

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Project WAITING RESTRICTION REVIEW 2022A	N.T.S	Drawn JT
	Date MAR 22	Checked JT Approved JP
Drawing UPPER REDLANDS ROAD	Drawing No. RE5_Upper Redlands Road	

KEY

EXISTING RESTRICTIONS:

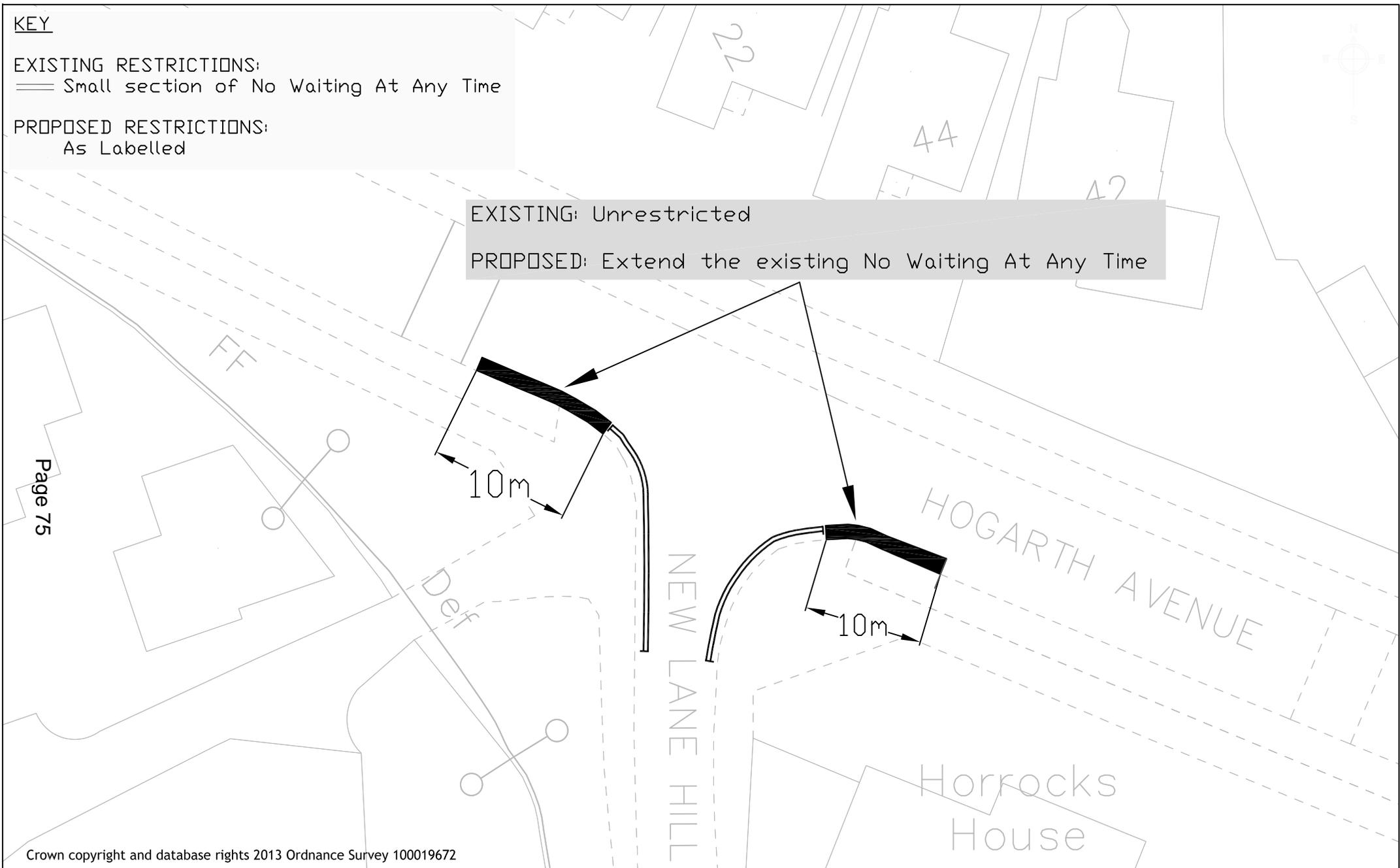
— Small section of No Waiting At Any Time

PROPOSED RESTRICTIONS:

As Labelled

EXISTING: Unrestricted

PROPOSED: Extend the existing No Waiting At Any Time



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Project	WAITING RESTRICTION REVIEW 2022A	Scale	NTS	Drawn	GM
		Date	MAY 22	Checked	JT
Drawing	HOGARTH AVENUE	Approved		JP	
		Drawing No.	S02_HOGARTH AVENUE		

KEY

EXISTING RESTRICTIONS

— No Waiting At Any Time

PROPOSED RESTRICTIONS
As Labelled



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Project	WAITING RESTRICTION REVIEW 2022A		Scale	N.T.S.	Drawn	PC
	Drawing	DUNSTALL CLOSE		Date	APR 22	Checked
			Approved	JT	Drawing No.	T12_Dunstall Close

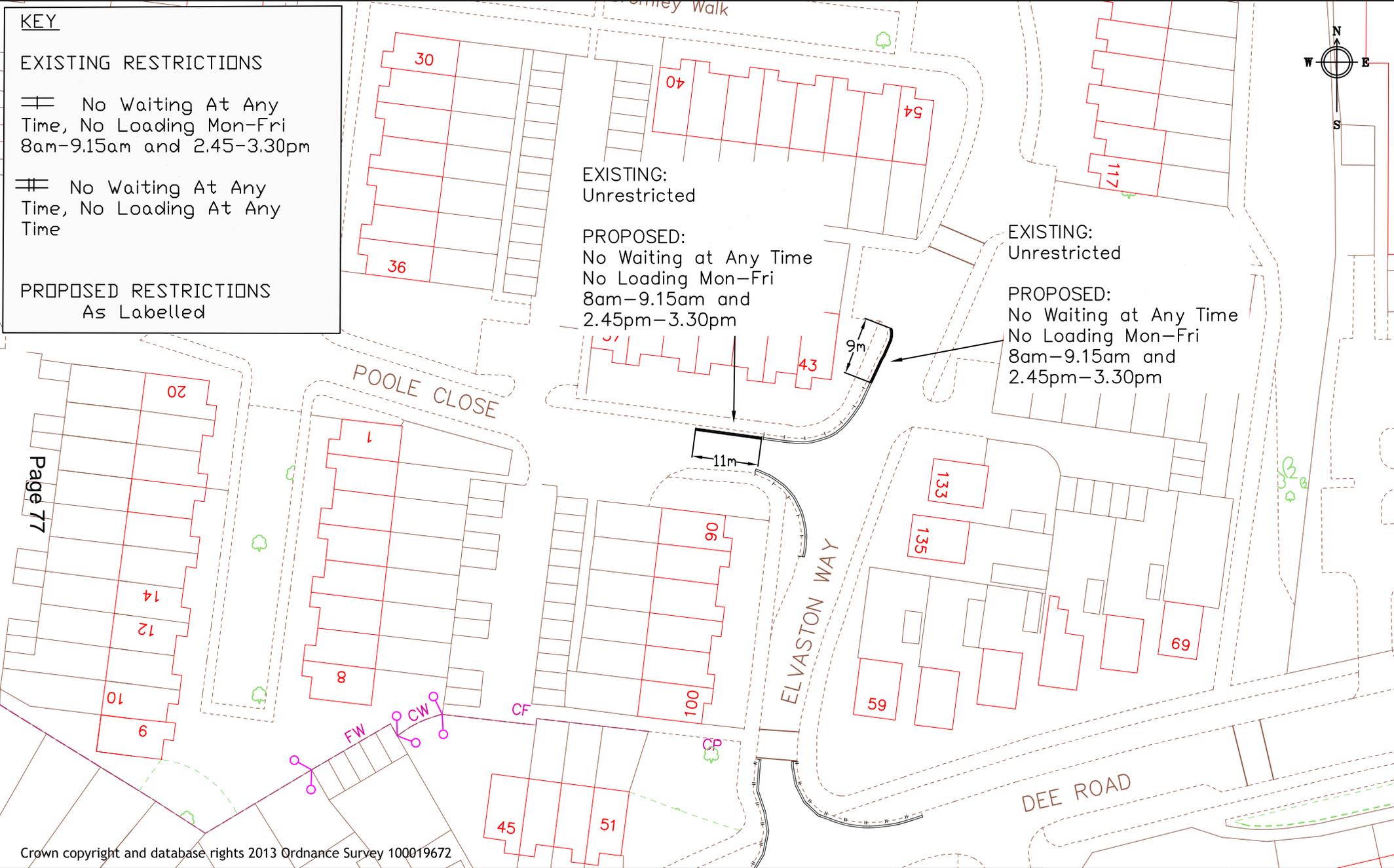
KEY

EXISTING RESTRICTIONS

≡ No Waiting At Any Time, No Loading Mon-Fri 8am-9.15am and 2.45-3.30pm

≡ No Waiting At Any Time, No Loading At Any Time

PROPOSED RESTRICTIONS
As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time
No Loading Mon-Fri
8am-9.15am and
2.45pm-3.30pm

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time
No Loading Mon-Fri
8am-9.15am and
2.45pm-3.30pm

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Project WAITING RESTRICTION REVIEW 2022A	Scale N.T.S	Drawn PC
	Date APR 22	Checked PC
Drawing POOLE CLOSE	Approved JT	
	Drawing No. T13_Poole Close	

Street	Summary of Original Request	Feedback received
Caversham - Amersham Road	<p><i>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.</i></p> <p>Having visited the site, Officers believe that a short length of additional double yellow lines will improve visibility for motorists approaching the pinch point as shown in drawing WRR2022A/CA1. Any further restrictions in this area may push the vans into the side roads and cause issues elsewhere.</p>	<p>Summary of responses: Objections - 1, Support - 2, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	<p>I fully support an addition of no parking restrictions running west to east along Amersham Road, just past the Dickens turn. Cars, transit type vans and even 7.5-ton vehicles park at all times, making it very difficult to travel west to east, with oncoming vehicles, having to manoeuvre through the very sensible traffic calming bollards. Buses use this road and it's almost impossible to leave enough room to pass safely, if the larger commercial vehicles are parked at the side of the road. You were very efficient in changing the road signs, showing that Clonmel Close is a no through road, may I suggest that thought is given to stopping any vehicle who now park in the unrestricted area on Amersham Road, using Clonmel Close to park, the Close is a very narrow road and if even small vans use it for long periods of parking, it would be impossible to manoeuvre past them with going onto the paved area, which goes without saying is a great danger, especially to any children or elderly people using the footpath in Clonmel Close.</p>	

KEY

EXISTING RESTRICTIONS
= No Waiting At Any Time

PROPOSED RESTRICTIONS
As Labelled

EXISTING: Unrestricted
PROPOSED: No Waiting At Any Time



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19

23

29

12m

AMERSHAM ROAD

DICKENS

54

5

1

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Transport
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Reading
RG1 2LU

WAITING RESTRICTION REVIEW 2022A	Scale NTS	Drawn JT
	Date MAR 22	Checked JT
Drawing AMERSHAM ROAD	Approved JP	
Drawing No. CA1_AMERSHAM ROAD		

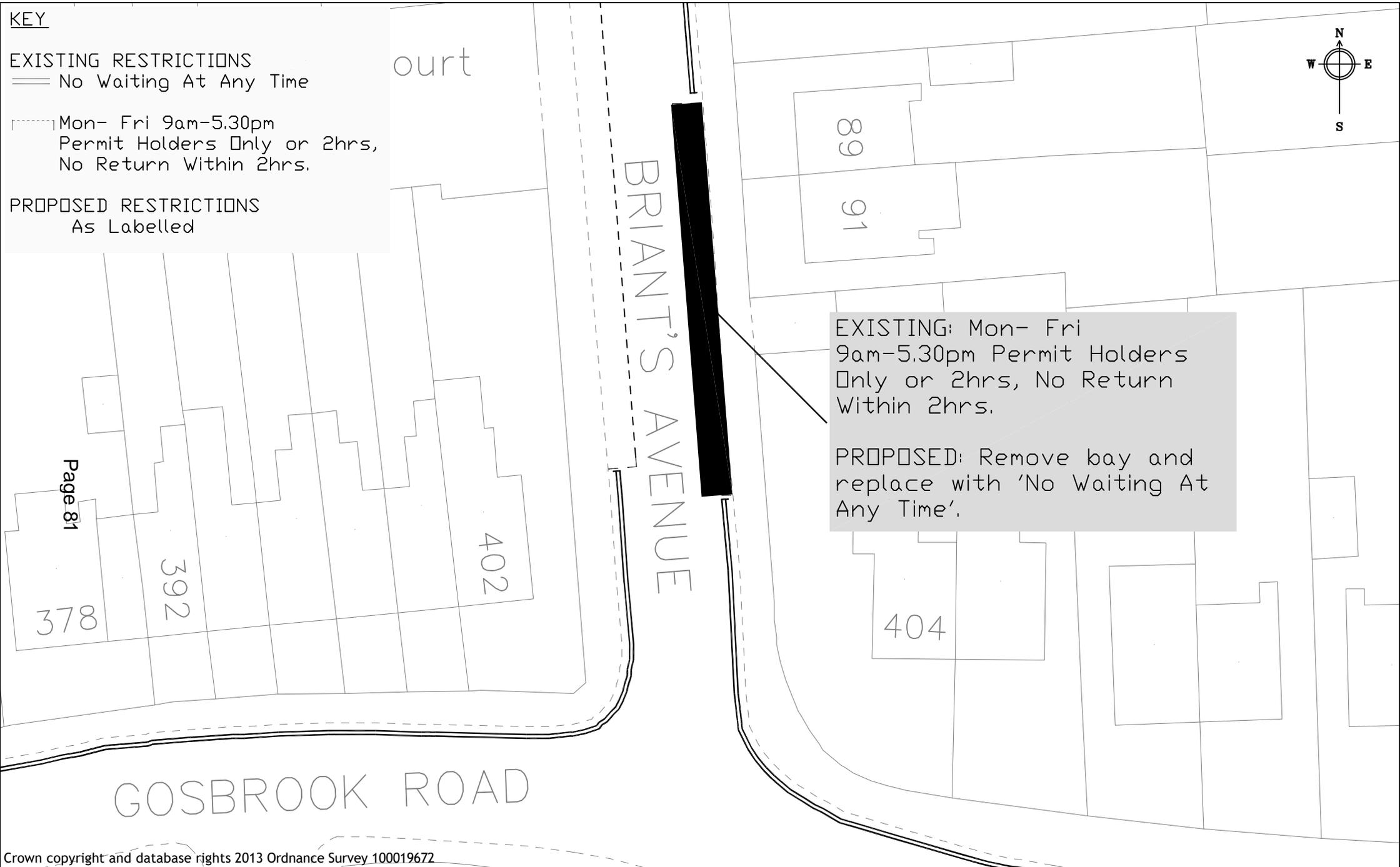
Street	Summary of Original Request	Feedback received
Caversham & Thames - Briants Avenue	<p><i>To review the bays on Briants Avenue for potential reduction or removing to aid larger vehicles and traffic flow within the road.</i></p> <p>Officers recommend that the bay on the east side of the road be removed to address the issues raised by residents. This is shown in drawing WRR2022A/CATH1. The reduction in spaces will not have a significant impact on the permit scheme as the O2R zone is at 67% and is therefore not oversaturated.</p>	<p>Summary of responses: Objections - 2, Support - 2, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	I support this fully. These bays cause problems and build up of traffic accessing mini-roundabout. This is well overdue and should have been looked at previously. This bay shouldn't have been installed with the introduction of parking bays all along this road.	
3. Objection	<p>I am writing to strongly object formally to the proposal to remove parking area in Briants Avenue, Caversham and replace it with double yellow lines and No Waiting at Any Time. The rationale you are giving is 'avoiding danger to persons or the traffic using the road'. I am absolutely certain that should your proposal be implemented it will actually dramatically increase the danger to persons and traffic!</p> <p>As a resident of Briants Avenue we have old people and families with young children living on the road and having to cross it. Briants Avenue is already a very very busy road particularly with large HGV's, coaches and buses. Any removal of parking bays will lead to an increase in the speed of the vehicles using the road, and we know that any increase in speed has an exponential effect in the scale of injuries should an accident occur. A significant proportion of road users on Briants Avenue already exceed the 30 mile an hour speed limit and this is certain to increase if parking spaces are removed to increase the traffic flow.</p> <p>In our [REDACTED] who regularly visits our house at [REMOVED] and it is important that [REMOVED] can get out of the car on the side of the road you propose removing the parking area, as it would be too dangerous for [REMOVED] to cross the road from the other side. The same is true with [REMOVED], where it is much safer for them to get out of the car on the side they are crossing the road and avoid having to cross a road with busy and fast moving traffic.</p> <p>In summary we cannot emphasise more how much we object to this proposal and will fight the proposed implementation with all the legal powers available to us. It really is a very poorly thought through proposal which will have the opposite effect to its intention and almost certainly lead to serious injuries and possibly deaths if it is put in place.</p> <p>I would also suggest that implementing a 20mph speed limit on Briants Avenue would be a much more effective way of 'avoiding danger to persons or the traffic using the road'.</p> <p>I look forward to hearing your response to my objections'</p> <p>Officer Comment: This objection was received via an MP enquiry.</p>	

KEY

EXISTING RESTRICTIONS
— No Waiting At Any Time

--- Mon- Fri 9am-5.30pm
Permit Holders Only or 2hrs,
No Return Within 2hrs.

PROPOSED RESTRICTIONS
As Labelled



EXISTING: Mon- Fri
9am-5.30pm Permit Holders
Only or 2hrs, No Return
Within 2hrs.

PROPOSED: Remove bay and
replace with 'No Waiting At
Any Time'.

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378

392

402

BRIANT'S AVENUE

GOSBROOK ROAD

89

91

404

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 Reading Borough Council Working better with you	Transport Civic Offices Reading RG1 2LU	WAITING RESTRICTION REVIEW 2022A		Scale NTS	Drawn JT
		Drawing BRIANTS AVENUE	Date APR 22	Checked JT	Approved JP
				Drawing No. CATH1_Briants Avenue	

Street	Summary of Original Request	Feedback received
Caversham - Chiltern Road	<p><i>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.</i></p> <p>Officers visited site and observed vehicles parking close to the junction making it difficult to exit Banbury Gardens. Officers recommend the standard 10 metres of No Waiting at any Time around both sides of the junction as shown in drawing WRR2022A/CA2.</p>	<p>Summary of responses: Objections - 10, Support - 1, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Objection	<p>Drawing No. WRR2022A/CA2_Chiltern Road: Proposal to install 'No Waiting At Any Time' restriction as follows: - Chiltern Road, Southwest side: From a point 10 metres northwest of its junction with Banbury Gardens to a point 10 metres southeast of that junction. - Banbury Gardens, both sides: From its junction with Chiltern Road to a point 10 metres southwest of that junction.</p> <p>We oppose the changes for the following reasons:</p> <ul style="list-style-type: none"> • Parking is limited in the area, and this reduces it further. Currently, on the Henley Road side of the junction with Banbury Gardens (South), there are 3 parking spaces between the junction and the first driveway. After the proposed double yellow lines are added, this will be reduced to 2 spaces. • People unable to park here, especially residents and their guests, will certainly park nearby, increasing parking congestion in the area. <p>I would like to request that these plans are withdrawn or amended accordingly as suggested below.</p> <p>As a compromise, in order to prevent parking on the corner of the junction, a shorter double yellow line would be perfectly acceptable. 6 meters, instead of the proposed 10, would have the same effect with respect to preventing parking on the corner, but maintain the three parking spaces currently available.</p> <p>I note that in the drawing, the corner is curved over the full 10m covered by the proposed double yellow lines. I believe this is a mistake. In reality, on the Henley Road side, the curb straightens out after 6m. If this has played a part in the decision on the extent of the double yellow lines, it should be amended and taken into consideration. I note also that on the drawing CH1 Bigbury Gardens, a 5m double yellow line is proposed, implying that shorter double yellow lines are feasible.</p>	
3. Objection	<p>I am writing regarding the proposed double yellow lines in Banbury Gardens extending onto Chiltern Road (ref WRR2022A). I am not opposed to double yellow lines being painted in Banbury Gardens providing Banbury Gardens' residents are in favour of it however, as a resident of Chiltern Road, owning a property [REDACTED] I am totally against double yellow lines extending onto Chiltern Road. The reasons behind this are as follow:</p> <ul style="list-style-type: none"> • [REDACTED] use the space which will be taken up by these yellow lines to park • In the evening it is always full at the best of times and the first parking spaces on Chiltern Road before the first driveway which will be affected by the yellow lines usually takes 3 cars. With the yellow lines it will only be able to take 2 cars at most. This reduction in capacity is intolerable. <p>What I think would be useful for that bit of the road on Chiltern Road would be to have parking spaces painted so that the parking spaces are used in an efficient way.</p> <p>PS: In case there is a reason/law as to why the double yellow lines must cover both corners of the road making this impossible to Not have them on Chiltern Road if they are on Banbury Gardens then I am opposed to the proposed yellow lines altogether. On another side note, no one actually parks on the road in Banbury Gardens, on the odd occasion someone might have I'm sure they actually lived there. I have never once parked in Banbury Gardens since we have lived here [REDACTED]</p>	

4. Objection	<p>I am writing regarding the proposed double yellow lines in Banbury Gardens extending onto Chiltern Road (ref WRR2022A). I am not opposed to double yellow lines being painted in Banbury Gardens providing Banbury Gardens' residents are in favour of it however, as a resident of Chiltern Road, owning a property [REDACTED] I am totally against double yellow lines extending onto Chiltern Road. The reasons behind this are as follow:</p> <ul style="list-style-type: none"> ▫ [REDACTED] use the space which will be taken up by these yellow lines to park ▫ In the evening it is always full at the best of times and the first parking spaces on Chiltern Road before the first driveway which will be affected by the yellow lines usually takes 3 cars. With the yellow lines it will only be able to take 2 cars at most. This reduction in capacity is intolerable. What I think would be useful for that bit of the road on Chiltern Road would be to have parking spaces painted so that the parking spaces are used in an efficient way. <p>PS: In case there is a reason/law as to why the double yellow lines must cover both corners of the road making this impossible Not to have them on Chiltern Road if they are on Banbury Gardens then I am opposed to the proposed yellow lines altogether.</p>
5. Objection	<p>Drawing No. WRR2022A/CA2_Chiltern Road: Proposal to install 'No Waiting At Any Time' restriction as follows: - Chiltern Road, Southwest side: From a point 10 metres northwest of its junction with Banbury Gardens to a point 10 metres southeast of that junction. - Banbury Gardens, both sides: From its junction with Chiltern Road to a point 10 metres southwest of that junction.</p> <p>We oppose the changes for the following reasons:</p> <ul style="list-style-type: none"> • Parking is limited in the area, and this reduces it further. Currently, on the Henley Road side of the junction with Banbury Gardens (South), there are 3 parking spaces between the junction and the first driveway. After the proposed double yellow lines are added, this will be reduced to 2 spaces. • People unable to park here, especially residents and their guests, will certainly park nearby, increasing parking congestion in the area. • The drawing is incorrect (see note below). <p>I would like to request that these plans are withdrawn.</p> <p>As a compromise, in order to prevent parking on the corner of the junction, a shorter double yellow line would be perfectly acceptable. 6 meters, instead of the proposed 10, would have the same effect with respect to preventing parking on the corner, but maintain the three parking spaces currently available.</p> <p>I note that in the drawing, the corner is curved over the full 10m covered by the proposed double yellow lines. I believe this is a mistake. In reality, on the Henley Road side, the curb straightens out after 6m. If this has played a part in the decision on the extent of the double yellow lines, it should be amended and taken into consideration.</p> <p>I note also that on the drawing CH1 Bigbury Gardens, a 5m double yellow line is proposed, implying that shorter double yellow lines are feasible.</p>
6. Objection	<p>Chiltern Road it is a closed road, so mostly will park the cars here the residents. I do not understand why the entry side of the street has to have a different regime from the rest of the street. And also, I am concerned that the traffic speed will increase, because the requestor(s) probably is(are) unhappy that sometimes you need to wait for the cars coming from the other direction, which is not probably convenient for them. But I live at [REDACTED] and I do not want to have restrictions in my area as we sometimes have guests and I want them to be able to park here. Other neighbours living beyond the suggested starting point (Banbury Gardens) will have no restrictions, which is not fair, and I am sure they will not be happy to have strangers' cars in front of their house.</p>

7. Objection	<p>Regarding Drawing No: WRR2022A/CA2_Chiltern Road - Proposal to install 'No Waiting At Any Time' parking restrictions as follows:- Chiltern Road, Southwest side: From a point 10 meters northwest of its junction with Banbury Gardens to a point 10 meters south east of that junction. Banbury Gardens, both sides: From its junction with Chiltern Road to a point 10 metres southwest of that junction. I oppose the changes for the following reasons:</p> <ol style="list-style-type: none"> 1. Parking is already very limited in the area, and the proposed plans restricts it further. Currently on the Southeast side of the junction with Banbury Gardens, there are x3 parking spaces between the junction and the driveway for number 11. If the proposed double yellow lines are added, this will be reduced to x2 spaces (A loss of 1 parking space). On the North west side of the junction with Banbury Gardens, there are x2 parking spaces between the junction and the driveway of number 13. If the proposed double yellow lines are added, this will be reduced to x1 space (A loss of 1 parking space) 2. People already find it extremely difficult to park in the area, especially residents and their guests. If the parking restrictions are put in to place, cars will be forced to park further up Chiltern Road increasing parking congestion in the area. Or worse still people may start to park on the grass verges as a result of the loss of parking spaces. 3. The length of the yellow lines indicated on the drawing are not true to the actual road layout. The drawing gives the impression that the yellow lines are shorter, and that less parking will be lost. In reality 10m is a lot further along the road in a south east and north westerly direction than the drawing indicates. I would like to request that the plans are withdrawn. <p>As a compromise, in order to prevent parking on each corner of the junction, a shorter double yellow line would be perfectly acceptable. 5 meters, instead of the proposed 10 meters, would have the same effect with respect to preventing parking on the corners, but maintain the same number of parking spaces currently available. I note that on the drawing for CH1 - Bigbury Gardens and KA2- Bourne Avenue, a 5 meter double yellow line is proposed, implying that shorter double yellow lines are feasible.</p>
8. Objection	<p>Regarding Drawing No: WRR2022A/CA2_Chiltern Road - Proposal to install 'No Waiting At Any Time' parking restrictions as follows:- Chiltern Road, Southwest side: From a point 10 meters northwest of its junction with Banbury Gardens to a point 10 meters south east of that junction. Banbury Gardens, both sides: From its junction with Chiltern Road to a point 10 metres south west of that junction. I oppose the changes for the following reasons:</p> <ol style="list-style-type: none"> 1. Parking is already very limited in the area, and the proposed plans restricts it further. Currently on the Southeast side of the junction with Banbury Gardens, there are x3 parking spaces between the junction and the driveway for number 11. If the proposed double yellow lines are added, this will be reduced to x2 spaces (A loss of 1 parking space). On the North west side of the junction with Banbury Gardens, there are x2 parking spaces between the junction and the driveway of number 13. If the proposed double yellow lines are added, this will be reduced to x1 space (A loss of 1 parking space) 2. People already find it extremely difficult to park in the area, especially residents and their guests. If the parking restrictions are put in to place, cars will be forced to park further up Chiltern Road increasing parking congestion in the area. 3. The length of the yellow lines indicated on the drawing are not true to the actual road layout. The drawing gives the impression that the yellow lines are shorter, and that less parking will be lost. In reality 10m is a lot further along the road in a south east and north westerly direction than the drawing indicates. I would like to request that the plans are withdrawn. <p>As a compromise, in order to prevent parking on each corner of the junction, a shorter double yellow line would be perfectly acceptable. 5 meters, instead of the proposed 10 meters, would have the same effect with respect to preventing parking on the corners, but maintain the same number of parking spaces currently available. I note that on the drawing for CH1 - Bigbury Gardens and KA2- Bourne Avenue, a 5 meter double yellow line is proposed, implying that shorter double yellow lines are feasible.</p>

9. Objection	<p>Regarding Drawing No. WRR2022A/CA2_Chiltern Road: Proposal to install 'No Waiting At Any Time' restriction as follows:- Chiltern Road, Southwest Side: From a point 10 metres northwest of its junction with Banbury Gardens to a point 10 metres southeast of that junction. - Banbury Gardens, both sides: From its junction with Chiltern Road to a point 10 metres southwest of that junction.</p> <p>We oppose the changes for the following reasons:</p> <ul style="list-style-type: none"> -Parking is limited in the area, and this restricts it further. Currently, on the Henley Road side of the junction with Banbury Gardens (South), there are 3 parking spaces between the junction and the first driveway. After the proposed double yellow lines are added, this will be reduced to 2 spaces. -People unable to park here, especially residents and their guests, will certainly park nearby, increasing parking congestion in the area. -The drawing is incorrect (see note below). <p>I would like to request that these plans are withdrawn. As a compromise, in order to prevent parking on the corner of the junction, a shorter double yellow line would be perfectly acceptable. 6 meters, instead of the proposed 10, would have the same effect with respect to preventing parking on the corner, but maintain the three parking spaces currently available. I note that in the drawing, the corner is curved over the full 10m covered by the proposed double yellow lines. I believe this is a mistake. In reality, on the Henley Road side, the curb straightens out after 6m. If this has played a part in the decision on the extent of the double yellow lines, it should be amended and taken into consideration.</p> <p>I note also that on the drawing CH1 Bigbury Gardens, a 5m double yellow line is proposed, implying that shorter double yellow lines are feasible.</p>
10. Objection	<p>Regarding Drawing No. WRR2022A/CA2_Chiltern Road: Proposal to install 'No Waiting At Any Time' restriction as follows: - Chiltern Road, Southwest Side: From a point 10 metres northwest of its junction with Banbury Gardens to a point 10 metres southeast of that junction. - Banbury Gardens, both sides: From its junction with Chiltern Road to a point 10 metres southwest of that junction.</p> <p>We oppose the changes for the following reasons:</p> <ul style="list-style-type: none"> -Parking is limited in the area, and this restricts it further. Currently, on the Henley Road side of the junction with Banbury Gardens (South), there are 3 parking spaces between the junction and the first driveway. After the proposed double yellow lines are added, this will be reduced to 2 spaces. -People unable to park here, especially residents and their guests, will certainly park nearby, increasing parking congestion in the area. -The drawing is incorrect (see note below). <p>I would like to request that these plans are withdrawn. As a compromise, in order to prevent parking on the corner of the junction, a shorter double yellow line would be perfectly acceptable. 6 meters, instead of the proposed 10, would have the same effect with respect to preventing parking on the corner, but maintain the three parking spaces currently available.</p> <p>I note that in the drawing, the corner is curved over the full 10m covered by the proposed double yellow lines. I believe this is a mistake. In reality, on the Henley Road side, the curb straightens out after 6m. If this has played a part in the decision on the extent of the double yellow lines, it should be amended and taken into consideration. I note also that on the drawing CH1 Bigbury Gardens, a 5m double yellow line is proposed, implying that shorter double yellow lines are feasible.</p>

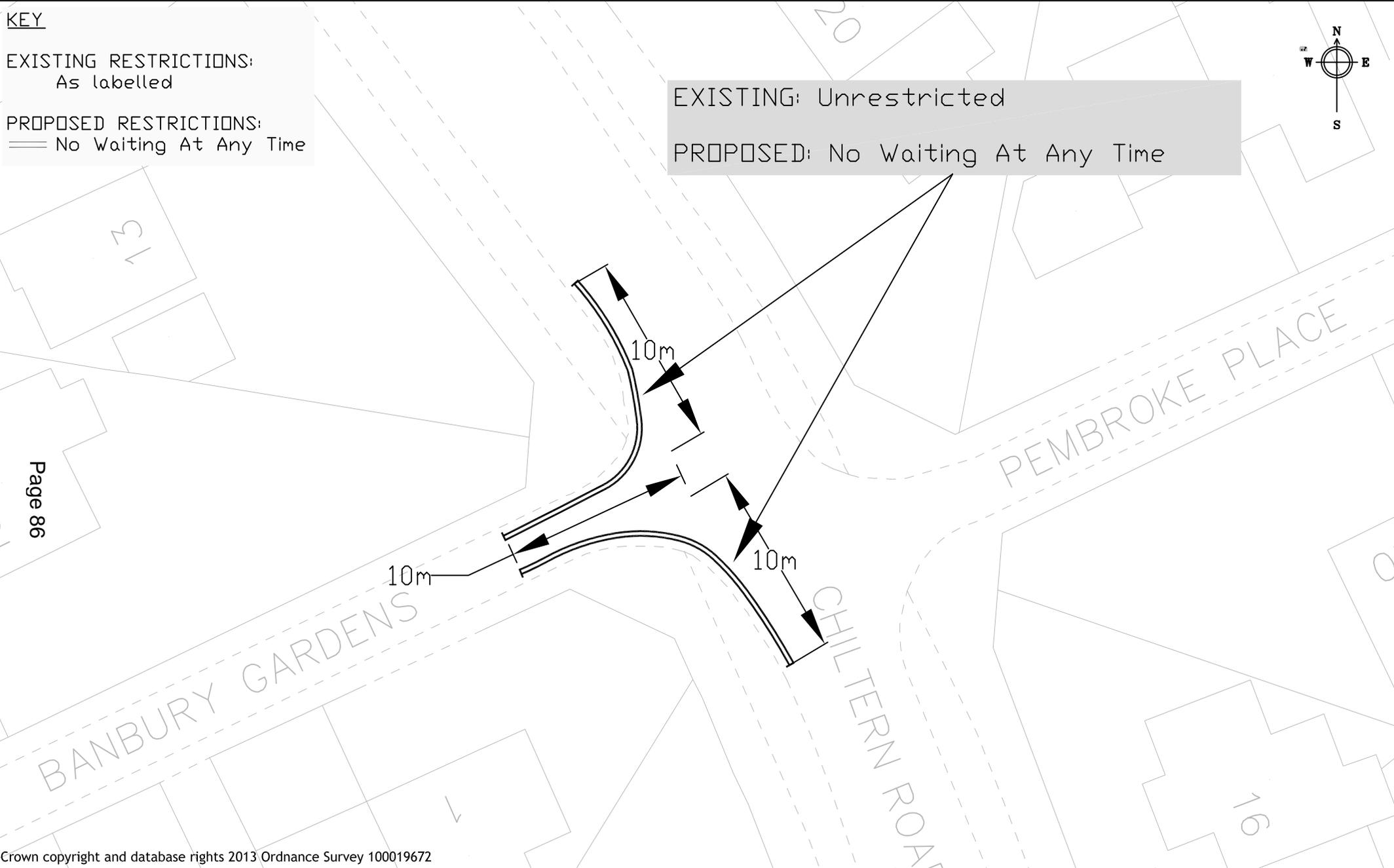
KEY

EXISTING RESTRICTIONS:
As labelled

PROPOSED RESTRICTIONS:
= No Waiting At Any Time

EXISTING: Unrestricted

PROPOSED: No Waiting At Any Time



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Transport
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WAITING RESTRICTION
REVIEW 2022A

Drawing
CHILTERN ROAD

Scale	NTS	Drawn	GM
Date	MAY 22	Checked	JT
		Approved	JP

Drawing No.
CA2_Chiltern Road

Street	Summary of Original Request	Feedback received
Caversham - Priory Avenue	<p><i>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.</i></p> <p>Officers recommend that the disabled bay and doctor permit bays be changed to resident permit parking bays as shown in drawing WRR2022A/CA3. This will increase spaces for residents and also allow 2hrs free visitor parking between 9am-5.30pm Mon-Fri.</p>	<p>Summary of responses: Objections - 1, Support - 3, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	Comment. Good news.	
3. Support	Fully support the removal of GP Bay. There is no GP surgery here now and so it's right that these bays are being put into use again by residents and local shoppers in the daytime(Mon-Fri). Fully support being mixed use Mon-Fri.	

KEY

EXISTING RESTRICTIONS

- == No Waiting At Any Time
- [.....] Mon-Fri 9am-5.30pm permit holders only or 2hrs, no return within 2hrs. At other times and Sat & Sun permit holders only

PROPOSED RESTRICTIONS
As Labelled

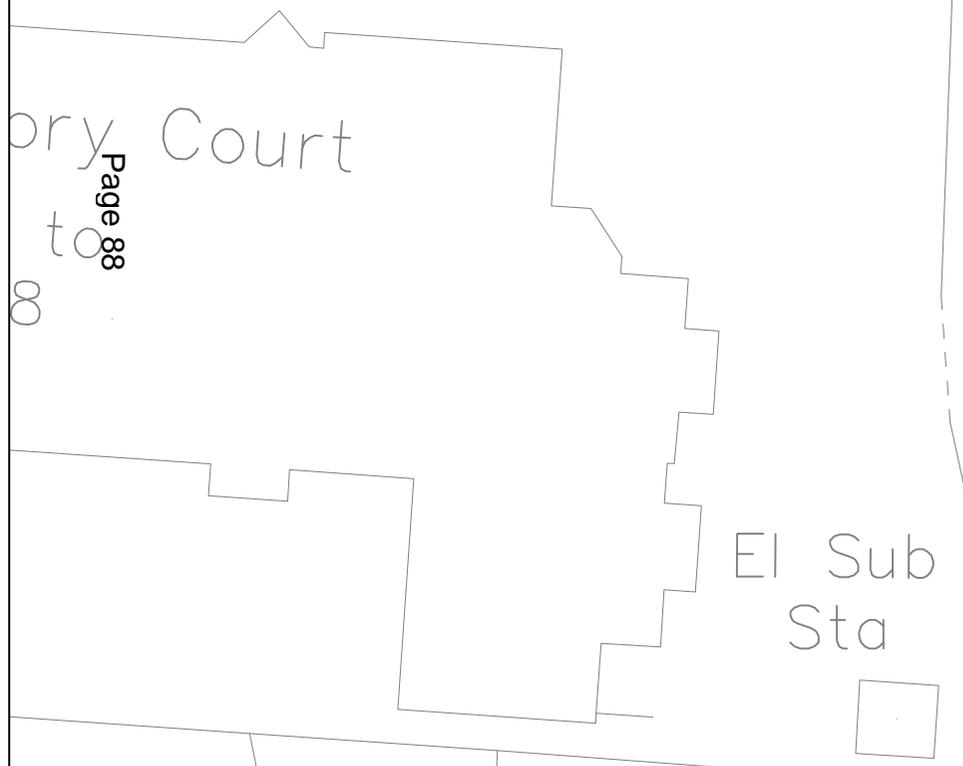
PRIORY AVENUE

EXISTING: Disabled badge holders only

PROPOSED: Mon-Fri 9am-5.30pm permit holders only or 2hrs, no return within 2hrs. At other times and Sat & Sun permit holders only

EXISTING: Doctor permit holders only

PROPOSED: Mon-Fri 9am-5.30pm permit holders only or 2hrs, no return within 2hrs. At other times and Sat & Sun permit holders only



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Project	WAITING RESTRICTION REVIEW 2022A	N.T.S	Drawn JT
		Date APR 22	Checked JT Approved JP
Drawing	PRIORY AVENUE	Drawing No. CA3_PRIORY AVENUE	

Street	Summary of Original Request	Feedback received
Coley - Portway Close	<p><i>Request for parking restrictions on Portway Close, at the junction with Berkeley Avenue and into the Close to keep the sight line clear.</i></p> <p>Propose No Waiting at any Time on both sides of Portway Close from its junction with Berkeley Avenue to its junction with Nursery Access for a distance of approximately 15 metres. This can be seen in drawing WRR2022A/CO1</p>	<p>Summary of responses: Objections - 1, Support - 2, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	At the bottom of portway close there is a nursery entrance, and there are always cars parked either side of the road where the entrance is. This makes it very dangerous for pedestrians either crossing the road or entering the nursery. This is where the double yellow lines are proposed and should stop cars parking and causing a dangerous obstruction.	

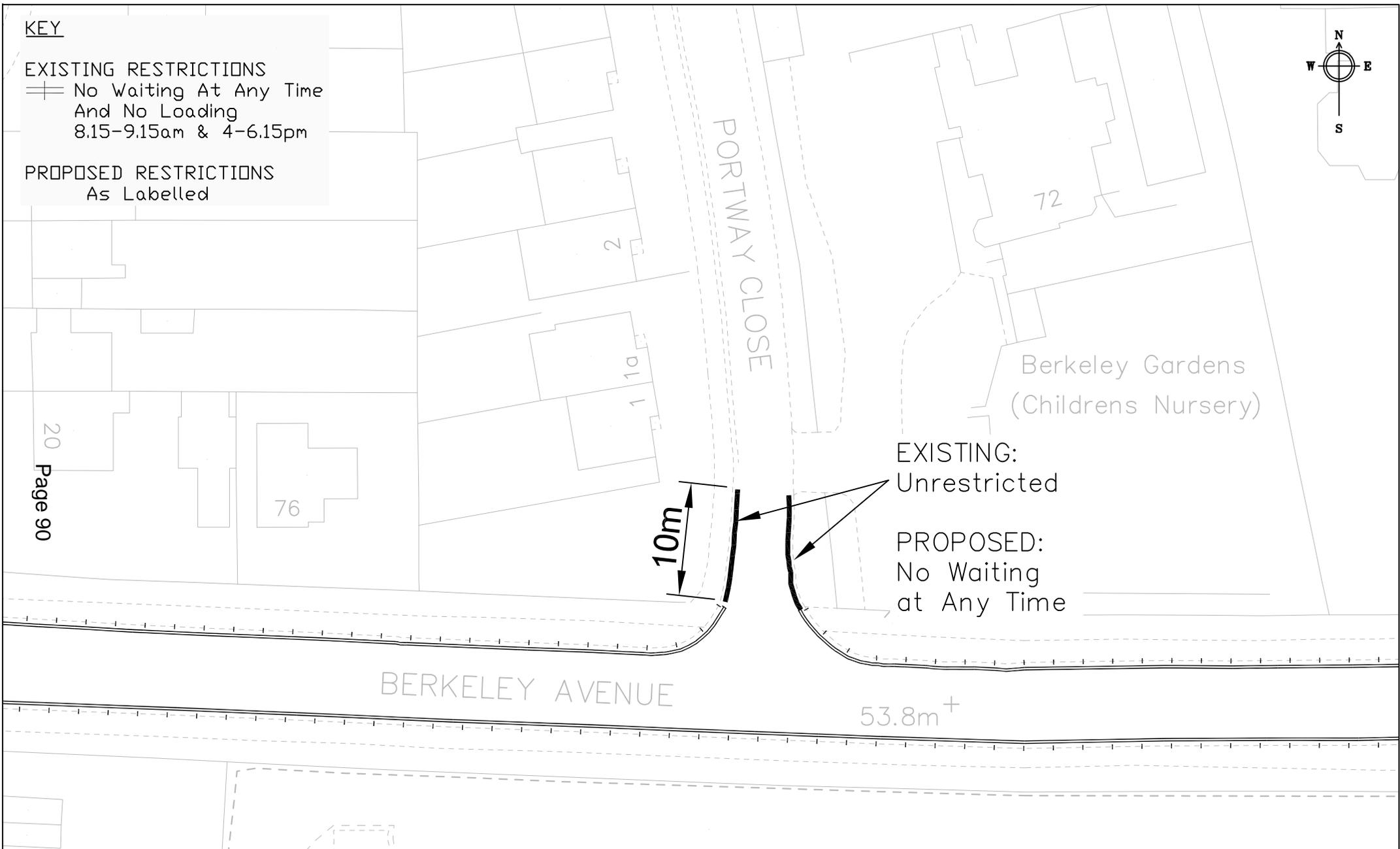
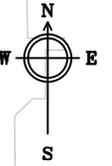
KEY

EXISTING RESTRICTIONS

⊞ No Waiting At Any Time
And No Loading
8.15-9.15am & 4-6.15pm

PROPOSED RESTRICTIONS

As Labelled



20
Page 90

EXISTING:
Unrestricted

PROPOSED:
No Waiting
at Any Time

10m

53.8m⁺

BERKELEY AVENUE

PORTWAY CLOSE

Berkeley Gardens
(Childrens Nursery)

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Transport
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RG1 2LU

Project WAITING RESTRICTION REVIEW 2022A	Scale NTS	Drawn JC
	Date APR 22	Checked PC
Drawing PORTWAY CLOSE	Approved JP	
	Drawing No. C01_Portway Close	

Street	Summary of Original Request	Feedback received
Emmer Green - Pendennis Avenue	<p><i>Request for parking restrictions to prevent pavement and verge parking due the school drop off and pick up times.</i></p> <p>Officers visited site along with the photographic evidence supplied last year. Due to the curvature and narrowness of the road Officers recommend installing a large section of No Waiting at any Time restriction to deter vehicles bumping up on to the pavement and adjacent grass verge. The restrictions will improve sightlines and visibility for all road users. This can be seen in drawing WRR2022A/EG1.</p>	<p>Summary of responses: Objections - 1, Support - 1, Neither support nor object - 2.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Neither support nor object	we have noticed that you are planning to put yellow lines so far up Pendennis Avenue. We are concerned about the impact on the residents it could make them park further up the avenue plus across peoples drive also on the grass verge. Whilst are main concerns are the speed the drivers drive up the avenue.	
3. Neither support nor object	<p>Whilst the plan has some merit I feel that:</p> <ol style="list-style-type: none"> 1. vehicles would park on the green, causing damage in bad weather, ie ruts in the grass - already evidence of this, and 2. there would be further congestion on the stretch of road from no.1 Pendennis up to the school. <p>It is unacceptable for drivers to think they can use resident's drives to reverse on when they are unable to pass vehicles approaching the school - it is a narrow road.</p> <p>I hope the Traffic Management Committee will give thought to these comments.</p>	

KEY

EXISTING RESTRICTIONS:
As labelled

PROPOSED RESTRICTIONS:
= No Waiting At Any Time



St Martins
RC Primary School

PENDENNIS AVENUE

CAVERSHAM PARK ROAD

68m

EXISTING: Unrestricted
PROPOSED: No Waiting At Any Time

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WAITING RESTRICTION
REVIEW 2022A

Drawing
PENDENNIS AVENUE

Scale	NTS	Drawn	GM
Date	MAY 22	Checked	JT
		Approved	JP

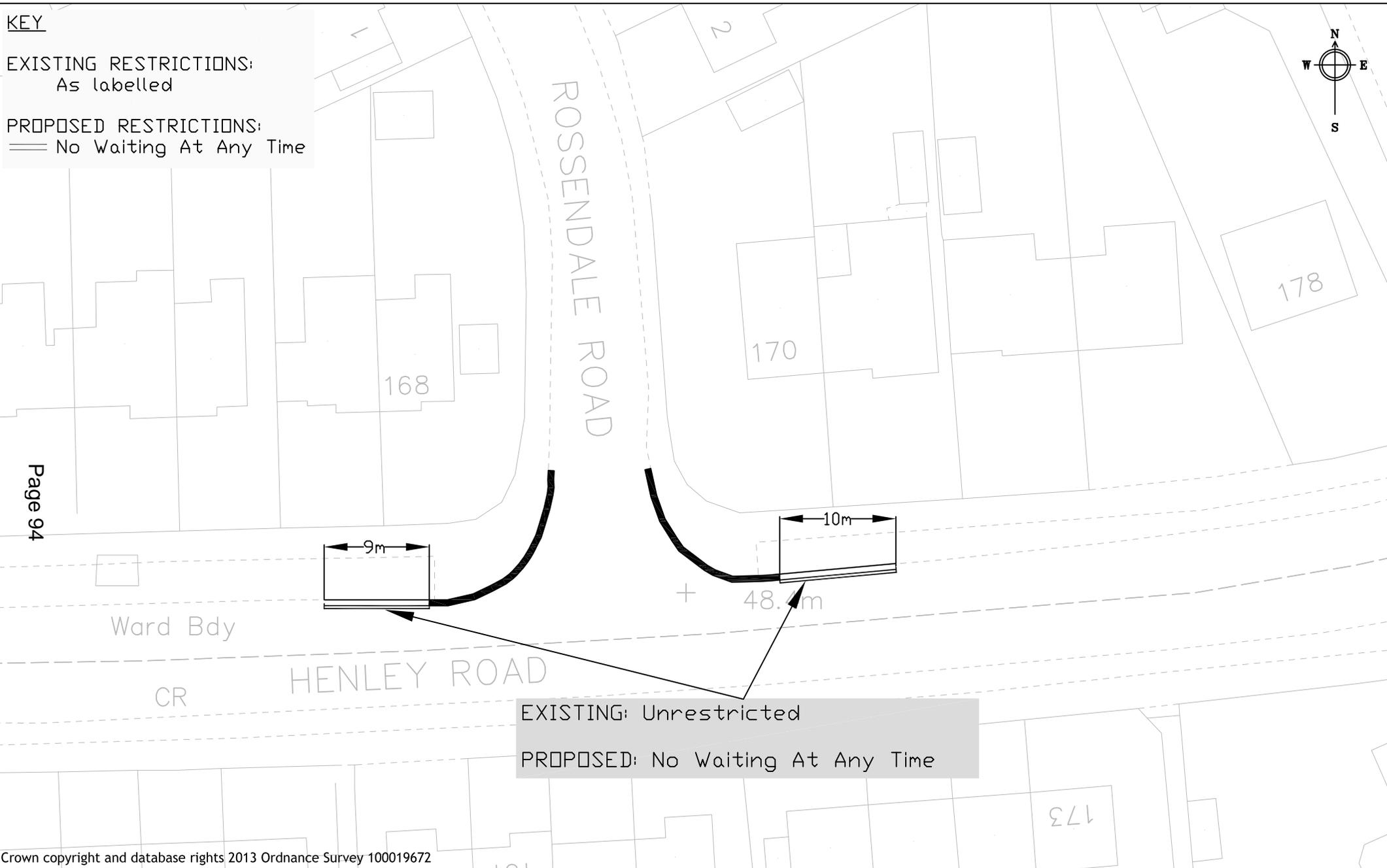
Drawing No.
EG1_PENDENNIS AVENUE

Street	Summary of Original Request	Feedback received
Emmer Green - Rossendale Road	<p><i>Request for extension of double yellow lines on Rossendale Road junction with Henley Road to improve visibility/sightlines.</i></p> <p>Officers recommend increasing the existing No Waiting at any Time restriction by 9 metres to the west and 10 metres to the east to give maximum protection to the junction with Henley Road whilst not hindering any dropped kerbs. This can be seen in drawing WRR2022A/EG2.</p>	<p>Summary of responses: Objections - 1, Support - 2, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	I support this proposal, if it was to be extend to the whole length of Henley Road between Chiltern Road and Rossendale Road I would also support this too as it keeps traffic flowing but also allows people to cross the road and pull out of junctions easily. The houses on this art of Henley Road have large drives which they should use as opposed to parking on the highway. The same cannot be said for the houses opposite.	

KEY

EXISTING RESTRICTIONS:
As labelled

PROPOSED RESTRICTIONS:
= No Waiting At Any Time



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WAITING RESTRICTION
REVIEW 2022A

Drawing
ROSSENDALE ROAD

Scale	NTS	Drawn	GM
Date	MAY 22	Checked	JT
		Approved	JP

Drawing No.
EG2_ROSSENDALE ROAD

Street	Summary of Original Request	Feedback received
Katesgrove - Boulton Road	<p><i>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.</i></p> <p>We recommend installing 2 hours limited waiting and No Waiting at any Time restriction on the west side of the western leg of Boulton Road, as seen in drawing WRR2022A/KA1.</p>	<p>Summary of responses: Objections - 2, Support - 3, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Objection	<p>We have recently moved our [REDACTED] Boulton Road, Reading. We are a [REDACTED]. One of the main factors that we considered when we moved to Reading and particularly Boulton road was that we wanted plenty of short stay parking and street parking for our [REMOVED] we need parking. Our premises have [REMOVED] parking spaces for [REMOVED] employees and we keep our [REMOVED] generally within our yard area. We cannot have customers private cars or people wandering about in our yard for health and safety reasons. We [REDACTED] in the yard so its vital that the public cannot gain access. Making it double yellow line during the working week will have a huge effect on our business.</p> <p>We already suffer from employees of [REDACTED] parking in our employees spots, changing the parking restrictions will only increase the chances of this happening. I don't know why the restrictions need to be altered because as it stands at the moment, it may not be perfect but it is working - Just ! Any changes will have a negative knock on effect throughout the whole road network (Boulton road Craddock road and any of the companies that have road facing car parking areas).</p>	
3. Support	Just noticed a note regarding yellow lines and restricted parking. We appreciate any improvement on parking in the west leg of Boulton road but the eastern side of the west leg is still unresolved as it is used for a dumping ground of vehicles some left for months on end making it difficult for any visitors and employers finding parking	
4. Support	<p>we would like to support in the respect of Boulton Road. RG2 0NH.</p> <p>We continually witness cars being left on the road-side for several days/weeks at a time. (for the garage to fix in due course)</p> <p>If there can be a restriction on time allowed to park there for I would hope this would deter them from leaving the cars here for such a long period. Could an upgrade be put there for: 'No Waiting at Any Time' [REMOVED]? With cars parked also ad hoc it make it very difficult for deliveries to turn in to our premises.</p>	

KEY

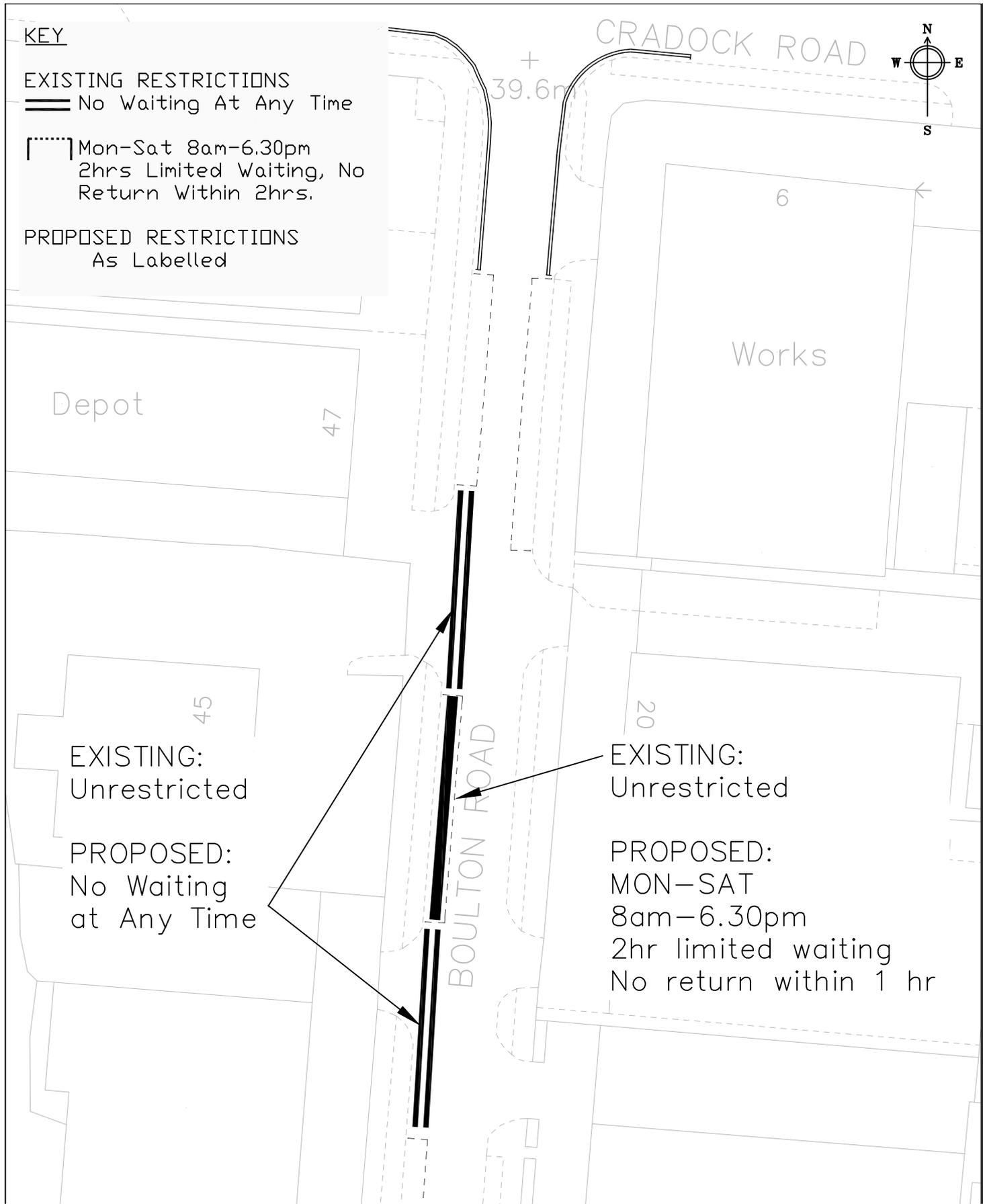
EXISTING RESTRICTIONS

== No Waiting At Any Time

[-----] Mon-Sat 8am-6.30pm
2hrs Limited Waiting, No
Return Within 2hrs.

PROPOSED RESTRICTIONS

As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting
at Any Time

EXISTING:
Unrestricted

PROPOSED:
MON-SAT
8am-6.30pm
2hr limited waiting
No return within 1 hr

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CAD DRAWING LOCATION:

project		WAITING RESTRICTION REVIEW 2022A	
drawing		BOULTON ROAD	
drawn JC	checked PC	approved JP	date APR 22
Page 96 NTS		drawing no. KA1_Boulton Road	



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Street	Summary of Original Request	Feedback received
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. Dangerous parking on top of the junction and on the bend, severely impeding driver's forward visibility and is a road safety concern to all road users. It is therefore recommended to introduce parking restrictions as shown in drawing WRR2022A/KA2.	Summary of responses: Objections - 5, Support - 3, Neither support nor object - 0.
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	<p>COMMENTS IN SUPPORT</p> <p>The junction is particularly difficult to negotiate, in either direction, both by car and by bike. Visibility is very poor due to commercial vans permanently parking in the immediate area. I fully support the proposal as outlined. (There was once a proposal for parking permits, which could have restricted commercial vehicle parking.) The yellow lines should ensure that, at least, the junction itself is kept clear making it safer for all road users <i>including pedestrians</i> who have to walk past between the vans and the garden wall, in a single-file.</p>	
3. Objection	<p>Unfortunately the proposal made here is not fit for purpose. Yellow lines would be good on the corner where Bourne Avenue meets Hagley Road to promote safety and avoid vehicles parking in such a way that pedestrians, wheelchair users and pushchairs cannot use the pavement. However the proposal extends the yellow lines too far up Bourne Avenue (the straight part of the 20m proposed stretch), preventing cars from parking where the road is actually straight and where parking there causes no problems to pedestrians or safety. This will remove one, possibly two, parking spaces from the street and increase parking challenges needlessly. At the same time no yellow lines at all are proposed for the further corner where Bourne Avenue further turns into Hagley Road (the convex corner opposite Shenstone Road). This corner is often impassable for pedestrians yet is ignored in the proposal. Additionally, removing parking space along the straight stretch of road further up Bourne Avenue (referred to above) will only lead to people parking even more frequently on this other corner, making that problem even worse. I really expected to support this proposal but cannot in its current form. It would be helpful if the council could actually discuss parking/road proposals in advance with affected residents, rather than continually making unsuitable proposals.</p>	
4. Support	The junction is a complete danger to pedestrians and road users alike, cars and vans parked on the road make visibility impossible and it is an accident waiting to happen.	
5. Objection	<p>I have lived here for [REDACTED]; cars & vans use Hagley Road & Bourne Avenue to cut the corner traffic-lights between Basingstoke Road & Elgar Road ... & they F-L-Y up here! One of the PERKS OF TRAFFIC PARKED where you intend to paint 'double yellow lines' is that it acts as a traffic calming measure!</p> <p>If you paint these lines - mark my words - expect an accident, either car & pedestrian or car to car as they SHOOT past [REDACTED] Bourne Avenue. I have NOT ONCE seen any traffic survey here & am better placed to give, accurate & measured, response than anyone at this junction as I see this day-in & day-out ... & spent over a [REDACTED] which included building the 'street scene'! Add double yellow line and, I swear, YOU WILL CAUSE AN ACCIDENT / ACCIDENTS! I, for one, shall want to know who the accountable individuals are for approving this measure if introduced! What would be a FAR BETTER move from the Council would be the introduction of speed bumps/humps.</p>	
6. Objection	<p>I would like to voice my objection to painting double yellow lines on the junction of of Hagley Road, Bourne Avenue and Shenstone Road. As a [REDACTED] I worry about cars flying up and down. However, cars parked on the corners work as a speed calming measure as people have to slow down and check. I don't even want to imagine how fast people will drive if the view is clear. That's why I think that it's a really bad idea. I would rather that council invested in more pressing matters like poverty and social care, but if this is about maintaining existing budgets, I would rather see the money spent to slow the speed of traffic approaching this junction.</p>	

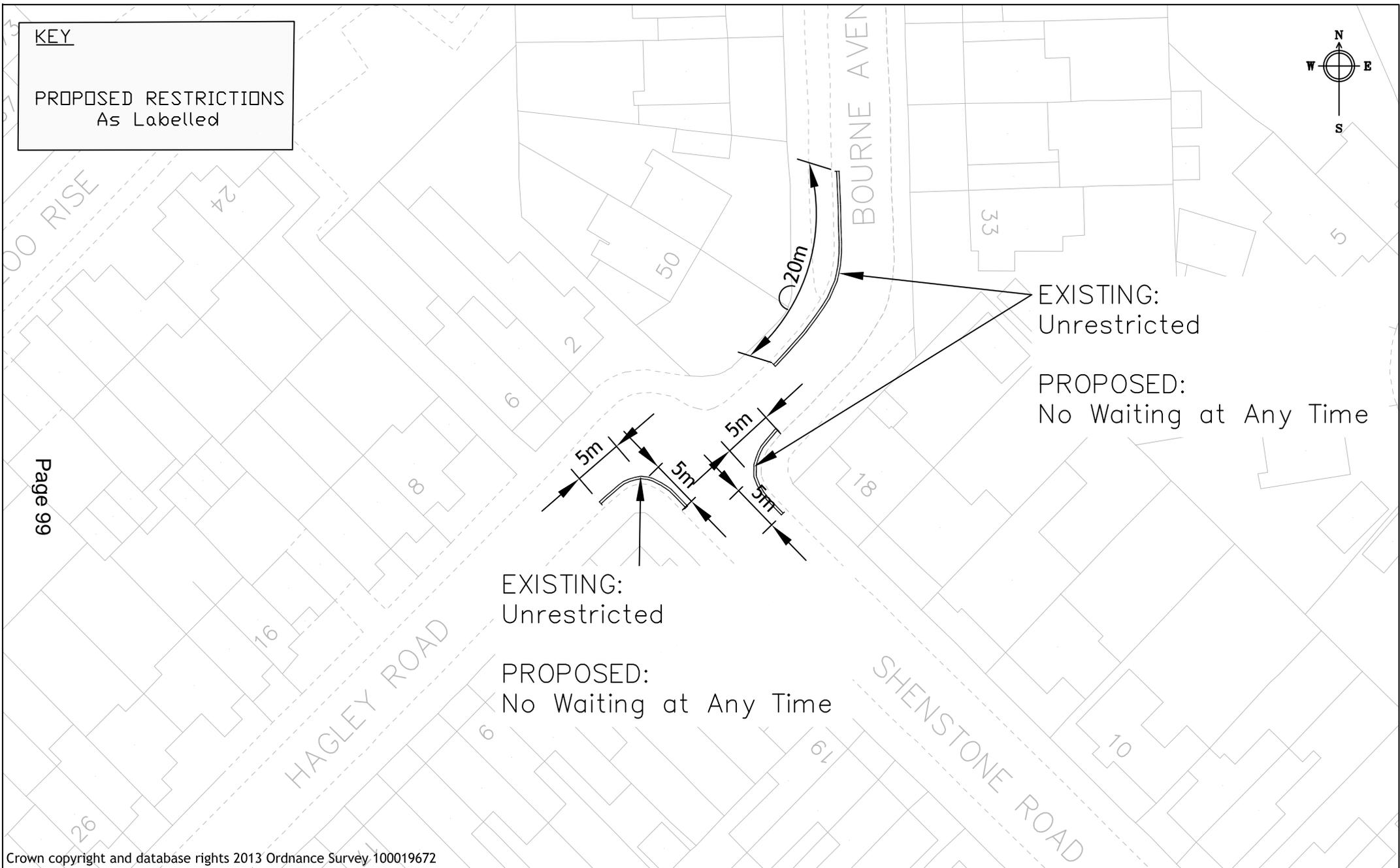
7. Objection	I was initially supportive of double yellow lines at the bottom of our street but the proposed locations are foolish. You're placing the lines on the straight section of the road where we have no issues with parking rather at the very bottom on the corner with Hagley. All this is going to do is make people park at our end of the street and still not solve the problem of that corner being blocked. Another own goal from Reading Council.
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KEY

PROPOSED RESTRICTIONS
As Labelled



Page 99



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

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Project WAITING RESTRICTION REVIEW 2022A	Scale NTS	Drawn JC
	Date APR 22	Checked PC
Drawing BOURNE AVENUE	Approved JP	
	Drawing No. KA2_Bourne Avenue	

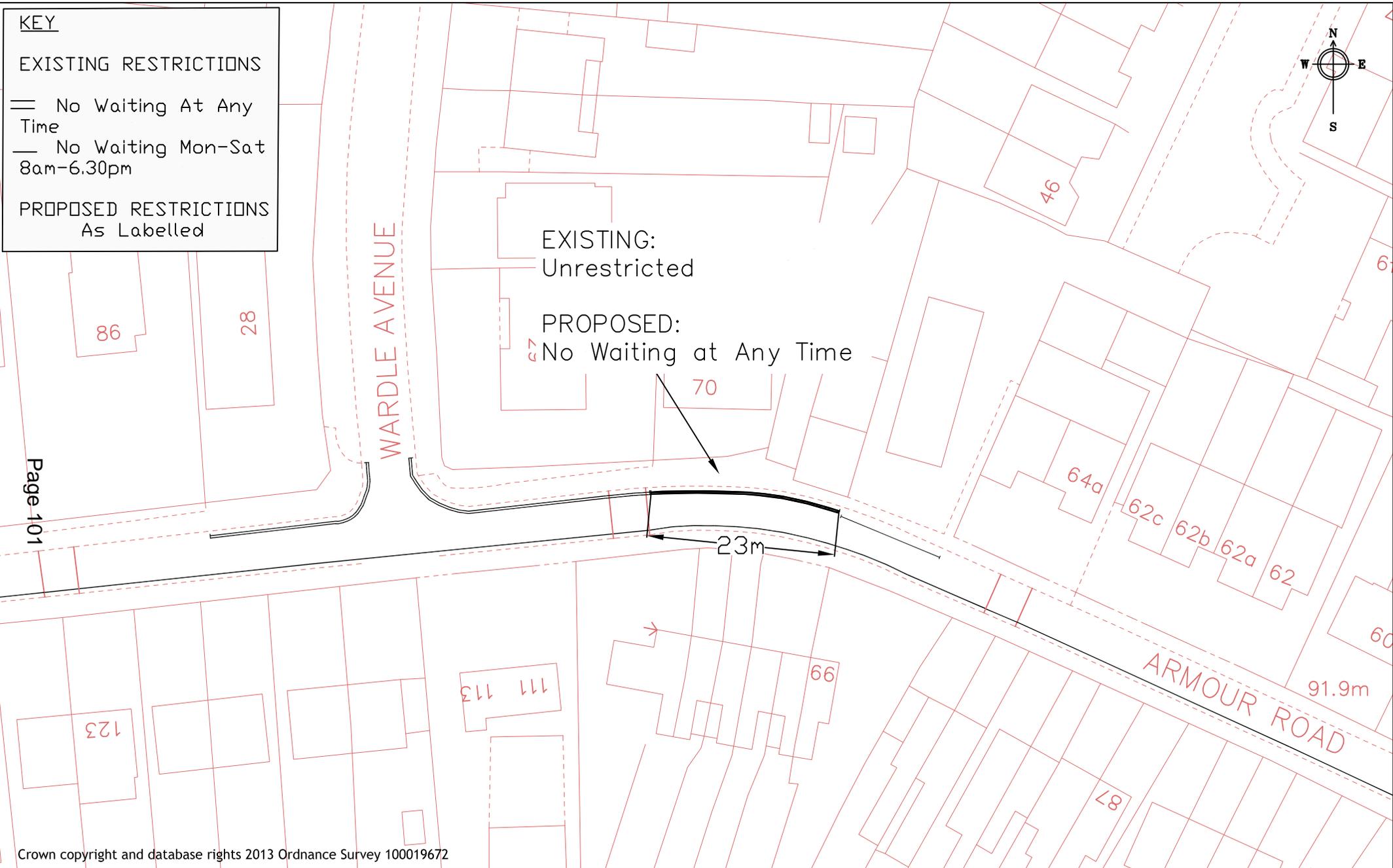
Street	Summary of Original Request	Feedback received
Kentwood & Tilehurst - Armour Road	<p><i>Request made via ward Councillor. Request for parking restrictions on the bend of the road between its junction with Wardle Avenue and Lower Armour Road to improve visibility and reduce safety risks caused by parking.</i></p> <p>We recommend extending the existing double yellow lines as seen in drawing WRR2022A/KE_T11. This will improve the visibility and road safety on the bend.</p>	Summary of responses: Objections - 3, Support - 3, Neither support nor object - 0.
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	<p>I think it was a great ideal of putting double yellow line on armour road [REDACTED] but the thing is it might not stop them as their no one round to sort it I should thing put a traffic wardens on armour road as well and book people who park blocking my [REDACTED] a fine then we be finally sorted</p> <p>Officer Comments: We have needed to remove a relatively large section of text as the level of personal/identifiable information that it contained will have made the remaining text unreadable if redacted. This text contained background information to their personal situation as additional justification for their response.</p>	
3. Support	It is very difficult when queuing at the traffic lights and cars are parked in Armour Road it can cause obstructions and cars going up onto the pavement and then difficult for cars to turn onto Armour Road from the properties waiting for an accident to happen. Could some parking be transferred to a let in on Kentwood Hill?	
4. Objection	<p>Far too many restrictions being imposed by Reading Council on car drivers often for little good reason.</p> <p>I particularly object to the Armour Road proposal which will drive cars into neighbouring roads such as Kentwood Close which becomes increasingly congested with people parking their cars to use the Tilehurst Club and spectators for the children's football matches over the weekend.</p>	
5. Objection	The residents along this stretch do not have enough parking on their runs and need somewhere to park - they will just end up parking in Waedle Avenue if they can't park along the road. This would cause even more issues	

KEY

EXISTING RESTRICTIONS

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8am-6.30pm

PROPOSED RESTRICTIONS
As Labelled



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Project	WAITING RESTRICTION REVIEW 2022A	Scale	N.T.S	Drawn	PC
		Date	APR 22	Checked	PC
Drawing	ARMOUR ROAD	Approved		JT	
		Drawing No.		KE_T11_Armour Road	

Street	Summary of Original Request	Feedback received
Norcot - Stoneham Close	<p><i>Request for parking restrictions on Stoneham Close, the top of the approach to Stoneham Close as vehicles often park here and hinder visibility.</i></p> <p>We recommend installing double yellow lines as seen in drawing WRR2022A/NO3. This should improve the visibility at this junction due to parked vehicles.</p>	<p>Summary of responses: Objections - 2, Support - 2, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	<p>See the entry for 'All proposals' for full feedback. These have been added to the above figures.</p>	
2. Objection	<p>The proposed works cannot immediately be allowed to go ahead as advertised, simply because we have not been properly informed about what is proposed. The drawing on your website contains contradictions and ambiguities. As such, they are logically impossible to be carried out. It is also not clear whether it is in line with what is stated on the posted notice as this does not communicate sufficiently precise information. The planned work should be communicated in a competent, logically consistent, clear and unambiguous manner. This is because of its importance to residents with regard to available parking. Recent changes in residency within Stoneham Close have increased the pressure on available roadside parking causing difficulties to residents. What is proposed has at least the potential to cause further issues. Clear, unambiguous communication of what is planned, so that it can be judged as to what is necessary from a legal and safety perspective, without causing unnecessary parking problems is surely required.</p>	
3. Support	<p>The restrictions are welcomed but to be honest I don't think the people that park there will take notice. They all have driveway parking but still park in the road. I really think double yellow lines would be better and they would take notice of them. We have had a few near oncoming misses with other vehicles on these bends whilst having to go around the parked cars.</p>	

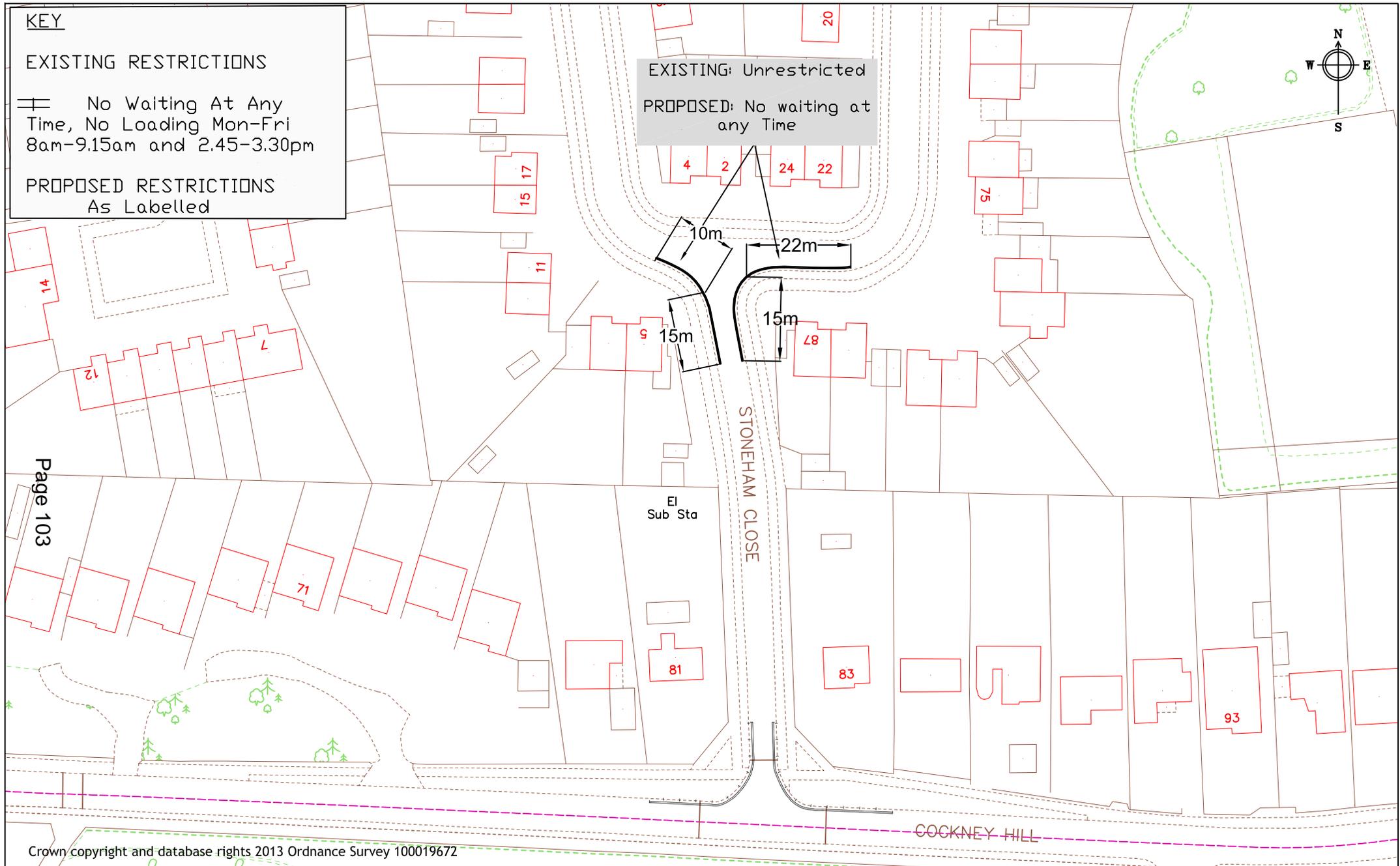
KEY

EXISTING RESTRICTIONS

 No Waiting At Any Time, No Loading Mon-Fri 8am-9.15am and 2.45-3.30pm

PROPOSED RESTRICTIONS
As Labelled

EXISTING: Unrestricted
PROPOSED: No waiting at any Time



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Project	WAITING RESTRICTION REVIEW 2022A	Scale N.T.S	Drawn PC
		Date MAR 22	Checked PC
Drawing	STONEHAM CLOSE	Approved JT	
		Drawing No. NO3_Stoneham Close	

Street	Summary of Original Request	Feedback received
Redlands - Alexandra Road	<p><i>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.</i></p> <p>A section of the road is unrestricted just before the zebra crossing on Addington Road. Officers recommend that this be changed to a double yellow line restriction as shown in drawing WRR2022A/RE1 to ensure that visibility of the crossing is not affected by parked vehicles.</p>	<p>Summary of responses: Objections - 2, Support - 3, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	I would like to register my support for this proposed change. The current unrestricted space is causing hazard for zebra crossing users as well as during school run peak hours, it causes queuing all the way back up to Upper Redland Road. This spot is very regularly used by hospital staff during the whole day and thus reducing the road width to just single lane when the opposite parking spaces are used.	
3. Support	<p>Concerning Waiting Restrictions Review 2022A, Order202*, Schedule 2.</p> <p>Your press advertisement and documentation invites objections to the planned No Waiting plan for a section of Alexandra Road. However, as a resident near to the proposed area I wish to state that I fully support the plan. This section of the road is the only part of Alexandra Road that is at present not part of a no waiting area or an area covered by permit parking or payment parking. I have always considered this to be an anomaly and probably a mistake when parking proposals for the street were first implemented. Indeed I have contacted RBC several times over the years to point this out and to request a change. I never received any acknowledgement and therefore I am glad to see the current proposal, which has my full support, which I wish to be advised to the committee or officers who will take a decision on this matter.</p>	
4. Objection	<p>I write to object to the proposal to re-designate a small section of Alexandra Road from 'Unrestricted' to 'No Waiting at Any Time'. Additionally, I submit a counter-proposal to designate this part of the road as 'Residents Only'.</p> <p>The section of road under consideration is only slightly longer than one average vehicle length but the ability to park there is of great value to residents in the vicinity.</p> <p>There is at present insufficient protected parking for residents and their visitors in this part of Alexandra Road which, at first glance may be unexpected because many houses have driveways. The presence of road junctions with double yellow lines and the pedestrian crossing with zig-zag lines all significantly reduce the amount of available kerb-side parking.</p> <p>Proximity to the Royal Berkshire Hospital and to Redlands School (between [REDACTED] use kerbside parking in Alexandra Road, near to the junction with Lydford Road) leads to high and continual demand for parking in the road. Additionally, visitors to Reading School, St Joseph's College and Reading University are frequent parkers. Kerbside parking is often completely taken up (especially during term-time) throughout the working day and at night, with vehicles from houses in neighbouring streets (e.g. Donnington Gardens, and other streets leading off Lydford Road, etc.) being habitually parked in this part of the road.</p> <p>The proposal to re-designate this small stretch of road from 'Unrestricted' to 'No Waiting at Any Time' is unnecessary on the grounds of highway safety ... the road is wide at this point so that vehicles can safely pass each other. The pedestrian crossing is clearly visible to traffic from both directions, as is the junction with Lydford Road. To re-designate this small stretch of road instead to 'Residents Only' would have no additional cost but would have a value to local residents in terms of amenity. There would be no loss of revenue to Reading Borough Council.</p> <p>I would be grateful if my comments above could be placed before the relevant body and taken into account when a decision is made on the proposal.</p>	

KEY

EXISTING RESTRICTIONS
 No Waiting At Any Time
 Shared use permit bay

PROPOSED RESTRICTIONS
As Labelled

EXISTING: Unrestricted
PROPOSED: No Waiting
At any Time

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17

ALEXANDRA ROAD

UPPER REDLANDS ROAD

STOP

BUS

Project	WAITING RESTRICTION REVIEW 2022A	N.T.S	Drawn JT
		Date APR 22	Checked JT Approved JP
Drawing	ALEXANDRA ROAD	Drawing No. RE1_ALEXANDRA ROAD	

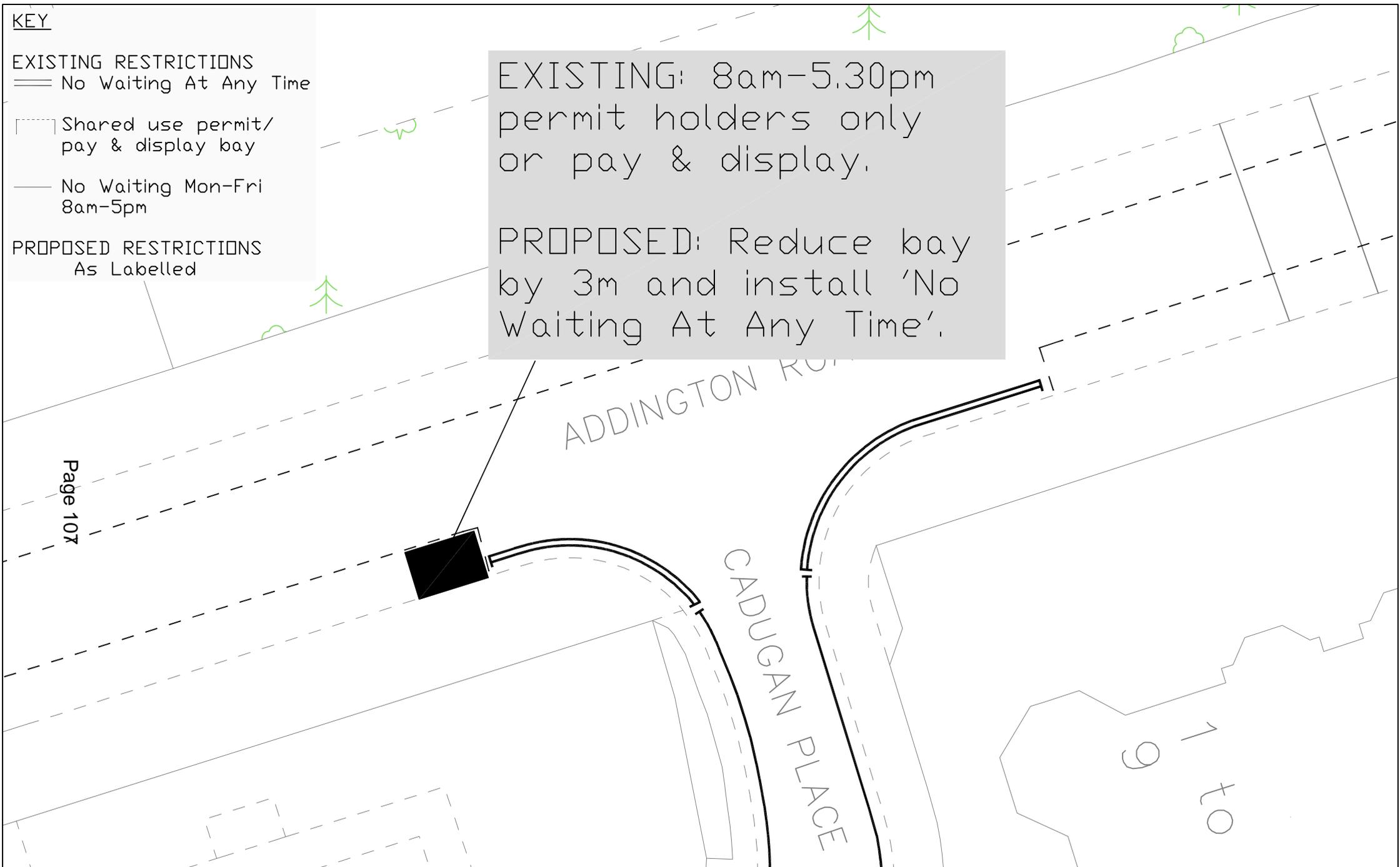
Street	Summary of Original Request	Feedback received
Redlands - Cadugan Place	<p><i>Requested by Officers involved in waste collection. Request to extend the double yellow lines at the entrance of Cadugan Place onto Addington Road due to cars parking close to the access road. This has been requested to improve sightlines/visibility.</i></p> <p>The bays on Addington Road are well used and the road is also in a 20mph zone with traffic calming features. There is therefore no requirement for a long length of yellow lines at junctions in this area, however, Officers do recommend that the yellow lines at the west side of Cadugan Place be extended to 10 metres as shown in drawing WRR2022A/RE2.</p>	<p>Summary of responses: Objections - 1, Support - 2, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	Exiting Cadugan Place is dangerous as to both right and left you are unsighted from traffic by the parked cars Strongly support your proposals	

KEY

- EXISTING RESTRICTIONS
- No Waiting At Any Time
 - - - Shared use permit/ pay & display bay
 - No Waiting Mon-Fri 8am-5pm
- PROPOSED RESTRICTIONS
- As Labelled

EXISTING: 8am-5.30pm permit holders only or pay & display.

PROPOSED: Reduce bay by 3m and install 'No Waiting At Any Time'.



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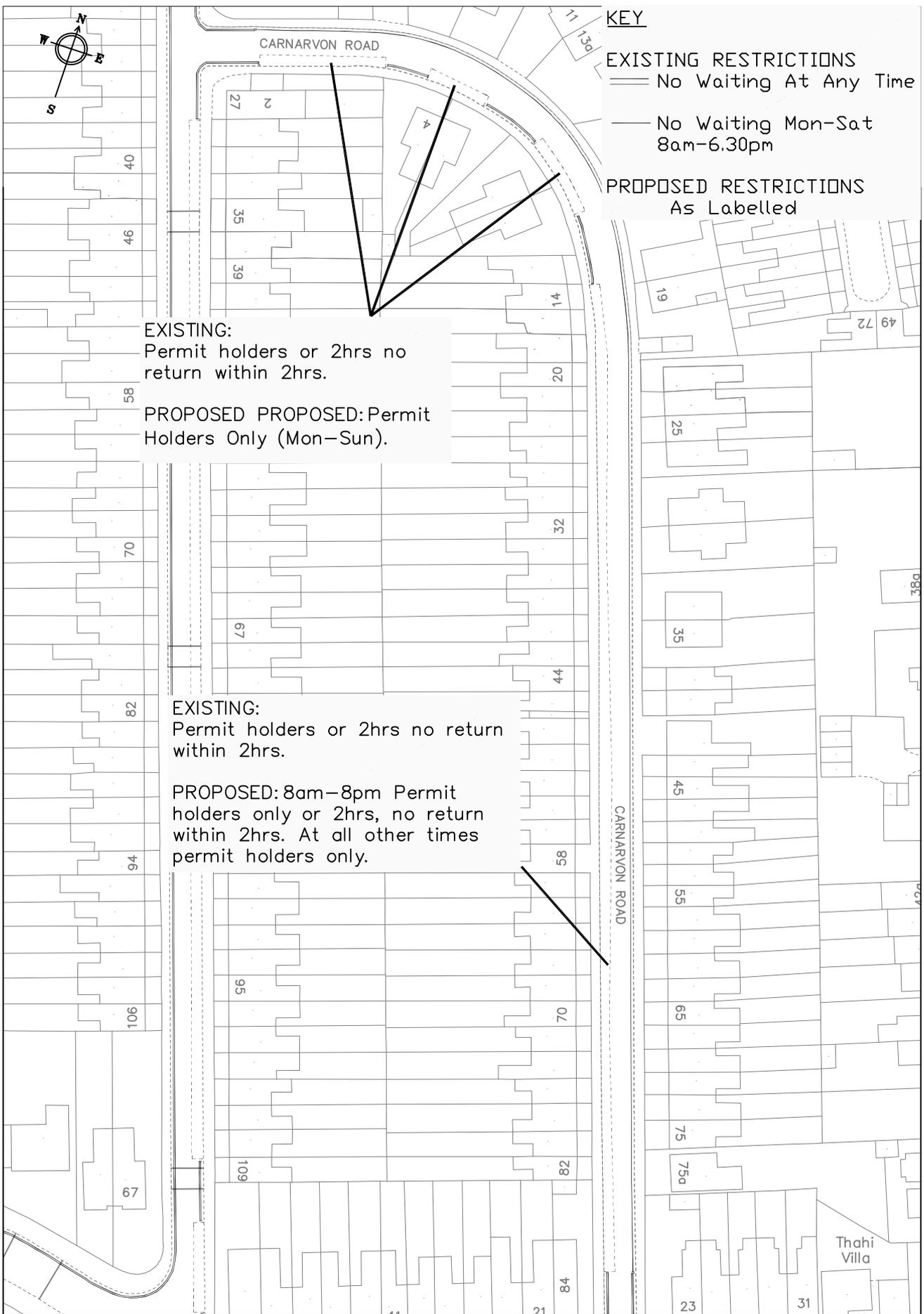
Project	WAITING RESTRICTION REVIEW 2022A	N.T.S	Drawn JT
		Date APR 22	Checked JT
Drawing	CADUGAN PLACE	Approved JP	
		Drawing No. RE2_CADUGAN PLACE	

Street	Summary of Original Request	Feedback received
Redlands - Carnarvon Road, De Beauvoir Road, Junction Road	<p><i>Request made via ward Councillor. Request to review the permit parking and timings for non-permit holders.</i></p> <p>Officers have liaised with ward Councillors and propose that the bays in these roads be changed to a mixture of permit only and shared use as shown in drawings WRR2022A/RE3_Carnarvon Road, WRR2022A/RE3_De Beauvoir Road and WRR2022A/RE3_Junction Road.</p>	<p>Summary of responses: Objections - 1, Support - 1, Neither support nor object - 2.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Neither support nor object	<p>Our preference to the parking would be: 8am-8pm Permit Holders only or 2 hrs, no return within 2 hrs. At all other times Permit Holders Only. As long as it is going to be managed. [REDACTED] I appreciate that you are trying to improve the parking for the residents of these streets but with both proposals, how are they going to be managed? You are currently unable to supply regular traffic wardens to police the current restrictions, so how are you going to manage further restrictions? Especially over night? You cannot enforce the restrictions now! The amount of complaints I have raised about illegally parked cars and you have done nothing to improve this. Every single day we have a large transit van parked on double yellow lines and blocking the exit junction of Canarvon Road / Debeauvoir road, leaves at around 9am so not tickets issued! There are cars with no permits parked on the road every single evening and no sign of a traffic warden until around 9am if any. I have given up complaining to you as nothing gets done! If your traffic wardens come around they appear once and not seen again so no tickets are issued!</p>	
3. Neither support nor object	<p>As a resident of Junction Road I write to neither support nor object to the changes in the immediate streets around me (De Beauvoir Rd, Carnarvon Rd and Junction Rd). I understand the idea behind changing the bays at the northern end of De Beauvoir and Carnarvon to permit holders at all times is an attempt to restrict people parking there in order to use the shops at Cemetary Junction. However, without adequate enforcement this doesn't do very much to alleviate the underlying problems faced by the small streets in this area of Reading when it comes to parking provision thourghout the year. Even with the changes, people will simply park illegally there by either putting on their hazard lights or chancing (with a high degree of success) that a parking warden will not be in the area. As often happens overnight in this area, especially during university term times, people illegally park on double-yellow lines across the pavement because there is no chance of enforcement. Something needs to be done to change this. I am also saddened that no proposal has been made to enlarge the 13R permit zone to include Eastern Avenue within this zone, an idea sometimes brought up residents of Carnarvon and Junction Roads. This street currently has ample parking bays which are often empty due to its inclusion in the 15R permit zone. Shifting these bays to 13R would still allow the residents of Eastern Avenue to park there while allowing some overspill from the cramped, full-to-the-brim 13R zone to use these bays if required.</p>	



KEY

- EXISTING RESTRICTIONS**
- No Waiting At Any Time
 - No Waiting Mon-Sat 8am-6.30pm
- PROPOSED RESTRICTIONS**
As Labelled



EXISTING:
Permit holders or 2hrs no return within 2hrs.

PROPOSED PROPOSED: Permit Holders Only (Mon-Sun).

EXISTING:
Permit holders or 2hrs no return within 2hrs.

PROPOSED: 8am-8pm Permit holders only or 2hrs, no return within 2hrs. At all other times permit holders only.

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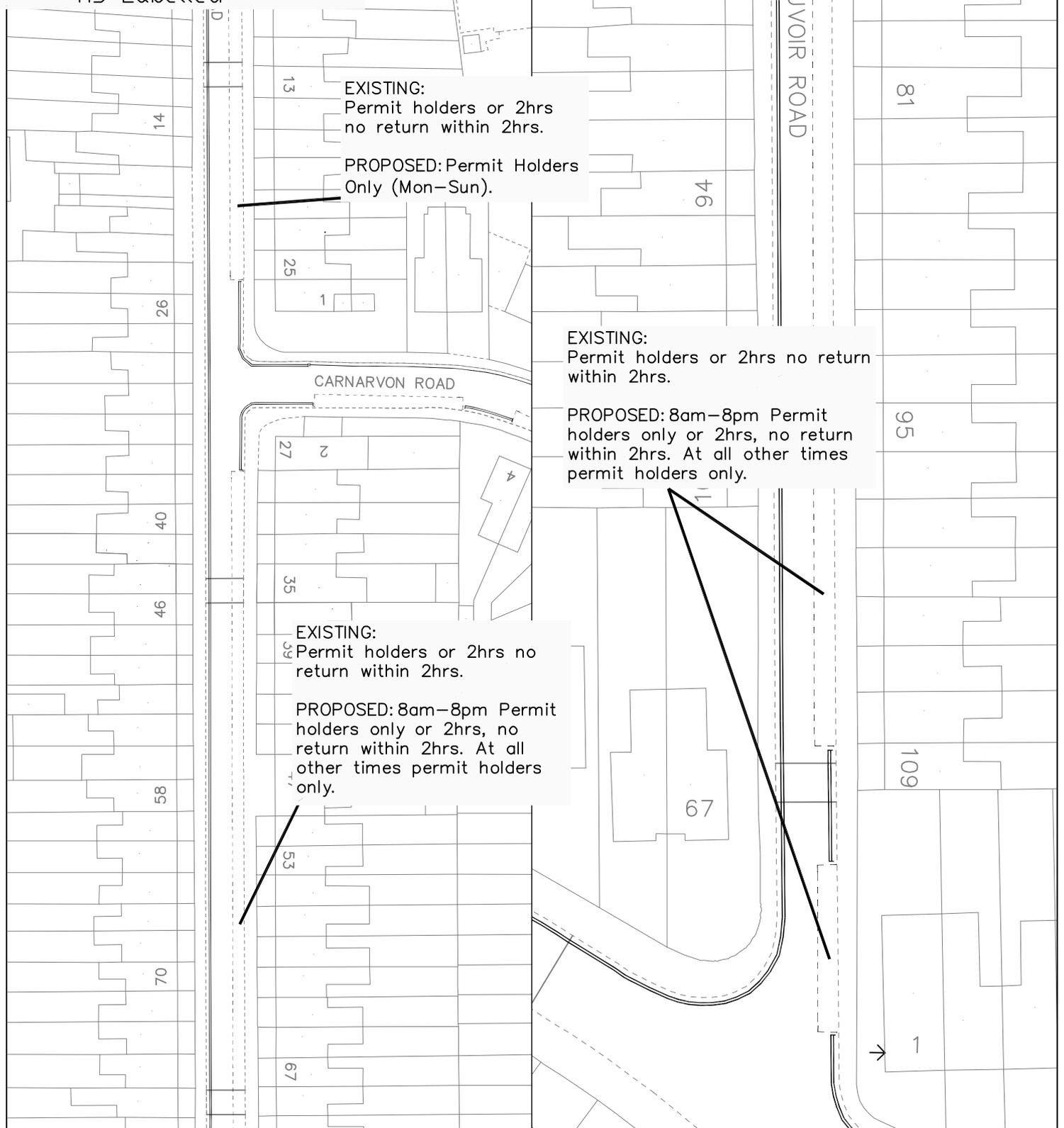
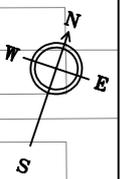
CAD DRAWING LOCATION:

project			
WAITING RESTRICTION REVIEW 2022A			
drawing			
CARNARVON ROAD			
drawn	checked	approved	date
JT	JT	JP	APR 22
scale		drawing no.	
N.T.S		RE3_CARNARVON ROAD	

KEY

EXISTING RESTRICTIONS
 — No Waiting At Any Time

PROPOSED RESTRICTIONS
 As Labelled



EXISTING:
 Permit holders or 2hrs
 no return within 2hrs.

PROPOSED: Permit Holders
 Only (Mon-Sun).

EXISTING:
 Permit holders or 2hrs no return
 within 2hrs.

PROPOSED: 8am-8pm Permit
 holders only or 2hrs, no return
 within 2hrs. At all other times
 permit holders only.

EXISTING:
 Permit holders or 2hrs no
 return within 2hrs.

PROPOSED: 8am-8pm Permit
 holders only or 2hrs, no
 return within 2hrs. At all
 other times permit holders
 only.

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CAD DRAWING LOCATION:



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project WAITING RESTRICTION REVIEW 2022A

drawing DE BEAUVOIR ROAD

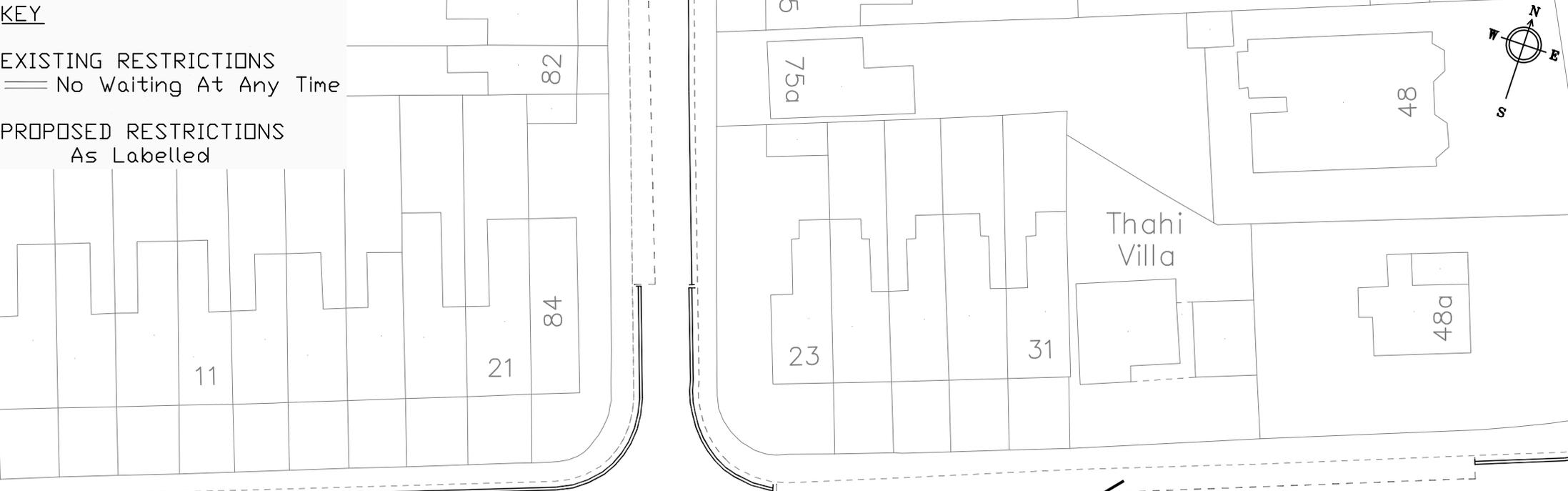
drawn JT	checked JT	approved JP	date APR 22
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Page 110
 scale N.T.S. drawing no. RE3_DE BEAUVOIR ROAD

KEY

EXISTING RESTRICTIONS
 = No Waiting At Any Time

PROPOSED RESTRICTIONS
 As Labelled



EXISTING:
 Permit holders or 2hrs no return within 2hrs.

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

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Transport
 Civic Offices
 Reading
 RG1 2LU

Project	WAITING RESTRICTION REVIEW 2022A	N.T.S	Drawn JT
		Date APR 22	Checked JT Approved JP
Drawing	JUNCTION ROAD	Drawing No. RE3_JUNCTION ROAD	

Street	Summary of Original Request	Feedback received
Southcote - Circuit Lane	<p><i>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.</i></p> <p>Officers visited site on numerous occasions, officers note the parking problems around school drop off and pick up times. Officers do not feel comfortable with recommending a blanket install of No Waiting at any Time restriction all the way along the southern part of Circuit Lane for a problem which lasts around an hour a day Monday to Friday, when the blanket restrictions will affect residents and members of the public 24/7. Officers note approximately 8 vehicles parked up at each site visit on the north easterly side of the carriageway, some of the adjacent properties don't have driveways. No vehicles were ever witnessed parking on the south westerly side of the carriageway and the adjacent properties mainly all have driveways. Officers therefore recommend increasing the No Waiting at any Time restriction from the junction with Hatford Road on the south westerly side for length of approximately 86 metres. The restrictions will protect the running lane for all motorists and residents, will not take away any resident parking and will help to control the inconsiderate parking around school times. The restrictions will partially mirror the restriction on the north easterly side and protect the informal crossing and part of the junction with Silchester Road, please note the restriction will stop just short of property no.72. This can be seen in drawing WRR/SO1.</p>	<p>Summary of responses: Objections - 9, Support - 3, Neither support nor object - 1.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Neither support nor object	May i ask can the Reading council place an restriction on circuit lane Reading so emergency vehicle can pass freely at all times during the day?	
3. Objection	<p>Regarding the proposal at Circuit Lane, I object because this will cause issues for residents on the East side where vehicles will then park over their dropped kerbs causing obstructions. I cannot understand what issues there are in this area to necessitate the need for no waiting, during school drop off and collection times two vehicles park responsibly outside 86 and 84 which causes a chicane and slows traffic, a good thing being small children are in the area. There are no issues at any other time of the day. The big problem in this area is the junction of Hatford Road, vehicles coming out of the junction look right and just pull out not realising oncoming traffic is on the right side of the road. This junction needs to be changed to a stop junction! By installing a no waiting zone will cause more distress for residents than parents at school times, and having spoken to the neighbours they are amazed this is being considered as there are no issues caused by parking on the west side, only by inconsiderate parking on the east side by blocking drive ways. I regularly [REDACTED] to the school, there are bigger issues with vehicles parking near the church/roundabout and parking on yellow lines and grass verges causing issues. A final point is where are visitors to houses in the area supposed to park if the restrictions are in place? This will penalise the locals when visitors turn up with nowhere to park.</p>	

4. Objection	<p>Reasons for objection to the proposal to install new 'No waiting at any time' in Circuit Lane, West Side.</p> <p>1. The sign informing the local residents of the new proposal is confusing, many residents have already expressed that they don't understand the terminology used or where the double yellow lines are planned to be placed. This should be made clear and easy to understand to all residents.</p> <p>2. The sign clearly states that 'copies of the draft, statement of reason, relevant drawings and orders to be varied can be viewed online at http://consult.reading.gov.uk'. No it can't! This is misleading information and nor is the proposal clear enough in it's online headline. This makes it very difficult for residents to investigate and to give a reasonable descision to either support or object the new proposal.</p> <p>3. As a resident I agree that parking has become a concern and dangerous at times, especially during Southcote Primary school drop off times, particularly during bad weather. I have often found the road to be impassible due to parents queeing from the roundabout to enter into Silchester Road, completly blocking the exit onto the roundabout caused by the double parking outside the Grange nursery and on the opposite side of the road by the flats. Having restricted parking by the flats alone would be a good solution, one in which I would happily support but again the signage isn't clear enough and on that basis alone I simply cannot support such a proposal.</p>
5. Objection	I live in [REDACTED] with no access so require parking.
6. Objection	<p>This proposal will add to the problems rather than fix them. Double yellow lines in Silchester Rd and Circuit Lane already make parking difficult for parents when delivering and collecting from Southcote Primary School. I see no need for more double yellow lines and feel this will just spread the problem over a wider area into neighbouring streets. The school was there before the residents and for the sake of a short period of time on school days there is no issue. Double yellow lines on one side of the road will force people to park on the other side and will make the road more restricted for vehicles including emergency ones to safely travel the route.</p>
7. Objection	Ridiculous idea! Absolutely no need for more double yellow lines.
8. Objection	<p>This is a road close to one of the largest primary schools in Reading. Double yellow lines will not help anyone and will potentially spread the issue (is there actually a major issue here?) over a wider area. Other than for a short time at the beginning and end of a school day I'm not sure there is a problem and wonder if some people just have a bee in their bonnet.</p>
9. Support	<p>I support the waiting restrictions in both Circuit Lane and Silchester Road. These roads are both already busy due to people dropping their children off at Silchester Primary School. However, I think Shepley Drive should be included in the waiting restrictions or have residents only parking. This is a residential cul de sac, which is already used by people dropping their children off for school, as it has an entrance supposed to be for 1st year infants. It has been quite dangerous at times with drivers doing 3 point turns or speeding because they are late. This has been discussed numerous times, but nothing has come of it. It did seem to be getting better, but lately, during term time, it's getting bad again. With your proposed restrictions, it will only get worse, until one of the children, who tend to run across the road, gets injured or worse</p> <p>Officer Comment: This response is also under the Silchester Road proposal.</p>
10. Objection	<p>Where do you expect the vehicles dropping off pupils at Southcote Primary school to park? I expect even more of them will park in Shepley Drive & Stapleford Road, which they started to do in numbers when Reading Council created a school gate there. Stapleford Road is a cul-de-sac, which means that the amount of school traffic is effectively doubled. Did you know that they start arriving up to an hour before school opening/closing times, and some sit there for all that time with their engines running? Reading Council adversely affected the quality of life of the residents of Shepley Drive & Stapleford Road with their decision to open school access in our street, and this proposal will funnel more school traffic into it.</p> <p>Officer Comment: This response is also under the Silchester Road proposal.</p>

11. Support	<p>I fully support the proposal.</p> <p>There are currently frequent difficulties with parking in this section of road, especially at school delivery/collections times. Drivers typically have no respect for residents & dropped curbs and are seemingly ignorant of normal lawful parking requirements. Safety should be of paramount importance therefore the introduction of restrictions should maintain open lines of sight for road users and pedestrians. However, the continued enforcement of new restrictions must be taken seriously for this to be effective. The current restrictions are regularly flouted. For continuity, it would be more meaningful to extend the proposed restriction northward to join with the current lineage at the Circuit Lane/Southcote Lane junction thus avoiding the probable parking pressure that will be faced by residents.</p>
12. Objection	<p>We have [REDACTED] and live in Circuit Lane, near Silchester Road, and we are flagged up to have double yellow lines outside our house. We park on our drive and the slope leading to the drive. We have [REDACTED] who all live away from us but visit regularly, usually bringing [REDACTED]. We also have friends who visit frequently. Currently they are able to park outside our house. If double yellow lines are introduced, they will be unable to park anywhere near our house, as the opposite side of the road is always used by the people living there (they do not have drives). This will cause problems in accessing my property especially in bad weather. I do not see the logic of double yellow lines in this part of Circuit Lane.</p> <p>I know that some parents from Southcote Primary school park along the road at the start and end of the day, but why should my family and I be penalised for their behaviour. Double yellow lines would prevent my family parking at evenings and weekends, when restrictions are unnecessary.</p> <p>I feel that the people who think this is a good idea do not care or understand the impact that will be served on those residents who live where the double yellow lines are to be painted. I would put money on it that they do not live anywhere where they will be impacted by these decisions. I have spoken to neighbours and not one of them has asked for these double yellow lines.</p> <p>I have lived in my house for over [REDACTED] and do not see the point to double yellow lines outside of it.</p> <p>If the double yellow lines are painted, I will have no hesitation in ripping up my front garden and concreting it over to provide further parking for my family and other visitors. I have spent years ensuring my front garden is a wildlife haven. Concreting over the garden will remove habitat and food for many species of insects, birds and animals. It will also prevent rainwater draining through. This will impact the Council's green agenda.</p>

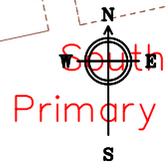
KEY

EXISTING RESTRICTIONS: Unrestricted

PROPOSED RESTRICTIONS: As Labelled

Plant and Ornament Gardens

WITCHCOTE



EXISTING: Unrestricted
PROPOSED: No Waiting At Any Time

EXISTING: Unrestricted
PROPOSED: No Waiting At Any Time

86m

Lamp column
Outlet

CIRCUIT LANE

SILCHESTER

CIRCUIT LANE

HATFORD ROAD

SHEPLEY DRIVE

GLENNON CLOSE

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Project
WAITING RESTRICTION
REVIEW 2022A

Scale NTS
Date MAY 22
Drawn GM
Checked JT
Approved JP

Drawing
CIRCUIT LANE

Drawing No.
S01_CIRCUIT LANE

Street	Summary of Original Request	Feedback received
Southcote - Silchester Road	<p><i>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.</i></p> <p><i>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.</i></p> <p>Officers visited site and separately received feedback from the Southcote Councillors. Officers recommend removing a 50 metres section of No Waiting at any Time restriction from the southern side of Silchester Road broadly between No.2 and to just beyond No.4. The removal of these restrictions will enable approximately 5 vehicles to stop and drop off and pick up at school times as agreed with by the Councillors. This can be seen in drawing WRR2022A/SO3.</p>	Summary of responses: Objections - 17, Support - 4, Neither support nor object - 1.
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Objection	<p>With reference to the proposed plan to reduce the yellow lines on Silchester Road, we would have to strongly object. We are [REDACTED]. Our drive was impossible to get out of before the lines were In place, the roads just to narrow. We also have a [REDACTED] which needs to be reversed in and this again was extremely difficult with cars parked opposite. Before the lines were installed, the road was full of parked cars all the time, not residents or visitors but cars from circuit lane and surrounding houses. They were often left unmoved for long periods. This caused a number of issues in Silchester Road such as school traffic blocking driveways and even parking on private drives! The lines have made such a difference, making access far easier for residents who's drives back on to Silchester Road. We do not want to go back to this as it caused a lot of distress before the lines were put down. It has also eased issues with the school parking, which has also been much better since the lines have been down.</p>	
3. Objection	<p>I write to object very strongly against removal of the double yellow lines on Silchester Way. Since they were put there, they have</p> <ul style="list-style-type: none"> - Helped to provide a much safer and healthier environment for everyone. - Allowed residents to be able to get in and out of their homes - Provided a clearer route for ambulances that attend to the vulnerable on this road. - Helped drivers to see the one way signs easier. - Provided a much safer place for the children of Southcote School to come and go from school. <p>This would all be undone if you were to remove these double yellow lines. I am confident that Reading Borough Council wants the safest option for the children and the residents? Therefore, why not make it a SCHOOL STREET? You have an article in your latest magazine indicating that the 4 current ones in Reading have been a great success!</p>	

4. Objection	<p>I am writing to object against removal of the double yellow lines on Silchester Road. There were a number of us that were very concerned for the health and safety of the children attending Southcote Primary School and we partitioned for a long time to get them there in the first place!</p> <p>The road is narrow and has a number of vulnerable people living there; should an ambulance be required in an emergency during a "school run" it would be impossible to get through. It has taken me 40 minutes to get out of the car park of Charing Court to Southcote Lane.... If it was an emergency - the person would be dead before they got off Silchester Road! I'm positive that the Safety of all should be the main priority. Why not make it a SCHOOL STREET? You have an article in your latest magazine indicating that the 4 current ones in Reading have been a great success!</p>
5. Objection	<p>I'm writing to you to object to the double yellow line that are down bottom of Silchester Road . I have lived on this Road since [REDACTED] and never had issues with parking and there was plenty of parking for all. Since the double yellow line where painted which I might add we had no knowledge that the line were being painted everyone trying to park to visit or school visits or even work men doing repairs are being forced up the road . Meaning that the bottom part of Silchester is empty and for the rest of the road is full. I feel that we allow parking back to the bottom of Silchester Road it might relieve the pressure of all the cars parking on Circuit Lane. But the funny thing is at school times parents still park on the double yellow lines. Thank you for your time.</p>
6. Support	<p>I'm not happy with it. I want double yellow parking removed please ... I'm residents live in silchester rd</p>
7. Objection	<p>Further to the notice put up on our street yesterday, I am emailing to object. The double yellow lines have made it a little safer for me, but there is still a long way to go before I can feel entirely safe. Having our road completely blocked twice a day is of serious concern, especially if one of us elderly needed an ambulance or there was any kind of emergency actually! Having vehicles still going the wrong way on our one way road is still a problem. I hope that something more can be done for the users & residents of this road.</p>
8. Objection	<p>Silchester road especially at school drop off and pick up times is dangerous as parents park across driveways and on pavements. This results in pupils and pedestrians having to walk into the road due to vehicles parked illegally. Since the double yellow lines have been introduced this has made a big difference and the danger element has dramatically reduced. Before the double yellow lines were introduced we had our car damaged by a child riding his bike on the pavement as we reversed from our driveway. The reason the child was riding on the pavement according to the parent was because it is too dangerous to ride on the road due to parked vehicles at the bottom of Silchester road. to remove these double yellow lines would seriously put pupils and pedestrians at risk of a serious accident. The school also will not participate in the safer streets scheme at school times. The double yellow lines on both sides of Silchester road MUST stay before someone is injured or worst case killed. Also the removal of the lines will make it difficult for residents to get out of driveways especially at school times and prevent Emergency vehicles from access especially to Charing Court flats where there are elderly people living. This is a totally ridiculous proposal especially after residents fought so hard to get the lines introduced.</p>
9. Objection	<p>The removal of the lines will seriously put pedestrians at risk due to inconsiderate parking especially at school times. Pavements are blocked including residents driveways etc.</p>
10. Objection	<p>A group of residents worked for a number of years to get the double yellow lines put down on Silchester Road. Since they have been there, safety of all has improved. In my opinion, it is still not good enough - The road is a one way road, it is narrow and can not accomodate cars being parked all over the place.... let alone having cars moving about when there are hundreds of primary children on their way to or from school. Silchester Road needs to be a SCHOOL STREET. We have 4 of these in Reading now and they have all been very sucessful and have all created a safer and healthier environment for everyone including local residents.</p>
11. Objection	<p>As a [REDACTED] resident having the road blocked up solidly twice a day is a worry. Nurses who have attended to [REDACTED] have reported being held up for more than 30 minutes on Silchester Road.</p>
12. Objection	<p>The double Yellow lines are necessary in deterring people from parking in front of driveways, quite a few drive ways are for elderly/retired people who need help and need to have their drive ways usable so they can get the care they need. We have had incidents where we can not get in the drive way for 30 mins whilst someone was blocking the drive, during this time the elderly person we were going to see had fallen and could not get them selves back up and was stuck there for over 30 mins waiting for help.</p>

13. Objection	Well I live on this road and we've struggled to get some sort of resolution to the issue of cars parking my drive way in so that I can't actually leave for work, drop my kids off to school or even a medical emergency if there is to be one. Mostly this is an issue when it's the school (Southcote Primary) has plenty of parking and can easily have something in place to have patently drive in, drop off their kids and drive off again without too much congestion and parking peoples driveways in. I just wonder why it's not been so long until the current yellow lines are now an issue compared to how long it's taken to get them implemented and also why hasn't the school opened up the idea to have parents cars drive through? I've complained numerous times to the school and it's almost as if they don't really care. As a tax payer the school should do better given the location and the road being one way only, too easy a solution. A repeat of the speed bumps debacle where they were put in and then a few weeks later resurfaced the road, better use of money and resource please. We're paying way too much for everything these days, common sense and actually come and look at the situation (yes get out of the office, we pay you for a decent service).
14. Neither support nor object	Something needs to be done along the whole road of silchester road not just one bit off the street i have lived on this street for [REDACTED] and parking has become terrible for us residents when it is school time, i have a driveway i have had people block me in and block it so i can't get in with a [REDACTED] for you just to consider one part of the road is a disgrace to all the other residents further up from that area who have complained for years to the local labour councillor's to do something about this
15. Objection	Concerning the yellow lines on the South side of the road, taking into consideration that, until not long ago, there were none there at all, why do the lines continue such a long way Eastwards? I understood that the purpose of the lines on that side of the road was to improve visibility/reduce congestion around the entrance to Charing Court when children are arriving and leaving Southcote Primary School. The result of the installation of the lines has been to reduce the amount of on-road parking available to residents and subject them to the risk of penalties 24 hours a day, 365 days a year! This has always seemed excessive to me. If the lines could be reduced in length from the East back towards the entrance of Charing court this would at least provide a bit more parking for residents. Further, we have been advised that penalty notices would not be issued for parking on the lines out side school times i.e. at weekends and in the holidays. Please can you confirm this to be the case?
16. Objection	I'm not happy about it.. I need it removed please.. we need it for emergency or where their car go parking... [REDACTED] .. I would be happy it need remove it ..
17. Objection	Being a one way street and living in a block of flats with other [REDACTED] having the school traffic blocking the driveway to our property for all the flat residents, carers, district nurses, medical deliveries and family access which is required, is a saftey issue and inconvenience, when offenders are asked not to park across (BLOCKING) the entrance, we as residents and tax payers get verbally abused and threatened, at times medical appointments have been missed and NHS staff not been able to access property due to road and entrance blocked.
18. Support	The road marking are making no difference since they have been installed. Parents are still parking on the double yellows to pick kids up from school . The impact it does have is that it makes it difficult for residents who live in this road to park as available to park is tighter . The houses at 4,6,8 and 10 do not have driveways and find it hard to park if the four spaces are taken up . Finally I can not understand why these were installed in the first place , we were not informed , no letters were given and in [REDACTED] of being here there has never been a issue with parking until now .
19. Support	I support the waiting restrictions in both Circuit Lane and Silchester Road. These roads are both already busy due to people dropping their children off at Silchester Primary School. However, I think Shepley Drive should be included in the waiting restrictions or have residents only parking. This is a residential cul de sac, which is already used by people dropping their children off for school, as it has an entrance supposed to be for 1st year infants. It has been quite dangerous at times with drivers doing 3 point turns or speeding baccuse they are late. This has been discussed numerous times, but nothing has come of it. It did seem to be getting better, but lately, during term time, it's getting bad again. With your proposed restrictions, it will only get worse, until one of the children, who tend to run across the road, gets injured or worse Officer Comment: This response is also under the Circuit Lane proposal.

20. Objection	<p>Where do you expect the vehicles dropping off pupils at Southcote Primary school to park? I expect even more of them will park in Shepley Drive & Stapleford Road, which they started to do in numbers when Reading Council created a school gate there. Stapleford Road is a cul-de-sac, which means that the amount of school traffic is effectively doubled. Did you know that they start arriving up to an hour before school opening/closing times, and some sit there for all that time with their engines running? Reading Council adversely affected the quality of life of the residents of Shepley Drive & Stapleford Road with their decision to open school access in our street, and this proposal will funnel more school traffic into it.</p> <p>Officer Comment: This response is also under the Circuit Lane proposal.</p>
21. Objection	As a [REDACTED] resident it is frustrating personal and medical safety inconvenience of having my drive way blocked twice a day.

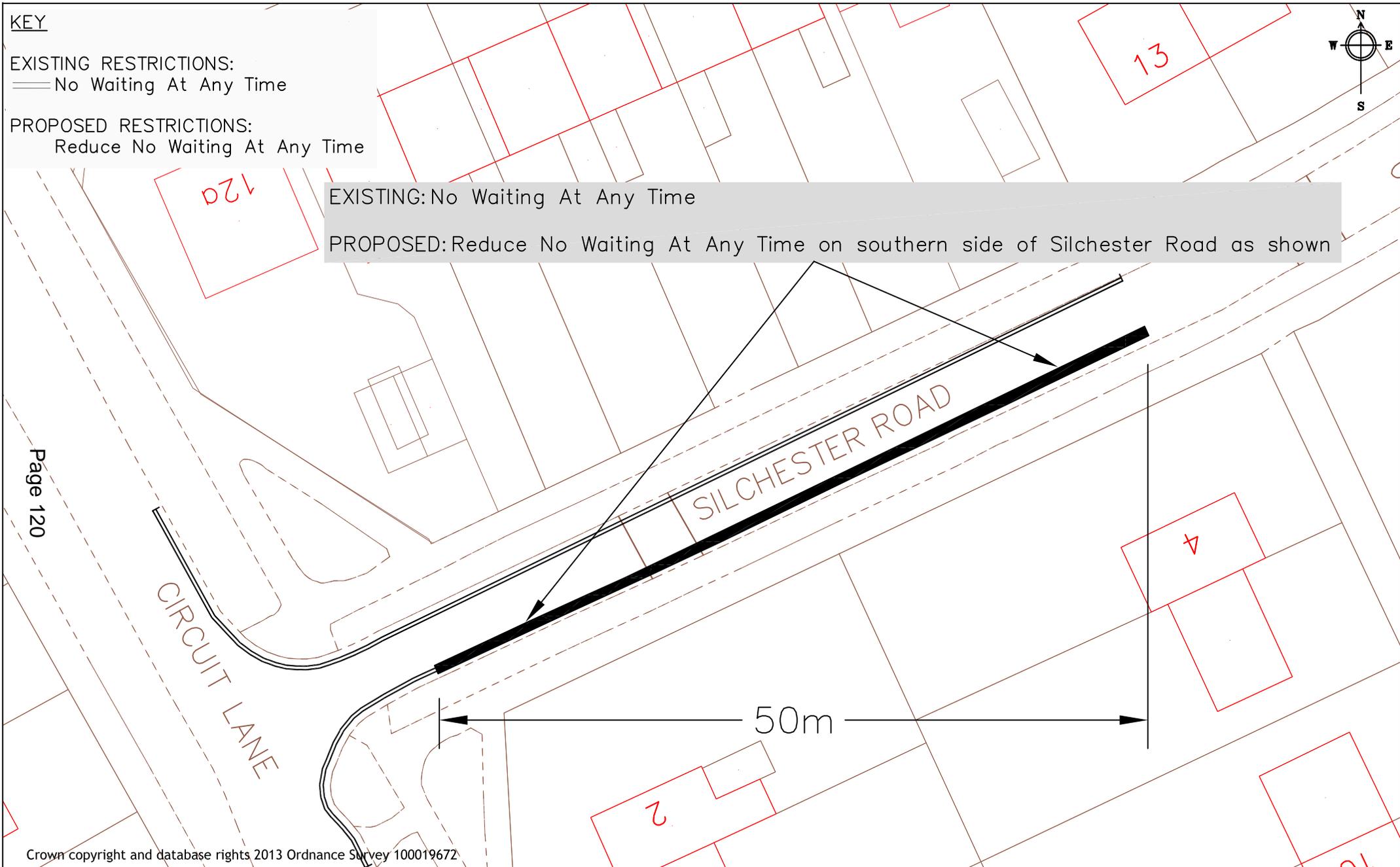
KEY

EXISTING RESTRICTIONS:
= No Waiting At Any Time

PROPOSED RESTRICTIONS:
Reduce No Waiting At Any Time



EXISTING: No Waiting At Any Time
PROPOSED: Reduce No Waiting At Any Time on southern side of Silchester Road as shown



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Reading
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Project	WAITING RESTRICTION REVIEW 2022A		Scale	NTS	Drawn	GM
			Date	MAY 22	Checked	JT
Drawing	SILCHESTER ROAD		Approved		JP	
			Drawing No.		S03_SILCHESTER ROAD	

Street	Summary of Original Request	Feedback received
Whitley - Durham Close	<p><i>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.</i></p> <p>Vehicles parked close to the junction and across dropped crossings are contrary to the highway codes. It is therefore recommended to introduce No Waiting at any Time as seen in drawing WRR2022A/WH1.</p>	<p>Summary of responses: Objections - 1, Support - 2, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	I support this fully. The parking on the corners is very dangerous next to such a major route, close to the school and sheltered accommodation for the elderly. These restrictions would help to improve safety, access for drivers entering and exiting and pedestrians.	

KEY

- EXISTING RESTRICTIONS
— No Waiting At Any Time
- PROPOSED RESTRICTIONS
As Labelled



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EXISTING:
Unrestricted

PROPOSED:
No Waiting
at Any Time

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

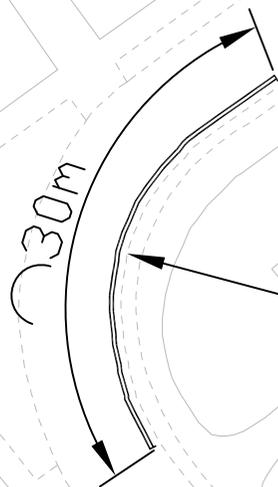
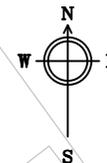
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Project WAITING RESTRICTION REVIEW 2022A	Scale NTS	Drawn JC
	Date APR 22	Checked PC
Drawing DURHAM CLOSE	Approved JP	
	Drawing No. WH1_Durham Close	

Street	Summary of Original Request	Feedback received
Whitley - Shirley Avenue	<p><i>Request for parking restrictions within the bend of Shirley Avenue due to several vehicles parking here hindering visibility.</i></p> <p>Parking on the inner bend reduces driver's forward visibility and is a road safety concern for all road users. It is therefore recommended to introduce No Waiting at any Time as seen in drawing WRR2022A/WH2.</p>	<p>Summary of responses: Objections - 1, Support - 2, Neither support nor object - 0.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	<p>I live in Shirley Avenue and where the road bends is dangerous when cars park on the grass/pavement as you have no visibility. The introduction of double yellow lines on the bend is needed. I'm also concerned about the number of vehicles parked on the pavement further up the road. The area on Shirley Avenue between Mortimer Close to the walkway for Falmouth Road, cars and vans park on the actual pavement preventing you from using the pavement. It is not safe for people with mobility problems and people with buggies. Could this be reviewed too?</p>	

KEY

PROPOSED RESTRICTIONS
As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

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Reading
RG1 2LU

Project WAITING RESTRICTION REVIEW 2022A	Scale NTS	Drawn JC
	Date APR 22	Checked PC
Drawing SHIRLEY AVENUE	Approved JP	
	Drawing No. WH2_Shirley Avenue	

APPENDIX 2 - WAITING RESTRICTION REVIEW PROGRAMME

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

Ward	Street	Summary of Request
Abbey	Friar Street	<p>Developer has requested for a change in time on the overnight loading bay on Friar Street outside WH Smith to better accommodate delivery requirements once complete.</p> <p>Officer Comments: Officers considering this in the wider context of whether alterations of the loading timings could benefit other businesses. This will therefore be looking at loading bays on this section more holistically, as all the bays are for all loading activities, not single business/development specific.</p>
Abbey	Russell Street	<p>Request to change some of the shared use parking bays on the road to permit only. The shared use restriction allows cars to park on street for up to 2 hours for free between 8am-8pm. Residents return home from work finding it hard to park outside or near to their properties.</p>
Abbey	Weldale Street	<p>Request to review the parking bays to see if waiting restrictions can be implemented and bays reduced to assist with visibility and access for delivery vehicles. Officers have received reports that HGVs regularly have difficulties when delivering to businesses in this area.</p>
Abbey	West Street	<p>Request to convert the Red Route Loading Bay on the south-west side (nearest to target junction) to a goods vehicle loading bay. Officers have received reports that delivery vehicles are having difficulties serving the local businesses due to motorbike-based delivery vehicles parking in the bay. Some are said to be legitimately loading, but many are not, or are overstaying. Part of the request is to consider whether there is scope for implementing a time-limited motorcycle parking bay to accommodate the displaced vehicles on the south-west side of target junction.</p>
Battle	Belmont Road and Connaught Road locality.	<p>Ward Councillors have been receiving complaints about parking difficulties in this area, partly due to abuse of the restrictions by certain local businesses. Members undertook an informal survey with residents in Belmont Road and Connaught Road. The anonymised responses are attached as Appendix 3. It is clear that there is no consensus on whether the restrictions should be changed, and/or what they could be changed to in this Resident Permit Parking area.</p> <p>Officer Comments: As acknowledged by the Councillor Hacker, who has kindly provided the survey information, it will be challenging to propose changes when there appears to be no consensus that there is a problem, and how it could therefore be mitigated. It has been suggested that wider informal consultation may be necessary, which is likely to fall outside of the remit and resourcing availability for this programme, as well as risking misalignment with the relatively short time between milestones. Appropriate officers will work with Ward Councillors to consider the next steps, however, it is recommended that the concerns are acknowledged, but not to be investigated as part of this review programme.</p>
Battle	Elm Park footpath	<p>Request for restrictions as vehicles are parking on the public pedestrian/cycle way obstructing the access between Norfolk Road and Elm Park.</p>

Ward	Street	Summary of Request
Battle	Loverock Road	<p>Officers have received two requests for this road:</p> <p>1) Request for additional waiting restrictions in the vicinity of depot 111 - 113 Loverock Road. Due to vehicles parking inconsiderately it makes it difficult for large vehicles to pass on this road and turn in and out of the depot.</p> <p>2) Request for Double Yellow Lines to be installed in the vicinity of 57 Loverock Road as vehicles park on the entrance making it extremely difficult for delivery lorries to enter and exit.</p>
Caversham	Anglefield Road junction with Donkin Hill	Requests for double yellow lines on the junction of Anglefield Road with Donkin Hill due to cars parking on the corners, causing issues for motorists and pedestrians.
Caversham	Hemdean Road	<p>Officers have received two requests for this road:</p> <p>1) Request for restrictions to be added between the existing 'school keep clear' markings along the frontage of Caversham Primary School, to match the those of the existing 'school keep clear' restrictions (Mon-Fri 8am-5pm). This was discussed at a site meeting with the school and local Councillors. The catchment of the school has expanded and there are now a significant number of pupils arriving from the east needing to cross Hemdean Road. Existing parking near the school (where it is unrestricted) is currently causing concerns about visibility. It is expected that the new proposed restriction would be either a single yellow line or an additional 'school keep clear' restriction. Any new proposals will also need to be considered in the context of a desire for a zebra crossing installation in the future, which would necessitate the removal of this parking at all times (both sides of the road) to create the required visibility.</p> <p>2) Request for a disabled parking bay outside Caversham Primary School.</p> <p>Officer Comments: Noting the explanation for request 1, we would need to investigate this in the context of the crossing proposal to ensure that any eventual implementation of a disabled parking bay wouldn't result in its removal as a part of achieving the required visibility at the zebra crossing. This will mean that the bay cannot be between the school access and Victoria Road, but officers will investigate other potential options nearby.</p>
Caversham	Lower Henley Road junction with Donkin Hill	Request for double yellow lines on the junction of Lower Henley Road (access road) and Donkin Hill due to reports of vehicles parking on the corners, causing issues for pedestrians and motorists. Please note that this is the section of Lower Henley Road that meets Donkin Hill at the T-Junction and not where it meets the mini roundabout.
Caversham	Priest Hill	Request for the existing double yellow lines on the brow of the hill to be extended to assist with visibility.
Caversham Heights	Gurney Close	Request for waiting restrictions on Gurney Close at its junction with Upper Woodcote Road as motorists often come face to face with others whilst entering/exiting the road.

Ward	Street	Summary of Request
Church	Brybur Close	Request for double yellow lines on one side of the road due to vehicles parking on both sides, causing issues with access and visibility.
Church (also in Redlands)	Christchurch Road	Request for a disabled parking bay outside the row of shops on Christchurch Road, along with parallel parking bays. This is due to concerns about safety for vehicles, pedestrians and cyclists in the area and the need to increase disabled parking spaces for the shops.
Coley	Carsdale Close	Requests received for double yellow lines due to cars parking on both sides of the road hindering refuge and emergency vehicles, as well as general access for residents.
Coley	Lorne Street	Request for a short extension of the existing double yellow line restriction near the junction with Argyle Road, due to access issues caused by parked vehicles.
Coley	Brownlow Road	Request to review and implement waiting restrictions at the Windsor Court entrance on Brownlow Road to improve visibility and access.
Coley	Lesford Road/Heron Way	Request for double yellow lines at the junction of Lesford Rd and Heron Way to improve drivers visibility due to the additional traffic generated by the nearby development and overflow car park.
Coley	Maitland Road	Request to extend the existing double yellow line restriction at the entrance of Windsor Court to improve visibility and access.
Emmer Green	Almond Drive	Reports that vehicles park in the dedicated turning head at the end of Almond Drive and a request has been made for double yellow lines to keep this area clear.
Emmer Green	Kendal Avenue, junction with Galsworthy Drive	Requests for double yellow lines at the junction with Galsworthy Drive as drivers continually park their cars close to the junction thereby forcing vehicles to exit on the wrong side of the road.
Emmer Green	Grove Road	Request for double yellow lines on the corner of Grove Road due to parked vehicles obstructing the view of oncoming traffic. Officers have also received reports that parking during rush hour and school runs can obstruct the road and there are concerns about the safety of school children crossing in the area.
Katesgrove	Charndon Close	Complaint received that pedestrians have difficulty walking through Charndon Close due to the high volume of parking which forces them into the road causing safety issues. Request for double yellow lines to be installed to reduce the number of vehicles parking in the close, making it more accessible for pedestrians.
Katesgrove	Dorothy Street, in front of Katesgrove Primary School entrance	The main entrance to Katesgrove Primary school is regularly partially blocked by parked vehicles which causes difficulty for deliveries and would stop or delay access to the school for emergency vehicles. A request has been made to install a double yellow line restriction to improve access in this area.
Kentwood	Armour Hill near the entrance of Arthur Newbury Park	Request to consider installing parking restrictions on Armour Hill near the entrance to Arthur Newbury Park, due to parked cars making it very difficult for cars to pass or for residents to get out of their driveways.
Kentwood	Lyndhurst Road	Request for restrictions between 8am-8pm due to the long-standing and significant issue of footway parking along the road, which is causing accessibility difficulties for pedestrians.

Ward	Street	Summary of Request
Kentwood (also in Tilehurst)	Norcot Road	Request to shorten the existing parking bay and extend the red route restriction to the east of Blundells Road to improve access to off street parking places. A second request, received via a ward Councillor, applies to the bay west of Blundells Road.
Kentwood	Weald Rise	Request to extend existing waiting restrictions from the alley near Sandgate ave further up Weald Rise due to issues caused by anti-social behaviour in the area.
Norcot	Shaftesury Road	Request to reduce/remove some of the existing restrictions to increase spaces for residents in the area.
Park	Cholmeley Road	A number of reports received about access difficulties to/from Eastgate Court, due to vehicles parking on the access protection markings and partially obstructing the entrance. Double yellow lines have been requested across the access to Eastgate Court, which provides access to quite a large off-street parking area.
Park	Crescent Road junction with Hamilton Road	With the Play Street now live, there have been requests for a loading ban to be introduced, upgrading the double yellow lines on the corner of Crescent Road and Hamilton Road.
Park	Palmer Park Carpark	Request for a traffic regulation order to be made for the courtesy markings in the blue-badge car park in Palmer Park, so that the restrictions can be enforced.
Redlands (also in Church)	Christchurch Road	Request for a disabled parking bay outside the row of shops on Christchurch Road, along with parallel parking bays. This is due to concerns about safety for vehicles, pedestrians and cyclists in the area and the need to increase disabled parking spaces for the shops
Redlands	Eldon Terrace	Following June 2022 TMSD decision to remove this item from the 2022A programme and consider a wider scheme. Original proposal was to address access issues, as a single-yellow-line covers off-street parking areas which are getting blocked. There were concerns that removing parking would encourage speeding along the street. A new request has been made to reduce a smaller section of the single yellow lines and to review their operational times or consider changing them to permit bays. This would be to address the access issues whilst also encouraging more daytime parking in the area, in order to provide some traffic calming.
Redlands	Granby Gardens	Request to investigate converting the section of Single Yellow Lines (south-east side) into a Resident Permit Parking (only) bay, even if only time limited.
Southcote	Liebenrood Road	Request to review waiting restrictions along Liebenrood Road to help tackle congestion whilst events take place at Prospect Park.
Southcote	Ruhemann Street/Presentation Way	Request for double yellow lines as cars constantly park on the pavements on both sides of the main road leading up to The Wren school narrowing the road making it difficult for vehicles to get through.
Thames	Kennetside	Request for waiting restrictions near the Jolly Anglers pub to assist with deliveries and emergency access

Ward	Street	Summary of Request
Thames	Mill Road	Request to implement new double-yellow-lines opposite properties as parked vehicles are hindering access and exit to private driveways.
Thames	Barry Place	Request for a permit parking scheme in Barry Place as residents are struggling to find parking spaces in the area.
Tilehurst	Chapel Hill	Request to review the parking situation at the top of Chapel Hill near the Total Health Clinic, as cars often overflow onto Chapel Hill and it can block the road or hinder the visibility.
Tilehurst (also in Kentwood)	Norcot Road	Request to shorten the existing parking bay and extend the red route restriction to the east of Blundells Road to improve access to off street parking places. A second request, received via a ward Councillor, applies to the bay west of Blundells Road.
Whitley	Blandford Road Junction with Meadowcroft Road	Request to review the Meadowcroft Road / Blandford Road junction due to issues with vehicles parking too close to the roundabout junction.
Whitley	Foxhays Road	Request for double yellow lines as vehicles park inconsiderately around the corner of the main road and at the junctions where the road circles the green.
Whitley	Mylum Close	Concerns have been raised about large vans parking on the white lines located on the stretch of road that leads in to Mylum Close. Request for waiting restrictions to prevent vehicles parking there.

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Appendix 3 - Waiting Restriction Review Programme: All survey feedback (Belmont Road & Connaught Road)

1. Do you support the scheme currently in your area?	2. Do you support shared weekday parking 8am-8pm	3. Would you support resident only parking/use of visitor permits at all times	Comments
Yes	Yes	No	<ul style="list-style-type: none"> A few complaints often does not represent the majority who are fine with the status quo. Please don't make scheme worse. Would prefer non-residents could park all the time. No problems with parking, do not want visitors to be unable to just pop by,
No	No	No	<ul style="list-style-type: none"> Do not support now we have to pay. Suggest install parking bays and allocate a space per house. No one ever parks properly.
Yes	Yes	No	
Yes	Yes	No	
Yes	Yes	No	<ul style="list-style-type: none"> Not really an issue for Tilehurst Road end of Connaught Road as people have driveways
Yes	Yes	No	
Yes	Yes	Yes	
Yes	Yes	Yes	<ul style="list-style-type: none"> Visitor permits at all times - weekends only Weekdays are not an issue - would support residents only at weekends
Yes	Yes	No	<ul style="list-style-type: none"> Connaught Road should be one-way between Oxford Road and Prince of Wales Avenue
Yes	No	Yes	<ul style="list-style-type: none"> Parking on Connaught Road needs to be improved - restrict to residents only and visitors with a permit Make the road one-way - daily arguments where cars block each other
No	Yes	No	<ul style="list-style-type: none"> Unfair to change parking with a child care on the street Enough for everyone and we all have driveways
Yes	Yes	No	<ul style="list-style-type: none"> Belmont Road seems more crowded than adjoining roads Night-time parking can be difficult Changes to Kensington Road Car Park as pay and display causes possible knock on effects Shared parking scheme - if it stopped at 6pm rather than 8pm Friday daytime very congested due to parking for [REMOVED] - could something else be done for [REMOVED] users
No	No	Yes	<ul style="list-style-type: none"> consider making road one-way to prevent rat running and arguments in street between drivers
Yes	Yes	No	<ul style="list-style-type: none"> With resident only parking friends and family would not be able to visit
No	No	Yes	<ul style="list-style-type: none"> Traffic jams and arguments/shouting/swearing every day Cars park on double reds at bottom of Connaught Road every evening - users of [REMOVED] Worse at weekends not enough space for [REMOVED] and residents Flats at bottom of road don't have enough parking, especially when most residents have more than one car
Yes	Yes	Yes	
Yes	Yes	No	
Yes	No	Yes	<ul style="list-style-type: none"> Parking on street has become an issue - Fridays when [REMOVED] is on as well as Saturday and Sunday mornings Would support extra resident only restrictions - with restrictions at certain times, like Fridays and Saturday/Sunday mornings
Yes	No	Yes	<ul style="list-style-type: none"> Often have to drive round block 3 times or more to get space anywhere near house Has [REMOVED] - if can't park near home [REMOVED] has to walk
No	No	Yes	<ul style="list-style-type: none"> Problems caused by [REMOVED] parking vehicles, [REMOVED] employees, shop users, [REMOVED] users, [REMOVED] Some residents have taken to reserve spaces by putting bins out in road

Yes	Yes	No	<ul style="list-style-type: none"> • Limit number of vehicles per household - max 2 • Residents should not be penalised by being charged even more when they can't find a space
Yes	No	Yes	<ul style="list-style-type: none"> • Become worse in past month, cannot park a reasonable distance to house • Area should be resident only with non residents using visitor permits
Yes	No	No	<ul style="list-style-type: none"> • Only problem noted is with visitors to [REMOVED] - parking for more than 2 hours and stopping on red lines to pick up
Yes	Yes	No	
	Yes	No	<ul style="list-style-type: none"> • Why is first permit charged - understand charges for 2nd or 3rd cars but not first
No	Yes	No	
Yes	No	Yes	
		Yes	<ul style="list-style-type: none"> • Change to residents only would be good, many times I have to park a long way from my house
Yes	No	Yes	<ul style="list-style-type: none"> • Lower the cost for residents - make it free • Make the street one-way to stop the fights • Stop cars being left in street for days when drivers park and go shopping • Stop owners of large vans parking in street • Stop ASB from [REMOVED] - fighting in street at 3am
Yes	No	Yes	<ul style="list-style-type: none"> • We have to pay hefty fees for parking our cars and we can hardly ever park near our home due to others taking up space without any kind of permit
Yes	Yes	No	
Yes	No	Yes	<ul style="list-style-type: none"> • Enforce overnight restrictions • Large commercial vehicles parking after 8pm and rarely receive parking tickets • Local [REMOVED] workers abusing the system by moving cars every 2 hours
Yes	No	Yes	<ul style="list-style-type: none"> • 8am/8pm period rarely monitored by Wardens • Large number of commercial vehicles parking overnight with no permits • Lot of cars park before 8am without permits
Yes	Yes	No	<ul style="list-style-type: none"> • [REMOVED] visit every day - would not have enough visitor permits to cover the year • More of an issue in the lower half of Connaught Road
Yes	Yes	No	<ul style="list-style-type: none"> • Thought shared scheme applied at weekends currently as well • More policing of parked cars required - parking all day with no permits in windows
Yes	Yes	No	Enforcing the double red lines at the bottom of our road by [REMOVED] with the [REMOVED] drivers and others, would be an improvement I would recommend
Yes	Yes	No	1 car per household, a reserved space outside your house
Yes	No	Yes	
Yes	No	Yes	[REMOVED] a problem, greater enforcement needed.
Yes	No	Yes	
Yes	No	Yes	Business use and delivery vans a problem

No - 21

Yes - 21

Survey feedback (Belmont Road only)

1. Do you support the scheme currently in your area?	2. Do you support shared weekday parking 8am-8pm	3. Would you support resident only parking/use of visitor permits at all times	Comments
No	No	No	<ul style="list-style-type: none"> Do not support now we have to pay. Suggest install parking bays and allocate a space per house. No one ever parks properly.
No	No	Yes	<ul style="list-style-type: none"> Problems caused by [REMOVED] parking vehicles, [REMOVED] employees, shop users, [REMOVED] users, [REMOVED] Some residents have taken to reserve spaces by putting bins out in road
Yes	Yes	No	
Yes	Yes	No	
Yes	Yes	No	<ul style="list-style-type: none"> Belmont Road seems more crowded than adjoining roads Night-time parking can be difficult Changes to Kensington Road Car Park as pay and display causes possible knock on effects Shared parking scheme - if it stopped at 6pm rather than 8pm Friday daytime very congested due to parking for [REMOVED] - could something else be done for [REMOVED] users
Yes	Yes	No	<ul style="list-style-type: none"> With resident only parking friends and family would not be able to visit
Yes	Yes	Yes	
Yes	Yes	No	
Yes	No	Yes	<ul style="list-style-type: none"> Parking on street has become an issue - Fridays when [REMOVED] is on as well as Saturday and Sunday mornings Would support extra resident only restrictions - with restrictions at certain times, like Fridays and Saturday/Sunday mornings
Yes	No	Yes	<ul style="list-style-type: none"> Often have to drive round block 3 times or more to get space anywhere near house Has [REMOVED] - if can't park near home [REMOVED] has to walk
Yes	Yes	No	<ul style="list-style-type: none"> Limit number of vehicles per household - max 2 Residents should not be penalised by being charged even more when they can't find a space
Yes	No	Yes	<ul style="list-style-type: none"> Become worse in past month, cannot park a reasonable distance to house Area should be resident only with non residents using visitor permits
Yes	No	No	<ul style="list-style-type: none"> Only problem noted is with visitors to [REMOVED] - parking for more than 2 hours and stopping on red lines to pick up
Yes	Yes	No	
	Yes	No	<ul style="list-style-type: none"> Why is first permit charged - understand charges for 2nd or 3rd cars but not first
yes = 12 no = 2 (no answer = 1)	yes = 9 no = 6	yes = 5 no = 10	

Survey feedback (Connaught Road only)

1. Do you support the scheme currently in your area?	2. Do you support shared weekday parking 8am-8pm	3. Would you support resident only parking/use of visitor permits at all times	Comments
No	Yes	No	<ul style="list-style-type: none"> • Unfair to change parking with a child care on the street • Enough for everyone and we all have driveways
No	No	Yes	<ul style="list-style-type: none"> • consider making road one-way to prevent rat running and arguments in street between drivers
No	No	Yes	<ul style="list-style-type: none"> • Traffic jams and arguments/shouting/swearing every day • Cars park on double reds at bottom of Connaught Road every evening - users of [REMOVED] • Worse at weekends not enough space for [REMOVED] and residents • Flats at bottom of road don't have enough parking, especially when most residents have more than one car
No	Yes	No	
Yes	Yes	No	<ul style="list-style-type: none"> • A few complaints often does not represent the majority who are fine with the status quo. • Please don't make scheme worse. • Would prefer non-residents could park all the time. • No problems with parking, do not want visitors to be unable to just pop by,
Yes	Yes	No	<ul style="list-style-type: none"> • Not really an issue for Tilehurst Road end of Connaught Road as people have driveways
Yes	Yes	No	
Yes	Yes	Yes	
Yes	Yes	Yes	<ul style="list-style-type: none"> • Visitor permits at all times - weekends only • Weekdays are not an issue - would support residents only at weekends
Yes	Yes	No	<ul style="list-style-type: none"> • Connaught Road should be one-way between Oxford Road and Prince of Wales Avenue
Yes	No	Yes	<ul style="list-style-type: none"> • Parking on Connaught Road needs to be improved - restrict to residents only and visitors with a permit • Make the road one-way - daily arguments where cars block each other
Yes	No	Yes	<ul style="list-style-type: none"> • Large black bins block visibility as you drive out of side streets on to Oxford Road
Yes	No	Yes	<ul style="list-style-type: none"> • Lower the cost for residents - make it free • Make the street one-way to stop the fights • Stop cars being left in street for days when drivers park and go shopping • Stop owners of large vans parking in street • Stop ASB from [REMOVED] - fighting in street at 3am
Yes	No	Yes	<ul style="list-style-type: none"> • We have to pay hefty fees for parking our cars and we can hardly ever park near our home due to others taking up space without any kind of permit
Yes	Yes	No	
Yes	No	Yes	<ul style="list-style-type: none"> • Enforce overnight restrictions • Large commercial vehicles parking after 8pm and rarely receive parking tickets • Local [REMOVED] workers abusing the system by moving cars every 2 hours
Yes	No	Yes	<ul style="list-style-type: none"> • 8am/8pm period rarely monitored by Wardens • Large number of commercial vehicles parking overnight with no permits • Lot of cars park before 8am without permits

Yes	Yes	No	<ul style="list-style-type: none"> • [REMOVED] visit every day - would not have enough visitor permits to cover the year • More of an issue in the lower half of Connaught Road • Thought shared sc+A1:F21heme applied at weekends currently as well • More policing of parked cars required - parking all day with no permits in windows • Change to residents only would be good, many times I have to park a long way from my house
Yes	Yes	No	
		Yes	
yes = 15 no = 4 (no answer = 1)	yes = 11 no = 8 (no answer = 1)	yes = 11 no = 9	

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2022	AGENDA ITEM:	
TITLE:	RESULTS OF STATUTORY CONSULTATION - SIDMOUTH STREET ACTIVE TRAVEL		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	KATESGROVE, REDLANDS
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	NETWORK SERVICES MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 A report to the Sub-Committee in June 2022 recommended that the temporary active travel scheme on Sidmouth Street proceed to statutory consultation to openly seek public feedback on whether it should become permanent. This is in the context of future potential, and desire, to improve its linking to the wider surrounding cycle network. The Sub-Committee gave approval for this consultation, which took place between 21st July and 10th August 2022.
- 1.2 This report informs the Sub-Committee of objections and other feedback received during the statutory consultation. Members are asked to consider these objections and conclude the outcome of the proposal.
- 1.3 Appendix 1 - Drawing illustrating the existing scheme on Sidmouth Street.
- 1.4 Appendix 2 - Feedback received to the statutory consultation.

2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That consultation feedback in Appendix 2 is considered and the Sub-Committee agrees either for the permanent implementation of this scheme, or for its removal. The officer recommendation is for the permanent implementation of this scheme to be agreed.
- 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.**

3. POLICY CONTEXT

- 3.1 The proposals complement - and are complemented by - the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP). 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 cycle lane facility on Sidmouth Street was installed following the allocation of 'Tranche 1' funding through the government's emergency Active Travel Fund, which was received in 2020. It was one of the short-term proposals that specifically addressed the immediate need to promote active travel and facilitate social distancing based on the government advice around the COVID-19 pandemic at the time. The cycle lane scheme on Sidmouth Street was installed as a temporary scheme with a necessarily short development period. The Department for Transport advised local authorities at the time to use the expedited Temporary Traffic Regulation Order procedure and only to consult retrospectively if the scheme was proposed to be made permanent. This is why the consultation is now taking place.

Appendix 1 provides a drawing to illustrate the scheme that has been installed.

- 4.2 It has been acknowledged that this scheme may not be the optimum solution, however, it does provide a facility that did not previously exist, send a clear message that the carriageway is not just for motor-vehicle use and aim to increase cyclist confidence in using the road, thus encouraging greater uptake.

The scheme that is temporarily in place can be considered the foundation on which to build and improve and since the delivery of the scheme, it now has the increasing potential to be a key link to the existing and future cycle network expansion set out in the LCWIP and BSIP.

The June 2022 report acknowledged that the scheme would benefit from improved linking but referenced that the costs of undertaking this work at the time exceeded the limited funding (and short design-to-delivery turnaround time) at the time.

- 4.3 The June 2022 report recommended that the scheme proceed to statutory consultation, commencing the process that could lead to its permanent implementation. It was proposed that this would enable the Council to receive open feedback on the scheme and specifically to receive any reasons for objection - the legal requirement of the consultation.

The report also noted that should the Sub-Committee agree to the permanent implementation thereafter, that officers will undertake investigations into options that will facilitate greater linking to the surrounding cycle network and aim to enhance the use of this facility. These works will be costed, designed and funding sources investigated and reported to an appropriate Committee.

The Sub-Committee gave approval for this consultation, which took place between 21st July and 10th August 2022.

4.4 Appendix 2 provides the anonymised feedback that has been received during the statutory consultation.

The statutory consultation process is a consultation with the public and other statutory consultees to create and potentially seal a Traffic Regulation Order. Traffic Regulation Orders underlie many traffic and parking restrictions on the Highway 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 - and the reasons for the 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.

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.

4.5 The following provides quantified analysis and officer comments to the main 'themes' of feedback received for this consultation. This analysis, and the detail in Appendix 2, were provided to ward Councillors and members of the Sub-Committee on 19th August 2022, providing early sighting and advance opportunity to review the results in preparation for this meeting.

The Sub-Committee is asked to note that many of the following themes appeared in responses of objection and support, and many contained several of these points. Additionally, officers have quantified the following detail based on feedback that clearly references these themes, which introduces a degree of interpretation. For these reasons, the quantification should be considered as an indicator of volume and separate from the numbers of responses received as objection/support/neither.

- a) Around 273 comments referred to the perceived low use of the cycle lane by cyclists. These were in both objections and support.

Officer Comment:

This and 'Theme c' (connectivity) will be related. It has been acknowledged that use is expected to increase with greater linking in place and there is a commitment, subject to whether the scheme is approved, to investigate improved linking opportunities and funding. It is also expected that the delivery of other cycle infrastructure will further add to the attractiveness of this route, for example, anticipated BSIP schemes along London Road and even the delivery of Shinfield Road's Active Travel scheme.

Many of the comments relate to the perception of cyclists using the carriageway or other routes instead of the dedicated facility. For cyclists who are confident to do so and consider the carriageway to be a more expedient route to their destination, this is to be expected regardless of the other infrastructure in place. However, the intension of cycling infrastructure, particularly when segregated, is to provide a choice to cyclists of all levels of experience and confidence and to encourage uptake of cycling as a clean mode of transport.

- b) Around 199 comments referred to additional disruption caused to traffic, congestion and pollution on Sidmouth Street and the impact on surrounding roads (e.g. London Road, Eldon Road). Increased journey times were referenced as a negative result of the diversion, and this was then related back to 'theme' 1 in being unjustifiable.

Officer Comment:

The officer comment to 'Theme' a addresses the references to the perception that the level of use doesn't justify the disruption to traffic. The scheme was conceived and quickly delivered during the early stages of the COVID-19 pandemic. As a result, we do not have pre-implementation traffic survey information with which to investigate these claims and any such data would have been obtained during periods of lockdown and be unrepresentative. However, it is considered unlikely that the volume of traffic on Sidmouth Street has increased because of the scheme being implemented.

The implementation of the scheme will be requiring a proportion of motorists to undertake a longer journey to reach their destination, and this will be causing a level of additional traffic displacement elsewhere on the network. Should the scheme be agreed for implementation, we would seek potential options that could mitigate this traffic as part of the investigations for improving the linking options.

Additionally, with greater linking and the improvements being delivered/planned for delivery as part of the Active Travel funding, LCWIP and BSIP, it is hoped that there will be greater uptake of these alternative travel options and a resultant reduction in local car journeys.

- c) Around 54 comments each referred to a) the perceived poor connection of the facility to the surrounding cycle network; and b) the preference

for Watlington Street (either already being used more by cyclists, or the preference for investment into upgrading that route instead).

Officer Comments:

Part a) has been addressed in the officer comments to 'Theme' a.

With reference to part b) It is acknowledged that Watlington Street has been a part of the cycle network for a long time. It is a lower-trafficked street, particularly following the implementation of the road safety scheme that closed South Street and The Grove. It may also continue to be the more direct route for many cyclists. However, Sidmouth Street provides a non-trafficked, segregated two-way dedicated cycle facility with no on-street parking to navigate around. It is a very different proposition to Watlington Street and with improved linking between the Kennet tow path and London Road's shared-use facilities (and beyond) it should be an expedient north-south linking route and appealing to cyclists of all abilities and confidence levels

- d) Around 41 comments received regarding perceived safety concerns, for motorists and cyclists using the cycle lane. This is often in reference to the junction over South Street or when accessing off-street parking places. Of these, around 26 related to parking access for non-residential properties and 4 in relation to residential properties.

Officer Comments:

Independent Road Safety Audits have been conducted at the design and post-implementation stages. There have been some minor signing alterations actioned as a result, but there has been nothing to suggest that the scheme layout is unsafe in this regard. Many of the comments refer to apparent poor driver behaviour, which will be challenging for a local authority to address.

We understand that the scheme represents a significant change for the street and resultant changes in how motorists are required to navigate the facility, however, it is not particularly unusual in the principle of its design.

These comments will form part of the investigations around linking and scheme permanency, should the scheme be agreed for permanent implementation. There will need to be some changes made to accommodate improved linking and to remove some of the temporary traffic management items that are currently in place.

- e) Around 27 comments received where people were looking forward to there being better connections to the network in the future, many who supported it stated that it needed to be improved but that the scheme was a good first step in providing cycling infrastructure.

Officer Comments:

This is useful feedback and mirrors points made during June 2022's Traffic Management Sub-Committee and the report on this item.

- f) Around 20 comments stating that they like the segregation and want more dedicated cycle lanes in Reading. 13 of these also stated that it was much safer to be segregated but many motorists state that due to

changes in the highway code, cycle lanes are now pointless as cyclists are encouraged to be in the middle of the road.

Officer Comments:

As referenced earlier, segregated cycle lanes provide a facility that feels much safer for cyclists and will particularly appeal to less confident cyclists, having a greater influence on transport mode shift. The scheme on Shinfield Road was designed from the outset as a segregated facility and subsequent major Active Travel schemes in the borough will also be delivered as such wherever it is feasible to do so. The government has released guidance to local authorities that strongly encourages the implementation of segregation measures for cycling schemes.

- g) Around 18 comments raised concerns about emergency services trying to get down the road and being unable to drive down the cycle lane.

Officer Comments:

It is firstly important to note that emergency service providers (police, ambulance services and fire services) are all statutory consultees. This means that they will have specifically received copies of the Temporary Traffic Regulation Order and the proposed Traffic Regulation Order that was advertised for this consultation. Officers are not aware of any concerns having been raised by the emergency services.

The suggestion of enabling emergency service vehicles to use the cycle lane is acknowledged, however, doing so would result in the potential of any vehicle having unobstructed access along the two-way cycle lane. This was considered a significant risk during the design stage, which is why bollards have been installed at appropriate points in the middle of the lane to prevent this. It remains the view of officers that these obstructions should not be removed.

Other points of note:

- h) A number of cyclists stated that it is good to have options for those who do not feel safe on the road and those cycling with children.
- i) A number of the comments suggested that the cycle lane should be made smaller, to improve traffic whilst keeping cycle access. There were also suggestions that there could be two traffic lanes heading northbound, with a smaller cycle lane. This would improve traffic flow and get people out of the road easier.

Officer Comment:

This could be a consideration as part of the wider linking works as referred in 'Themes' a and b.

- j) Some suggested improvements to the traffic lights.

Officer Comments:

This will form part of the work required to improve linking to the wider network (officer comments for 'Theme' a) and will likely form part of the wider considerations referred in 'Theme' b officer comments.

k) There was little comment on the parking reduction that the scheme introduced.

4.6 The main themes of the responses have been as expected. The report to June 2022 Traffic Management Sub-Committee acknowledged some of the areas for improvement and referenced the desire to investigate options to overcome/mitigate these, subject to funding, should the scheme be agreed for permanent implementation.

There have been no themes nor individual responses that would currently lead officers to recommend that the cycle scheme not be implemented permanently and some of the constructive suggestions for improvement echo some of the high-level thoughts that officers have been considering.

Options Proposed

4.7 The Sub-Committee is asked to consider the contents of this report and the feedback that has been received. Members are asked to decide whether the scheme, as advertised, can be implemented (the Traffic Regulation Order made/sealed) or whether the scheme should not be implemented.

It is the officer recommendation that the scheme be implemented permanently, and the resultant Traffic Regulation Order sealed, as advertised.

Other Options Considered

4.8 The Sub-Committee could defer the decision. This is not recommended by officers.

The Temporary Traffic Regulation Order that is currently enabling this scheme - and has already been extended - will expire in October 2022 and cannot be extended further. Unless a decision is made to retain the facility (as advertised) at this meeting, the scheme will need to be removed promptly.

The removal of the scheme will attract costs, as would its subsequent reinstatement, should a later decision be made to implement the scheme permanently. The removal and replacement of the scheme will cause confusion for motorists also.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The retention of the cycle scheme contributes to the Council's Corporate Plan themes as set out below:

- **Healthy environment**

The implementation of cycle facilities can remove barriers to cycling and lead to an increase in uptake of this active and healthy transport mode. This can lead to a reduction in motor-vehicle journeys, particularly short local journeys, which can be some of the most polluting, improving air quality by reducing emissions.

- **Thriving Communities**

Cycling is a lower-cost transport mode that also provides exercise. Providing cycle-prioritisation facilities and, therefore, removing some barriers that may exist toward cycling offers an appealing and beneficial transport option for our communities.

- **Inclusive economy**

The schemes referenced in this report provide useful links between destinations and other parts of the cycle network across the borough. With the addition of future schemes, such as Shinfield Road, they make Reading an increasingly attractive place in which to cycle and visit sites of cultural significance, retail and entertainment venues and enjoy its geographical benefits (e.g. the River Thames and River Kennet).

5.2 Full details of the Council's [Corporate Plan](#) are available on the website and include information on the projects which will deliver these priorities.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

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

6.2 A Climate Impact Assessment has been conducted, which considers a net 'Low-negative' impact as a result of the Sub-Committee agreeing to the permanent retention of the scheme.

Should the Sub-Committee decide to remove the scheme, this will have a negative impact. In addition to the loss of benefits that the scheme provides in encouraging active travel modes, contractors will be required to remove associated lining, signing and other infrastructure from the Highway. This work will involve operations using machinery powered by fossil fuels and some potential material wastage for elements that cannot be redeployed or stored.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 A full statutory consultation has been conducted in accordance with appropriate legislation. Notices of intention were advertised in the local printed newspaper and erected on lamp columns within the affected area. The Police, and other defined organisations, are a statutory consultee and have been directly notified.

The lead for a petition that had previously been received by the Council, requesting the removal of the temporary scheme, was directly notified of the commencement of this statutory consultation.

The consultation was hosted on the Council's website (the 'Consultation Hub'), where details and plans were made available.

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

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 It is not considered that an Equality Impact Assessment is relevant as the proposal is not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes have also been conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals. The Council has also been monitoring feedback during the period that this scheme has been temporarily implemented.

9. LEGAL IMPLICATIONS

9.1 The Order for the cycle facility on Sidmouth Street 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, should the Sub-Committee agree for the permanent implementation of this scheme.

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

10.1 The only immediate financial implications resulting from the recommendations of this report will be for the advertising of the sealed Traffic Regulation Order.

10.2 Should the Sub-Committee not agree to the recommendations of this report, the removal of the scheme will have a significant financial implication. The works will be costed and funding will need to be identified, with spend approvals being sought if necessary.

10.3 Should the Sub-Committee agree to make this scheme permanent, then officers will undertake investigations into options that will facilitate greater linking to the surrounding cycle network and aim to enhance the use of this facility. These works will be costed, designed and funding sources investigated. A report to an appropriate committee for scheme and spend approval will follow.

Capital Implications

The following figures are based on the Sub-Committee agreeing to the recommendations of the report and therefore relate to the immediate costs of advertising the sealed Traffic Regulation Order.

	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure: Local Traffic Management and Road Safety Schemes	1	0	0
Funded by Grant (Integrated Transport Block)	1 0	0 0	0 0
Total Funding	1	0	0

10.4 Value for Money (VFM)

It is considered that the recommendations of the report provide best value for money as the benefits (current and potential) of the scheme are retained with minimal immediate expenditure.

10.5 Risk Assessment.

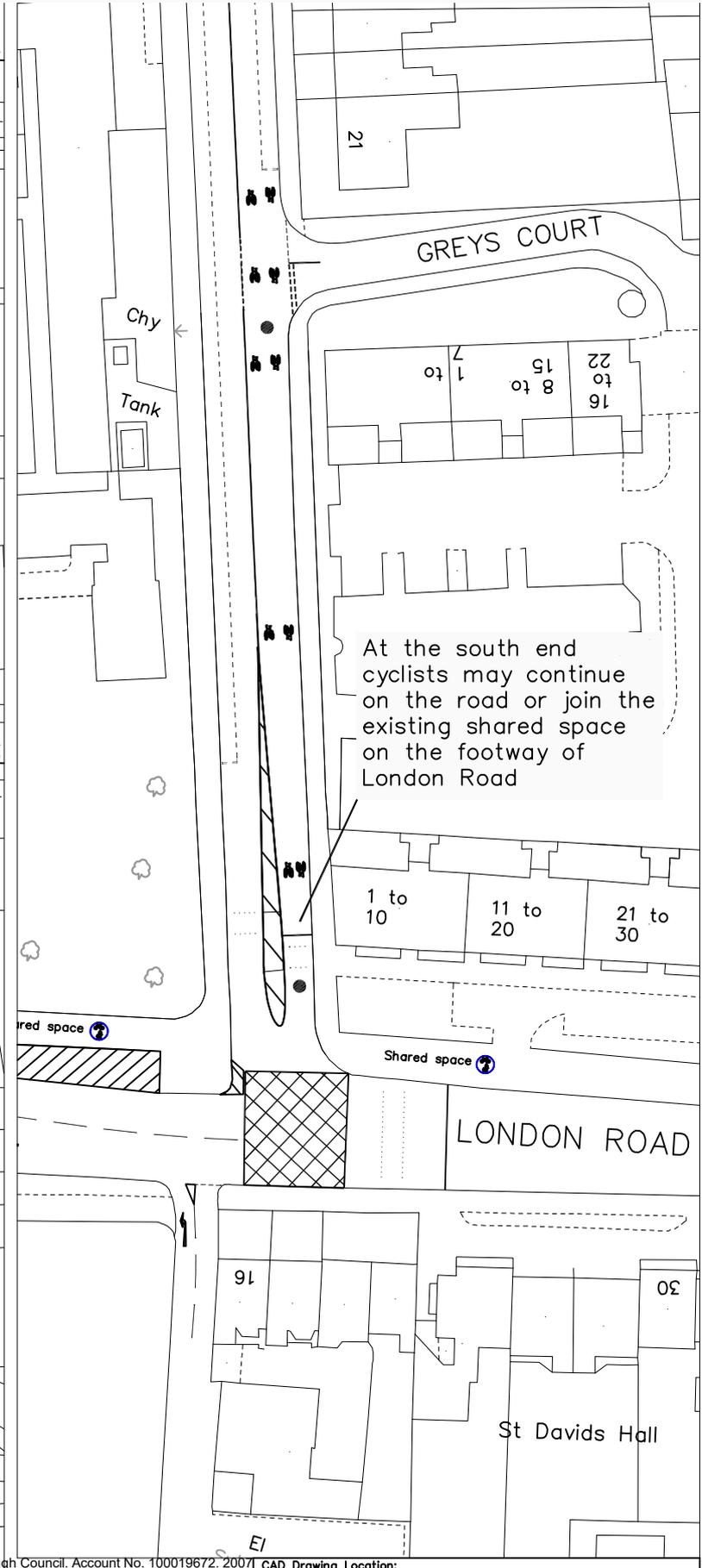
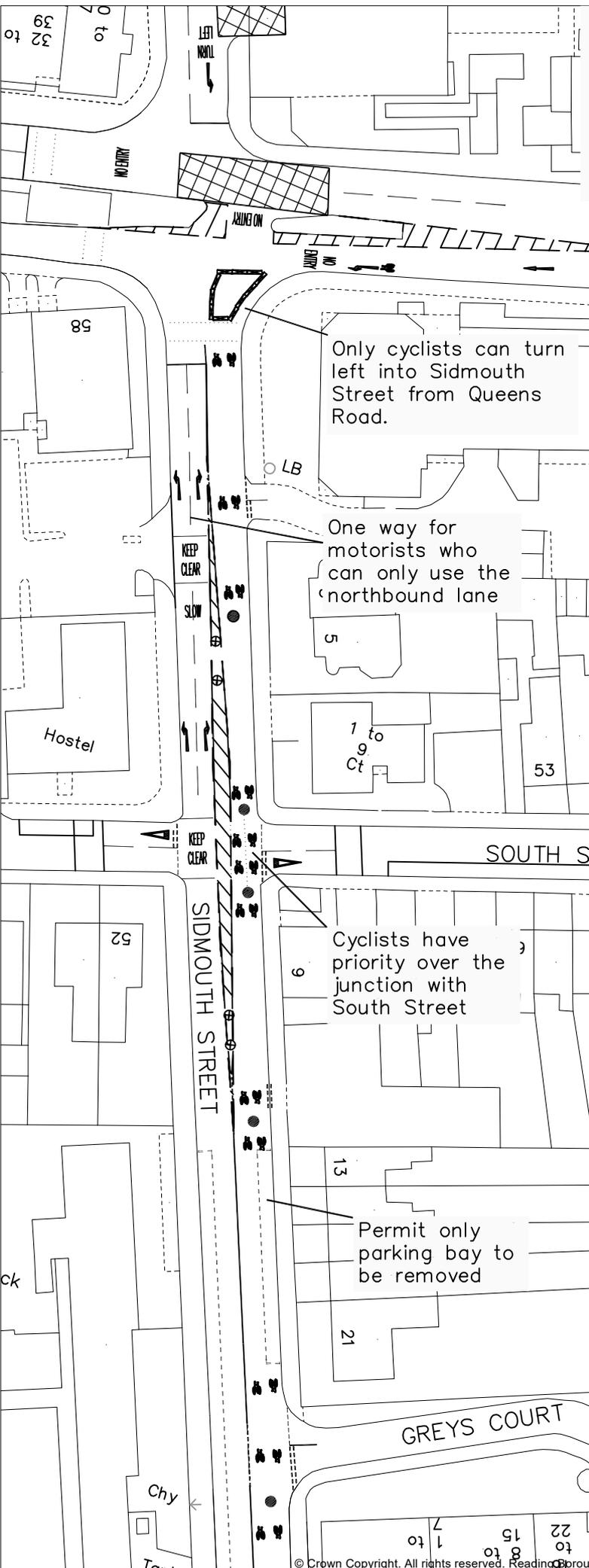
There are no foreseen financial risks related to the recommendations of the report.

11. BACKGROUND PAPERS

- 11.1 Active Travel Fund Tranche 1 - Recommendations for Temporary Schemes (Traffic Management Sub-Committee - 15th June 2022).
- 11.2 Petition Receipt: Petition Against the Cycle Lane in Sidmouth Street, Reading (Traffic Management Sub-Committee - 4th March 2021)
- 11.3 Re-Allocation of Road Space - Reading's Active Travel Proposals (Traffic Management Sub-Committee - 16th September 2020)
- 11.4 Active Travel Programme and School Streets Update (Strategic Environment, Planning and Transport Committee - from July 2020 onwards)
- 11.5 Active Travel Programme Report (Policy Committee - 18th May 2020)
- 11.6 Active Travel Fund Tranche 1 - Recommendations for Temporary Schemes (Traffic Management Sub-Committee - 15th June 2022)

Active Travel Scheme: Sidmouth Street

Proposal: To permanently make the southbound lane a 2 way route for cyclists, allowing cyclists to travel between Queens Road and London Street.



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Results of Statutory Consultation (Active Travel: Sidmouth Street Cycle Lane) - Appendix 2

Feedback received to proposed Traffic Regulation Order, updated 15 August 2022, following the end of the 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.

Summary:	Objections/support/comments received:
	Objections - 648 (of which 266 from petitions) Support - 89 Neither support nor object - 17.
1. Objection	Being a regular driver in the area, I have seen very little usage of the lane by cyclists, the road is wide enough for dedicated lanes or a wider more friendly pavement which would be much better than a cycle lane. It is also a key route for emergency services and have struggled to make space to allow an ambulance to pass on many occasions.
2. Objection	I object on the basis there hasn't been a survey done on usage of Sidmouth St by vehicles and will only encourage Electric Scooters to take advantage of this freeway into and from the Town Centre, please reopen it to all traffic
3. Support	This is the only dedicated cycle lane in the whole of Reading, so as a cyclist both commuter and leisure I support it. I believe it will be better when it links to other future cycle lanes.
4. Objection	Waste of time and money, never seen a cyclist using it and the added traffic issues it caused to the traffic problems the town currently has which has caused by poor road management implemented in the town by the council. Stop adding traffic lights to roundabouts (which work without the need of lights), poorly placed cycle lanes (that are not used) and spend the money sorting or removing problem traffic lights.
5. Objection	"I use Sidmouth Road multiple times during my workday. As a shift worker this includes all times of the day between 5am and midnight. During the period the cycle lane has been operational I have seen very few cyclists using the lane. I can go days without seeing anybody, cyclist or pedestrians using the facility. In my opinion the cycle lane should be removed. This would allow the second lane to be used for traffic from London Road to access the IDR. Thus removing congestion on London road."
6. Objection	The lane has seen low use, not once passing that street I saw a cyclist on that lane, they are still on the pavement when I do see one.
7. Objection	"There are two other cycle lanes within 100m that go from Queens Road to London Road whereas you've cut off a key traffic route that now forces traffic to drive around the oneway system. As a resident of Reading, it adds additional time to the vast majority of my car journeys, thus increasing levels of pollution in the area"

8. Objection	<p>"As a cyclist travelling from the London Road to the Town Centre, or in the other direction, I would want to cross at the existing cycle crossing at the Lyndhurst and travel along Watlington Street safely. This would lead directly onto the hospital and University in one direction and onto the town centre, Train Station & Caversham in the other, it makes no sense to travel along either Queens Road, or London Road, to Sidmouth Street in order to come back again on the parallel street.</p> <p>Sidmouth Street itself is regularly backed up with traffic impacting London Road - the space on Sidmouth Street would be much better utilised as a two-lane, one-way road which leads to the junction on Queens Road in either direction, rather than funnelling cycle traffic alongside a line of idling cars pumping out fumes.</p> <p>Usage should have made it entirely clear that this road is not being used by cyclists during the period it has been set up as a two way cycle lane."</p>
9. Objection	<p>As a cyclist that travels across Reading regularly, the Sidmouth Street cycle path is useless, and RBC have been told this by Reading Cycling and others as well. At the Queens Road end are temporary barriers with no clear route to take and no signs. To enter or leave at Queens Road end, a rider would have to push their cycle along the pavement. Also, the road layout here prevents riders using the road to enter Sidmouth Street no matter which direction they are riding from (hence the comments here no one has seen cyclists using it). At the top of Sidmouth Street, the cycle lane just ends, with a turn right sign directing riders into traffic on the west bound London Road. There is only a hint that riders can take a left by riding along the pavement. If you do cycle right into traffic, it is only then you notice the poorly located sign indicating you can ride on the pavement heading west (for a short distance). The closure of Sidmouth Street South bound has also meant that traffic now uses Eldon Road more than ever. Traffic coming from Caversham used to go round the "Prudential Roundabout" and enter Sidmouth Street to reach places like Katesgrove or Coley Park - they now use Eldon Road. The west bound section of the Queens Road from Sidmouth Street to the Oracle Flyover is hardly used especially during rush hour periods. The closure of a lane on Sidmouth Street is not just a matter of a cycle lane, it has had a knock-on effect throughout the area.</p>
10. Support	<p>I support this, but the cycle lane desperately needs a link across Queen's Road to the Kennet. This will require creative thinking on the northern stretch of Sidmouth Street, e.g., converting that part to one way so motorists accessing Queen's Cottages must take the Kennet side access road, and relocating the 7 or so parking spots leading up to the Kennet.</p>
11. Objection	<p>This is of no use cycle lane. As a cyclist I rather take less steep path which is from main on London Road either way. This is causing more disruption to traffic.</p>
12. Objection	<p>Objection on the grounds that as a regular user of the car side of the street, I have never seen a cyclist use this cycle lane. Therefore, it doesn't seem sensible to keep it. Opening this up to traffic would reduce distance cars currently have to drive to get around it and therefore have a small reduction in pollution.</p>
13. Objection	<p>Cyclists aren't using Sidmouth Street. For years they have been using Watlington Street as that links up with the cycle route through to the town centre.</p> <p>It doesn't make the journey any easier to use Sidmouth Street instead.</p>
14. Objection	<p>Making this change permanent will result in an increased, unmanageable build-up of vehicle traffic in Sidmouth St and surrounding areas. Considering the cycle way is seldom used, it feels as though there are very little positive outcomes to be achieved through this change, whereas the negative impact will be significant.</p>

15. Objection	It serves little purpose other than to make traffic congestion worse, making Sidmouth Street one way for vehicles impacts on surrounding roads. Every time I've sat in the traffic in Sidmouth Street, I have never seen a cyclist use the lane, it's ridiculous to use one side of a road for this purpose
16. Objection	The cycle lane is not significantly used and is increasing journey/distance time for other vehicles
17. Support	Please continue to expand cycling routes and services in the borough, this is an important first step in a wider strategy. We should not be allocating any more space to cars. That only leads to more cars using it.
18. Objection	The lanes have been underused so far. The impact of closing the road to motorists has been causing unnecessary traffic congestion on the London Road and Kings Road especially in peak hours and chaotic for these roads leading to the hospital's A&E.
19. Objection	This cycle lane is just generating more traffic, even cyclists complain about it and don't use it because it doesn't have any connections. On the Facebook post there is quite a few cyclists explaining why they don't use it and the cars do really need it. Can it be just a one lane if it is needed.
20. Objection	This is a ridiculous thing to do. A journey home now takes 20 minutes longer in rush hour. You have to drive past Sidmouth Street and merge into oncoming traffic and a narrow single lane to proceed up London Street. Delays, pollution and congestion not to mention the extra cost of fuel. Why also do the traffic lights before you join the queue on London Street stay red when the traffic is flowing across the bottom heading Kings Road direction?? Not everyone is able bodied, and tradespeople need vans to transport tools and equipment. Time is money. You need to open more roads you have closed off or we will continue to get gridlock and higher pollution levels. Also, people drive more erratically when they are made late by having to drive further causing more danger. Please put this road back to the purpose it was interested in.
21. Objection	Poor decision making. Once again making car travel around Reading even harder than it was before. Why take the complete side of the road, you now force cars coming down into the parking lane, meaning cars parking out from the curb are at risk of being hit. Pulling out of that parking lane is harder than before as you do not have the swing out should the space be tight due to vehicles parked either side of you. Seen several near misses down there with larger vehicles forced across the line to accommodate for the barriers If the Council gets sued for vehicle damage because of this cycle lane you might see the problems with having it.
22. Objection	I live around this road and drive through it regularly. I have NEVER ever seen a cyclist use it!!!! At the same time, you have more congestion in town as there is less roads to cut across.
23. Objection	I'm not confident that this lane will ever be popular with cyclists, however well-connected you try to make it. It would be much better to route bikes via Watlington Street, where most go anyway. Since it has been a dead end for cars it has become an even more popular cycle route and it is enjoyable to use, unlike Sidmouth Street. Making that better connected to King's Road for cyclists would be a valuable exercise.

	My main concern is the fact that people are driving in illogical loop now, due to not being able to go up Sidmouth Street. That is causing knock-on congestion elsewhere. Thank you for taking residents' opinions into account.
24. Objection	The cycle lane (s) are rarely used. It's pointless having them. Vehicles pay Road Tax to be on the roads, cyclists don't.
25. Support	I'm in favour to it but it needs to be part of a cycle network around the entire city, without dead-ends.
26. Objection	I use that road to get to work every day and still haven't seen a cycle using it. I have to drive further to get home, causing more pollution and using more petrol. I'm disabled and have no option but to drive.
27. Objection	Completely object to this proposal. There are never any cyclists using this lane, or at best the odd one here and there. Instead, there are constant traffic jams down Sidmouth Street and all around that area. The road should be a two-way road for cars, vans and other vehicles. It should not have a whole side of the road being used as a cycle lane. There simply aren't enough cyclists using it and it just causes more traffic delays in that area of Reading. It is not a suitable area for cyclists.
28. Objection	This cycle path is not used anywhere near enough to warrant the disruption to motorists.
29. Objection	This cycle path is not used anywhere near enough to warrant the disruption to motorists.
30. Objection	This cycle path is not used anywhere near enough to warrant the disruption to motorists.
31. Objection	I work in Reading and use this road multiple times a day. I have only seen 1 cyclist use it. I have to carry out visits with large equipment so I have to use my car multiple times a day and we need more lanes not less lanes as they are being taken out for cyclists that hardly use it. Instead of telling people to walk or cycle which some can a lot of people can't so work out ways to make the roads better for drivers not worse!
32. Objection	Cycling lanes are a great idea, though, this like many others are ill-conceived and just box ticking for the local council. This is just a waste of valuable road space and more importantly taxpayers' money. This cycle lane is barely used
33. Objection	Pointless waste of money. I drive this road regularly and have only ever seen one or two bikes using it.
34. Objection	Cycle route is hardly ever used, and we have a cycle route a road parallel already down Watlington Street which links up with the crossing at Queens Road which is safer to cross and then links down to the canal. It also creates a longer route and more traffic on the London Road between Eldon Road and Sidmouth Street which is already a busy route. I cannot understand why the Council want to create more traffic on an already busy road when there is a simple solution to reopen Sidmouth Street
35. Objection	No comments provided.
36. Support	The cycle lane is great, but the problem is it does not connect to anywhere safely at the bottom on Queen's road. If this cycle lane is made permanent, you will need to also create a cycle-safe link to the cycle route along the canal or somewhere else. Right now, there is a lovely cycle lane along London road, lovely cycle lane down Sidmouth street and then it just doesn't go anywhere. If we want to encourage cycling in town, the different cycle routes have to connect up.

37. Objection	Cycles do not use it, and yet its use as a cycle lane creates bigger issues for car drivers once again extending the distance a car has to drive to cross town and increasing pollution levels again. I do not support it and wish to see it changed back to two-way car use.
38. Objection	I have never seen anyone use it
39. Objection	Very rarely see it being used by cycles why not remove some of the paid parking bays (which causes obstructions anyway) and make the paths wider to allow for cycling / pedestrian route
40. Support	This is a tiny cycle path, we need more cycling infrastructure, we need it to be joined up, I try to cycle everywhere but Reading is a death trap, it's been given over to the car. We need to switch to better forms of transport, and NOT give in to the car lobby. What else would you leave to our children?
41. Objection	The cycle lane hasn't stopped people driving, it's just increased journey times. It's also incredibly infrequently used, so isn't driving any positive new behaviour.
42. Objection	The cycle route does not link up with other cycle paths e.g route 4. No cycle lanes on London Road or Queens Road linking to it therefore not useful way to reduce congestion. Increases traffic up London Street.
43. Objection	Causes traffic congestion which is worse than introducing a cycle lane
44. Objection	The cycle lane is pointless! In all the time that it has been in place I have NEVER seen anyone use it! I drive down that road twice a day. What a waste of money!
45. Neither Support nor Object	Option for support AND object? I support the Sidmouth Street cycle route to provide a safe section just for cyclists, but object to taking the entire width of the road. Just stand at the corner at the top of Sidmouth Street and witness the car lane turning right to see it would make more sense to utilise the width of Sidmouth St. for two car lanes AND a reduced width cycle lane. Motorists would benefit and cyclists don't lose out. Best of both worlds.
46. Objection	I see no material benefit of having a cycle lane due to low usage and erection of obstacles causing reduced manoeuvrability.
47. Neither Support nor Object	Southbound roads are already slim on the ground with Watlington street and Sidmouth Street closed and only Eldon Road and London Street available from Queens Road. If this is to remain then it must be accepted that the new increased traffic does go somewhere and this seems to be Eldon Road then either Craven/ Redlands/ Erleigh Roads. This puts far more pressure on Eldon Road and so traffic management at the Eldon / London Road yellow box needs improvement. Yellow box is always being ignored and plenty of red-light jumpers all from London Roadside. A few extra seconds for Eldon Road at peak times would help too. I rarely see bikes using Sidmouth St but at least it is one less set of lights for London Road drivers to stop at as they are now almost always green.
48. Neither Support nor Object	I fully support active travel, but resources would be better spent on a continuous segregated cycle lane between Reading Station and RBH. For example, along Forbury Road and then connecting with Watlington Street at the Queen's Road junction. The Sidmouth Street cycle lane is a red herring. Most cyclists, including myself, just use Watlington Street for the same route, as it directly connects the shared use spaces on London Road and the Kennet tow path, and is much quieter. I have never seen another

	cyclist use the Sidmouth Street cycle lane despite passing there almost every day. You just put it there to tick a box without considering where a segregated cycle lane would actually be most useful and in demand!
49. Support	<p>I strongly support measures to provide active and carbon free transport routes in central reading. It needs to be done to prevent gridlock and support the development of key sites in a sustainable way.</p> <p>If possible I believe it might be best to divert / encourage cyclists away from the current route along Watlington Street to the new cycle lane on Sidmouth Street as a safer alternative.</p> <p>On Watlington Street there are often cars reversing / parallel parking / opening doors on both sides of the road who are not always able to see cyclists from both directions. As the road is a dead end, cars also have to use the entrances to South Street and St John's Road to turn around, which again can cause issues.</p> <p>Just a thought!</p>
50. Objection	<p>Limited use as it does not link to other cycle schemes.</p> <p>Hardly ever used at present.</p> <p>Forces vehicles onto longer alternative routes causing more congestion and pollution.</p> <p>If retained, it should be narrowed to allow two north bound lanes for vehicle traffic on Sidmouth Street - provides better capacity and fewer vehicles queueing on London Road.</p>
51. Support	If this is kept, then it would help if a change was made to narrow the cycling side and make it two lanes the full length of Sidmouth down towards Queens Rd to ease the flow as it creates a bottleneck at present
52. Support	I support all initiatives to provide more and safer cycle lanes and provision for cycling.
53. Objection	<p>This cycle lane is not used.</p> <p>It was brought in with no consultation during Covid. As was the one in Caversham, which was quietly removed after outcry from cyclists, pedestrians, car users, residents, and businesses.</p> <p>Absolute waste of our money.</p> <p>Sidmouth Street needs to be restored to 2-way traffic to ease traffic congestion in and out of town.</p> <p>Strongly object to this staying in place.</p> <p>There are far better and more needed things to spend taxpayers' money that matter to local communities.</p> <p>RBC need to listen and work for Reading tax payers for a change and not follow its own 'we know best' agenda.</p>
54. Support	I firmly believe that no existing cycling infrastructure should ever be removed unless it is causing a danger to life. Whether or not location and purpose may seem to be ill-advised - it is a segregated cycle lane, and we need more of them in reading. if the junction at the bottom was better (and safer) for cyclists - I would use this, and the London Road (north) shared path, as a route of preference for regular trips to UoR campus and East Reading schools. Presently, due to more joined up and safe crossing at the north of Watlington Street I use this for access from canal / NCN4 to RBH
55. Support	We need to accelerate the building of a segregated (from vehicles and pedestrians) cycle network in Reading. Removing this lane would be a step back. The council also needs to be clearer about how it will fit into the future network - this scheme currently

	<p>provides the perfect excuse to anti-cycling activists because no one uses it. No one uses it because it is a cycle lane, not a cycle route. So please be clearer about how it will link up.</p>
56. Objection	<p>Purely from personal observance, the cycle lane in Sidmouth Street is hardly used. I very rarely see a cyclist using this lane. I walk past the junction with London Road at least a couple of times almost every weekday, and occasionally drive north along the street, so I see this lack of use of the cycle lane quite a lot.</p> <p>This is in stark contrast with the northbound vehicle lane, which is in pretty much constant use, often with tailbacks leading all the way along the road and into London Road, frequently going back to at least the hospital and sometimes beyond. The middle lane is often also obstructed (mainly in peak times) by vehicles trying to turn in to the queue of traffic in the right lane at the last moment. Looking at this situation in a purely logical manner, and applying the lessons taught by Mr Spock; the needs of the many outweigh the needs of the few. In this case the many are the motorists; the few are the cyclists.</p> <p>Therefore, rather than retain the cycle lane it would be preferable to convert Sidmouth Street in to a two-lane road, both lanes running north, with the left lane for left turning/straight on traffic at the junction with Queens Road, and the right lane for right turning traffic. This would help alleviate some of the tailbacks in London Road. It won't be perfect, but it would certainly be better than how things are now. Every little helps.</p>
57. Objection	<p>I fully support active travel and a cleaner environment however: a permanent cycle lane on Sidmouth Street is preposterous. It is rarely ever used with most cyclists opting to use Watlington Street. There are constantly queues upon queues of traffic on Sidmouth Street (Usually backing up to London Road all the way to the A329 junction), adding even more pollution whilst there is a perfectly good piece of road not being utilised. Best solution, make a smaller cycle path on Watlington Street and make Sidmouth Street a 1-way street with 2 full lanes of traffic.</p> <p>I drive down Sidmouth Street fairly regularly at various times of day and since the cycle lane was installed, I've seen 1 cyclist use it (a schoolchild heading towards London Road). The cycle lane doesn't appear to go anywhere; there's no priority given to cyclists by the traffic lights at either end of the lane.</p> <p>Before making this section permanent, the supposedly linking cycle paths should be installed.</p>
58. Objection	<p>I live in Reading and walk up and down Sidmouth Street at least twice a day and I have never seen any cyclists using it. The one cyclist I have ever seen on the road was cycling on the pavement. Therefore, the inconvenience is pointless.</p> <p>It makes the roundabout near to the Lyndhurst and the whole of the road from the oracle car park all the way to Eldon Road busier and can add 30 minutes to the journey if coming from the town centre. At a time when petrol prices are continuing to rise this is also costing residents money. Again, more money for no noticeable benefit as no cyclists use this road. I have taken some time to observe the use over the last 12 months, at different times of the day and different days of the week and no cyclists use it. I have read reports from the council stating otherwise but local residents this is not our experience.</p>
59. Objection	<p>The closure of Sidmouth Street has led to a noticeable increase in congestion on Eldon Road and London Street. This must lead to increased pollution and be counter to the aim of reducing them.</p> <p>Although giving cyclists preference over motor vehicles is a laudable thing to do, I would have thought that somehow using</p>

	<p>Watlington Street to give cyclists preference would be better.</p> <p>Also, it's not clear how using Sidmouth Street fits into an overall clear strategy for cyclists in Reading. It seems very isolated.</p>
60. Support	No comments provided.
61. Objection	Total waste of time and money, never ever seen a bike on it.
62. Objection	<p>This cycle lane provides no benefit to cyclists with its termination onto a busy road at both ends. It's rarely used and had provided no alternative to cars, lorries etc. It serves no purpose in creating a sustainable cycling environment for Reading.</p> <p>This cycle lane is totally senseless, and I write as an active cyclist. It provides no benefit, it's the cycle lane to nowhere. Despite petitions already being submitted by local residents, the council seems determined to create congestion without providing alternatives for motor vehicles.</p>
63. Objection	As a driver and cyclist, I really don't see any great benefit from this cycle lane. To me Watlington Street is generally more convenient and feels safer to cycle. All this lane seems to do is disrupt traffic around the area, funnelling it into Eldon Road without providing any obvious benefit to cyclists.
64. Objection	Never used by cyclist's complete waste of money
65. Support	I support this as it promotes active and sustainable travel. Please also investigate making Reading town centre a low emissions (ULEZ) zone too as it will help with congestion and air pollution. Please also bring e-scooters to Reading, in the same way that Oxford and Slough have.
66. Objection	<p>I object to Sidmouth Street remaining as a cycle Lane for the following reasons:</p> <p>This roadway worked perfectly well when it was used by both motor vehicles and cycles at the same time.</p> <p>Since making it a cycle lane only it has added to traffic congestion on London Street, however, at no time have I seen anyone cycling on it. I have however, seen people cycling on the pavement on the other side of the road.</p> <p>Given the rules of the road has changed to give priority to pedestrians and cyclist this is no longer required.</p> <p>This has turned into something of a white elephant, having cost council taxpayers' money for little to no use.</p>
67. Objection	Hardly anybody uses the cycle lane it would be more beneficial to be reopened as a road again to relieve traffic tension along the main road
68. Support	Reading needs more cycle routes; this is a crucial part in building that infrastructure.
69. Objection	Never see hardly any bikes using the cycle lane and as a driver have to go all the way round other roads to get to where I'm going.
70. Objection	<p>I strongly object, both as a cyclist and as a driver.</p> <p>Cyclist's view: There is no need for an additional cycle lane on Sidmouth Street as the neighbouring/parallel Watlington Road has been the main cycling path for a long time. Watlington Road is a quiet-traffic road with no through traffic which makes it perfect for cycling. It is well connected on both ends to cross London Rd and Queen's Rd. In contrast, Sidmouth Street has traffic on it (on the other lane) and is not well connected at both ends at all. Since Sidmouth Street has been reserved for cyclist for a long time now, just look at the acceptance amongst cyclists - it's basically non-existing. I have never ever seen any cyclists on it - we all cycle along</p>

	<p>Watlington Road for the seasons mentioned above.</p> <p>Driver's view: Closing Sidmouth Street northbound since the last couple of years has created lots of traffic problems in Reading. Sidmouth Street is a vital connection to get from central Reading to the south of Reading. Due to the non-intuitive road lay-out in Reading with countless one-way streets, it is very difficult to drive from central Reading towards Shinfield Rd. Closing down one of the vital routes means that the traffic has to take other ways but there aren't many alternatives, unfortunately. It creates more traffic queues, more congestion, more pollution, more frustration for a large part of the population. One of the very few alternative routes go along Eldon Road. Permanently closing Sidmouth Street will directly lead to more congestion, more pollution, more noise, more traffic in front of my house - I suffer the very direct consequences of closing down Sidmouth Street. I find this proposal utterly unfair to residents on Eldon Road, especially as the proposal doesn't make any sense for cyclist, see comment above.</p>
71. Objection	I always travel to school by bike and would like bike lanes in different parts of Reading, but this road seems pointless because there are no connecting bike lanes. To me it seems like a pointless idea and a waste of money, the money of which could be used for more important other things
72. Support	Support the provision of dedicated cycleways, where cycles are separated from pedestrians and other transport users. Needs to be part of a comprehensive and joined up network of routes for cyclists in order to promote this form of transport.
73. Objection	Makes the traffic on Eldon Road and London Street terrible. I have stood in traffic for unreasonable amount of time just a few meters before my house. I believe this is a bad idea and the cycle path should be removed because all it is doing is creating traffic elsewhere. I have been late to work multiple times and I think this is just a waste of money.
74. Objection	I drive down Sidmouth Street nearly every day and it is extremely rare that I see the cycle lane being used. It would bring so much benefit to turn the lane into a one-way road for vehicles as the traffic that builds up on London Road waiting to turn into Sidmouth Street causes serious congestion and delays. I think the one-way road with two lanes to turn left and right onto Forbury Road would still leave room for a smaller cycle line to provide connectivity. This would bring so much more benefit to overall traffic flow.
75. Objection	I frequently use this road to get to and from Caversham and since the closure I have never seen a bicycle using it! My husband is a cyclist, and he also thinks it's insane. You are just inconveniencing road users who actually pay road tax, to push traffic into places it doesn't need to be.
76. Objection	Never seen a bicycle using it, but always see traffic jam.
77. Support	Given the climate emergency and the need to reduce energy use for both political and environmental reasons, improving the provision for active travel by making this Sidmouth Street Cycle Lane scheme permanent is a positive step for Reading.
78. Objection	<p>I drive down this road every day as part of a school drop off and I have only once seen a cyclist using this cycle path - except they were on the pavement! This track leads nowhere and there are other cycle routes by the hospital that are used. This idea has been dreamt up by someone who either does NOT cycle or does not know Reading. The impact on the traffic levels in Eldon square and for those living in the University area is significant and research should be done on pollution levels caused by the slow moving traffic on the residential areas around Eldon square.</p> <p>I will be putting in a freedom of information request to obtain details of the research that was undertaken before cutting off a major</p>

	<p>route home for those working in Reading but living near the University or in Eldon Square area. I assume those making these fundamental decisions have realised that this road has been blocked for two years causing major congestion in Reading and it is not used as a cycle route.</p> <p>As a regular cyclist this route adds nothing and goes nowhere. The cycle route by the hospital is the only route to be used. Release this road from the plastic bollards and bring cleaner air back to a residential area!</p>
79. Objection	<p>It's pointless. It is always empty. It needs to be returned to a two-way road. The cycle lane adds to congestion, which increases pollution and road rage.</p> <p>The area is heavily congested with businesses and the mosque. Every Friday there is total congestion.</p> <p>Please get rid the cycle lane and make it two way. It will reduce traffic, congestion and make life easier for residents.</p>
80. Objection	<p>Any car wanting to go towards Whitley has to go a long-distance round which causes more traffic on major roads need to ride longer distances. I don't believe the bike lane is needed, I have never seen it used, it seems to just be a waste of space that could be used more effectively by allowing cars to use it</p>
81. Objection	<p>Personally, I have never seen anyone use this cycle lane and more importantly I'm concerned about the impact it has had to the environment and surrounding areas due to the diversion of motor vehicles.</p>
82. Objection	<p>Add it back in when the rest of the network is in place. It's currently just a cheap plastic implementation so removing it isn't really a waste. If it will add value further down the line, then build it properly then.</p>
83. Objection	<p>Pointless, the cycle lane does not get used</p>
84. Objection	<p>The temporary cycleway is never used, I've seen maybe three bikes on there during the whole time this experiment has been running. If you want to make a meaningful difference, have two car lanes going from London Road to Queen's Rd. Leaving parking on one side that should still leave room for a separate cycle lane on the opposite side while alleviating the pointless queuing during rush hour that sometimes backs all the way up to London Road.</p> <p>Either way, it would be great to get rid of the traffic lights at the junction of London Rd and Sidmouth St as they're now totally pointless.</p>
85. Objection	<p>It's absolutely ridiculous to do this. Traffic is already awful down London Road, and this means traffic queues back even further. I used to travel that way for work and at 9am and any time there is road works it would be chaos.</p> <p>No one uses the bike lane, and it could be better used for helping relieve congestion by allowing cars an extra lane to turn right at the end of the road. Or to allow cars up the road like before.</p> <p>I don't see how this helps anyone. Even the cyclists don't even use it.</p>
86. Support	<p>I support more development of cycle lanes across Reading. I do not own a car and instead walk, cycle and use public transport when travelling across the town. The town centre is too full of traffic as it is and anything we can do to encourage people to switch to something more sustainable and healthier, we should be doing.</p>
87. Objection	<p>Cycle lane is not used enough and there are more joined up cycle routes /quiet roads to cycle on. E. G Watlington Street is a quiet road and easier to cycle up to connect to RBH hospital. Rather than cycling on queen's Road which is too busy. Also, by making</p>

	Sidmouth Street one way, there is more stationary traffic which is a health hazard and harder to cycle with. It's safer to keep traffic flowing.
88. Support	As a local cyclist I strongly support retention of the Sidmouth Street two-way cycle lane. Whilst it presently doesn't have great links into other parts of the wider Reading cycle route network, it has potential to become a key cycle route between Reading town centre and south of the town. Reading needs more rather than fewer cycle routes. To return Sidmouth Street to a general traffic lane would be a retrograde step on many levels and would be a short-sighted approach to the future transport needs of the town.
89. Objection	It was the easy way to link the queens road to London road the traffic flow was also less as that road has been closed the traffic flow is incredibly on kings road as those people who have to go Whitley street or nearby have to come from kings road to London road which is a long way and much traffic to tackle with the traffic flow problem council should open this road again so the flow gets divided and the traffic flow during peak times won't build up on the road as the road is very less used by bicycles users
90. Objection	No objection to cycle lanes per se but don't believe this is the right solution. Current low use by cyclists and increased vehicle congestion require additional scrutiny before this is pushed through. Street could be made priority for cyclists and shared use similar to Redlands Road rather than excluding cars.
91. Objection	this is a waste of public money £60k wasted on a project any resident would have said won't work 1) a parallel well established cycle route available London Street so this is not needed 2) council too says 42 and 34 cyclists used it over 12 hr period. Very low use showing there is no need for this. I am yet to see more than one cyclist during my 8hr shift! 3) people who want to get out of Reading now have to go to Queens Rd one way adding more traffic burning more fuel wasting more time completely overturning sustainability and environment goals. 4) emergency vehicles are stuck behind traffic. I have provided many video clips as complaints to council 5) business suffering. The bollards and restrictions on Sidmouth Street do not help delivery or access This is just a WASTE
92. Objection	Traffic would flow better if opened back up to cars. Never really see cyclist use it as much as cars would
93. Objection	Causing lots of trouble for the locals who works in town
94. Objection	I regularly drive down Sidmouth Street and rarely see any cyclists using the cycle lane it seems pointless.
95. Objection	No comments provided.
96. Objection	If use £60K for few users in 12 hours, which is so expensive.
97. Objection	This isn't a route which is highly used by cyclists (RBC survey recorded only 32 and 24 cyclists over 12hr period) and there is an existing parallel cyclist route on London Road. It forces longer car journeys (resulting in more pollution) to get around Readings one way system. There has been very little information about these changes displayed on Sidmouth Street and in the press - the road has been shut for far too long and it was assumed it was to carry out road works as it is messy and unfinished with temporary bollards. It's not clear that it was meant to be a cycle path. I am very pro cycling and reducing car use age however this street does not link up

	well to existing cycle routes (IDR to London Road are both extremely busy routes and unsuitable for families to cycle on) and as it makes car users do a longer journey so the negatives out way the positives.
98. Objection	Existing cycling plans are centred on developing the Watlington St and Southampton St/Silver St North/South radial routes. Resources should be used to further improve these, not diverted into the Sidmouth St route, which has limited potential to extend further northwards or southwards. Instead Sidmouth St should be returned to all traffic, but with two lanes northbound to reduce vehicle congestion on London St.
99. Objection	Ibis will increase the pollution and the traffic in Reading one way system.
100. Objection	As an employee of a nearby business it is more difficult and creates a longer journey to access the car park. I have never seen the cycle lane being used.
101. Objection	This is the road we use to go to town coming from London Road, else it would mean longer travel time and unnecessary hassle to get to work every day.
102. Support	This is a start to encouraging cycling as a safe alternative to driving to reduce pollution and reduce climate change. Do make sure it is part of an integrated network across Reading.
103. Objection	I never see anyone use the cycle lanes and they are dangerous and just lead to main roads with no link to another cycle path. There is also a great cycle link already up Watlington street which is quiet and connected to the cycle lane down to the canal with safer traffic lights for crossing the main busy Queens Road.
104. Support	Good cycling infrastructure is needed to encourage cycle usage and reduce car journeys.
105. Objection	This is not needed - cyclists already use Watlington Street And I have never seen a cyclist use it! Best to convert it back
106. Objection	Objection as it not used enough by cyclist and not flexible to be used for emergency access for police, firefighters, and ambulance access. There is more traffic on Sidmouth Street as it is even more congested. There is simply not enough cyclist using it to make it even permanent and it cannot be flexible to manage traffic better or for diversion route for road work alternatives. Please remove as it would be better to just share route for all road users.
107. Objection	Adds to connection through town and very rarely see anyone using it as a cycle lane.
108. Objection	I work near Sidmouth Street. I have not seen more than two cycles a day using this cycle lane and council survey too shows very little use. London Street has a cycle lane so no need for another here It is very dangerous to turn right into two lanes of traffic crossing two-way cycle lane (thank God there are no cycles on it!) I have had several near misses as vehicles are always queuing and I can't get to turn left. I used to go down Sidmouth Street to London Rd and Kendrick Road but now have to go around Reading one way system. This cycle lane is not needed please remove it

109.	Support	We need more infrastructure like this to promote cycling. Many will point out low cycle usage vs cost, however we will not get high usage until there is comprehensive cycle infrastructure that does not rely on shared pavements. More!
110.	Support	We need less cars to encourage cycling.
111.	Support	I support the Sidmouth Street cycling lane to be retained and in time improved. It's imperfect in its current form, but has real potential as a route if it can be connected up to the Kennet Path over the IDR, and if the London Road Scheme can be delivered. It would be deeply irresponsible for the Council to remove cycling and walking infrastructure at this time, when all efforts should be being made to encourage a shift from car use to active travel, and any shift back towards road layouts that encourage car dependency would send a very poor message to government agencies looking at future funding for councils, and more importantly the people of Reading who want to see the council making cycling easier and safer.
112.	Support	The more cycle lane options there are the better. Ultimately, the only way to decrease air/noise pollution and congestion from vehicle use is to make vehicle use less convenient when compared to alternatives like public transport or cycling. More dedicated cycle lanes please!
113.	Objection	Reading councils attempt to deliberately cause congestion and traffic chaos in reading. Complete waste of taxpayers' money, when there are alternative viable cycle ways already being better utilised
114.	Objection	It seemed to be a waste of space as I have yet to see a single cyclist using it.
115.	Objection	Sidmouth Street provided a relief route for traffic from Caversham going to Shinfield road without navigating the A327/Christchurch Road roundabout. This roundabout is congested during peak hours resulting in idling cars and pollution.
116.	Support	I use this cycle lane regularly, crossing from Caversham to South Reading, each way. I look forward to it as a much-needed respite from the generally busy and challenging shared road system. I would like it to become permanent and especially if there are plans to integrate with canal and Shinfield Road. I'm also a car driver and, while initially annoyed to be unable to drive up it, I soon adapted - and alternative routes are just as easy for me.
117.	Support	increase traffic flow
118.	Support	No comments provided.
119.	Support	I support the proposals as congestion and pollution are big issues in Reading and active travel will help reduce congestion and pollution. Cycling is also far too dangerous as it stands, and the proposals will improve safety
120.	Objection	With the town centre so congested, it doesn't make sense to close off a major driving route to create a cycle lane that is hardly ever used!
121.	Support	No comments provided.
122.	Objection	No comments provided.

123.	Support	It is a great piece of infrastructure but needs to be followed up with connected infrastructure to improve the safe segregated routes through and around Reading.
124.	Objection	I object as it is rarely used by cyclists and causes unnecessary congestion, as with the cycle lane on Christchurch Road may I add. Congestion causes more pollution, and it is the introduction of these measures which is way more harmful to the environment.
125.	Support	The more and the better we make cycle provision; the more people will cycle. That will be better for everyone, even those who only drive a car: the more people that cycle, the free-er the roads will become for cars. More important still, air quality will improve and those who cycle will be less likely to be killed by a car.
126.	Support	No comments provided.
127.	Objection	As a cyclist and driver who lives in the area, I find the lane hard to use and adds no value to the area. If I am coming from the Kennet, I have to come off my bike to get on the lane, I may as well carry on and go up Watlington Street and come back on myself. If I want to go down the hill, from where I live, I have to cross traffic, I may as well cycle on the pavement. As a car user, it has made the turning out of south street quite hard as people now straddle two lanes when driving down to avoid the barriers.
128.	Objection	The new lane is always empty. I've seen bicycles in Sidmouth Street, but they don't use the new lane. On the contrary, the car traffic has got worse, as people need to find alternative and longer routes by car
129.	Objection	"We live in the [REDACTED], and since Sidmouth St has been turned partially into a cycle lane, we have to drive 1 more mile to get home. The traffic has increased throughout London Road and King's Road. Also, we've noticed that the cycle lane is barely used. Even worse, we've seen cycles going up and down using the pavement and the car lane instead of the cycle lane! What's the point of all of this if we then need to drive more, contaminating more and adding more traffic to the already clogged London Road? Obviously, the hospital and the emergency services are not taking advantage of this neither."
130.	Support	Reading's cycle network needs expanding, and this is an appropriate place for development.
131.	Objection	"This creates a backlog of traffic on nearby roads, increasing congestion and pollution. Emergency vehicles are obstructed in getting to and from the hospital, I sat on a bus ""parked"" outside the hospital for near 45 minutes with many emergency vehicles completely obstructed as drivers are corralled into using Craven Road. Such delays to the bus network dissuading potential users, further exacerbating issues. Additionally Sidmouth Street is plenty wide enough to allow use by cars and cyclists if the cycle lanes were adjacent to the nearside of the up/down carriageways and not taking up a complete carriageway. Current deployment is a waste of time effort and money, generating an unnecessary danger for road users. Along with a great deal of inconvenience."
132.	Objection	Creates a lot of tail back traffic need to put back to original use as just creates more congestion

133.	Objection	Absolute waste of time and money considering very few cyclists use this and the resulting impact on traffic flows (or lack of) in the surrounding area. Surely on a cost /benefit analysis the council cannot seriously justify making this scheme permanent.
134.	Objection	This cycle lane is not useful because we have Watlington Street as a better-connected cycle lane. We have lost a lane for cars and no bikes use it. As such it hurts cycling in Reading more than it helps. It is an object that allows the anti-cycle lobby to "prove" we don't need cycle lanes. Get rid of it to stop people using it as an argument against sustainable travel and put it back only if it becomes useful.
135.	Objection	Cycle lanes NOT needed. Slower traffic adds to pollution. Even when cycle lanes are provided, cyclists use the roads. Waste of money
136.	Objection	Not required as they use the roads anyway
137.	Objection	The traffic congestion this closure of a two-way road has had an enormous impact, I have never seen a cycle of any sort on this bike lane since it was changed. A waste of rate payers' money you should concentrate on the conditions of the other roads absolutely appalling.
138.	Objection	I have never seen someone on a bicycle using that lane, also the area is permanently busy so removing that connection between Queens Road and London Road adds extra pressure on other routes. Transforming a car lane into a bicycle lane seems unwise since other major routes have also a cyclist's lane and works well for all traffic participants. I my social group it is believed there is no way that lane was made up for cyclists but rather for others unknown interests.
139.	Objection	Return it back to being a normal road. Never seen a cyclist use it, it's a completely inefficiency use of space and resources. You're just ticking a box to say you're green whilst messing up the road system in the town centre for no benefit.
140.	Objection	Hardly ever used, meanwhile pollution causing car queues in other lanes.
141.	Support	The lane is much appreciated and essential for the safety of cyclists, please make it permanent
142.	Objection	The proposed cycle lane is hardly used by cyclists. The cycle lane has caused an increase in car traffic on what used to be a two-way Sidmouth street. There is ample opportunity to either narrow the pedestrian way or have a single lane for cycles and allow two lane car passage. The problem of vehicle traffic and build-up to London road would be justified if the cycle lane were being actively used. I work in a building overlooking the road and on one day I literally counted just 17 cyclists the whole day. Complete waste of resources.
143.	Neither Support nor Object	The Sidmouth Street cycle lane does not appear to have been well thought out. The connection at the north end, at Queens Road is terrible. What are you supposed to do when you reach the end? There is no easy way to cross Queens Road to reach the pathway at the river. One block to the east, Watlington street is a far more effective cycle was as traffic is already limited and there is an easy crossing at Queens Road that links to the cycle path along the Kennet. While there is a good cycle path along London Road, the options at Watlington Street are much better than at Sidmouth Street. I don't think the southbound Sidmouth Street car lane is hugely missed as it is still possible to go south on London Street, one block further west.

	I'm indifferent to whether the cycle lane stays or goes but it is currently pretty useless and needs to be improved, otherwise it should have never been built in the first place.
144. Objection	No comments provided.
145. Objection	I have lived on the south side of Reading [REDACTED]. I regularly have to cross the river and use Sidmouth Street regularly as do members of my family. It has become a game to spot any cyclist using the cycling lane on Sidmouth Road. It is a complete and utter waste of time and money at any time but when the council is under enormous financial pressure, I simply cannot believe that you consider it is an appropriate use of council taxpayers money. It has also caused additional congestion on Kings Road and Eldon Road as all South bound traffic must now funnel through Eldon Road if they do not want to drive up to cemetery junction and back along London Road, both of which are heavily congested without this additional pressure. Despite what those cycling members of the council believe people do not want to cycle it is dangerous in the traffic around Reading. Has the council undertaken any study of the number of persons using the cycling lane in any given week, if not they should do? I also think that this consultation should be more widely publicised as I am yet to speak to anyone to believes the closing off one lane of Sidmouth Street was a good idea on a temporary basis let alone on a permanent basis. Stop wasting our money.
146. Objection	There are other safe routes for cyclists close by. Taking half the road and eliminating one way for motorised traffic add little benefit to any users of this road. My normal journey is now diverted into the busy main road making in longer and more stressful due to the congestion towards the hospital. The scheme had also removed parking in Sidmouth Street.
147. Neither Support nor Object	In principle I support it, but in the current form I find it superfluous as the provision for cyclists on the roads on either end is woefully inadequate, even dangerous. The road can't be a viable cycle lane alternative if it's not part of a safe thought through scheme. Wokingham is currently making safe cycle paths from Woodley to Palmer Park, but we need a safe route from PP into central Reading, not just a thin sliver of a lane that's dangerous and often parked in.
148. Objection	This has wasted £60k public money and is only used by 42 and 34 cyclists over 12hr period when council was surveying usage. It is such a low use and guess why there is an established cycle path on pavement of London Street parallel to this that joins cycle way to town.
149. Objection	I have never seen any cyclists using the road ever, I don't use it as a cyclist there is no point to it. Everyone including me either uses Wattlington Street or London Street. In my opinion either make the road one-way car only with 2 lanes from the London Road all the way down and use the cycle lane for parking. and where the parking was on the left northbound extend the pavement and do a mixed zone for both pedestrians and bicycles as is in London Road.
150. Objection	No comments provided.
151. Objection	mad scheme
152. Objection	I live near this street In all the months I have used this road

	<p>I have only seen 2 bikes using the route We are regular cyclists We have never used it! Our friends are keen cyclists, living in Central Reading Never use it Consult local cycling groups for suggestions!</p>
153. Objection	<p>Traffic flow around Reading is appalling mainly due to all these 'schemes' - cycle lanes, bus lanes, chicanes, time restrictions, etc. They don't help anyone, and I speak as a cyclist and bus user. Everyone gets frustrated and car drivers then start to drive aggressively because they are angry. Just open all the roads to all vehicles at all times - spread the load!</p>
154. Objection	<p>I support the idea of promoting cycling around Reading. However, the link between London Road and Queens Road on Sidmouth Street is the 'road to nowhere' from a cycling perspective, you are transported from busy road to another - it adds no value. I have seen very few cyclists use it in the time it has been in operation (contrast the heavily used route along the Kennet). For me it was a waste of money putting this in - and I am a regular cyclist in Reading. For proposals of this sort, I would link in with cycling groups in Reading to advise on plans before implementation.</p>
155. Objection	<p>No comments provided.</p>
156. Objection	<p>Adding cycle lanes is great, but not by reducing roads. Driving round Reading is slow and difficult, removing Sidmouth Street adds to this. I drive regularly to Kendrick Road from Reading centre. Nightmare. Furthermore, I don't see any cyclists on Sidmouth Street.</p>
157. Objection	<p>I have never seen a cyclist use this stretch, but it takes up space that could be more useful for vehicles.</p>
158. Objection	<p>"This cycle Lane is rarely used, and an alternative exists in London Street. It did not need to be 2way for the cycles, could have been narrower as in other parts of town. Car journeys are now a lot longer via Eldon Street, stopping at various traffic lights and general queuing traffic creating more pollution."</p>
159. Objection	<p>I use this road frequently and have only ever seen one cyclist using it. Waste of money and road space</p>
160. Objection	<p>Cycle lane doesn't connect with an integrated cycle route, adds to congestion, which in turn increases pollution in the town centre, London Street area. To place a cycle lane to just get funding from central Government without a clear plan of direction is a waste of taxpayers' money.</p>
161. Objection	<p>Not needed as hardly ever used 😞 It's good to keep Sidmouth St one way but move parking to where cycle lane is and have 2 lanes all the way down from London Rd to help with traffic flow. Make better cycle provision/signage down Watlington St to the cycle crossing on Queens Rd.</p>
162. Objection	<p>The scheme the way it has been implemented should not be permanent. It is under-utilised and it blocks an important part of the road for emergency vehicles to circulate. It is a disaster.</p>

	<p>We all should be eco conscious, but come on, bicycles are not the panacea for our problems. By the way, I have a bicycle. It is already a busy town with politics impeding the expansion of the 3rd bridge in Sonning, so traffic is awful. Let's try to solve problems not creating more of them.</p>
163. Objection	<p>Pointless cycle lane that doesn't join up to any of the cycle network in Reading making it dangerous at either end. A handful of cyclists use it, whereas more use Eldon Road. If you insist on keeping the cycle lane, please make it narrower and make the road two way on the other side for traffic. The congestion around that part of Reading is ridiculous.</p>
164. Support	<p>This cycleway provides an important link especially around the hospital</p>
165. Neither Support nor Object	<p>This is utterly pointless You say yourselves "Had potential" to help "existing and future cycle network expansions." But in itself it does nothing I'm a regular cyclist. My family has no car by choice. But cycling in Reading is dangerous and frustrating. Cycle lanes are random and unconnected; you have to get off at major junctions and cross on foot. The lanes aren't segregated from traffic so cars and lorries overtake as close as they can to you and your fragile children in their bike seat. Reading's cycling infrastructure is pathetic Initiatives like this are pathetic Look at Manchester. Look at Chris Boardman and his proper budget to look at joined up cycling infrastructure across the city Stop tinkering, stop the ridiculous one-road-at-time schemes that are impossible to understand in the wider scheme of things Do a proper cycling strategy and fund it properly By the way I work at the council and I know how the members will laugh and swear and deride this input as well, so stop that too please, and we'll get to a better solution faster. Thanks</p>
166. Objection	<p>I regularly use Sidmouth Street in a car, and the number of cycles that use this route does not appear to be value for money. I very rarely see any cycles using the route and sorry to say but think it should be turned back to allow vehicles to use.</p>
167. Objection	<p>While I'm sure there are cyclists who do use this cycle lane, I have never seen one despite regular travel on Sidmouth Street northbound, which suggests at the very least that there is less demand than anticipated. However, the closure of Sidmouth Street southbound to cars has certainly resulted in considerably longer journeys to reach popular destinations including the London Road university campus, Kendrick, and Abbey schools. This increases congestion and pollution on surrounding streets.</p>
168. Objection	<p>There is no evidence that the temporary lane has been successful. The lanes are rarely used, and cyclists complain that it is not safe for them to use. So far, the only thing this lane has achieved is to push motorists into a bottle neck at the bottom on London Street and put more weight of traffic on to silver Street and Whitley Street.</p>
169. Objection	<p>This cycle lane is not used. I have not seen cycles on it. Why wate whole road if it's not used? This cycle path pushes vehicles into Queens Rd unnecessarily creating more congestion.</p>

170.	Objection	The cycle lane is never being used by cyclists. They would not ride straight down onto London Road as it too busy and dangerous. It also has the knock-on effect of creating more traffic in town and more pollution.
171.	Support	We need to do all we can to increase the number and safety of cycle lanes. There is a cost but there are benefits for all.
172.	Objection	The "temporary" cycle lane's been there for some time - the number of cyclists using it is, according to many people, ridiculous small. Has any official survey (count) been done? If so, what were the figures? If none has been done surely it makes sense to do so. Reading appears to hate motorists... please think of them this time!
173.	Objection	As a cyclist, there's very few routes in which taking Sidmouth Street makes sense. I never see this being used, but what it is doing is forcing more traffic on the already crowded Queens Road and London Street.
174.	Objection	never used. Cycles always in roads and never on cycle lanes. Cycle lanes are a waste of money. Once cycles learn how to use them then build but as all they do is run red lights, go wrong way down 1-way streets, mount pavements to ram people, are rude aggressive and don't care about anyone but themselves. They are selfish people who think the entire system should be built round them, and then they just ignore it anyway as it is more fun for them to back every line in the highway code. Do not give them any more lanes until they pay taxes, and they have licence plates and must pass a test like drivers do. They would all be banned within a week!!
175.	Support	Cycles are using this route and are now less intimidated as traffic going in the opposite direction has slowed down. It's a good start.
176.	Objection	There appears to be very little use of this cycle lane.
177.	Support	At the moment it doesn't feel very connected up particularly when cycling east along Queens Road it is bloody confusing
178.	Objection	I have never seen a cyclist use this lane & use this road frequently at different times of the day. I feel it would be far better used as a 2 lane road for cars, one going left and the other going right.
179.	Objection	As currently implemented, it is a disaster. I use the road regularly as a car driver and have yet to see a single cyclist going the other way. Stopping cars going south on this road is the only current benefit. It would be a real help to improve the traffic flow northwards since this is the only route towards Reading Bridge. (Southampton St has the traffic going to Caversham Bridge.) How about extending the two lanes down to the traffic lights and blocking the rat runs though the side streets? The cycle lane could be narrower since there are very few cycles on it. I doubt you will do this - there seems to be no pressure to reduce Reading's gridlock.
180.	Objection	it is never used, was never likely to be used so I would love to see the study that was held to approve this. A waste of money obviously so whoever signed it off needs to be held accountable for wasting our money I am looking forward to see the percentage of people that want to approve this. Less than 10% I would guess which probably means it will be taken out so, more money wasted!!
181.	Objection	I object to the continued use of Sidmouth St southbound as a cycle lane. It is a waste of a vital route to navigate the one-way system by road vehicle. I understand that the cycle lane is not used enough to warrant its continuation. I also understand that it is a

	hindrance to emergency vehicles who cannot negotiate their way through traffic due to the restriction of the bollards/cones in the centre of the road.
182. Support	Greener Mobility is essential for the future of Reading. Ensuring a good and secure network for bikes is important, those are the reason of my support
183. Support	I do not think the cycle lane is particularly useful in its current state but would welcome any improvements that can be made to it. I use the cycle lane southbound every day and find it quite useful. However southbound it could be improved by adjusting the traffic lights at Queen's Road to allow cyclists to turn at all times - this would reduce the current clash with pedestrians as most pedestrians currently cross at a red man when the cars stop leaving Sidmouth Street ie when cyclists are currently meant to turn into Sidmouth Street. Northbound the cycle lane needs a lot of improvement. It is nearly impossible to enter it from London Road due to a lack of dropped kerb on the cycle paths on both sides and no route into the cycle lane. At the Queen's Road junction, the cycle lane just stops. There needs to be a safe way back onto the road (which desperately needs resurfacing) and ideally a route to the river. If this was improved, I would use the route northbound every day as well as southbound, but it is not currently safe. Also, in autumn the lane was full of leaves at the bottom of the hill which made it quite hazardous.
184. Objection	It makes completely no sense. I have never seen a bicycle on it. There is frequent reference to linking in with future plans, but no such plans have been revealed and it is impossible for me to imagine any plans that could make use of this stretch. Its existence makes Reading Council look completely incompetent. If you asked me for the one thing that makes me embarrassed to live in Reading, the unused Sidmouth Street Bicycle Lane is it! Please please bring this miserable trial to an end as you bravely did with the ludicrous one-way road system in Caversham. When you screw up, please admit it rather than doubling down, I would respect you much more for it. Thanks, deeply felt rave over!
185. Objection	Reading town is already clogging due to mis management and making decisions such as this! No matter how hard you try to make people use public transport it will not work! people who wants to drive will still drive and doing things like these will only make the situation worse! The way recently Redlands Road and surrounding Roads have traffic calming measures applied has plunged the whole area into utter chaos! I request that RBC take this back! thanks
186. Support	Obviously, it needs better connections as part of a wider network of cycle routes, but it represents the first step of that process and therefore support the scheme being made permanent.
187. Objection	a complete waste of a piece of tarmac, I've never seen a cyclist use it
188. Objection	I have never seen one bicycle use this Cycle Lane big waste of public money
189. Objection	On a personal note, it adds time and distance + increased pollution to a journey say from the " prison" area to Abbey School. Also, in the hundreds of journeys I have made I have yet to see 1 cyclist use it. I am happy to survey how much it is used by spending say 12 hours one day making a note of the number of cyclists - I will do it for free.
190. Support	Please continue to do all that you can to encourage cycling in Reading! Hostility to motorists is a positive.

191. Objection	<p>I can't recall ever seeing a cyclist use this new endeavour, furthermore it has created major traffic restrictions in Reading last week I saw an ambulance stuck there on an emergency call and they could not get around the bollards and other road users could not get out of the way. This is pretty stupid in my opinion and could have caused serious problems for someone.</p> <p>Additionally, more often than not Cyclists don't use dedicated cycle lanes even when provided, after roads are made smaller to accommodate the lane and there is not law enforcement to guide them, so this creates an untenable situation for drivers.</p> <p>Non the less this has cost a small fortune and is really not very good for Reading's traffic. Sorry but this is a bad idea that has little usage by cyclists</p>
192. Objection	<p>I pass along this road on foot frequently and don't believe I have ever seen a cyclist using it.</p> <p>What I have seen though is hugely increased congestion in the area by removing the car route between Queens Road and London Road. Traffic that used to use that road now has to take a longer route along the already busy London Street, which is always difficult now that the majority of the road is bus lanes. You've created a perfect storm of traffic that can't move, creating more pollution as cars idle, waiting to move on.</p> <p>You say you want to reduce the reliance on cars, but throughout the town it is clear you don't really care about this. For example, along Berkeley Avenue, in a number of places the pavement is impossible to use because of hedges and bushes that have been allowed to grow over the pavement, in at least one spot the only choice is to walk/cycle on the grass. Much of this is supposed to be a shared footpath/cycle path. How are people encouraged to travel in other ways than by car when you create these options then completely neglect them and render them unusable? Look after what you already have before you create more chaos. And yes, I do realise that much of the plant growth is privately owned, but only the council has the power to enforce the law that prevents blocking the pavement.</p>
193. Objection	Does not help with traffic calming in Reading. The cycle lane in Sidmouth Street is not used very much by cyclists
194. Objection	<p>It does not appear to be used. The Council's explanation for supporting it is that it forms or will form, part of a network of cycle ways for the town. However in the last paragraph it says if the scheme is made permanent they will look for ways to link to the [not yet existing] wider network....I.e. back justify it. Surely, the Council should first look at options for the wider network as a whole and publish and consult on that rather than take a non-strategic and piecemeal approach. One stretch of cycle way, in isolation is pointless. Surely any strategic planner knows this</p>
195. Support	No comments provided.
196. Objection	<p>It is abundantly evident the council and lead for transport haven't got a clue what they're doing. The poorly thought-out scattergun approach has been laughable.</p> <p>We've recently seen a lot of wasted public money on the active travel scheme. From failed one-way systems, to narrow painted white lines passed off as cycle lanes which has made it even more dangerous for cyclists.</p> <p>It is time for Jason Brock to show some real leadership and remove Tony Page from his position as lead for transport. It clearly hasn't worked. Until then I have no confidence in any transport proposal.</p>

197. Objection	As a regular cyclist and driver of an EV I am committed to reducing pollution and carbon emissions! I use this route regularly both peak and off peak and have rarely seen the cycle lane used. If the lanes were used to anywhere near capacity or actually went anywhere, I would support it, installing unused lanes at the expense of free-flowing traffic is counterproductive; all it achieves is increased congestion and pollution while simultaneously slows commuter journeys which negatively impacts productivity and commerce. Cycle and vehicle routes have to co-exist, impeding vehicle routes to install underutilised routes is not the answer. Pedestrian paths are way more underutilised, integrating cycle and pedestrian traffic is far safer than integrating cycles and vehicles. Marginal increase in pedestrian pathways creating obvious and safe cycle routes is a far more scaleable solution, impact to traffic flow would be minimal, if correctly designed (and regulated) integrated pedestrian and cycle lanes are by far a better solution. This administration needs to consult users rather than implement political solutions! I object to this unworkable scheme
198. Objection	It is not used enough. Rarely see any cyclists there but causes bigger issues for other vehicles that may use it far more and have to go around one-way streets of the town, burning time and more importantly fuel as well causing much more pollution
199. Support	Very supportive of the plans but the sequencing and doing Sidmouth Street
200. Objection	Amount of cyclist who use the lane is minuscule compared to the cars that would be moved out of the town centre quicker if they had use of the lane, instead if idling on the Eldon Road and London Street which cannot cope with the capacity.
201. Objection	I live locally. It's barely used, and it create a lot of traffic and pollution. Every day the queue to turn (from London Road) goes up to cemetery junction, and most cyclists use the pedestrian path in London Road to reach town (instead of using the bus lane that runs across King Road and leads to the cycle lane in Sidmouth Street). It seemed a good idea at first but maybe it will be worth to observe a bit longer to understand how the traffic and the quality of air will improve if the road just becomes a one way/2 lanes for vehicles, to facilitate the turn to Queen's Road.
202. Objection	Not enough usage by the cyclists but people who is travelling day today will have to go around a circle now.
203. Objection	I have never ever seen anyone on a bike using this cycle path since it's installation. It just makes it more difficult to get to the London Road by car without going all the way to Eldon Road and round. A complete waste of public money.
204. Support	I fully support making the cycle lane permanent, particularly considering the longer term aims for a strategic cycle route making use of this lane.
205. Support	Any improvements to encouraging cycling away from motorists are all positive. When driving that route, I have noticed no difference to traffic flow since the instalment and believe safe cycling should be given the priority.
206. Objection	Reading is congested enough, without having more road closures.
207. Objection	I drive down Sidmouth street every day on my commute and have never seen anyone use the cycle route since it was installed I have however sat in many traffic jams , which the closure of Sidmouth street to traffic has exacerbated Whilst the Sidmouth street cycle lane may help to join up proposed routes in the future it is not joined up to safe bike lanes currently, so does not help cyclists stay safe and therefore is not used. The amount of traffic that could be alleviated by opening the road to traffic would probably make the normal roads safer for the cyclists

208. Objection	The current concept of providing resource for cycling routes when there are so few cyclists using them to the obvious disadvantage of using those routes to allow alternative routes for traffic is a strange concept. There seems a mindset that ignores what people want and what a small majority seem to think should be imposed. Cycling is all very well but the cyclists we see today have such a close mindedness to their activities that beggars belief that rules are made that actually go against common sense and road usage. Sidmouth Street is a obvious case in point.
209. Support	Active travel is becoming increasingly important, and safe infrastructure is crucial for enabling this. Segregated cycle lanes encourage children and adults alike to leave their cars at home, improving air quality and public health.
210. Objection	Do not see anybody using its
211. Objection	Has turned London Street into a very congested road in competition with buses. Have never ever seen any cyclists actually using the cycle lane in Sidmouth Street. As for the COVID explanation for turning Sidmouth Street into a one way route the mind boggles.
212. Objection	Not used. Waste of our money. Does nothing to 'save the planet'. Causes more congestion and pollution. Woke nonsense
213. Objection	Blocking off a road is not required. Bicycles cannot itself meet the requirement of growing population. Motor vehicles are here to stay and efficient motor vehicles like electric ones are becoming more common place. Road space should be shared by motor vehicles and cyclists. Motor users already pay out by paying fuel duty and vehicle tax. Highway codes also give now specify that preference should be given to cyclists and pedestrians on shared roads. Hence a separate cycle lane that does not get used for majority of the time is not required. Allowing the easiest and quickest flow of traffic will reduce environmental pollution as well, as otherwise people tend to use alternate longer routes.
214. Objection	I object to the proposal to make the 2-way cycle lane permanent. I work in an office which has a car park, the entrance to which is via Sidmouth Street. I understand the need to support alternative forms of transport in Reading, but I think this scheme is a poor use of space as I have hardly ever seen a cyclist using the cycle lane in either direction. It's also poorly integrated with the rest of the Reading transport infrastructure as the Northbound Lane just comes to a dead end at the junction with Queens Road. However, my main objection is on the ground of safety. As I live West of the town centre, when I come out of the office car park, I have to turn right on to Sidmouth Street and then immediately move into the left-hand lane to turn left on to Queens Road. I find this quite dangerous and fear there is an increased risk of accidents from this scheme.
215. Objection	1. I accept that I may have been unfortunate and that I only drive on this road 2 or 3 times a month, but I have never ever seen a cyclist using the cycle lane on the other half of the road. Could we have relevant statistics on usage before making a decision please otherwise holding this consultation suggests that the council have already made their decision and the consultation is both meaningless and so misleading? 2. I have received the notice of the proposal by being contacted by the council via a distribution list which, given those who are likely to be on this list, is quite probably heavily biased against those who do not walk or cycle for whatever reason (health etc). Surely, for

	the consultation to be genuine groups adversely affected should also be contacted directly otherwise there is a very high risk of relevant and important facts being overlooked when making a decision?
216. Objection	No comments provided.
217. Support	Reading generally has poor cycle infrastructure so it's great to see something like this.
218. Support	Great idea, we need more of these.
219. Support	Active travel should be supported
220. Support	No comments provided.
221. Objection	<p>I don't think that in 2 years I have seen a single bicycle use this path. It also seems disconnected from the current layout in that the cycle path crosses at Watlington Street which is a quiet residential street and would be perfectly acceptable for a cycle tour to run along.</p> <p>Meanwhile Sidmouth St has become generally clogged with traffic that frequently overflows back into London Rd. Further to this, although repairs have been done now Sidmouth St suffered badly from potholes making it dangerous for motorbikes, yet it couldn't easily or quickly be repaired due to the unnecessary cycle Lane.</p> <p>Finally, the current traffic lights on London Rd and Sidmouth Street are necessary for the right hand turn however they continue to affect traffic remaining on London Rd even though there are no cars currently turning from Sidmouth St.</p>
222. Objection	<p>I have virtually never seen a bike on this road. All it's done is force cars to travel further, on less available roads, and increase journey times, congestion and pollution.</p> <p>Perhaps if you're desperate for a cycle lane then return it to 2-way traffic but remove the ability to park in this road and make that a cycle lane.</p> <p>However, I should reiterate- I used to live on Sidmouth St, I've walked up and down it at many different times of the day and very rarely see even one bike.</p>
223. Support	<p>I support the principle of providing high quality segregated cycle infrastructure that strives to meet the highest standards set out in LTN 1/20. Reading's highway infrastructure is case with so much inefficiently used space, so there is so much potential.</p> <p>With regard to this scheme the connectivity to the IDR, especially for northbound cyclists needs to be addressed, maybe an advanced green light to give a head start to traffic?</p>
224. Objection	I commute to work and drive down it on a daily basis. I'm pretty sure I can count on one hand the number of times I've actually seen it in use at all, let alone require two-way cycle space. And the lights at the top of the road are still on the old system so actually STOP the flow of traffic unnecessarily.
225. Objection	I have never seen one bicycle on that lane, what a waste! Tony Page is very ambitious forgetting about cars and the traffic issues in Reading but cycling it's not suitable, especially when you can't tackle bike theft, he wants us to cycle everywhere, Reading is not there yet.

226.	Objection	This cycle route is a total waste of time and money. I've never even seen a cycle on it. Makes it harder for traffic
227.	Objection	- Increases traffic in town which is very detrimental to people accessing emergency care from Royal Berkshire Hospital. For example, it can delay ambulance arrival to people's homes and the hospital itself. - Further to this, if access to town becomes difficult are you not concerned that people would rather travel to other shopping areas. How will that benefit Reading? - There is an already established cycle lane. Why is this needed?
228.	Objection	Increased congestion making it difficult for ambulances to reach people and the hospital. Life and death no matter for the green agenda. Clearly not. We know that. Makes access to town difficult will deter people from visiting. How will that help the centre
229.	Objection	Creates a detour
230.	Objection	Since this has been installed, I have not seen one single bike use the lane. It has caused additional traffic on routes from East Reading as you can no longer turn left up Sidmouth St to London Road adding strain to London Street as this is the next road you can take. It also causes delays when trying to cross from South Street as the lane bollards obstruct views and this often causes problems with people coming down Sidmouth St from London Road when those wanting to turn into Sidmouth Street from South Street are stuck waiting for traffic lights to change. It is also very ugly and looks like a permanent construction site and is a litter trap.
231.	Objection	No comments provided.
232.	Objection	I regularly use Sidmouth Street and have never seen a single cyclist using it. This is just a waste of taxpayers' money. It also adds traffic on already overly congested London Road.
233.	Support	For a small town like Reading, the main way to encourage active travel has to be making more space for cycling/walking and reducing road space allocated to motor vehicles. Schemes like this are a big step in the right direction.
234.	Support	We have to support and encourage cycle ways and sustainable travel links in our towns and cities and no reliance on motor cars.
235.	Objection	Utterly ineffective and a waste of public money. Wrong idea. Wrong place.
236.	Support	More support for active travel is needed, less cars less pollution
237.	Support	I support any increase in permanent cycle ways.
238.	Objection	Hardly used
239.	Support	The scheme will provide a good safe north-south link once the crossing of Queens Road is implemented. It will also be a good example of how to re-allocate carriageway space to cyclists.
240.	Objection	you waste lot council taxpayer money, and no one use the road one more silly thing is council had

241. Objection	<p>I use this cycleway and find it very irritating as it takes the cyclist nowhere safe and believe it is potentially dangerous particularly at each end where unlike Watlington Street Junction, it doesn't link directly to any cycleway at the north end.</p> <p>If a cyclist doesn't feel safe, what is the point? The cycle Lane in Whitley Street is a disaster, constantly used as a parking lane, a waste of money, I would never cycle up Silver St to Whitley St and instead use Kendrick Rd. (although this has now become less safe with the implementation of speed bumps) The same applies to Southampton St, where is a cyclist supposed to go when they get to Crown St? No thought has been given to the safety of cyclists despite much money spent on these new cycle lanes. All very disappointing.</p>
242. Objection	<p>My overall observation of the cycle lane in Sidmouth Street is that it is completely underused. I travel past or down the street on a daily basis and since it was changed have seen only 3 people using it and only 1 of them was actually riding a bike. When I saw a report that in a 2 hour period 76 cyclists had ridden on it my immediate thought was 'was there a bike race that day?' If those figures are correct, it still means only 3 cyclists used it every hour.</p> <p>The next problem I have is the fact that now any traffic that needs or wants to get to Crown St and beyond or Silver Street and beyond have to use London St. (I realise on certain occasions they could use Eldon Rd but there are always long queues to turn into London Rd. This creates long queues of vehicles and traffic hold ups, especially since the bus lane has been introduced, as there are invariably 1-3 buses all vying for a space to drive into the main road holding up others yet again.</p> <p>I realise the idea of cycle lanes is to make cyclists safer on the road, and the council want people to use public transport but it's not always possible or convenient. My husband and I are elderly and live in Katesgrove. We can sometimes walk into town or catch a bus but, because of the one-way system in Southampton St, the closest bus stop on our return journey is in Pell Street which then means we have to walk to our house, usually with shopping, which neither of us find easy.</p> <p>Please think very carefully and take people's views into consideration when making this decision and don't just make this a 'paper exercise' as I fear your minds are already made up!</p>
243. Support	Sidmouth Street is busy and providing a cycle lane would help cyclists.
244. Objection	<p>I drive down that road once and sometimes twice a day, in all the time the cycle lane has been there I can only recall seeing 2 bikes on it.</p> <p>In my opinion it is not required at all by cyclists.</p>
245. Objection	<p>The cycle lane installed without consultation is not necessary and in all the time it has been in place very, very few have used it. It also causes huge inconvenience to local residents and increases journey times for those who used to drive up the road towards London Road. There is a suspicion that the grand cycle routes planned around Reading includes Sidmouth Street, so the die is already cast. The better option is Watlington Street, which is already used by the public, young and old, as well as cyclists.</p> <p>I wish to state that I am not against cycle lanes as such and would want to support them wherever possible, but the Sidmouth Street proposal is just not logical nor justifiable.</p>
246. Objection	The removal of the motor vehicle lane has increased the motor vehicle traffic being forced to go around the entire circuit and is increasing the cars crossing the lights on amber or red due to impatience, which is increasing the risk for pedestrians crossing the

	junction. There does not appear to be many cyclists using the route in either direction.
247. Objection	As a pedestrian I always feel unsafe stepping onto Sidmouth Street, to cross the road. I find it hard to decide where to look, and when to take the step into the road to cross it. At the moment there is a dangerous choice between staying on the kerb, versus crossing the cycle lane to wait a few feet in, until I can cross the main road. I think I've only ever seen one cyclist in the last 1.5 years using it at the time I am crossing it, but every day I use it, it feels like a dangerous road.
248. Objection	The cycle lane is poorly thought out as it doesn't lead to any continuing cycle lanes and, instead, spits cyclists out on to roads that are now made busier due to Sidmouth Street not being available for use. The cycle lane usage is very, very low. The implications for those commuting is a longer and more delayed vehicular journey which is not beneficial to local business, residents, or the environment.
249. Support	Beginning of an important cycle route across the town if connections eventually get built. Slightly useless until you sort out either side. Also, hilarious that you claim this will connect to the Shinfield / Christchurch Road scheme, it's over 800m away via Kendrick Road!
250. Objection	About twice weekly I walk along Sidmouth Street in the early evening, and I occasionally do so at earlier times of the day. I have only once seen a bicycle being ridden on the cycle lane. Also, I regularly walk or drive along or cross other streets nearby. In particular, my perception is that London Street is much busier with traffic than it was before the Sidmouth Street scheme was put in place. From this I conclude that this scheme is helpful to neither the cyclists nor the motorists. So, I would suggest reverting the street to its previous two-way motor vehicle usage; any dedicated cycling facility could be in the form of a widened pavement or normal cycle lane at the side. This would not be to the detriment of cyclists, and it would restore the previously slightly better situation for motorists.
251. Objection	This scheme was implemented with zero consultation- which I appreciate was allowed under the COVID provisions- but some effort to reach out to the residents in Albion place and other developments would have been appreciated at the time. The similar, as badly thought scheme on Gosbrook Road was reversed before it was completed. Residents of Caversham rallied by the Caversham gossip girls Facebook page trumping people who live in Central Reading as usual! Both schemes just seemed to be a grab for available central government funding rather putting in place cycle lanes that were needed. Please see my three specific objections below: 1) The cycle path is hardly ever used. I have a Flat nearby and see a cyclist once in a blue moon if ever. Given the impact on drivers the scheme has had this benefit does not seem to justify his impact. 2) The inability to drive up Sidmouth Street just means that traffic on Eldon Road is now worse for people driving west out of town trying to get up to the A327. This is already busy because of the hospital and the cycle path on Sidmouth Street makes this worse. 3) In order to turn right out of Albion terrace you need to block the entire cycle lane which does not seem safe.
252. Support	I support this proposal; cycling should be encouraged in Reading. However, cars illegally drive down the cycle lane (on the pavement/between bollards) and I have reported this to the police. There needs to be a camera on the corner of London Road and Sidmouth Street to prevent cars from doing this.

253.	Objection	Almost no-one uses this cycle lane. The traffic southbound in Sidmouth St was always much less than that northbound, so all traffic could use it without much conflict. I have never seen any reports detailing how many cyclists use it.
254.	Objection	I drive here every weekday with work and since it's been implemented i have only seen ONE cyclist using it. The traffic has only one route to take if it wants to head south so now London Street constantly has traffic issues. This cycle lane is pointless to say the least. And on the many occasions that king's road is closed because of accidents, the traffic is unable to go Sidmouth Street, causing even more gridlock. Even though I don't cycle much at the moment I have no issue with extra cycle lanes but this one causes more issues, more traffic and causes more congestion to the town. Needs to go
255.	Objection	Most cyclists always use Watlington street its always busy with cyclists and pedestrians getting to the University or hospital. Sidmouth street is only ever used by vehicles. It's a waste of a lane.
256.	Objection	Not used enough to justify the closure of the road for traffic already backed up on the one-way road system
257.	Objection	Having driven down it since it was created, I've only seen a handful of cyclists use it and mean less than 10. I work at nearby so go down it 5 days a week at rush hour in the afternoon. Just like the project in Caversham, we were not consulted, and it has inconvenienced almost every who would have used it as a driver.
258.	Support	I believe that the new one-way scheme on Sidmouth Street makes traffic flow better, and there appear to be fewer road accidents.
259.	Objection	I have never seen any cyclists use it! It should be reinstated back to a road, with a cycle Lane
260.	Objection	Use this road daily. Never seen a cyclist use it. Did see one pedestrian walking up in the road instead of using the pavement. Traffic needs to be able to move rather than sitting in this road pumping pollution into the air and into residents' homes. Also, road cannot be used for emergency vehicles.
261.	Objection	I travel this route frequently and have not seen a single cyclist using the northbound cycle lane of Sidmouth Street ever. It would actually reduce traffic fumes and congestion if this route was reinstated as a road for vehicles to use. If RBC are desperate to maintain a cycle lane, just simply paint a much smaller width one but open the road to vehicular traffic.
262.	Objection	I live just off Sidmouth Street in the flats on Greys Court and the cycle lane has only worsened the traffic situation getting to and from my flat. Previously I could either come up from Queens Road or via London Road, but forcing all the traffic down London Road has made the centre of Reading traffic significantly worse. It has also worsened traffic as I can now no longer turn left out of the flat to get up to London Road, instead I'm forced to go right, along Queens Road, then King's Road and all the way back on to London Road, making what was once a 30 second drive over 10 minutes. Not only is it a waste of time but it also worsens my emissions being sat in traffic longer or needlessly driving extra distance. In the 2 years of that cycle lane being in place I must have at most seen 20 bikes on it... Its regularly entirely dead and just causing traffic jams for no benefit. Neither London Road nor Queens Road have cycle lanes, so having a 300m stretch of cycle lane actually is? The road itself is wide enough for cyclists, and actually more cyclist friendly than the 2 roads it connects, so I'm baffled as to its

	<p>existence in the first place.</p> <p>It should absolutely be removed at the first opportunity. I complained about it when it was implemented and am glad there is this consultation now so you can realise how unhelpful it has been.</p> <p>My key question to all the councillors considering this is - can you prove that more cyclists have benefited from this than residents or drivers been annoyed by it? As for me, there's about 20 cyclists who've used it and hundreds of residents who are annoyed by it.</p> <p>Please do not keep it for the sake of ticking a box for cycle lanes, prove it has real utility and value.</p>
263. Objection	No comments provided.
264. Objection	<p>Have never seen any cyclist using this cycle lane, only once on the pavement next to it! If the Council really wants to stop queuing cars along London Road, it would be a better, more logical plan to make Sidmouth Street one way only, two lanes going north towards to Queen's Road, for anyone going to the station or the north side of Reading. This would keep traffic moving, not queuing and idling near the Hospital and improve flow on the whole IDR loop. Bear in mind there are also car parking spaces blocking the school side of Sidmouth Street, too. The alternative to using Sidmouth St for cars is to push them further out into other parts of Reading.</p>
265. Objection	<p>I live near Sidmouth Street and is only accessible via Elizabeth Mews on East Street. The closure of Sidmouth Street has made it incredibly difficult to get to my house. Whereas before I could access my property from South Street > Sidmouth Street > London Road > East Street I now have to go the whole way round the one-way system significantly increasing the journey length, sitting in bumper-to-bumper traffic and therefore further increasing emissions in one of the most heavily polluted areas of Reading.</p> <p>As a local resident I can tell you that since this closure was brought in 2020 - I have never seen anyone use this cycle lane and all this is closure is doing is causing more traffic, more pollution and longer journeys. Please focus on getting the traffic moving and our air clean by removing this pointless closure; focusing on cycle paths that are used, are safe and make sense.</p>
266. Objection	<p>I live very close to the cycle lane, and I barely ever see it used, if at all. Since it has been implemented (and after covid restrictions were lifted) there has been significant increase in traffic around the area and journeys take significantly longer. Cars often take the turn into Sidmouth Street dangerously as well (there have been multiple incidents of the traffic light being hit). I fear for any cyclist not being able to see cars cutting the red light or driving way too fast.</p>
267. Objection	It is hardly ever used and has made traffic worse; carbon omissions are up because people have to drive all the way round,
268. Objection	<p>I am a keen cyclist; I cycle my child to school every day and regularly cycle from my home in Caversham to Royal Berks Hospital. However, I oppose the Sidmouth St cycle lane simply because it's a nice idea in the wrong place, a knee jerk Covid reaction when the Govt was throwing funding around recklessly. It has very low usage and causes a significant amount of traffic to sit in jams emitting harmful emissions.</p> <p>Talk of "joining it up" to Shinfield Rd is completely pie in the sky. There is the large mass of RBH in the middle and any side roads nearby cannot cope with further cycle lane infrastructure.</p> <p>The lead member for Transport should do the decent thing and acknowledge that, although well intentioned, the Sidmouth St</p>

	scheme has failed to deliver significant numbers of new people on two wheels and throwing even more public money at it will not make it any less of a white elephant.
269. Objection	I regularly drive down Sidmouth Street and never see cyclists using the cycle lane. I would like to see Sidmouth Street returned to 2-way car traffic to help the traffic flow better in Reading.
270. Neither Support nor Object	While I'm all for increasing the number of cycle routes and making it safer for cyclists to get around Reading, this cycle path is pointless. I'm a cyclist and lived at Albion Terrace, but actually trying to cycle from this path onto Queens Road is really dangerous, as the cycle path doesn't connect. One needs to leave the cycle path to get in lane with the cars and pray not to be run over in the process. I think it could work if there were traffic lights allowing cyclists to come off the path.
271. Objection	The removal of the cycle lane in Sidmouth Street is an important issue to reduce car emissions as it stands the cycle lane causes a major increase. Any vehicle wishing to join London Road has to make a major diversion along Kings Road and the Eldon Road resulting in increased emissions. This cycle lane is now no more than a White Elephant created by Reading Borough Council it needs to be removed as proved by the lack of use. The money used to create this cycle lane is another example of a waste of Council funding. similar to the debacle of the cycle lane and pedestrian lane in Gosbrook Road, Caversham this was removed after a week costing many thousands of pounds as it stopped the traffic flow causing major hold ups.
272. Objection	The road chosen has little use for cyclist's bar people living on the road itself.
273. Objection	I work in the emergency services, and this has sometimes caused problems whilst navigating this road as we are now unable to use the opposite lane due to the cycle lane being there. Also, as so many people have said, I can't remember the last time I've actually seen a cyclist use it. Converting Watlington Street makes a lot more sense.
274. Objection	The one-way system created by the use of the cycle lane on Sidmouth Street cause caused significant disruption to general transport and roads around, including the two busiest roads around - the London Road and Queens Road, creating traffic jams. A journey that used to take 3 minutes, now turned into 15–20-minute detour. Having lived on Sidmouth Street for the duration on the cycle lanes being there and seeing only 3 cyclists using the road makes me think it's really not worth it and is just a scheme to make it seem that Reading Council cares about the environment...
275. Support	The bicycle lane is a useful connection between roads, but without a major clampdown on the extreme and illegal speeds and noise of cars and motorbikes throughout the town, its usage will be limited due to the safety risks posed to riders. London Road consistently has vehicles travelling at high speed and to gain value from cycle lanes requires giving assurance to cyclists that riding off pavements is safe. Controlling vehicle speed would likely: increase cycling; reduce emissions; aid traffic flow; and boost the economy as a popular commuter town (utilising the benefits from the Crossrail link).
276. Objection	This is the most ridiculous waste of public money I've seen in the area in the last few years. I've never once seen cyclists use this road despite walking and driving it regularly. It's as though RBC is picking roads out of a hat to form a new cycle scheme that nobody asked for. It's incredibly out of touch with the majority of the Reading community to shut the road permanently.

277. Objection	Waste of time and money. Use that stretch of road daily and cyclists are seldom seen anywhere near Sidmouth Street. In addition, it creates a build-up of traffic on other routes, whereas previously it provided relief and not to mention extending journeys times by forcing cars up past the hospital only to double back onto London Road
278. Objection	Why has the council put all these cycles lane everywhere, you get people riding towards oncoming traffic, they ride on pavements around the town centre, if it's all about safety then the council needs to get out of the office & take a tour around town.
279. Objection	This causes more traffic and pollution as cars are diverted on a longer Route. To get to east street which is one way and has to be approached via London road, rather than going up Sidmouth street and turning right onto London road you now have to drive up kings road and up Eldon Road past Berkshire hospital to access this road - adding mileage and time to the journey. This adds unnecessary traffic to an already congested area. I use this route a lot and have never seen a cyclist using this road. I therefore object on grounds of extra pollution.
280. Objection	I live nearby, regularly walk-through Sidmouth Street and I have never seen anyone cycle on this. Even if it was used it is unsafe as there are no cycle lanes connecting from either end on queen's road or London Road. This is creating more traffic in an already heavily polluted areas and needs to be opened both ways to help combat excess car emissions in our town.
281. Objection	The cycle lane is hardly used, it would serve Reading much better if it was returned to the road, it was before with access to cars
282. Objection	Not used enough by cyclists. You talk about it linking up to Shinfield Road but how? Will this cause extra delays along London Road? For people to support this you need an overall masterplan published so that schemes which look like they are failing such as this one make sense. Currently this one does not.
283. Objection	<p>I object to this proposal because I live near to it and it is rarely used by cyclists. It has increased the amount of traffic going down minor roads nearby (eg South Street) in order to get to roads that turn off Sidmouth Street. This in turn has increased the amount of traffic sat at the traffic lights, causing more fumes for those living nearby. It also increases the distance people in cars have to travel, increasing carbon footprint. I am not aware of anyone, including my neighbours on the road, who use a bike more since this scheme was introduced as it is not practical where it is. Furthermore, with schools nearby, parents are now going downside roads to collect/drop their children off which leads to disruption for residents. Again, I have not noticed an increase in people cycling to school as a result of this.</p> <p>As a pedestrian, it is also very difficult to cross the road at the bottom of Sidmouth Street as once you have pressed the button for the pedestrian crossing, you then have to stand in the cycle lane, but cannot see the green/red man at this point. Alternatively, you stand back on the pavement and then cars do not realise you are trying to cross as you are so far from their part of the road. This seems counterintuitive for a green measure as it puts off people from walking the short distance into the town centre as it is less safe, encouraging them to use cars instead.</p> <p>There is also the issue of visitors getting lost around the area as Google maps, SatNavs etc attempt to send them up Sidmouth Street and then they cannot, causing further idling and driving around to find a suitable alternative. Again, this has increased exhaust fumes and carbon footprints.</p>

	I believe that if this cycle lane is to be made permanent, an investigation into the levels of pollution/air quality due to exhaust fumes MUST be carried out first, and something needs to be done to mitigate the significant negative effect it has had on residents.
284. Objection	1. I have never seen the cycle lane in use. 2. It gridlocks London Street, creating a vast amount of air pollution from stationary vehicles.
285. Objection	The cycle lane is not connected to anything, nor to the town centre - it makes more sense as a cyclist to go down London Street, which is already a bus/taxi/cycle route and links to the town centre. As a cyclist, it's dangerous trying to cross the road at the north end of Sidmouth Street, as there's no easy way across except by joining the traffic. For future work around cycle routes, I've heard there's a proposal to install new cycle lanes up Shinfield Road - as a cyclist around Reading, I would avoid Shinfield as it is not only a main route but has a lot of parked cars and side streets joining the main road, which are a hazard to a cyclist. Typically, a preferred route is through the University of Reading and Alexandra Road, as these are not as busy and have less traffic. Routes past the Royal Berkshire have resulted in traffic accidents for the same reasons as stated for a proposed route via Shinfield Road.
286. Objection	I work nearby and have a number of objections to the cycle route becoming a permanent fixture. These include: The long queues I have to navigate to try to gain access onto Sidmouth Street to arrive at work on time. This has always been an issue, but before the cycle lane was introduced a second option was to drive around through the Oracle and gain access to my office car park by heading up where the cycle lane now is. Unable to use this option adds to the long tail back of cars trying to turn into Sidmouth Street and creates a potential for additional accidents where drivers try to cut in at the front of the queue. Safety concerns for drivers, cyclists, and pedestrians.
287. Objection	While I fully support the broader initiative of increasing Reading's cycling infrastructure, the cycle lane on Sidmouth St does not link with any other current cycle infrastructure, and it is not represented as a meaningful future link on Appendix C of the Local Cycling and Walking Infrastructure Plan. Students in Kendrick Hall, and residents in the immediate vicinity would likely be walking into town, and cyclists from beyond the immediate vicinity would have to detour from using London St or Watlington St (both of which are sensibly marked as Strategic routes on the Appendix C map) to reach Sidmouth St, which is not connected to a southerly arterial road. Sidmouth St is a busy arterial for vehicle traffic, and from casual observation (I live in Albion Terrace and walk down Sidmouth St regularly) seems to be used very infrequently by cyclists since the introduction of a dedicated lane. It would seem a much better use of the lane to open it to north bound vehicle traffic, easing the burden on the congested right turn lane from London Road to Sidmouth St.
288. Neither Support nor Object	It's good to see a segregated cycle route but feel like this one is only useful if there were an equivalent cycle path on Queen's Road. It does connect well with the shared path on London Road, but again this could do with being clearer and more segregated. As this path takes up so much room, it could be reduced to a single lane for cyclists to allow traffic flow again (and I say that as a cyclist).
289. Objection	By closing Sidmouth Street, I have seen very few cyclists using this stretch. When I get called to South Street or Watlington Street it is a major detour, a waste of time and fuel.

	As for extra exhaust fumes caused by the additional journey times and being stationary at the lights (which seem to take forever to change to go up London Street, from either direction) I fail to see any benefit. I know it is pointless to make a comment because as usual the decision has been made. I have noticed the traffic all around that area has worsened. I wish I could carry my tools and materials on my bike but unfortunately a roof rack has not yet been developed. So, for now I will just use my bike for leisure.
290. Neither Support nor Object	In isolation the Sidmouth St cycle lane has limited value. Clear viable options on connecting the network are required alongside this, including ensuring cyclists safety. Shared use of the path on London Road is not suitable for increased cycling numbers, and without enforcement of driving laws on the road, cyclists will not be safe.
291. Support	No comments provided.
292. Objection	95% cyclists don't use Sidmouth Street. And closing one of the main roads cause traffic jams around the area.
293. Objection	Traffic is bad enough without dedicating a unnecessary cycle Lane and reducing even more road space.
294. Objection	RBC policies are causing a lot more traffic around Reading without addressing the real issue of more cars are coming onto the road each year. They should also be implementing wider roads where possible to address this issue
295. Objection	I have not seen anyone going Sidmouth Street, but I can see increasing traffic around hospital
296. Objection	Causes more tailbacks along Wokingham Road, Eldon Road and onto London Road. Very little cycle traffic uses it.
297. Objection	Waste of public funds
298. Objection	It's just creating more traffic jams, mostly cycle lanes are used as temp parking as mostly cyclists are not even trained to use cycle lanes n most of the time cycle lanes are plain empty
299. Objection	Of all the much-needed road projects in Reading, this was the least needed or wanted. It's little-used by cyclists who would have requested any number of other lanes but this and badly impacts traffic flow around RBH, especially for ambulances.
300. Objection	I have regularly walked and driven down Sidmouth Street in the two years since the southbound lane was converted into a temporary cycle lane. In those two years, I have seen less than a dozen cyclists using this lane. One argument I have seen in support of this cycle lane is that it would encourage an increase in cycling. If, however, cyclists are not using this lane in significant numbers, this would suggest the lane is in the wrong place. On this basis, retaining this cycle lane would appear to serve no purpose. I would, however, support a more general reappraisal of the junction of Sidmouth Street with London Road. There is regular queuing of traffic turning right from London Road to go down Sidmouth Street. Because of the positioning of the lights and this queuing, drivers frequently end up drive through the pedestrian crossing when the green man is showing. This is not necessarily their fault - the design of this junction is such that they have often proceeded past the stop line for the traffic light controlling this crossing, as the design of the junction allows for queuing after the stop line.

301. Objection	The cycle lane is barely used and having it in place is a massive safety risk. The intense traffic going into Reading makes it extremely difficult for people joining Sidmouth Street from side routes very difficult, when needing to look for safe opportunities to join the one-way traffic and keep an eye out for cyclists. It is a pointless cycle route which has the potential to risk the safety of drivers, increase congestion in an already heavily congested area, and cause an inconvenience for commuters. Please do not make this permanent.
302. Objection	It makes it difficult to enter and exit some of the roads off Sidmouth Street. It has affected the weight of traffic around this area. I don't think that cyclists use it very much at all. It seems a waste of money to make this permanent and extend it further.
303. Support	Easier to cross the road and cycle to work.
304. Objection	The whole project, although well-meaning has cause GRID LOCK on Redlands Road, London Street, Sidmouth Street and Queens Road. all for a Bike lane? I work in the building at the end of Sidmouth Street on the right, as it's one way system I can ONLY come down Sidmouth Street to access the building - so I have to come down Redlands street then 'attempt' to cross London Road, which is normally queued all the way back past Eldon Road, so I have to wait which causes a hold up - then IF I can see a space have to get to lane 2 of London Road in the 'Hope' someone will let me in the 3rd lane (right) for the Sidmouth street turning - this only adds to block the 2nd lane for through traffic and causes new problems there - this is a daily issue and dangerous! when on Sidmouth Street it looks like 2 lanes but the left side is parking, so single lane traffic which is queued by the odd light changing sequence this is further grid-locked by traffic coming from South Street, once at the bottom of Sidmouth Street I need to turn right into the car park, so indicate, but most car users think (as it's so close to the lights) I'm turning into Queen Street so then have to suddenly break as I am turning - 8 times someone's nearly crashed into the back of my and colleague's cars! It's a very Dangerous junction! Very few bike users use the lane - and it certainly does NOT need to be a double lane. This test project has caused ALL the grid lock in the area - it's needs to go before a major crash, injury or death!
305. Objection	lack of use inadequate link to existing routes safety grounds (for cyclists, pedestrians and car users)
306. Support	I cycle to work near Sidmouth Street, and it helps my commute. However, I would suggest that something is done to make crossing over Queens Road to the canal easier. Currently I have to cross at the pedestrian crossing or take my chances on the road.
307. Objection	I work nearby and the cycle path makes it very difficult to access the car park. The gap to turn into the office car park is very tight and on a couple of occasions I have slowed down to negotiate the tight corner and the drivers in the cars behind have got angry with me because I have caused them to slow down which has meant that they were not able to get through the traffic light on green. I find this kind of encounter very stressful. At the end of the day I have to try to get out of the car park which involves having to wait for someone who in the queue waiting for the lights to turn green to let me out. When someone does eventually let me out, the time it takes for me to exit the car park, cross the cycle lane and join the correct lane of traffic delays the other drivers in the queue and means that not as many cars get through

	<p>the lights as would otherwise. Again, some drivers get very annoyed at this and express their displeasure at me in various ways. This abuse every morning and afternoon when I come into the office is horrible and it makes me dread having to come to work. Fortunately, I can work from home quite a bit at the moment, so I have managed to avoid it for much of the time but the thought of this situation being made permanent makes me feel like I don't want to go back to working in the office again. I hate having to experience the wrath of rightfully indignant drivers - it makes me feel scared and intimidated every time it happens. It is not my fault; it is the design of the cycle path layout and I understand why the other drivers are so cross, but I can't do anything about it and it just makes me want to avoid the area completely.</p>
308. Objection	the cycling line is hardly used by cyclists; dangerous for cyclists use due to merging vehicles from side roads.
309. Neither Support nor Object	<p>It is difficult to support or object to this proposal. On the one hand, as a cyclist and supporter of sustainable travel, I am very much in favour of the creation of more cycle lanes. However, the implementation of cycling infrastructure is piecemeal at best and the Sidmouth Street lane is indicative of a wider lack of coherent strategy across the UK (i.e. not unique to RBC itself). I recognise that road infrastructure in the UK isn't built to accommodate cycle lanes easily, and I think a lack of initiative from successive National Governments is as much to blame as anything. Regarding the lane on Sidmouth Street specifically, it's placement does seem to be arbitrary. There is no reasonable approach from town; if you are coming from Kennet Side up along the lane at Watlington Street you will continue up to RBH and join the shared path along London Road. If you are travelling south from Duke Street, you would continue along the shared bus lane along London Street. I am unsure which approach would necessitate using Sidmouth Street if travelling south, you cannot cross if travelling along Kennet Side and on to Sidmouth Street as the crossing prevents it. You would either need to be travelling west along Queen's Road (and therefore be more likely to use Watlington Street) or you would be travelling east along Queen's Road and have to navigate several crossings that add significant time to your journey. As for travelling north along Sidmouth Street, your only option is to then cross the road using the pedestrian crossing on to a narrow path before moving east along Queen's Road. It doesn't provide any better route than the already established routes previously mentioned. It seems almost as arbitrary as similar schemes, like the painted signs on Redlands Road alongside the bottle neck barriers that are supposed to slow traffic but forces a shared route with other road users that creates dangerous conditions for cyclists. I have been knocked off my bike by an impatient taxi driver coming out from an adjoining street (incidentally a hit and run incident) and had several near misses/close passes as a result of this 'cycle route'. The one difference (and therefore can be seen as a positive for Sidmouth Street) is that it is at least a segregated lane from other road traffic.</p>
310. Objection	As previously commented totally snarls up the roads and never used. Similarly, the cycle lanes at Christchurch Road snarl up the road and cause far more fumes due to more idle engines for longer whilst waiting at the lights

311. Objection	The bike lane on Sidmouth Street is rarely used and forces that road to be one way, which has large impact on the traffic in central Reading. It also negatively impacts those working on Sidmouth Street as it can often add upwards of 15 minutes to their commute to work as they need to approach the road from London Road to gain access to parking. This is unequivocally a bad idea. Cyclists can still use that road if it is not a dedicated bicycle lane.
312. Objection	I work nearby, the car park for which is accessed via Sidmouth Street. I have to travel by car due to [REDACTED]. The cycle lane has made it dangerous now when pulling out of the car park as you need to cut across a cycle lane (often in the dark at the time of leaving work) and then have to cut across traffic to turn left onto Queens Road. To enter work, I now have to go via London Street and South Street, due to Sidmouth Street now being one way. This has added to the traffic on these roads and is significantly increasing journey times and therefore the pollution impact. There is also a particular safety concern for South Street which is also busy with school children. I support the green agenda and introduction of cycle lanes, but it is not safe to keep one on Sidmouth Street and it should be redirected as soon as possible. The cycle lane on Sidmouth Street is not necessary. I don't think I've ever seen a bike use the cycle lane in the months since it was introduced.
313. Support	I have used the cycle path several occasions and find it useful to cycle away from traffic in a safe way. Especially in such a congested area. Thanks for creating it.
314. Objection	After working in the area for 18 months and using Sidmouth Street daily during rush hour and also having a clear view of this street - I can honestly say, I have never seen a cyclist use it! The layout is dangerous and unnecessary, there must be better routes that could be cycle lanes and would benefit the public?
315. Objection	I drive into Sidmouth Street at least 3 times a week to work at the University. The traffic and congestion on London Road and surrounding routes has increased significantly since the one-way system and cycle lane was introduced in Sidmouth Street. I drive onto Craven Road in the morning to join London Road and traffic is usually crawling along London Road to Sidmouth Street. In addition, coming out of the car park into Sidmouth Street in the evenings is very dangerous, with the possibility of cycles coming at speed from the right and trying to join a fast moving lane of traffic onto Wokingham Road. Finally, as a pedestrian when I walk into Reading Town Centre, the phasing of the lights is terrible and it feels very unsafe crossing Sidmouth Street. There are frequently very long waits at each pedestrian crossing with traffic thundering past.
316. Objection	I have yet to see a single bicycle in this cycle lane in the year or more that I have been regularly using this route. Additionally, turning right from Sidmouth street across the cycle lane as the lights are turning from red to green is dangerous to any cyclist coming down Sidmouth Street from London Road. It strikes me that it is an unnecessary inconvenience for the significant car traffic that comes along this road with limited benefit for the community (also, slightly odd as this is a cycle lane without one feeding into it or out of it) and is likely to be dangerous too.
317. Objection	Too many junctions are being crossed and the cyclist is encouraged to enter onto heavily congested main roads at either end without any protection in the form of a barrier! The entrance at the lower end is dangerous and narrow, never swept, full of rubbish. Why can't I find this consultation on the RBC website?

318. Objection	<p>The temporary cycle lane in place does not work effectively for many reasons:</p> <ol style="list-style-type: none"> 1. use by cyclists - it's hardly used so the impact it brings is so small meaning it does not justify it remaining 2. transport for surrounding offices - all offices on the road have been affected by its introduction which has increased traffic in the surrounding area due to needing to find alternative routes to access Sidmouth Street by car. This issue (in conjunction with point one) means the initial benefit of improving things for cyclists has not been realised as no one uses it and it's causing more issues than solving. 3. layout of the lane - the lane only works for cyclist who are cycling up the street (towards the hospital) but not downwards. This is because they get to the end of the road and then have nowhere to go other than cutting in front of cars who are turning right which is dangerous. <p>Summary: the lane should not be made permeant and should be removed due it not achieving its original purpose. Instead, the road should be put back to a 2-way street and another temporary cycle lane should be implemented somewhere else where cyclists actually cycle. I would also recommend you conduct an investigating into the areas with high traffic of cyclists to implement changes there to prevent the same from reoccurring.</p>
319. Support	<p>I don't personally cycle on this route, but always happy when more cycle lanes are opened. The street is now calmer and easier to cross for pedestrians too.</p>
320. Objection	<p>I find this cycle lane dangerous. A two-way cycle lane where I have to cross it to turn into my work, look both ways with traffic behind me not realising why I am slowly crossing the cycle lane is both dangerous to me and cyclists.</p> <p>Also, this has increased congestion on Sidmouth Street, making it very difficult to get into and out of work and town. As we can no longer turn left out of my work, it forces everyone to go into town.</p> <p>This cycle lane is not used very much and is therefore not actually serving the purpose it is there for.</p>
321. Objection	<p>Scheme endangers the public with vehicles turning across two-way cycle lanes into businesses and looking for cyclists in blind spot as you turn into business addresses. Can also get rear-ended when turning across the cycle lanes to enter business addresses, Increased traffic getting out of business addresses and not being able to turn left.</p> <p>Phasing of the lights is so bad there is an inability to get out of businesses on Sidmouth Street and traffic is heavier because of no left turn and the one-way system. Idling traffic is more harmful as a pollutant than free flowing traffic.</p> <p>Lack of use - hardly any cyclists use the lane - traffic flow would be far more beneficial and proportionate to those who want to use the road - time wasted for all those seeing to get into and out of Reading.</p> <p>Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.</p>
322. Objection	<ul style="list-style-type: none"> • Increased risk of a collision involving a vulnerable road user as a result of the new scheme. • The current arrangement results in danger to the public with vehicles turning across a two-way cycle lane as well as a pathway • The impact that the scheme have had on access to Horizons on the corner of Sidmouth and Queens Road: <p>Increased risk of either getting rear ended when trying to turn into our offices, as having to look unnaturally behind to see if a cyclist</p>

	<p>is in your blind spot and leaving our building to get across the cycle way and into fast moving traffic trying to beat the lights – made more difficult as the lights do not change at the same time</p> <ul style="list-style-type: none"> • The level of diversion that is now required not just for the traffic associated my office car park but also general traffic in the area • Increased amount of time wasted sitting in traffic or having to go round the one-way system causing increased air pollution – idling traffic been proven to create 29 times more harmful pollution particles than free flowing traffic • Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity. • Usage is extremely low and disproportioned to the amount of vehicular traffic - RBC have said that this is the catalyst of more planned routes, so are aware there is low usage, and this is the contentious issue. • difficulty for emergency vehicles <p>I am a cyclist but drive to work at times and find it useful to have a cycle lane, however it is not necessary to block an entire lane to create a safe route for cyclists on Sidmouth Street. We managed before with no issues.</p>
323.	<p>Objection</p> <p>lack of use inadequate link to existing routes safety grounds (for cyclists, pedestrians and car users)</p>
324.	<p>Objection</p> <p>I have never seen anyone in the cycle lane, and I use the road regularly.</p>
325.	<p>Objection</p> <p>Lack of use and safety for car users and cyclists</p>
326.	<p>Support</p> <p>No comments provided.</p>
327.	<p>Objection</p> <p>It's very rarely used while traffic builds up</p>
328.	<p>Objection</p> <p>Safety for cars and cyclists</p>
329.	<p>Objection</p> <p>SAFETY for everyone around this street</p>
330.	<p>Objection</p> <p>I don't understand why you had to close a whole road off from cars etc when you could have just put in a bicycle lane like everywhere else in Reading</p>
331.	<p>Objection</p> <p>SAFETY for everyone</p>
332.	<p>Objection</p> <p>I have never seen a bicycle use the cycle Lane, but I see much more vehicular traffic on London Street causing tailbacks on the IDR.</p>
333.	<p>Support</p> <p>We need to encourage more people to cycle and walk to improve health and fitness and lessen car use. To do this, it must be made safe. People getting fitter will have an impact on pressures on the NHS and less traffic will benefit the environment.</p>
334.	<p>Objection</p> <p>It's made the road ridiculously dangerous, and the access to my office car park very difficult. I work at a nearby office and leaving the car park is terrifying. I have never seen a cyclist in the cycle lane; however, the traffic is much worse, and I am forced to block and</p>

	unused lane into busy traffic with poor visibility. It is completely pointless and not effective. It does not join any other routes, so is not helpful to anyone!
335. Objection	Never see a bike using these lanes. Puts more traffic on the London Street junction.
336. Neither Support nor Object	Reading is still not a safe enough place for cyclists to ride. This road is a great example of a safe cycling space - separate from traffic. But accessing Sidmouth Street by bike is dangerous and difficult as it doesn't link effectively to other cycle routes. Indeed, the path takes you straight towards bollards at one end. We need a fully connected safe network of routes, not random roads that connect to nothing or which require cyclists to dismount and join pavements.
337. Objection	Complete waste of time the cycle lane is I'm a courier in the local area and I never see anyone use the lane and plus the traffic is horrendous everyday.
338. Objection	Since the introduction of this little used cycle lane, that's not attached to any route, the local road system has been so busy that it causes constant queuing traffic, most of which is idle and polluting. London Road is an accident waiting to happen. traffic entering from Redlands road an not get across, safely, over to the far lane for access to Sidmouth Street - this short length of road causes 2 lanes to be semi-permanently blocked - this caused by the moronic traffic lights system at the bottom on Sidmouth street - 'IF' you manage to get into the lane and get to Sidmouth street you site waiting for the 'Moronic' lights to change, you soon notice, day after day no cyclists actually use the lanes! So, what's the point? all to tick a box! Please spend time to monitor the traffic, and the problems this lane and the lights cause 'Tax paying' users and fix the constant queuing and pollution of traffic on Sidmouth Street!
339. Objection	The wide cycle lane is not used enough to justify keeping and makes the traffic worse. The road could still be kept one-way with two lanes for traffic to help ease congestion and there would still be space for a smaller cycle lane which would be a better reflection of the actual traffic use on that road
340. Objection	The potential benefits of the cycle lane are far outweighed by the negative impact on traffic in the area. Use by cyclists is extremely low: Watlington Street offers far better flow north south, connecting more easily to the hospital and routes to the University.
341. Support	No comments provided.
342. Objection	FOI requests have shown very low usage for the cycle lane. 34 and 42 in 12-hour period. Another FOI asked about the number of cars and council did not provide this information. Council said Reading Borough Council does not have a threshold to make a cycle lane permanent. To me this shows very low use and I don't think this is needed here - there is alternatives available. <ul style="list-style-type: none"> • Increased risk of a collision - I have had few near misses trying to get into busy Sidmouth street coming out of the University College car park. I used to turn left to go towards London Road but now I have no option but to turn right. • The current arrangement results in danger to the public with vehicles turning across a two-way cycle lane- only because there are no cycles no one has been hurt so far. • The impact that the scheme has had on access to Horizons -

	<p>o Increased risk of either getting rear ended when trying to turn into our offices, as having to look unnaturally behind to see if a cyclist is in your blind spot. This has also caused my car's underside being damaged after hitting the slope at an angle as I have to avoid the bollards.</p> <p>o Inability to leave our building and get across the cycle way and into fast moving traffic trying to beat the lights – made even worse now phasing is not together. Left lane is moving almost always and you are trying to go across two-way cycle lane, passing another busy lane of traffic and trying to turn left. This is an accident waiting</p> <ul style="list-style-type: none"> • The level of diversion that is now required not just for the traffic associated with an office car park but also general traffic in the area. I used to come out of Reading using Sidmouth St > London Rd > Kendrick Road but now I have to go all the way around one way system Queens Rd > Kings Rd > Eldon Rd > London Rd to come out of Reading. • Increased amount of time wasted sitting in traffic or having to go round the one-way system causing increased air pollution – idling traffic been proven to create 29 times more harmful pollution particles than free flowing traffic • Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity. • Usage is extremely low and disproportioned to the amount of vehicular traffic - RBC have said that this is the catalyst of more planned routes, so are aware there is low usage, and this is the contentious issue. <p>As someone working in a nearby office I am adversely affected by this cycle lane which in my opinion is useless in Sidmouth Street. So, I ask the council to please reverse this decision and reinstate two-way traffic on Sidmouth Street.</p>
343. Objection	<p>I object to the cycle lane being made permanent based on the following:</p> <p>Aside from the cycle lane not being used often enough to warrant making it permanent, it has caused significant stress for myself and colleagues when trying to enter and exit my office car park. On a daily basis, I worry that my car is going to be rear-ended when I slow down to turn into the car park just before the traffic lights that change very quickly. As well as this, on the odd occurrence when the cycle lane is being used, it is made very hard to turn into the car park without causing obstruction to drivers behind me who are rushing to beat the traffic lights. This means that I am putting myself, other drivers and the cyclists at risk. Furthermore, the one-way system around Reading has caused more traffic and makes it that much harder to get to work in the morning.</p>
344. Objection	<p>Safety grounds for cyclists, pedestrians and road users:</p> <p>Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.</p> <p>Having to look unnaturally behind to see if a cyclist is in your blind spot before turning in and out of entrances and side roads.</p> <p>The give way clear area is now on the wrong side of the road</p> <p>I've personally suffered a increased risk of either getting rear ended when trying to turn into our offices, as the car behind thinks your signally to turn at the lights.</p> <p>Inability to leave my office at night and get across the cycle way and into fast moving traffic trying to beat the lights – made even worse now phasing is not together - no chance to get in to the lane turning left .</p>

	This is in addition the increased route having to be taken in traffic each and every day and the massive loop right back to Eldon Square , A4 London Road past the hospital to get to Sidmouth St again if you've been at the station or Town Hall area of Reading.
345. Objection	It's hardly ever used by bikes
346. Objection	In the 2 years it has been there, I've barely seen more than a couple of cyclists using it any given hour, as it is not connected to any other part of the cycle lane network and most cyclists use Watlington street instead, which is just a few hundred metres away. So far it just proved a nuisance for local residents to drive back home from Queen's Road. Why not concentrate on Watlington Street rather than Sidmouth Street? It just doesn't make any sense, thus my strong objection to the proposal.
347. Objection	Never seen a cyclist use this..
348. Objection	I live nearby and there are hardly any bicycles that are using this cycle lane. I think since the cycle lane exist; I have seen less than 50 bicycles using the lane. However, I have to do a big detour to go home coming from centre of reading and having to use Sidmouth Street down that is always congested instead of being able to turn left from Queens Road. This cycle lane worsened Sidmouth Street congestion that was already bad before that why I object.
349. Objection	Waste of money as it is hardly used as there is a better route on the parallel road. It is also extremely dangerous for car users trying to get in and out of the office car parks off Sidmouth Street.
350. Objection	No comments provided.
351. Objection	The cycle lane on Sidmouth Street causes additional traffic stress on the surrounding streets, while not giving a benefit to cyclists as it doesn't connect to anything. It is barely used and just makes traffic worse all over the area.
352. Neither Support nor Object	Close 1 lane of the cycle lane in Sidmouth Street, install planters or better trees for rewilding in the other half. DO no open as a road again, we need to decrease the number of roads there are and increase the green area and tree cover in this area. Trees will encourage walking / siting area by providing shelter in extreme weathers. Good opportunity to add some trees into this tree depleted area.
353. Objection	The knock on effect is cars have to travel further and at thousands per week this is adding to pollution and climate change. It is detrimental to all occupants of Eldon Road as on a work day from about 07.00 onwards traffic towards the hospital is vastly increased during rush hours and from about 15.30 with it being in double lines, mainly over the central road markings, frequently from about the bus stop all the way to the lights at the hospital end with a queue heading down in the opposite direction towards the Kings Road. This is especially noticeable on wet, dark schooldays. This restricts ambulances in both directions who now have to have their sirens on for longer so apart from particulate pollution there is now additional noise pollution notwithstanding the fact that patient journey times are increased which could result in catastrophic consequences. Eldon Road is architecturally the most aesthetic road in Reading and nearly 100% residential. Being mainly grade 2 listed it means that double glazing is not allowed therefore all additional traffic has an increased audible impact. There are no traffic calming measures so both on and off peak many vehicles will exceed the 20 MPH, particularly those who speed up the middle of the road to get to the lights quicker so they can turn right onto London Road or those overtaking the busses when

	<p>they are at the stop.</p> <p>The increased traffic when covering 3 lanes makes pedestrian crossing dangerous and trying to edge out of Eldon Terrace or Eldon Square a bit like Russian Roulette notwithstanding the fact that many drivers pay little heed to the KEEP CLEAR notices painted on the road.</p> <p>Finally no one ever uses the cycle lane on Sidmouth Street. Ironically the only two cyclists I have seen on it were in the traffic lane as they wanted to turn left at the bottom.</p>
354. Objection	<p>I have never seen any cyclists in the cycle lane on Sidmouth Street. The only cyclists I have seen on it were in the car lane as they wanted to turn left at the bottom of Sidmouth Street.</p> <p>Furthermore the useless cycle lane (which does not seem to attract any cyclists) you have put in place has the following detrimental effects:</p> <ol style="list-style-type: none"> 1) Cars have to travel further in order to reach their destination as they cannot use the southbound lane in Sidmouth street so they all go up Eldon Road instead and this is adding to increased pollution and climate change. 2) The people and houses in Eldon Road (all listed house of great historical importance) are highly suffering from all the additional length and multiple queues of traffic which causes noise and higher pollution levels which are further damaging the listed buildings 3) because the properties in Eldon road are listed double glazing is not permitted and therefore the occupants are highly affected by the noise levels of extra amounts of cars. <p>If a cycle lane is needed on Sidmouth Street then make it a smaller one in order to include two car lanes, namely one in both directions . You can do so by removing the parking areas.</p>
355. Objection	<p>It hardly ever gets used. I use the mosque daily and have never seen a cyclist use it! Regardless off time it never gets used. One of the worst things ever done</p>
356. Objection	<p>It doesn't seem to fit into the existing pattern of cycle routes. If it is to be made permanent, then it should be part of a scheme that properly integrates it into the network.</p>
357. Support	<p>I support this lane being made permanent and future improvements made to link it to the Canalside via an improved crossing at the bottom of Sidmouth Street as it currently does not connect well.</p> <p>I do not support the removal of this lane and it being returned to two road lanes for cars as this would mean an important link being lost and would probably mean that reading lost funding from future funding allocations as has happened to other councils who have removed cycle lanes.</p>
358. Objection	<p>Object strongly</p> <ol style="list-style-type: none"> 1) This scheme is under utilised - hardly any cyclists using the cycle lane. Even the council says only 34 odd cyclists used it in a 12-hour period! 2) This scheme is not needed - As shown by poor usage this is not needed because there is already an established cycle path parallel to this on London Street that is well connected. 3) Closure of Sidmouth Street to traffic going out of town has increased traffic into Queens Rd, Kings Rd, Eldon Road, London Road. I

	<p>used to take Sidmouth Street > London Road > Kendrick Road to get out of town and now I have to go into the Queens Rd traffic to get out of town adding to the congestion.</p> <p>4) Dangerous access to businesses and residents. I have to turn right into two busy lanes of traffic, crossing a two-way cycle lane to get out of the car park of my workplace. As the phasing of the Sidmouth Street - Queens Rd traffic lights have changed it is an accident waiting to happen. Thank god the cycle lane is not used much otherwise there will be lot of accidents. I have had at least two near misses where I had to turn right into Sidmouth Street's left lane of traffic with right turning lane stationary with cars flying to beat the traffic light to turn left. This is so dangerous, and I can't believe the council even approved this scheme let alone now trying to make it permanent!</p> <p>5) Added traffic congestion. Traffic waiting in congestion emit more harmful particles and this scheme has achieved just this</p> <p>6) wasted time/resources. Journey times have increased massively for drivers wasting time, money on expensive fuel and polluting the environment more.</p> <p>It is all good to promote the use of cycles but when you are taking twin children to be dropped before going to work cycling is not going to help is it? Also, the sky-high cost of buses for people makes it impossible for people even to consider public transport if a family is traveling together for work school. Lastly, new housing was sold to us with the promise of a bus and even a bus lane was included in the Mitford Field development. But no bus came. And no reliable or usable bus for school hence we have to use private vehicles. What Reading council is doing here is killing the town centre by increasing parking fares and making it so difficult for people to use vehicles in the town. You may well achieve killing the town centre for good at this rate</p>
359. Objection	<p>This arrangement provides an unnatural flow of traffic at a busy junction point. For those entering or leaving Horizons, there is a huge risk of collisions with cyclists/pedestrians and cars as there are so many options to consider. Crossing the cycleway to leave Horizons and access the junction is dangerous and often requires joining fast-moving traffic as they race for the lights. Turning into the driveway is also a risk as vehicles again are racing for the lights and do not anticipate vehicles turning before the junction.</p>
360. Objection	<p>I am a cyclist who works in an office on Sidmouth Street and cycles for fun at the weekends. In my view, the cycle lane provides no benefit to cyclists and I am even trying to avoid using it due to difficulties encountered.</p> <p>Once you reach the Queens Road junction you are stuck, you can't turn right or left on a bicycle without fighting with traffic. The only option is to get off your bike and try to cross using the pedestrian crossing. This offers no benefit.</p> <p>If I want to cross Sidmouth Street, the traffic is now too concentrated, and it is much more difficult.</p> <p>Now my wife and I try to avoid using Sidmouth Street when cycling as it is proving too difficult to navigate on a bike. It was ok before when traffic was two ways.</p> <p>Some days I prefer to walk to walk to avoid the scheme and have not seen anyone using the cycle lane, so it does seem a waste of time and effort and all it has done is to create extra traffic on other streets and make us avoid the area.</p>
361. Objection	<p>As a cyclist this cycle lane is pointless - it doesn't connect with other cycle lanes so it does not provide any real benefit other than a clear route down one of many busy streets in Reading. If you are coming down Sidmouth Street to Queen's Road you are forced to ride on the pavement as it spits you out on the wrong side of the road.</p> <p>As a car driver I think this cycle lane is dangerous. There are cars crossing the cycle lane to get access to side roads or premises and</p>

	<p>there is a risk of collision. I sometimes see young kids on scooters riding to school and think it will be a matter of time before someone is hit by a car.</p> <p>Usage is extremely low - how can you justify the disruption to traffic in Reading given its not fully utilized, particularly as there is a cycle lane one road over in Watlington Street which actually provides cyclist with safe passage over Queen's Road via a crossing.</p> <p>As a car driver, not being able to turn left in to Sidmouth Street from Queen's Road has added 20-30 minutes to my commute as it forces me to drive through Cemetery Junction and London Road - roads that are already highly congested and polluted.</p>
362. Objection	<p>The cycle lane causes issues entering and exiting the University College of Estate Management car park as you need to cross the cycle lane to access the car park. This causes issues with having to go very slowly and look very carefully behind you to cross it to enter. There is an increased risk of either getting rear ended when trying to turn into the office, as you have to look unnaturally behind to see if a cyclist is in your blind spot. Exiting the car park is also problematic as it makes it harder to pull out into the traffic safely.</p>
363. Objection	<p>1. My common route is through sidmouth rd - I hardly notice a cyclist which shows the lane is not utilised and being a waste of space</p> <p>2. From queens Rd, if i have to go on to london rd (and beyond) My next turning is London street > Silver street > Whitley street > Christchurch rd - which is an over kill</p> <p>If the council wants to implement a cycle lane and disallow vehicle travelling between Queens rd and London rd. How about making sidmouth rd into two lanes (top to bottom) which at the end the vehicle either turns right or left. But also have a cycle lane on each side of the road (two ways).</p> <p>This will release some pressure and traffic on the far right-lane of London road.</p>
364. Objection	<p>I'm a cyclist and don't think its safe and basically not needed as there's a perfectly good existing cycle route which is clearly signposted just one parallel road away in Watlington Street, which I prefer to use</p>
365. Objection	<p>The bicycle line on Sidmouth Street is not really the natural way of traffic flow for the bikes (people riding bikes will be exposed at both ends to car traffic, and the route is not leading to any access road to the centre. Also, it increased the traffic on Eldon Road and London Road. Plus the traffic lights at the Sidmouth Street with London Road is almost ineffective now. Watlington Street it's a much better option for anyone cycling, and less dangerous too.</p>
366. Objection	<p>As a cyclist, I avoid this road. It's really dangerous, as the cars coming out of the side streets and school/offices are in a panic to get into fast moving traffic that is light controlled and do not look properly each way. The street is one way for cars, and two ways for bikes, and the car users just aren't looking properly. I use alternative routes on the quieter roads to cut across from Queens Road to London Road for my own safety. It is just a thoroughly unsuitable road for a two way cycle lane, and I don't think I'm the only cyclist avoiding it.</p> <p>As a car driver, the one way system also has caused a real pinch point for traffic. Everything is forced into the one way system and then you need to divert back around. It was so much better when you could turn from Queens Road into Sidmouth Street and onto London Road - now all the link routes are getting clogged up and with the cars manically flinging themselves out of the Sidmouth Street properties, I think it's an accident waiting to happen.</p>
367. Objection	<p>As a regular family of cyclists the cycle route in Sidmouth street route presents no advantage or enhanced safety for us. There is a better route that links to existing cycle paths along Watlington Street.</p> <p>The increase in traffic caused by the sidmouth street temporary closure has impacted the surrounding roads. This has had a detrimental effect on traffic flow, pollution and noise.</p> <p>Reading borough council need to revoke this temporary measure and spend the money elsewhere.</p>

368.	Objection	I walk down this road on a regular basis and there is no demand for a cycle lane of this size here. To help ease car congestion around Reading, the cycle lanes should be lifted and two car lanes reinstated
369.	Objection	It further reduces access to my house, which is already limited and forces additional traffic onto London Road which is already extremely busy. It is rarely used at all and the council failed to consult local residents at all. What a colossal waste of time and money.
370.	Objection	This cycle line on Sidmouth street is absolutely useless! If somebody have time and stand there for 24hours, then would count cyclists use it on fingers of one hand. Another thing, it is very difficult for recycling lorries to make right turn from Greys Court, when car are parked on opposite sides. And at last not least, it's a nightmare for emergency services because of those pillars in the middle.
371.	Objection	Highway Code breaches and speeding by cars and motorbikes need to be managed and controlled first. Without these people will not be encouraged to cycle.
372.	Objection	Since the introduction of the cycle lane it has not been widely used and is a waste of money. As a result of the closure to vehicles traffic has been forced to use London Street which has caused more congestion on this road and long delays. This in turn has caused more pollution due to cars queueing for longer and thus the scheme has increased pollution levels not reduced them. Cyclists can already use London Street as it has a bus/cycle lane so the added lane in Sidmouth St is not needed. There is sufficient space on Sidmouth St for cars and cycles given the relatively low levels of cycles so to ban cars is unnecessary and just adds to congestion on London St. Lastly cars wanting to access Kendrick Rd are now forced to drive all the way to the top of London St adding upto 10minutes to a journey due to the congestion. Most of the cycle lanes to date are relatively unused and adding more is an unnecessary expense. With the recent change to the law stating that cyclists can now cycle in the middle of lanes cycle lanes are now not required.
373.	Objection	I regularly pass the area and rarely see a cyclist using the cycle lanes. I always see vast traffic jams surrounding the area which are partly due to the road not being available for cars due to the cycle lanes.
374.	Objection	I object to the cycle lane on Sidmouth Street. This is not used by cyclists and should be a two way road again. Absolute waste of money and decision that someone needs to lose their comfy council / highways job over! Ridiculous road. I was in a queue of traffic on that road and an emergency vehicle was having trouble getting through due to the countless bollards that some idiot decided was a good idea....
375.	Objection	Should make it one way both sides for vehicles travelling south
376.	Objection	No comments provided
377.	Objection	Sidmouth Street is NOT a safe cycle route north-south across Reading. Consider as an alternative the connection from Redlands road alongside Royal Berks - the obvious onward route here is directly across London Road and then into Watlington Street (this is currently assisted by the pedestrian crossing on London Road.
378.	Objection	Looking at studies this cycle route is hardly used and it has been observed that more cyclists use the road rather than the cycle way. Stop wasting more of our council tax for unneeded and under used projects. how on earth can you justify this cost for something that is hardly used and not used by the majority of cyclists. Traffic in Reading is bad enough and this road now closed to cars has made things even worse and moved all the pollution to other

	<p>areas.</p> <p>The road network in Reading is just not suitable to cycle lanes. You need to think where cycle lanes can go without taking up existing road space that was there first and been utilized.</p> <p>Sidmouth Street Cycle Lane needs to be removed with minimal cost involved as the council is strapped for cash and money can be spent in better places.</p> <p>I am fed up with Council tax going up every year and you spending our money on stupid underused projects.</p>
379. Support	<p>I support the dedicated cycle lane. As a cyclist I always prefer to use dedicated cycle lanes as opposed to sharing the road and riding in the gutter next to cars.</p> <p>I have a child's seat on the back of my bike and feel safer when riding in dedicated cycle lanes.</p> <p>I would hope for more in and around Reading.</p> <p>As a side note, just because a cycle lane is there, doesn't mean the cyclist has to use it. I know some people who prefer to cycle on the road with cars but that shouldn't mean all cycle lanes are removed.</p>
380. Objection	<p>The current cycle lane is hardly used, causing huge traffic congestion from the offices, homes and hospital and NHS sites situated around this heavily populated, main artery road area.</p> <p>Absolutely ridiculous to give half of the road over to cyclists where the pavement could be utilised instead and motorists, who are already penalised by limited space for movement and pay high cost taxes for using their vehicles, are treated like second class citizens.</p>
381. Objection	<p>I object to these plans as they seem a complete waste of money. Also the traffic congestion along London Road has been made worse since Sidmouth Street has been closed. This also leads to more pollution as traffic has to go miles out of the way to get to Kendrick Road.</p>
382. Objection	<p>The cycle lane is unnecessary and underused. It causes more problems than it solves.</p>
383. Objection	<p>Reading town Centre was designed to naturally promote and nurture traffic jams and gridlocks, there's no need to augment that with additional closures.</p>
384. Support	<p>It's great to have proper cycle lanes especially in that area.</p>
385. Objection	<p>I work in the UCEM office on the corner of this cycle lane and can honestly say it is the most dangerous (for drivers) and underused (by cyclists) cycle lane I have ever come across. The bollards in the road make it an absolute nightmare turning right into our car park as you have to practically get your vehicle at an almost straight 90 degree angle to the lane you are in, manoeuvre round the bollards so as not to hit your wheels against them whilst looking over your shoulder both ways to ensure no cyclists are going either way up or down the cycle lane. (Just in case you should ever come across one). In fact the other day whilst in a meeting room on the ground floor of the UCEM building I actually commented "Oh look there is someone WALKING in the cycle lane, still at least it has been used by one person today". Getting out of the office is even more dangerous as you have to straddle both lanes of the cycle lane until some kind of motorist eventually lets you in. If you live or have to access main roads on the Eastern side of Reading to access the A329 you then have to sit in traffic to follow the one way system, therefore adding to congestion, whereas before you could turn left out onto Sidmouth Street then go via Kendrick Road and Christchurch Road into Earley that way. Why this was ever introduced is beyond me - during the pandemic there were virtually no cars on the road anyway so why this ridiculous cycle lane was given the go ahead words fail me - especially as it goes nowhere and links up to nothing. There is a perfectly good cycle lane already in place down</p>

	Watlington Street so there is no reason to make the one in Sidmouth Street permanent - you should actively be encouraging cyclists to use that one. I suggest you remove the cycle lane in Sidmouth Street before the winter sets in when it will leave both a cyclist should one ever decide to use this cycle lane and employees entering our car park at serious risk of an accident.
386. Support	We need more bike routes all across Reading to encourage bike use and reduce the sheer amount of cars in our roads.
387. Support	cycling to work/school will be easy on a dedicated cycleways. my kid (6yo) is not ready to go on the road, and I found I am neither on busy ones, also I understand pedestrian who complain about cyclists because there is not room for all (and some cyclists are very rude).
388. Objection	The dedicated cycle lane on Sidmouth Road should be removed. Personally, I have never observed it being used in either direction. Additionally, the closure of this road fin Queens Road to London Road means additional traffic at the junctions around Eldon Road and RBH as cars are forced onto a longer route. While I support the use of cycle lanes in general, this section does not appear to work and should be removed.
389. Objection	<p>Providing better cycling provision in Reading should be a priority, but so are the ability for citizens to move around the Borough by foot and by vehicle.</p> <p>Sidmouth St is the single biggest bottleneck in the horrendous IDR model. At a guess, benefiting ten or so cyclists a day in favour of maybe five thousand motorists and their passengers makes no utilitarian sense. Reading Council is hated and this would make them even more hated.</p> <p>I live in Kenavon Drive, so my only way home from the South is to use Sidmouth St</p> <p>Reading is so unfavourable to cycling that our only cyclists are involved in food delivery and almost all use footpaths rather than roads.</p> <p>And what about the many more people using illegal electric scooters !</p> <p>This lane should be used to channel more traffic from London Rd to the Queens Rd roundabout and London Road.</p> <p>Or, better still, London Road and Kings Road should be made two way (and therefore Sidmouth Street would be two way again).</p> <p>Reading was simply designed to be for cars and the only remedy for this would be to radically redesign the IDR and the rest of the centre, which presumably would cost billions.</p> <p>But of course, a tick box will prevail over common sense and any empirical evidence.</p> <p>Why do I bother writing this ?</p>
390. Objection	No comments provided
391. Support	I think it's great to set up more cycle schemes. I am resident in the flats in [REDACTED], I drive a car regularly. It's reduced the traffic flow. I have used it and seen other cyclists use it. It's redirected my driving route home, but I am used to it now, and happy.
392. Objection	I oppose the cycle lane in Sidmouth Street. I have not noticed an increase in cycle use but have found extra traffic disruption on London Road as a result.

393. Support	The Sidmouth Street cycle lane is a great addition to the transport options. It connects existing cycling options on London Road and along the river Kennet. It also reduces the flow of traffic through Sidmouth Street, which is of course still substantial. I commend the council on this initiative and hope that there will be a bigger, more connected cycling network soon.
394. Objection	We object the proposal for the cycle lane, as I use this road on a weekly basis and have not once seen a cyclist using this stretch of road. It takes longer to drive all the way around, especially when I only have to go down to Sidmouth Street and cut across to queen's road.
395. Objection	Closing this road has brought about more traffic. To be honest I have never seen a cyclist using this road, There was a time in Reading when traffic used to run very freely. Since the one way systems have come about I do believe this has been the cause of traffic build up.
396. Support	The Sidmouth Street bicycle lane is very nice in that it is the only one where I actually feel safe while cycling. However, it is currently difficult to connect to the other lanes in the network, which I believe leads to it being underused. This in turn can make it look like it is necessary. While I use the lane almost daily, I am sure that more people would use it regularly if it were connected to the network. The additional reason for why I am in favour of keeping the Street traffic one way is that it makes the west section of London Road less busy (otherwise more cars were coming up through it to get to the Oracle etc.). Hence, I very much support making the cycle lane permanent and, in particular, the work on connecting it more with the cycle network.
397. Support	During the week I make daily use of the Sidmouth Street cycle lane as part of my journey cycling (bicycle [REDACTED]) [REDACTED] from Caversham to [REDACTED]. When the lane opened it was a real plus for the journey, with only a couple of other parts of the journey now remaining hazardous (negotiating the railway bridge roundabout and the section of Shinfield Road leading up to the [REDACTED] for instance). I am also a car user, but as a family we have dropped down to one vehicle and choose to walk and cycle whenever possible - Reading doesn't have enough road space for all the cars using it. More dedicated and safe cycle routes need adding across Reading to get people out of their cars...the more routes there are (and particularly joined up routes) the more people will feel comfortable using them...cycle lanes also need repainting more often as too many are faded. When heading north down Sidmouth Street, sometimes the traffic is too heavy to cross easily into the cycle lane. There can also be a long wait before the lights change when heading south. On several occasions there has been broken glass in the cycle lane which will deter cyclists from using it. I would also encourage a more progressive approach to the use of scooters in Reading and on cycle routes like this as it can really help to reduce congestion
398. Support	support the continued use of road space for segregated cycle lane, just need more attention to the start and end of the route to make it safe to use
399. Objection	Never seen a cyclist using it. Have seen cyclist using the road next to it
400. Objection	It's better for two way road. No one uses cycle lane there. Waste of space and time. If this lane stays more pollution as traffic has increased since this new cycle lane was introduced.

401.	Objection	As both a driver and a cyclist using these roads that cross between London road and Queens Road in both directions daily, I can see zero benefit to this cycle route which only serves to push more traffic into the remaining, already inadequate routes. Trying to turn right out of Eldon road into London Road is a nightmare. There's now more traffic on this route to then turn back down Sidmouth Street and all the cars are sat stationary with engines in, creating more pollution. Barely any cars obey the yellow hashed lines at the Eldon road/London Road junction so the traffic is a lot a standstill.
402.	Objection	Having the road as a cycle lane will cause a lot more road traffic in the one way system.
403.	Objection	The cycle lane is literally no use if it's not supported by a wider cycle network. As such the path is under used and causes frustration for motorists on a very busy, congested section of Readings roads as it takes up space they could use. The smart thing would be to make Sidmouth street two lanes for cars, remove the permit parking on that road which is literally never used, and have a regular cycle lane north towards queens road, and a protected section of cycle path coming south toward London road.
404.	Objection	It's a total waste of time. I travel along that route daily, never is it used
405.	Objection	No one uses it, the one way system in Reading is a joke,
406.	Objection	This current lane is little used, better as a road
407.	Objection	No use of the dedicatee cycle lane Please the road for general traffic and can introduce a cycle lane It will increase the congestion
408.	Objection	Hardly used, better to slow cars back
409.	Objection	The closing of sidmoth street has caused london street to be choc a block and it takes ages to get up london street. I have hardly ever seen a cyclist use sidmoth street anyway. Also the addition of cycle lanes to Whitley street and Christchurch road by the queens head causes the traffic to back up unnecessarily. Reading needs cures for traffic congestion not extra restrictions adding to it.
410.	Objection	The cycle lane does not seem to be used to its full potential bit like most of the cycle lanes across Reading. In all the years I've driven down Sidmouth Street since it was changed I gave not seen 1 cyclist
411.	Objection	There must be wider consultation and assessment of wider impact on joined up areas. The wide use of scooters/ ecycles can't be ignored, and the impact on pedestrians and people with visible and hidden disabilities. Thank you
412.	Objection	There are two cycle lanes already in the vicinity and no-one uses the current one
413.	Objection	I used to use Sidmouth St in both directions twice a day during school drop off times. After the cycle lane was introduced I still used it but only in one direction. In all that time I only saw a cyclist using it two or three times. That's in total, not each day. Lovely idea for the cyclists but it just doesn't seem to be used, whereas it's very inconvenient for drivers.
414.	Objection	There are already too many cycle lanes in Reading. I go past that lane regularly and to date have never seen a cyclist use it.

415. Objection	<p>This was a temporary scheme during covid when mainly families or some people used but but not frequently used enough to keep this area is busy for motorists coming from London Road to link to other area & has caused lots of traffic build up in that area the council had blocked off the whole side of the road instead of making a small cycle lane this has impinged immensely on traffic & needs to be taken away to enable traffic to flow through there it was also an easier back route to get to the hospital instead of going all the way around London road or up silver street they even blocked off getting into wstlington street I strongly suppose this</p>
416. Objection	<p>I drive daily to [REDACTED] and since the closure of this side of Sidmouth Street I've experienced increasingly dangerous situations as a result of being unable to use this route. Being shunted further down King's Road creates a challenging bottleneck, causing drivers who do not want to wait in the right-hand lane (waiting to turn right into Eldon Road) to drive quickly up the middle lane and cut in, often aggressively, in order to access Eldon Road. The often exceptionally busy crossroads (at the Walker Funerals junction) causes those drivers wanting to turn right out of Eldon Road onto London Road to have to drive on the wrong side of the road to reach the traffic lights, such is the volume of traffic waiting to go straight across into Craven Road.</p> <p>The queues of traffic which back up at the King's Road/Watlington Street intersection frequently causes hold-ups for emergency vehicles, particularly ambulances coming from the RBH. When we could bear right into Queen's Road and then turn left up Sidmouth Street, that did not happen.</p> <p>I never see cyclists using Sidmouth Street, whether in the morning when I cross the top of the road on my route to Kendrick Road or in the evening when I turn on to Sidmouth Street from South Street. It has been a pointless scheme which has well outrun any usefulness it might have had during the pandemic. It has caused increasing traffic chaos on King's Road and Watlington Street, leading to dangerous manoeuvres and, on occasions, accidents.</p> <p>Pease make Sidmouth Street two-way for cars again.</p>
417. Objection	<p>I have never seen a single cyclist in the cycle lane in Sidmouth St.</p> <p>I support cycle lanes and safe links for vulnerable cycle users but it is a complete waste of money here.</p> <p>Where exactly are these cyclists coming from and going to? The lane dumps cyclists out onto two busy roads.</p> <p>It is a complete waste of money here.</p> <p>Have you conducted a survey to see how many people use this on a daily basis?</p>
418. Objection	<p>I frequently travel through Sidmouth street both on foot and by car.</p> <p>I have never seen the Sidmouth street cycling route used by cyclists. On the opposite, it restricted flow of traffic through central Reading unnecessarily. As a keen cyclist myself, I can see many much better ways to spend council money on actual cycling paths in and especially around reading, and I believe any available money should be spent improving cycling along Kings road or queens road or IDR or one of the other central roads in Reading, or making good cycling provisions along A4074.</p>
419. Objection	<p>I've never seen a bike on this route.</p> <p>I've waited at the traffic lights hundreds of times, wondering why they are needed</p> <p>The REAL issue for cycling in Reading is what happens after you cross the bridge from Caversham. There is no cyclist route that doesn't risk death or injury on a lethal roundabout</p>

420.	Objection	This is not being used by cyclists. I use this route everyday several times a day for my job, all it has done has created congestion on the london road, it would be better if the traffic light on london road to the right turning into sidmouth was on a permanent green and then if a cyclist came up that road it would change to red otherwise traffic is stopping g for no reason polluting the area. All this has done is cause more pollution with traffic having to go further and people sitting in traffic.
421.	Objection	No comments provided
422.	Objection	I object as I use Sidmouth street 5 to 6 times a week I have never see a cyclist use this route. I believe the reason this cyclist route was created was for cyclist to utilise it - this objective has not been fulfilled. Rather the traffic has increased around Sidmouth street- with no benefit to cyclist.
423.	Objection	This is a waste of money, which would be better spent on educating cyclists to use the road correctly. Most of them have no idea whats in the highway code and how to ride on them with their own safety in mind and consequently other people too. Too many of them cycle through red lights, on pavements etc. They expect vehicle drivers to have eyes everywhere and dont take into account pedestrians or horse and riders. Spend the money on educating cyclists to ride on the road.
424.	Objection	No comments provided
425.	Objection	I have seen no evidence of cycle use in the Sidmouth Street cycle lane. It doesn't appear to be of any benefit in encouraging cycle travel from south Reading. Watlington Street seems to be a much better route option to encourage more cycle use.
426.	Support	I both use this link and strongly support its retention as an important link in any north/south cycle routes through Reading. It provides for a safe and easy route when heading south across the busy multi-lane London Rd and links up easily on a quiet road, South St when crossing Kings Rd from the north. It may not currently attract much use but having such options available are essential if more cyclists are to be encouraged to use bikes when commuting/accessing central Reading.
427.	Support	It promotes active travel
428.	Objection	Waste of time, more traffic being directed
429.	Objection	Absolute madness. As a cyclist and a driver I appreciate we need more of a cycle network around town but this is not the answer. Complete waste of road use. Perhaps a middle cycle route going both ways. All the time driving down the road I've not ever seen a bike on it. Just a waste of money & resources in my opinion.
430.	Objection	It's in the wrong place & under used/rarely used - most people use Watlington Street because it links up better with other cycle routes. This is just a nonsense & forces traffic up London Street - it should be reopened
431.	Neither Support nor Object	As a cyclist, I prefer to use the Watlington Street cul-de-sac between London & Queens Roads for a similar journey. It connects London Road, which has a cycle & pedestrian crossing near the RBH, to a cycle & pedestrian crossing on Queen's Road; from there I join the Kennetside cycle path. The approach to and exit from Sidmouth Street have few of these safety features. Watlington Street cul-de-sac should have a defined and resurfaced cycle path; doing this would (have been) less expensive than what was done on Sidmouth Street.

432.	Objection	No one uses cycle lanes so don't waste our money. When it is compulsory for cyclists to use them, then build more
433.	Objection	The connecting London Road has some of the most significant breaches of speed limits I have seen. I would not cycle in Reading due to the associated dangers.
434.	Objection	I have never seen a cyclist use those cycle lanes. It truly annoys me that motorists have to make a detour via London Street in order to go to Kendrick Road or have to go up London Street and down South Street in order to get to the east side of South Street and to Greys Court. So much for trying to reduce air pollution.
435.	Support	No comments provided
436.	Objection	Since the introduction of the scheme I have not once seen a single cyclist using it. Therefore the only thing it can possibly be doing is causing cars to take a longer journey than they previously would and from that, they will be producing more fumes/emissions.
437.	Objection	Safety 1 - I have nearly been rear-ended a lot of times turning into office carpark, because drivers think i am turning at traffic lights but i am slowing down to do a tight right turn plus looking both ways for pedestrians & invisible cyclists. 2 - Leaving office carpark i need to turn right & then left at traffic lights, which means i need to cross footpath & cycle lane always looking both ways then waiting for drivers to let me out. But some times when they do i block they lane until drivers in the left lane let me out. Which dose not help with CO2 levels 3 - It's not good for large delivery vehicle because they need to block both lanes to reverse into carpark & tying to look both ways for pedestrians plus cyclists .
438.	Support	Safety for cyclists. Green agenda is going to grow and we need to encourage same
439.	Objection	Objections I drive down Sidmouth street, every day to go to work, (5days a week) to this day I have not once seem any one using the cycle lane! I find that having the road a one way, system for cars corses a lot more traffic. Specially in the evenings. As there are so many cars going up the Kings road and Eldon road, then this can corse the London road to get very busy also!! I would say, with this extra traffic it easily adds a good 15mins to my journey home. Even the last few weeks, where it has been school summer holidays, the traffic around these areas are just as BAD! It can easily take me about 10/ 15min, just to get from the side of the old prison/Fordury gardens, to the bottom of Eldon road, with the amout of traffic.
440.	Objection	I have to drive down this road multiple times for work and leisure and have not seen any real number of cyclists using the cycle lane. Reading has a problem with traffic, not bikes, so opening the road back up would be more beneficial
441.	Objection	I object to making the cycle Lane permanent. I used to use that side of Sidmouth Street a lot as my car park for work is in East Street, opposite Kendrick School. You can only get to it from London Road as it is a one way street. To get to the car park from town I have to go all the way down to Eldon Road and then London Road. This is causing more congestion on London Road. Also I have yet to see a single cyclist use the cycle lane so it seems very unfair.

442. Objection	I object to this as blocking the road has caused motorists to go down Eldon Road then on to London Road. This has caused more traffic congestion on London Road which makes no sense. And also I don't see any cyclists using the lane so what was the point?
443. Neither Support nor Object	I cannot comment on the usefulness or otherwise of making this particular stretch permanent, but I do support the development of an integrated cycle network within and connecting to routes outside of Reading, particularly if it separates cyclists from pedestrians - all strategic connecting cycle routes throughout Reading should look to remove the hazard of joint pedestrian/cycle pathways by physically separating the route or providing sufficient space for all non-car/vehicle users. Attracting car users to greener options such as cycling will not occur unless there is a sense of safety and benefit to doing so.
444. Support	I would like to see more cycle lanes across Reading. Encouraging cycling for cost, health, and environmental reasons, by making it safer and more convenient, would be a fantastic use of public resources.
445. Neither Support nor Object	I am a cyclist, and I have never used it. I travel through Reading to go to Wokingham occasionally. On those occasions I have never used this. The streets to the East link better to Redlands Rd and are very quiet in terms of traffic. It does not start/finish you in a place that you would want to cycle from. I think that would be true even if it was better connected. As a cyclist I would like to see 20mph zones in town and segregated cycle lanes. I should, therefore, think this is a good project. However, I have never used it and that speaks volumes. I cannot see how I would use it unless some major roads are converted into segregated bike lanes. If that is the case then I think you have to tell the residents what those plans are. I really questioned if I should object, and the reason that I did not was because it sends the wrong message on cycling infrastructure. I would not be in favour of this suggestion without clear evidence as to what exactly is being planned in the future to link this route to other routes. Alas as a stand alone route I think it has little to no value.
446. Support	Cycling must be supported if Reading is to become a modern-forward looking town. Sidmouth street cycle lane provides a vital transport route for trips to and from south reading into the town centre in an area otherwise completely dominated by vehicle traffic. Local air quality will also increase and encourage further cycling, reducing traffic from Reading's chronic over-reliance on vehicle transport.
447. Support	I support the proposed cycle lane as this will help to reduce the reliance on vehicle use in reading, promoting active transport and improved air quality. As a non car owner I rely on readings (excellent) bus network and cycle lanes. However traffic levels in reading make cycling intimidating so anything that reduces traffic and makes cycling easier and safer would be beneficial.
448. Objection	Converting that road into a giant cycle lane is possibly one of the worst uses of council funds I have ever seen. I have never seen a single person using it and it's far too wide and blocks what was once a very useful vehicle lane. An absolute waste of time and resources.
449. Objection	I have never seen a cyclist use this cycle route
450. Support	The allocation of space for cycling and pedestrian users on Sidmouth Street has been a great example of how a small measure has the potential to have a huge impact, if this road can receive additional cycling and walking network improvements at either end as part of the LCWIP delivery it will create the kind of ambitious infrastructure that Reading needs to encourage more active travel. I use this route to access the rear of my office on London Street and this is a nice road to finish my commute along.

451. Objection	<p>I wholeheartedly object to the two-way cycle lanes on Sidmouth Road becoming permanent. I'd like to share a little context for how I'm been impacted negatively by this project. I work for UCEM at Horizons and due to inefficient public transport links to Reading from my home I commute by car. This means that due to the cycle lane structure I must turn right across two-way cycle lanes into the car park. Then when leaving I have to cross those two cycle lanes to join quite close to a busy junction which is often unable to sufficiently progress through the traffic lights due to traffic on the Queen's Road. The first time I entered and left Horizons I was flabbergasted at the setup of crossing the cycle lanes and having to look behind me for oncoming cyclists which is dangerous at the best of times but could be deadly in the winter when its dark if a cyclist wasn't properly lit. Luckily for my peace of mind (though I imagine not so much for the taxpayers of Reading) I quickly realised that the cycle lanes are hardly ever used. I still check every time of course, but I'm less worried I'll miss something. I also feel that I'm not causing a true obstruction if I block the cycle lanes when leaving as I've yet to be in the way of a cyclist in the last year of having to make that turn. I'm also concerned that every time I need to turn into the car park I am going to be rear-ended after having been honked at several times despite indicating I'm turning right. Because that lane is a right turn lane onto the Queen's Road anyway, my indication may not be clear to the person behind me that it is for the car park and not the main junction. Given that it takes a little longer to be sure it's safe to turn and no cyclists are coming from behind me - this is an increased risk to what it would normally be with just oncoming traffic on a two-way road.</p> <p>I'm not an expert on Reading roads, but it seems to me that this isn't the best solution. I would think the cycle crossing at Watlington Street makes Watlington Street a much more natural choice for this type of cycling infrastructure and given it's not a through road for cars to Queen's Road a much safer option for the more vulnerable road users.</p> <p>The fact that I've rarely seen a cyclist use the lane shows that it's a disproportionate risk to undertake for very little benefit to anyone. I know that UCEM has provided evidence of the low usage of the cycle lanes and I suspect the council has its own data which shows this as well.</p> <p>Also for those in petrol and diesel vehicles, the amount of time waiting for traffic or driving around the one way system must be increasing the pollution of the area which isn't good for either pedestrians or the environment.</p> <p>To summarise, I disagree with the proposal to make the cycles lanes on Sidmouth Stree permanent mainly because there is an increased risk of a traffic incident at the entrance to the Horizons building car park which would endanger cyclists, drivers both leaving the entrance or on Sidmouth Street, and even pedestrians on the footpath next to the cycles lanes. I just really can't understand the justification for keeping the cycle lane set up as it is now as I frankly can't see any benefits to anyone driving, cycling, or walking in that area. I do hope this doesn't become a case of a council being too afraid to admit they got it wrong and continuing to endanger lives and property instead of rectifying it.</p>
452. Objection	<p>This scheme was introduced during Covid-19 where alot of people were furloughed, working from home or not working at all due to this traffic on road was 0% and only key worker were allow to travel, at that time it was OK to have cycle lanes as no traffic and people were encouraged to do exercise walk cycling. Now everything is open back to normal same road same traffic well even less lanes due to alot of new addition of cycle lanes which builds up so much traffic and takes long to work or get anywhere else. Due to this car lorries stay idle while engines running which creates more pollution which isn't great for environment. Sidmouth Street is</p>

	crucial to by pass long turning so making it back to normal for all traffic would be great. Cyclist are always welcome to use roads and every vehicle respects theirs space so please do consider all roads back to normal. Thanks
453. Objection	No comments provided.
454. Objection	<p>I regularly use Sidmouth Street and since this road has been blocked I, for one, have NEVER seen any cyclist using this "cycle lane" Yet cars are now forced along Eldon Road and London road because of it , creating more traffic & pollution. (not to mention the inconveniece of being forced to take the long route round). How is that helping the environment? Furthermore, cyclists do not contribute to the upkeep of the roads like car drivers do through tax so why do they get preferential treatment? Perhaps you should set up a register of bike users and charge them for use of the cycle lanes and reduce the tax to drivers! For better environmental impact you need to stop creating traffic 'bottlenecks' by closing roads which enable the traffic to disperse .</p> <p>Your policy always seems to consist of herding cars into one way systems then creating lots of cycle lanes to look like you are doing something. It is a waste of valuable tax payers money. These cycle lanes are empty 80-90% of the time even though 90% of people actually travel by car. I have nothing against cyclists but why should I be inconvenienced and then have to pay for the enjoyment of the few?</p> <p>Maybe you should consider making a greater contribution to subsidising bus fares instead to make them much cheaper instead. This would reduce car numbers and pollution more effectively, as people who really don't need to use their cars would leave them at home and travel by bus. That would probably cost less and be quicker to implemt.</p>
455. Objection	<p>This initiative was over-enthusiastic and did not account for ALL road users... in fact, as a cyclist I feel this went far too far and alienated other road users resulting in negative reactions from them.</p> <p>The proposal ignores the need for all road users in favour of cyclists and this is unacceptable.</p> <p>The number of cyclists using cycle lanes in very low as people in this country do not utilise cycles due to weather, time constraints, destination distances, children, luggage etc.</p> <p>All of these considerations demand that vehicle drivers are FULLY considered positively and included in all road use decisions. I cannot support the proposal as is, and this is yet another opaque RBC anti-car initiative that brings the cycling community into disrepute.</p> <p>ALL road users must be accommodated FULLY relating to the manner in which they CHOOSE to travel (forcing them does not work and RBC is very very late to this fact).</p>
456. Objection	<p>1) It's an accident waiting to happen. I turn into my place of work in the car, firstly trying to avoid being hit in the back of the car from other vehicles behind me who believe I am turning onto Queen's road rather than the office carpark, secondly as its such a right angel turn, it causes a blind spot in my wing mirror for any cyclist coming down Sidmouth Street (especially if they have just come from South Street). We are very fortunate at the moment as its hardly used, but if what has been mentioned in the proposal this will link up with other network, let me give the warning now, cyclists will, I believe by accident, be hit by cars turning across it, this is a very big health and safety issue. (I will be informing insurance companies if an accident happens to any members of staff that this was pre-warned to you as the council, as it is impossible to clearly see to the right of you as you turn in, the blind spot is impossible to cope</p>

	<p>with at the same time as avoiding being hit by a vehicle behind, especially large lorries!)</p> <p>2) Its hardly ever used as shown in the survey results and apparently there is a parallel cycle route that is used a lot and it is shown on the cycle network routes, so why have this one? Why not connect any new routes to that cycle road?</p> <p>3) It is not easy turning out of the carpark now onto Sidmouth Street, to be truthful, I use to turn left out of the carpark rather than try and get out turning right, even though the left turning would mean it takes longer to get home.</p> <p>4) Put in KEEP CLEAR across the road outside UCEM's carpark entrance.</p>
457. Objection	It seems a waste of money and space. I have never seen anybody use it, and it is not accessible from the cycle way along the Kennet.
458. Objection	I have never seen a bike on it, we do also have cars in this town, turn it back to a road
459. Objection	The cycle way is very underused. I have yet to witness a single cyclist on it when I drive by which I do regularly
460. Objection	Since the cycle lane in Sidmouth Street has been in operation, at no point have I seen it being utilised at a level I would consider appropriate for it to become a permanent fixture. Without adequate usage, it seems far more sensible to make Sidmouth Street two-way for vehicles once again. My workplace is on Sidmouth Street and access and exit from the car park has become very dangerous since the introduction of the cycle lane. You must cross the cycle lane to access/exit the car park, and whilst it is rare that a cyclist may be approaching, you must almost stop to check it is safe to proceed. With the traffic only flowing one way down Sidmouth Street it travels at speed, and it is very dangerous to slow down, and even when indicating appropriately other road users make the assumption that you will not be slowing to access a commercial or residential property. I know my employer has previously contacted RBC about the challenges the cycle lane presents, as well as providing evidence from their own independent survey to illustrate just how little the cycle lane is used. I would urge you to reconsider and once again open Sidmouth Street to traffic both ways. It is much safer to exit my workplace by turning left up Sidmouth Street, than having to turn right and cross multiple lanes of traffic. It also opens up another route for those travelling out of Reading and avoids directing unnecessary traffic towards the town centre.
461. Objection	Not ideal THIS close to RBH.
462. Objection	I've never seen a cycle using the road ! What a waste of time and money.
463. Objection	I object. I need access to Horizons and I believe the current arrangement results in danger to the public with vehicles turning across a two-way cycle lane. I really worry about the increased risk of either getting rear ended when trying to turn into our offices, as we have to look unnaturally behind to see if a cyclist is in my blind spot. Usage is extremely low and disproportioned to the amount of vehicle traffic.
464. Objection	In all the times I have driven down this road I have only seen one cycle using this road. It is a waste of money and causes traffic issues on Eldon Road.
465. Support	Any extension to available cycle routes in Reading is to be welcomed. The Sidmouth Street scheme has provided a useful cycle route but also made it much easier for pedestrians crossing busy Sidmouth Street, and eased vehicular access from both sides of South Street; this junction was the site of many accidents before the cycle lane was installed.

466. Objection	I object! It is a waist of one side of the road, which was very regally used by cars and is now an unused cycle line. I have not seen this lane, being used by cyclists. This road is not a busy cycle root at all. I see more bikes on the road and pavements, in the surrounding areas!
467. Objection	<p>OBJECTION.</p> <p>My own observations are that the east side of the carriageway in Sidmouth Street is little used by cyclists, and the continued prohibition is detrimental to the motorist in their efforts to travel around Reading.</p> <p>A simple cycle lane of normal width as used in other areas of the town, viz George Street & Reading Bridge, would be adequate, and would facilitate the usage of the road in both directions for all road users.</p> <p>It's increasingly obvious that there are those members with an agenda that is anti motorist, and that needs to be curtailed before we are subjected to any further nonsensical plans like the Gosbrook Road/Prospect Street/Westfield Road farce, and that was on its second attempt at chaotic management!</p>
468. Objection	I walk this route at 8am daily and the road was always busy with traffic which had now moved to surrounding roads. Most days, when I walk up at 8am and down at 4.30pm I probably see 2, maybe 3 cyclists. It's clearly not being used to maximum capacity.
469. Objection	<ul style="list-style-type: none"> • Increased risk of a collision involving a vulnerable road user as a result if the new scheme. • The current arrangement results in danger to the public with vehicles turning across a two-way cycle lane. • The impact that the scheme have had on access to Horizons (UCEM)- <ul style="list-style-type: none"> o Increased risk of either getting rear ended when trying to turn into our offices, as having to look unnaturally behind to see if a cyclist is in your blind spot o Inability to leave our building and get across the cycle way and into fast moving traffic trying to beat the lights – made even worse now phasing is not together • The level of diversion that is now required not just for the traffic associated with the UCEM but also general traffic in the area • Increased amount of time wasted sitting in traffic or having to go round the one-way system causing increased air pollution – idling traffic been proven to create 29 times more harmful pollution particles than free flowing traffic • Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity. • Usage is extremely low and disproportioned to the amount of vehicular traffic - RBC have said that this is the catalyst of more planned routes, so are aware there is low usage, and this is the contentious issue
470. Neither Support nor Object	If you want to do something useful with Sidmouth Str, make Two full lines going down and a small cycle line in one side and the traffic lights on the bottom of the Str, move them just a bit to left, the left line can go right or left and the right line only right and no traffic light on top of the Str. Like this you will have a traffic flowing like never before.
471. Objection	The cycle lane is simply not used. I observe and walk along Sidmouth Street [REDACTED]. I see around 5 cyclists each week; some of them are not even using the cycle lane, they are using the road (North) or the pavement. Currently the lane is literally a road to nowhere.

	<p>In the meantime, the road closure is increasing vehicle congestion and pollution, causing 200+ residents who live on the South East side of Sidmouth Street considerably longer journey times home when travelling from the West (as they are now forced along Queens Road, Kings Road, Eldon Road and London Road in order to access Sidmouth Street from the South. It also causes delays in ambulance services, forced to navigate through a single lane of traffic, and increases noise pollution.</p> <p>The cycle lane will be a key part of the overall cycle routes strategy - ONCE THEY ARE ALL INSTALLED. By all means close Sidmouth Street to traffic AT THAT POINT. Until then, the cycle lane serves no purpose other than to demonstrate the abstract ideology of the Council - rather than the current needs of its residents.</p>
472. Objection	<p>I commuted by bicycle to the town centre 4-5 times a week before Covid and about once a week since then. My route into town is past the university and/or hospital using either Redlands Road or Kendrick Road and ending near the Oracle. Approaching town from Redlands Road there is already a very safe and convenient access route into the town centre via Watlington Street. Approaching from Kendrick Road provides a more direct albeit slightly more challenging route via East Street/South Street/London Street.</p> <p>My preferred route is via Redlands Road and then using the crossing near the RBH on London Road, Watlington Street, crossing Queens Road at the lights and along the short but very useful segregated cycle path which connects to Kennet Side. The one previous drawback of this route was drivers using Watlington/South Street as a rat run in the afternoon peak, and speeding towards you through the parked cars on both sides of Watlington Street. However the junction with South Street was closed to motor vehicles a few years ago: a very simple and relatively low-cost change that made a big difference. Watlington Street has been a fairly pleasant section of my ride ever since and is probably where I see the most other (non-Deliveroo!) people cycling, so I don't think I am alone in favouring this route. Its popularity contrasts with the apparently very low use of Sidmouth Street.</p> <p>Kendrick Road provides slightly more direct access to the town centre via East Street/South Street/London Street bus lane but I use this route less often, as riding along Christchurch Road can be uncomfortable. The recent addition of partial sections of painted cycle lane doesn't appear to have improved the situation. This route probably requires a bit more experience in terms of positioning, for example as you approach the Kendrick / London Road junction and potentially filtering past traffic.</p> <p>Sidmouth Street lies between Redlands and Kendrick but it is not an obvious desire line from either of them, and using it does not save any time or distance when compared to the alternatives explained above. Most crucially the cycle lane has no suitable onward connection to the town centre. As far as I can tell cyclists need to dismount and walk their bikes through three separate pedestrian crossings and along a length of pavement in order to then continue their journey along the canal side section of Sidmouth and the Kennet Side path.</p> <p>Reading is unfortunately known for the poor quality of its cycling infrastructure and making a permanent cycle lane where it is not needed will not improve this reputation, however well designed and segregated the lane itself is. I am also concerned that it will be used as a stick to beat cyclists with when other schemes are put forward ("We've already lost one road and THEY'RE NOT EVEN USING IT" the motorists of Reading will cry). For these reasons I object to the proposal to make it permanent.</p>
473. Objection	I object for the following reasons:

	<ul style="list-style-type: none"> • The negative impact that the scheme has had on access to Horizons (UCEM's building on the corner of Sidmouth street and Queen's road), including increased risk of either getting rear ended when trying to turn into our offices and difficulty existing across the cycle lane and into busy/moving traffic. • Air pollution caused by having to sit in traffic whilst going round the one-way system. • The existence of other established, safe segregated cycle route that is on two of the national cycle routes just one parallel road away in Watlington Street. • Usage is extremely low and disproportioned to the amount of vehicular traffic. Many of the few cyclists that I've seen recently on Sidmouth Street are actually using the pavement rather than the cycle lane.
474. Objection	I am a cyclist and it is both unnecessary and useless to have a cycle lane in that location. I have literally never seen a cyclist use it, and I travel this way daily usually in rush hour.
475. Neither Support nor Object (Thames Valley Police)	Thank you for the consultation. At this time Thames Valley police have no objections to the scheme.
476. Objection	<p>I absolutely object the proposed Sidmouth Street cycle lane. I am an avid cyclist and enjoy the outdoors, but this scheme is a complete waste of time, money and common sense. The cycle lane is rarely used and instead adds another one-way street in an already congested and ill-thought-out one-way system; Blocking off vital arteries to the heart won't make the heart breath better. There are already so many driving restrictions already and creating more of these won't put drivers off and make them cycle, it will just add to the congestion. Very few people drive for fun. The high cost of motoring is already putting people off driving, so when they do, they don't need more headache.</p> <p>New laws and changes to the highway code already mean that cyclists are now given even more priority on the road, so implementing a cycle lane is pretty useless. The new update says cyclists should cycle in the middle of the lane on quiet roads, in slow-moving traffic, or when approaching junctions or road narrowings. The code also says cyclists should maintain a distance of 0.5m from the kerb edge when cycling on busy roads or with traffic that is moving faster than them. So, with all this said, why the need to implement a dedicated cycle lane?</p> <p>Spend public money on more useful initiatives, initiatives that will enhance people's lives. If you absolutely need to use funds for roads, then use it to fix pot holes. Don't implement something that in 5 years you'll be going out or consultation to reverse the decision. In these times of austerity, please let's all use the public purse wisely.</p>
477. Objection	<p>I don't think this cycle lane needs to be made permanent.</p> <p>I think I have seen less than a dozen cycles on it during my daily commute home from East Reading since it opened until March this year.</p> <p>It would be better served as a full road one way down to Queens Road. This would help traffic flow as cars turning left into Queens Road would not get caught in a queue waiting to turn right. Also, two lanes at the bottom could turn right.</p> <p>There would also be no need for traffic lights as the top of Sidmouth Street; they would only need to be pedestrian lights.</p>

478. Objection	<p>It is noted that the duration and expiry of the consultation coincide with the start of the holiday season, and this has limited my response.</p> <p>Regarding the still unused temporary cycle lanes in Sidmouth Street, Reading.</p> <p>From direct experience, the temporary scheme has caused:</p> <p>Significant inconvenience to drivers familiar with the previous road layout.</p> <p>Significant inconvenience to the emergency services - On passing through on a Friday afternoon at around 2.30pm, I witnessed an ambulance struggling in heavy traffic to negotiate in the wrong direction the only traffic lane in Sidmouth Street while the waste of a completely empty dual cycle lane was apparent to all present.</p> <p>The diverted traffic that would normally traverse from Queens Road to either the London Road end or to South Street is now forced to add to the significant congestion and pollution (noise and emissions) elsewhere.</p> <p>Works vehicles that require manoeuvring into position are impacted.</p> <p>The cycle lane(s) would be better placed in Watlington Street, where due to its existing traffic measures and excellent location, would be far easier and cheaper to implement.</p> <p>The cycle lanes in Sidmouth Street should be removed immediately and no more money wasted there, instead public money should be invested in the real alternative and convenient for the populous, which is greener PUBLIC TRANSPORT.</p> <p>If you have any questions, please do not hesitate to come back to me.</p>
479. Objection	<p>I wish to strongly object to the proposal to make the temporary 2-way cycle lane on Sidmouth St. permanent, and seek the restoration of southbound traffic.</p> <p>My reasons are as follows:</p> <ol style="list-style-type: none"> 1. During the 2-year temporary period, use of the cycle lane has been minimal to almost none existent. 2. Residents of Kendrick, Morgan, and Allcroft Roads have been deprived of the most efficient route to home from Reading town centre. For the 2 years, it has been necessary to traverse instead the length of London St. Up Whitley St. onto Shinfield Road before turning left down into the top end of Kendrick Road. This route is longer and regularly congested, wasting valuable time, using more fuel, and producing increased pollution. 3. These rare cyclists already had the option of using Watlington St. which runs parallel to Sidmouth St. only a short distance away, so the unnecessary alterations to Sidmouth St. was just pure folly. <p>I would like to be kept informed with respect to this matter.</p>
480. Objection	<p>I would like to thoroughly endorse the comments made by [REDACTED].</p> <p>This scheme appears to have been ill conceived and badly thought out and results in great inconvenience for large numbers of residents and motorists and of course greater congestion.</p> <p>I am a very regular cyclist in the area and have never once used these lanes or felt that they are useful.</p>
481. Objection with petition	<p>Please find attached a petition signed by 179 persons objecting to the making permanent of the cycle lanes in Sidmouth Street, Reading.</p> <p>If you have any further questions, please do not hesitate to come back to me.</p> <p>OFFICER COMMENT: A petition with 179 signatures was attached to this objection. The petition states:</p>

	<p>"We OBJECT to the making permanent of the Cycle Lanes in Sidmouth Street, Reading and petition Reading Borough Council to DISMANTLE the existing temporary cycles lanes immediately as: The temporary cycle lanes have not seen any use since their inception; Have caused significant inconvenience, increased congestion and increased delays to vehicle drivers, delivery services, works services and the emergency services. The diverted traffic has increased the noise and emissions pollution elsewhere. The cycle lanes would be better placed in Watlington Street."</p>
482. Objection with petition	<p>Please find attached a further petition (4 pages) signed by at least 80 persons objecting to the making permanent of the cycle lanes in Sidmouth Street, Reading. PLEASE REMOVE THE CYCLE LANES IMMEDIATELY. If you have any further questions, please do not hesitate to come back to me.</p> <p>OFFICER COMMENT: Please note that this objection and petition was submitted by the same objector as line 481. An additional petition was attached to the objection, with 87 signatures. The petition states:</p> <p>"We OBJECT to the making permanent of the Cycle Lanes in Sidmouth Street, Reading and petition Reading Borough Council to DISMANTLE the existing temporary cycles lanes immediately as: The temporary cycle lanes have not seen any use since their inception; Have caused significant inconvenience, increased congestion and increased delays to vehicle drivers, delivery services, works services and the emergency services. The diverted traffic has increased the noise and emissions pollution elsewhere. The cycle lanes would be better placed in Watlington Street."</p>
483. Objection	<p>Blocking the Sidmouth Street has already choked Kings and Queens Road junction along with London Road (Berkshire Hospital stretch).</p> <p>I live in Sidmouth Street and I hardly ever noticed cyclists using the Cycle Lane. I suppose the Watlington street serves cyclists better than the Sidmouth Street.</p> <p>Please consider this an objection for making the cycle lane permanent and re-use the road for normal traffic.</p>
484. Objection	<p>A complete waste of money and town route which I use very regularly. Only ever seen 1 bike on it! Revert it back for traffic asap.</p>
485. Objection	<p>I object to the Sidmouth Street Cycle Lane becoming permanent for the following reasons:-</p> <ul style="list-style-type: none"> • The cycle lane is hardly used. I walk along Sidmouth Street several times a day and it is a novelty to see a cyclist using it. This is compounded as the whole scheme was rebuilt as a result of the resurfacing of Sidmouth Street. • Watlington Street cycle route is used far more and links the town centre well and safely. • Residents of Kendrick Road and surrounding roads who may use , for example Napier Road Tesco have to make along more polluting journey. The closure of southbound Sidmouth Street means that traffic has to use Eldon Road adding to the already congested and heavily used junction with London Road. Or go to London Street/ Christchurch Road adding to the traffic queuing along Whitley street. • Emergency vehicles get stuck in the north bound carriageway as there is no way for them to use southbound to overtake.

	<ul style="list-style-type: none"> • School coaches are also now channelled to Eldon Road adding to the rush hour traffic and adding pressure on air quality in the area. • Access to Queens Road from the cycle Lane is problematic. If heading to Kings Road no safe way to cross the carriage way. If heading west need to use pedestrian crossing or risk entering the Queens road carriageway. • <p>I was surprised the consultation was commenced at the beginning of the summer holidays when many interested people may not be available to comment.</p>
486. Objection	<p>Dear Highway Objections,</p> <p>I support the notion of cyclists being able to get around Reading with ease and safety for themselves and other road users (they are a serious hazard on footpaths) but Sidmouth Street is not a useful part of such a scheme.</p> <p>From an environmental perspective, the Sidmouth Street cycle lane experiment has been a serious failure. So much car and truck traffic that used to come from the town centre to, and through, the Katesgrove and Redlands wards now has to take much longer journeys, belching out fumes at 2 or more extra sets of traffic lights, to complete their journeys. Surely, the purpose of a cycle plan is to reduce the amount of motorised vehicle pollution, not increase it?</p> <p>From a utility perspective, the Sidmouth Street cycle lane experiment has been a serious failure. I say this because, despite walking and driving down Sidmouth Street frequently, I have never yet seen a cyclist using the cycle lane - not one. While waiting at the lights at the top of Sidmouth Street, I have never seen a cyclist come through the lights but I've often seen 20+ car and trucks with engines running as they wait for the non-existent cyclist to come through the lights. Who benefits from this needless pollution, apart from the oil companies?</p> <p>From an economic perspective, the Sidmouth Street cycle lane experiment has been a predictable waste of council taxpayer's money. I say predictable because it was as obviously going to fail as surely creating a grand prix race track across a desert island in the middle of the ocean: the intended users have to be able to get to it to use it. Queens Road is a busy arterial route, it's part of Reading's IDR. Only the bravest or most desperate of cyclists would use it to reach Sidmouth Street. Similarly, although to a slightly lesser extent, London Road is also busy with motorised traffic for much of the day. Sidmouth Street cycle lane takes cycle traffic from where it isn't. Whoever seriously thought cyclists were ever going to brave the IDR for the joy of cycling up this folly? It will consume more council taxpayer's money to disband this cycle lane but it will serve the interests of Reading community better if this is done, and the sooner the better.</p> <p>Trusting this feedback helps.</p>
487. Objection	<p>As a resident of South Reading, a cyclist and a car driver, I strongly object to the Sidmouth Street Cycle Lane proposal.</p> <p>As a cyclist, I consider it to be a complete waste of time and money. The lane has no purpose whatsoever. It goes from nowhere (having to at best dismount and cross a major road to access it) to nowhere (again having to dismount and cross a major road to leave it.)</p> <p>If I am travelling into reading and proceeding along the cycle path on London Road, or travelling down the cycle shared route of Redlands Road, it is far more obvious and convenient to travel down Watlington Street.</p> <p>If I am travelling down Kendrick Road, I would use the East Street/London Street routes.</p> <p>If I am travelling down Southampton Street I would continue down towards Bridge Street.</p> <p>If I am travelling out of Reading, it is far more convenient and less effort, to use either the London Street/Silver Street or the Kennet Side/Watlington Street/Redlands Road routes.</p>

	<p>If I were to use the Sidmouth Street route, this would require me to dismount and use the indirect pedestrian route to cross Queen's Road (not a particularly friendly crossing, even for pedestrians), then cross over London Road into Crown Place to then proceed on to a path that is not marked as being a cycle path (therefore I should dismount). This will then take me either to Kendrick Road or Acacia Road/Redlands Road which would then cause me to join or leave (depending on whether I am travelling into or out of town) a hill part way up therefore causing me to lose momentum, reducing my speed and causing me to use more effort to proceed.</p> <p>As a car driver, the introduction of the "temporary" cycle lane on Sidmouth Street causes me regularly to have to take longer routes to get from Queen's road to my home. I now either have to travel along Queen's Road to London Street and proceed up Silver Street, or to join the almost constant traffic jam on King's Road outside the Huntley and Palmer building and turn into Eldon Road. In both cases taking longer times and more often stuck in traffic jams leading to more pollution from my vehicle.</p> <p>Also, [REDACTED], I can see that this current closure causes issues for people from both the North and West sides of Reading in travelling to both Kendrick School and The Abbey school as they now also have to use the already congested King's Road, Eldon Road route, rather than using the much less congested Queen's Road/Sidmouth Street route.</p> <p>I also question how many people actually use the temporary cycle lane, as I frequently drive along Sidmouth Street in a northerly direction and I don't think I have ever seen a cyclist on it. I have also been stopped at the now redundant traffic lights at the junction of Sidmouth Street with London Road, and have also never seen a cyclist cross.</p> <p>So, as a conclusion, I would reiterate that I am totally against the proposed cycle route and would request that the temporary route is removed and Sidmouth Street returned to its previous state.</p>
488. Objection	<p>Dear Reading Borough Councillors, Executives and Officers</p> <p>Re: Objection to Sidmouth Street cycle lane being made permanent</p> <p>Please accept this letter as an official objection to the temporary cycle lane being made permanent (currently out for public consultation).</p> <p>[REMOVED] have tried to actively engage with yourself since the cycle lane was first installed. Our position on the cycle lane remains the same and we are seriously concerned about the safety issue that this lane causes for cyclists, pedestrians and car users alike.</p> <p>We have sent emails, letters and requested meetings regarding the matter to no avail. Attached are two reports previously sent regarding safety and usage that we would like to be taken into consideration with this formal objection.</p> <p>Our key points remain as follows:</p> <ul style="list-style-type: none"> • Increased risk of a collision involving a vulnerable road user as a result if the new scheme. • The current arrangement results in danger to the public with vehicles turning across a two-way cycle lane.

	<ul style="list-style-type: none">• The impact that the scheme has had on access to our head office [REMOVED] -o Increased risk of either getting rear ended when trying to turn into our offices, as having to look unnaturally behind to see if a cyclist is in your blind spoto Inability to leave our building and get across the cycle way and into fast moving traffic trying to beat the lights - made even worse now phasing is not together• The level of diversion that is now required not just for the traffic associated with the [REMOVED] but also general traffic in the area• Increased amount of time wasted sitting in traffic or having to go round the one-way system causing increased air pollution - idling traffic been proven to create 29 times more harmful pollution particles than free flowing traffic• Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.• Finally the usage is extremely low and disproportioned to the amount of vehicular traffic and demand plus the ROI <p>We look forward to hearing the outcome of this consultation process.</p> <p>OFFICER COMMENT: Two additional documents were provided with this objection. They have been included on the following pages and personal/identifying information has been redacted.</p>
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Job Name Sidmouth Street Temporary Traffic Regulation Order

Subject Objection to Temporary Cycle Lane

Ref [Redacted]

Date 5 February 2021

Introduction

1. [Redacted] is retained by [Redacted] in Reading to provide transport advice in relation to the temporary two-way cycle lane on Sidmouth Street that has been implemented by Reading Borough Council as part of the Emergency Active Travel Fund.
2. [Redacted] is fully supportive of Reading Borough Council promoting active travel and has a high usage of sustainable modes by staff travelling to work. Notwithstanding this, [Redacted] considers that the cycle lane that has been installed on Sidmouth Street is both unsafe and does not serve to promote active travel and connect into the wider cycle network.
3. Whilst it is recognised that the temporary Traffic Regulation Order (TTRO) did not require public consultation and that there is no formal means to object to the TTRO, this technical note has been prepared on behalf of [Redacted] to highlight the significant concerns with the Sidmouth Street scheme, which should be taken on board by Reading Borough Council as part of their monitoring and review of the TTRO.
4. This technical note is based on a site visit undertaken by [Redacted] in December 2020 to review the Sidmouth Street scheme as well as an independent Stage 1 Road Safety Audit of the scheme commissioned by [Redacted].

Temporary Traffic Regulation Order Context

5. In May 2020 the Government announced an Emergency Active Travel Fund. It was intended to support local authorities with implementing 'emergency' walk and cycle measures during the COVID-19 pandemic, with a view to promoting active travel in the longer term.
6. Traffic Orders Procedure (Coronavirus) (amendment) (England) regulations 2020 (Statutory Instrument No. 536) ("the SI") came into force on 23 May 2020. The SI applies to England and is temporary. The amendments it has introduced will remain in force until 30 April 2021. The amendments included in the SI are intended to speed up the time it takes for traffic authorities to make the traffic orders that are needed to put in place measures to deal with the effects of COVID-19, including the need to encourage social distancing and promote active travel, for example, walking and cycling.
7. Reading Borough Council, as highway authority, must be satisfied the traffic on the road should be restricted or prohibited for reasons set out in section 14(1) of the 1984 act. The

highway authority must also be satisfied the temporary order should be made for purposes connected to COVID-19.

8. With the use of the Tranche 1 funding, Reading Council has implemented changes to Sidmouth Street via a temporary road closure order under Section 14 of the Road Traffic Regulation Act 1984. The following restrictions now apply:
 - Sidmouth Street is now one-way northbound between the junctions of London Road and Queens Road;
 - The eastern side of the carriageway has been turned into a two-way cycle lane;
 - Some parking has been suspended to accommodate the changes.
9. The temporary order was made on 16th October and will be until 16th April 2022. The justification provided to make the order was that it is “necessary to support active travel options and social distancing during the COVID-19 pandemic.” The order states that it is possible that some or all of these restrictions will be removed at a sooner date if necessary and appropriate.
10. However, in meeting minutes from a Reading Council Policy Committee meeting held on 18th May 2020, it states that:

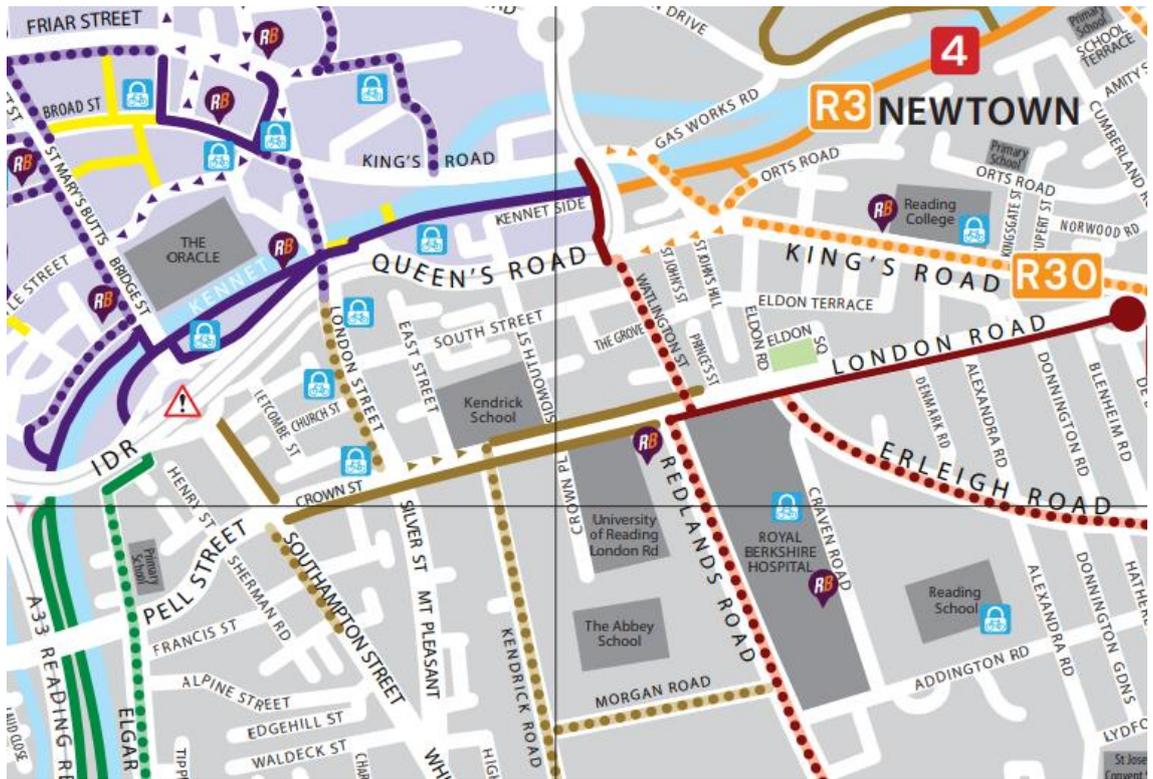
“The Government had stated that these measures could be introduced temporarily, either in isolation or as a combined package of measures. Some interventions, including new lightly-segregated cycle lanes, would not require Traffic Regulation Orders (TROs). Local authorities should monitor and evaluate any temporary measures they installed, with a view to making them permanent, and embedding a long-term shift to active travel as part of the passage from restart to recovery.”
11. It is therefore clear from the meeting minutes that monitoring will be undertaken of the change in travel behaviour with a view to the Sidmouth Street changes to be implemented permanently and not just to facilitate active travel and social distancing during the pandemic.
12. Given the aspiration for the cycle lane to be permanent, careful consideration needs to be given by Reading Borough Council to:
 - a) how the Sidmouth Street cycle lane fits into the wider cycle network; and
 - b) the road safety issues with the scheme.

Wider Cycling Context

Existing Cycle Network

13. Figure 1 is an extract of the existing Reading cycle network map. The various colours denote the different cycle routes, with the solid lines being traffic free routes and dashed lines being on-road cycle routes. Yellow denotes pedestrianised zones and brown are ‘linking’ routes connecting cycle routes together.

Figure 1 – Existing Cycle Network



14. As shown on Figure 1, the South East Reading and Wokingham route (burgundy solid and dashed lines) routes along Redlands Road and Erleigh Road either side of the Royal Berkshire hospital, which are both 20mph streets. The route then crosses London Road via a toucan crossing at the hospital, which connects into Watlington Street, an access only residential street with a 20mph speed limit. At the junction of Watlington Street with Queen's Road, access to Watlington Street is restricted to pedestrians and cyclists only. Toucan crossing facilities are provided across Queen's Road to connect to the off-road cycle route along the river, which forms part of National Cycle Route 4.
15. It is clear that the existing cycle network in the vicinity of Sidmouth Street is well established and, based on on-site observations, is used by existing cyclists.

Planning and Strategy Context

16. Given that the Sidmouth Street cycle lane formed part of the Tranche 1 priority schemes and it is to be monitored with a view to it being implemented permanently, a review of the Reading transport plans has been undertaken to understand how Sidmouth Street fits into the wider plans for the Reading cycle network.

Draft Local Transport Plan (LTP4)

17. The draft Reading Transport Strategy 2036 (RTS 2036) has been developed as the statutory Local Transport Plan (LTP4) and was consulted on in 2020. With regards to cycling the draft LTP4 summarises the local cycle routes that have been developed to connect people to places via a core network of colour coded routes with wider 'linking' routes.
18. The draft LTP4 stated that Reading Borough Council will integrate the principles of the London's Healthy Streets and other best practice examples into the development and

delivery of walking and cycling schemes detailed in the Local Cycling and Walking Infrastructure Plan (LCWIP). As set out below the LCWIP provides a package of measures to upgrade the existing walk and cycle network but Sidmouth Street was not included within the measures.

19. Draft policy RTS13 on Healthy Streets states that:

“We will encourage the creation of healthy streets in Reading, to improve air quality, reduce congestion and help make our communities healthier, greener and more attractive places to live, work, learn and play.

We will reallocate road space away from the private car, to provide healthier streets and encourage more sustainable, active modes of travel.”

20. Draft policy RTS14 on Walking and Cycling:

“We will transform our walking and cycling network to be safe, clean and green and better connect people to local facilities and services, including education, retail, leisure and employment, as set out in the LCWIP.

We will create a hierarchy of walking and cycling routes, building on our existing network and seek to secure new routes, including through proposed developments, and, where feasible, segregate routes.”

21. It is recognised that, on the face of it, the recently implemented Sidmouth Street segregated cycle route would seem to accord with the draft policies RTS13 and RTS14 by reallocating road space to cyclists. However, the scheme merely creates a short section of a segregated cycle route and does not connect into the wider cycle network. Without cohesion of cycle infrastructure schemes there cannot be a cycle network, only a collection of single cycle routes.

Local Cycling and Walking Infrastructure Plan (2020-2030)

22. The Local Cycling and Walking Implementation Plan (LCWIP) was published in November 2019, before the implementation of the Sidmouth Street cycle lane.
23. The Infrastructure Plan is a sub-strategy to the emerging Local Transport Plan (LTP4) and provides the first iteration of the joint cycling and walking strategy and implementation plan for the wider Reading area spanning a ten year period.
24. It is clear from a review of the LCWIP that the proposed walk and cycle infrastructure improvements have been based on detailed analysis of travel patterns and desire lines. The Propensity to Cycle Tool (PCT) was used to gain an understanding of which routes have the greatest potential for increased levels of cycling, in comparison to current levels, and identify key cycling corridors.
25. Each of the identified routes were then audited based on core design outcomes for cycling (i.e. coherent, direct, safe, comfortable and attractive). Recommendations from the audits, feedback from workshops, consultation and an existing unfunded schemes list was incorporated into recommendations for each route and a prioritised list of infrastructure measures.
26. Based on all of the analysis within the LCWIP, the Sidmouth Street cycle route did not form part of the identified cycle routes and infrastructure improvements.

Safety Audit

27. [REDACTED] commissioned [REDACTED] to undertake an independent Stage 1 Road Safety Audit (RSA) of the scheme. The audit raised the following problems with the scheme design:

Problem 1

- At the southern end of Sidmouth Street where the junction joins London Road the cycle route come to an end at the signalised crossing. It is expected that cyclists either continue on the road or join the existing shared cycleway / footway on London Road. However, it does not appear that any thought has been given to how cyclists will safely join the shared footway/cycleway on London Road and poses a potential risk to conflict with pedestrians using the footway. In addition, if cyclist wish to travel west on the shared footway/cycleway on London Road there is no provision for them to be able to do this safely.

RSA Recommendation for Problem 1

- Consider providing clear and appropriate provision for cyclists to leave the cycle route on Sidmouth Street and join the shared facilities on London Road. Consideration should be given to whether temporary ramps could be provided to enable a safe transition for cyclists.

Problem 2

- At the northern end of Sidmouth Street at the junction with the A329, the end of the cycle lane is signed however it is not clear how cyclists are expected to safely rejoin the main carriageway.

RSA Recommendation for Problem 2

- Consider how appropriate provision can be made for cyclists to safely rejoin the carriageway at this location.

Problem 3

- At the Sidmouth Street / South Street junction, queues often extend along Sidmouth Street and beyond the South Street junction. Whilst vehicles generally do abide by the 'Keep Clear' markings, visibility for vehicles travelling from east to west on South Street is restricted by the two lanes of vehicles which could result in a collision with cyclists using the cycle route.

RSA Recommendation for Problem 3

- Consider extending the 'Keep Clear' markings at this junction to ensure that vehicles have adequate visibility for any oncoming cyclists.

Problem 4

- Not all vehicles are aware of the new temporary one-way arrangement. Vehicles emerging from private access roads trying to travel southbound poses a significant risk to collision with cyclists.

RSA Recommendation for Problem 4

- Further thought should be given to reviewing the signage and physical separation measures in place to ensure that the risk of this is reduced. Barriers should be extended, and relevant signs installed on all access points to make drivers aware of the new one way and cycle arrangements.
28. Notwithstanding the fact that the Sidmouth Street cycle route does not connect into the wider cycle network or has any planning status within the Reading transport strategies, these are fundamental road safety concerns that have been identified by the Stage 1 RSA that need to be addressed by Reading Borough Council before someone is seriously injured.

On-site observations

29. [REDACTED] undertook a site visit in December 2020 and the following observations were made with regards to the existing cycle network, and the Sidmouth Street temporary two-way cycle lane in addition to the problems identified by the RSA.
30. The site visit was undertaken during the COVID pandemic when people were encouraged to work from home if possible and traffic flows were lower on the highway network than would be the case pre-COVID. The safety concerns observed with the Sidmouth Street cycle lane would be further compounded once people return fully to work and traffic levels increase.

Existing Cycle Network in the vicinity of Sidmouth Street

- The existing cycle network in the vicinity of Sidmouth Street is cohesive, well signed and provides safe routes either along quiet streets or off-road completely.
- Watlington Street forms part of the existing cycle network and runs parallel to Sidmouth Street. It is a quiet, low speed access only residential street that is connected well into the wider cycle network at either end. During the site visit, cyclists were observed using Watlington Street and cycling north across Queen's Road as well as south across London Road to connect to the wider network near the hospital (refer to Figure 1 for photos).
- The cycle route desire line analysis in the LCWIP demonstrates that the existing routes in the vicinity of Sidmouth Street are on the desire lines and the LCWIP does not propose any new routes to be added to the network in this area. Instead, the LCWIP proposes measures to enhance the existing routes in the vicinity of Sidmouth Street.
- Based on the on-site observations and the conclusions of the LCWIP it is unclear what role the Sidmouth Street cycle lane has in promoting cycling. It is a single section of cycle infrastructure that does not connect into the network and serves no purpose. Instead, investment should be made in enhancing the existing and well-established network in the area in accordance with the LCWIP.

Figure 1 – Watlington Street Existing Cycle Route



Sidmouth Street Cycle Lane

- During the site visit no cyclists were observed using the two-way cycle lane on Sidmouth Street. However, 3 cyclists were observed cycling along Sidmouth Street but all chose to cycle on the carriageway with the traffic instead of the segregated route (refer to Figures 2 and 3).
- During the site visit, a vehicle was observed exiting South Street and instead of travelling northbound along the one-way Sidmouth Street, turned right into the two-way cycle lane. According to staff working at [REDACTED] this is a regular occurrence.
- The installed cycle route on Sidmouth Street does not connect into the wider cycle network at the northern end and instead temporary crash barriers have been installed to block off the northern end of the cycle route. There is therefore no means of cyclists entering the Sidmouth Street cycle route and travelling southbound and northbound cyclists are informed through signage that it is the end of the cycle route. They would therefore be required to enter into the carriageway at this point (refer to Figure 2).
- Traffic at the northern end of Sidmouth Street on the approach to the traffic signals at the junction with Queen's Road was observed to travel at speed in order to get through the green light. This occurred on every occasion there was a green light during the site visit. There is a safety concern that the proposed cycle route on Sidmouth Street requires cyclists to enter the carriageway near to the traffic signals with Queen's Road, which is where traffic is travelling at speed to get through a green light.

Figure 2 – Temporary two-way cycle lane on Sidmouth Street on the approach to the junction with Queen’s Road



Figure 3 – Sidmouth Street – cyclist using the carriageway rather than the cycle lane



██████ Travel Behaviour

31. ██████ has a high mode share by sustainable modes and actively promotes walking and cycling for staff and visitors. Of those staff that cycle to work, all use the Watlington Street cycle route. Since the implementation of the Sidmouth Street cycle lane, cyclists working at ██████ have continued to use the Watlington Street cycle route and have not diverted to use the Sidmouth Street cycle lane, given the safety and connectivity reasons set out in this technical note. Therefore, even cyclists that have an origin/destination on the Sidmouth Street cycle route are not choosing to use it.

Impacts on ██████ Access

32. The ██████ car park is accessed from Sidmouth Street and, prior to the implementation of the temporary two-way cycle lane, the car park access operated with all turning movements permitted in and out of the junction. With the implementation of the temporary two-way cycle lane, Sidmouth Street has now become one-way northbound for vehicular traffic. As a result, vehicles accessing the ██████ car park are only able to do so by turning right into the car park from Sidmouth Street. All vehicles exiting the car parking must turn right out onto Sidmouth Street.
33. Vehicles entering the ██████ car park must now do so by turning right across a two-way cycle lane, whilst manoeuvring around the cycle lane bollards as well as looking for cyclists travelling southbound towards them and looking in their mirrors and blind spot for cyclists travelling northbound from behind them. In addition, drivers are often making this manoeuvre under pressure with vehicles queuing behind them wanting to continue straight ahead through the traffic lights, which further increases the risk of a collision.
34. Vehicles exiting the ██████ car park are now only able to turn right out onto Sidmouth Street. Prior to the implementation of the cycle lane the majority of vehicles exiting the car park would turn left, which only required vehicles to give way to southbound traffic. Now, exiting vehicles must edge out into Sidmouth Street, blocking the two-way cycle lane, and gap seek to enter the northbound traffic either queuing at the traffic signals or travelling through on a green light. As such, there is now considerable delay for vehicles to exit the ██████ car park.

Conclusions

35. In summary, the temporary two-way cycle lane implemented on Sidmouth Street does not accord with the Local Cycling and Walking Implementation Plan (LCWIP), which provides the walk and cycle implementation plan for Reading for the next 10 year period. No new cycle routes were identified as being required in the vicinity of Sidmouth Street based on the detailed analysis undertaken to inform the LCWIP.
36. The Sidmouth Street cycle lane is a short section of a segregated cycle route and does not connect into the wider cycle network. Without cohesion of cycle infrastructure schemes there cannot be a cycle network, only a collection of single cycle routes. The Sidmouth Street cycle lane could be connected into the cycle network, but it would require toucan crossings across Queen's Road and London Road. Neither of these infrastructure measures are identified in the LCWIP.
37. During a site visit undertaken by ██████, cyclists were observed to cycle along Sidmouth Street carriageway rather than use the segregated cycle lane. Cyclists travelling to ██████ by bicycle

continue to use the existing Watlington Street cycle lane instead of diverting to Sidmouth Street. Therefore, not even cyclists with a destination on Sidmouth Street are choosing to use the new cycle lane.

38. A Stage 1 Road Safety Audit was commissioned by [REDACTED] and identified a number of significant road safety issues with the scheme, which should be addressed by Reading Borough Council.
39. In conclusion, it is considered that the Sidmouth Street cycle lane does not accord with the LCWIP, does not connect into the wider cycle network or is being utilised by cyclists and poses a road safety risk to cyclists were they to use it.

██████████ 'Cycle Lane Survey'

Prepared by ██████████

Data by ██████████.

Cycles lanes – a contested space

There is a time and place for cycle lanes. Some cycle lanes work very well offering a range of benefits to numerous stakeholders and others far less well potentially doing more harm than good. There is no legal obligation for cyclists to use cycle lanes (or any other type of cycle infrastructure provision), the road is the cyclist 'lane'. With this in mind, Cycling England states:

Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street (Cycling England Manual for Streets: 6.4.1)

According to Cycling England's Cycle Infrastructure Design 7.1.1 there is clear evidence that cycle lanes can benefit cyclists. However, importantly Cycling England note that **poorly designed cycle lanes can make the situation and conditions worse rather than better**. Drivers do not always realise that cyclists need to move away from the kerb to avoid surface hazards and may expect cyclists to stay in lane regardless of its width. A narrow cycle lane may therefore give motorists (misplaced) confidence to provide less clearance while overtaking than they would in the absence of a cycle lane. Cycling England note that when there are local carriageway width restrictions **a narrow cycle lane should not be used**, instead the cycle lane can simply be discontinued. Thus, cycle lanes are not a blanket panacea to an integrated transport system and moving around a city or town.

The safe distance from a cyclist has been the subject of much research. Parkin and Meyers (2009) support the view put forward in the Department for Transport report (Basford, et al., 2002) arguing that motorists do not always moderate their behaviour when cyclists are provided space within a cycle lane. Cycling UK concur, stating that that any cycle lane less than 1.5m wide actually denies cyclists the safe space needed and actually encourages traffic to pass too close. The current National Cycle Training Standards guidance for training cyclists encourages them to ride in the safest position on the carriageway which is usually at least 1.0m from the kerb edge. This is to avoid gully grates, potholes and debris and to ensure that they are within the sightlines of drivers waiting at side roads. Yet, cycle lanes rarely accommodate this width requirement in their design, meaning the cyclists often need to ride 'outside' of the cycle lane to avoid the obstacles.

These standards around width of lane, distance for curbs and space between other moving vehicles becomes even more acute when dealing with the installation of bollards and a carriageway converted to a 2-way cycle lane whilst still exposing cyclists to an adjacent vehicle carriage way and the adjoining junctions etc (such as on Sidmouth Street).

The psychological behaviour of motorists overtaking cyclists and the concepts of risk have been studied, for example Walker's, (2006) experiment found that when passing the test bicycle, the drivers of other vehicles actually passed closer when: -

- Test subject rode towards the centre of the lane rather than the edge
- Test subject had a helmet on
- Test subject appeared female.

This offers evidence that the 'line' defining the cycle lane can become a contested space, with motorists using the line as a gauge and thus drive closer to cyclist to ensure the cyclist stay on their side of the defining line. Yet, the entire carriage way can be used by cyclists. The helmet effect is likely to be the result of drivers judging cyclists' skills from their appearance, or that they have suitable protection and adjust their overtaking accordingly. Walker (2006) noted that drivers of larger vehicles (e.g. buses and heavy goods) actually got significantly closer to cyclists than smaller vehicles (e.g. cars or small vans).

Returning to the use of bollards to designate cycle lanes is not without concern, as they are usually placed to deter motorists rather than guide cyclists. Whilst there is a dearth of research in this area, there is a wealth of anecdotal evidence from the cycling community. Evidence suggests that such bollards offer yet another danger to the cyclist, with **claims that colliding with a bollard in a bicycle can cause serious injury** or even death. It is claimed that **hundreds of cyclists are injured every year from collisions with bollards** (Hembrow, 2013).

Methodological justification

There are a range of methods available to the researcher in order to understand the movements, behaviour, volume and frequency of cyclists, typically from the hard paradigm of social science research and thus drawing upon quantitative data (Bryman, 2015). There are further methods to understand the broader public view of cyclists around the Sidmouth Street area. Those would draw upon the soft paradigm of social science research, interviewing residential residents, commercial residents or other vehicle users could produce qualitative data to offer fresh insights to the discourse (Creswell, 2018). This initial research however sought to understand 'how' the cyclists are using Sidmouth Street and thus draws upon mainly upon the hard paradigm, using primary data from an observational based study around the frequency of use with quantitative data but whilst noting some contextual observations.

Research Design

Timing of the empirical data collection was important, as cycling can be affected by seasonal day light saving (and weather etc). The data was collected toward the end of British Summer Time 2021. The observational study was designed to take place over two working week periods, Monday to Friday. The first took place from 4th Oct to the 8th Oct. This was followed by the 11th Oct to the 15th Oct. Observations ran from 7am in the morning to 6pm in the early evening. At this stage, the researchers were interested in 3 key facts, whilst also noting some contextual observations.

- The number of cyclists travelling north on Sidmouth Street (toward Queens Rd) in the cycle lane or on the road.
- The number of cyclists travelling south on Sidmouth Street (toward London Rd) in the cycle lane (only choice as road is one way)
- The number of cyclists travelling on Sidmouth Street who are employees of [REDACTED]

The researchers were positioned within [REDACTED] building in a ground floor meeting room that has full view of the junction in all directions for the Sidmouth Street cycle lane. A standard template form was supplied to the researchers to complete each day for consistency, with half hour slots. Breaks and lunches were covered by the [REDACTED] to ensure no fatigue in recording data. Validity was addressed by cross-referencing and verifying against [REDACTED] CCTV footage at various intervals.

Findings - 2-week Data Set

Table 1 (overleaf) shows the data collection for the 10-day period. Central to the findings is comparing column 2 (*Travel towards Queens Rd in cycle lane*) with column 6 (*Travel towards Queens Rd on the road*). This is the clear indicator, that given the choice between riding north towards Queen Road on either the cycle lane or the open one-way carriage way over the 2-week period there is almost no significant difference in the numbers recorded. With 173 cyclists choosing to use the cycle lane and 157 choosing instead to use the road. **A difference of just 9%.**

Looking more closely does tell a different story, we can see that in the first week of the data collection, far more cyclists choose to use the cycle lane than the road than, with 103 choosing the cycle lane and 55 choosing the road, thus almost 35% of cyclists choose the road instead of the cycle path.

However, looking at the second week of the data collection in more detail we see this picture reversed, far less cyclists choosing to use the cycle lane than the road, with 70 choosing the cycle lane and 102 choosing the road, meaning almost 60% chose the road instead of the cycle path. This indicates that if it is possible to use the road, then *cyclists will make that choice.*

Date	Travel towards Queens Rd in cycle lane	Travel towards London Rd in cycle lane	██████ Employees	Total using cycle lanes	Travel towards Queens Rd on the road
04/10/2021	15	11	5	26	13
05/10/2021	14	17	5	31	17
06/10/2021	32	35	2	67	5
07/10/2021	29	21	1	50	4
08/10/2021	13	19	0	32	16
TOTAL WK 1	103	103	13	206	55
11/10/2021	8	17	0	25	20
12/10/2021	13	23	5	36	11
13/10/2021	19	22	7	41	22
14/10/2021	15	21	0	36	25
15/10/2021	15	25	1	40	24
TOTAL WK 2	70	108	13	178	102
COMBINED TOTAL	173	211	26	384	157

Table 1: Cyclists using Sidmouth Street

The contextual observations made centre upon the number of ██████ staff using the cycle lane (indicated in column 4) and also the fact that most of the other cyclists appeared to be ‘working for food delivery companies’, such as ██████.

Summary

This survey resonates strongly with Reading Borough Councils own 12-hour survey period recorded in late June using the traffic management cameras around Sidmouth Street (obtained through the FOI Act). Being conducted in late June, the height of summer and good weather for cycling it perhaps surprising to see that the data shows only 42 and 34 cyclists using both sides of the cycle lane respectively. Thus, cyclists appear to be taking far more established routes (NCR) or choosing to use the road instead when possible.

In addition, [REDACTED] own independently commissioned investigation by [REDACTED] (Highway, Traffic & Road Safety Engineers) into this temporary cycle lanes on Sidmouth Street concluded fundamental problems around 'cycle transition facilities', 'queuing vehicles and potential impact on visibility of approaching cyclists' and importantly 'connectivity to adjoining routes' which are already well established and even form part of the National Cycle Route (NCR) ([REDACTED], 2020). In essence, the cycle lanes on Sidmouth Street appear to be operating in a vacuum, rather than as part of the cycle network.

It is noted that Reading Borough Council does not have threshold associated with need and use for temporary cycle lanes. What is clear is that from the research reviewed (cf. Cycling England) and data analysis offered above, is that poorly conceived cycles lanes can be dangerous and present more problems than they solve. It was stated at the start of this paper that cycles lanes are not a blanket panacea to an integrated transport system and moving around a city or town and that certainly seems to so in the Sidmouth Street case.

Caveat

The term 'choose' has been used in the sections above, although without further data this notion of is an assumption by the research team. Indeed, some cyclists may think that if a cycle lane is provided then they 'have' to be in that cycle lane and are not permitted on the main road carriage way. Yet given the choice, cyclists may well prefer to be using the main road, away from the gullies, kerbs and bollards etc. Likewise, experienced cyclists and those familiar with the traffic regs and highway code, will realise they don't need to be confined to a cycle lane and in fact, the entire road carriage way is for them to use.

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2022	AGENDA ITEM:	
TITLE:	RAILWAY STATION SUBWAY - PROPOSAL TO REVOKE PROHIBITION OF CYCLING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	ABBEY
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	HIGHWAYS & TRAFFIC SERVICES MANAGER	E-MAIL:	Sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 There is a desire to improve the cycle route linking between the north and south sides of Reading Railway Station, which currently presents a barrier with the prohibition of cycling in place along the subway. Due to improvements that are planned for increasing the height of the subway, this report proposes that a statutory consultation is undertaken on the proposal to revoke this cycling prohibition, creating a shared-use (pedestrian/cyclist) facility.
- 1.2 Appendix 1 - Extract from the 2013 Traffic Regulation Order, showing the location of the subway.

2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation processes for the proposed revocation of the Traffic Regulation Order that implemented the subway cycling prohibition in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 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 the outcome of the proposal.

2.5 That no public inquiry be held into the proposal.

3. POLICY CONTEXT

- 3.1 The proposals complement - and are complemented by - the Council's Local Transport Plan (LTP) and Local Cycling, Walking and Infrastructure Plan (LCWIP). 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 In 2013, following the substantial redevelopment of Reading Railway Station and its interchanges, the subway linking the north and south interchanges was dedicated as a Highway under a deed of variation between Network Rail Infrastructure Ltd and Reading Borough Council. Responsibility for the overhead concrete / rail structure remains with Network Rail while the internal subway and ceiling are the responsibility of Reading Borough Council's Highways & Traffic Services Team.
- 4.2 The subway construction included a suspended ceiling lower than that of engineering constraints of the surrounding structure. It a potential safety risk to cyclists and as such, a Traffic Regulation Order was put in place implementing a prohibition of cycling along the subway.
- 4.3 The public have a right of access through the Reading Station Subway on foot and cycling is not currently permitted, as the width and height clearances are substandard.
- 4.4 It has been a long-standing desire of Reading Borough Council and cycling groups to find a solution that would enable safe cycling along the subway, as this prohibition and the surrounding rail infrastructure and strategic road network are significant cycling barriers between the north and south sides of the station and beyond.
- 4.5 The Council commissioned a feasibility report on allowing cycling as part of a scheme to remove the lowest ceiling panels using S106 funding specifically for this scheme. The solution will see the removal of the low sections of ceiling panels, a tidy up of the existing concrete ceiling and protection of Network Rail services.
- 4.6 There will be an improved head room clearance, which although below national guidelines, will enable the Council to accept the position and allow cycling through the subway following the necessary consultation process and revoking of the Cycling Prohibition Order.
- 4.7 There is also a separate proposal to replace the lighting with a LED equivalent lanterns to reduce energy consumption and enable remote monitoring and control the lighting units.

Options Proposed

- 4.7 In consideration of the above proposals to address the current ceiling height, it is now proposed that statutory consultation processes are undertaken for the proposed revocation (and removal) of the cycling prohibition along the subway and creation of a shared-use (pedestrian/cycling) facility.

Should objections be received during the statutory consultation period, these will be reported to a future meeting of this Sub-Committee so that they may be considered prior to a decision being made regarding the outcome of the proposal. Namely, this decision would be whether the prohibition should be revoked, or not.

Other Options Considered

- 4.8 The Sub-Committee may decide not to proceed with the statutory consultation process, as proposed above. As such, the prohibition of cycling will remain in place.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The retention of the cycle scheme contributes to the Council's Corporate Plan themes as set out below:

- **Healthy environment**

The implementation of cycle facilities can remove barriers to cycling and lead to an increase in uptake of this active and healthy transport mode. This can lead to a reduction in motor-vehicle journeys, particularly short local journeys, which can be some of the most polluting, improving air quality by reducing emissions.

- **Thriving Communities**

Cycling is a lower-cost transport mode that also provides exercise. Providing cycle-prioritisation facilities and, therefore, removing some barriers that may exist toward cycling offers an appealing and beneficial transport option for our communities.

- **Inclusive economy**

The proposal in this report provides useful linking between destinations and other parts of the cycle network across the borough. With the addition of future schemes, they make Reading an increasingly attractive place in which to cycle and visit sites of cultural significance, retail and entertainment venues and enjoy its geographical benefits (e.g. the River Thames and River Kennet).

- 5.2 Full details of the Council's [Corporate Plan](#) are available on the website and include information on the projects which will deliver these priorities.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 A Climate Impact Assessment has been conducted, which considers a net ‘low-positive’ impact as a result of the Sub-Committee agreeing to the proposal to consult on (and subsequently agree to implement) the revocation of the cycling prohibition.

While there will be some minor negative impact due to the required printing of public notices for the statutory consultation. If the change is agreed for implementation, there will be some minor negative impact and material use for signing alterations and potential lining (e.g. shared-use markings). However, the proposals would remove some barriers to cycling, which would be expected to more than offset this minor negative impact.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Statutory consultation (if agreed) will be conducted in accordance with appropriate legislation. Notices of intention will be advertised in the local printed newspaper and on-street within the affected area. The Police and other statutory consultees will be directly notified. The consultation will be hosted on the Council’s website (the ‘Consultation Hub’), where details and plans will be available. Feedback received during the consultation will be considered as part of the scheme implementation decision process at a future meeting of the Sub-Committee.
- 7.2 Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council’s website.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
 - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 It is not considered that an Equality Impact Assessment (EIA) is relevant at this stage, as we will be seeking views on the proposal as part of the statutory consultation process. This will include consulting the Access & Disability Forum and other interest groups.

Feedback will be considered and analysed, and an EIA conducted as part of the further report to the Sub-Committee, where we will be seeking a decision on the implementation (or otherwise) of the proposal.

9. LEGAL IMPLICATIONS

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

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

10. FINANCIAL IMPLICATIONS

- 10.1 The only immediate financial implications resulting from the recommendations of this report will be for the advertising of proposed Traffic Regulation Order revocation, which is a requirement as part of the statutory consultation process.

Capital Implications

The following figures are based on the Sub-Committee agreeing to the recommendations of the report and therefore relate to the estimated immediate costs of advertising the proposed Traffic Regulation Order revocation.

	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure: Local Traffic Management and Road Safety Schemes	1	0	0
Funded by Grant (Integrated Transport Block)	1 0	0 0	0 0
Total Funding	1	0	0

10.4 Value for Money (VFM)

It is considered that the recommendations of the report provide value for money as the benefits of the proposal can be realised with very modest costs.

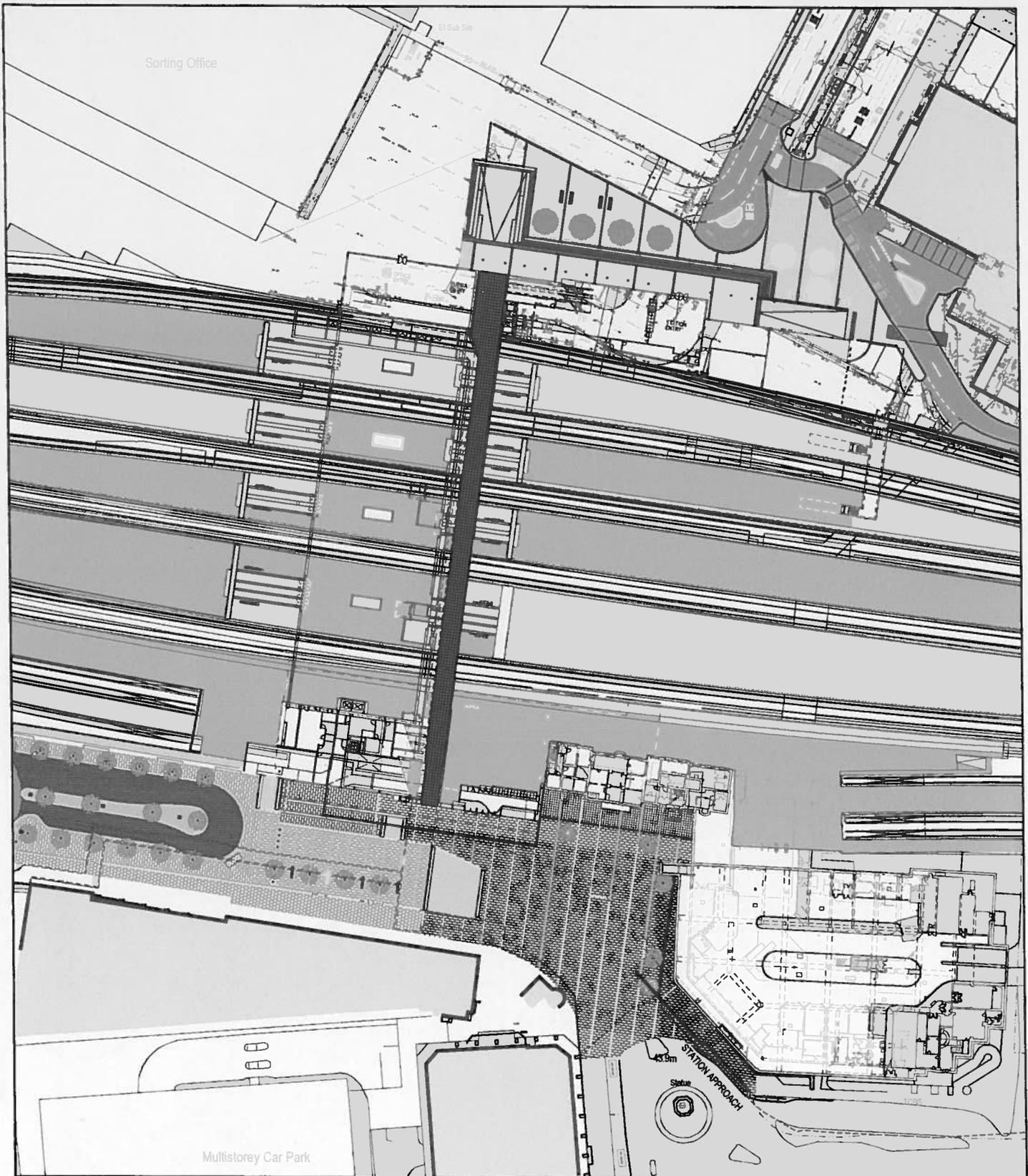
10.5 Risk Assessment.

There are no foreseen financial risks related to the recommendations of the report.

11. BACKGROUND PAPERS

- 11.1 None.

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A4 Scale	1:1250	Drawn by	NK		
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