

RESIDENT PERMIT PARKING UPDATE (Part a)

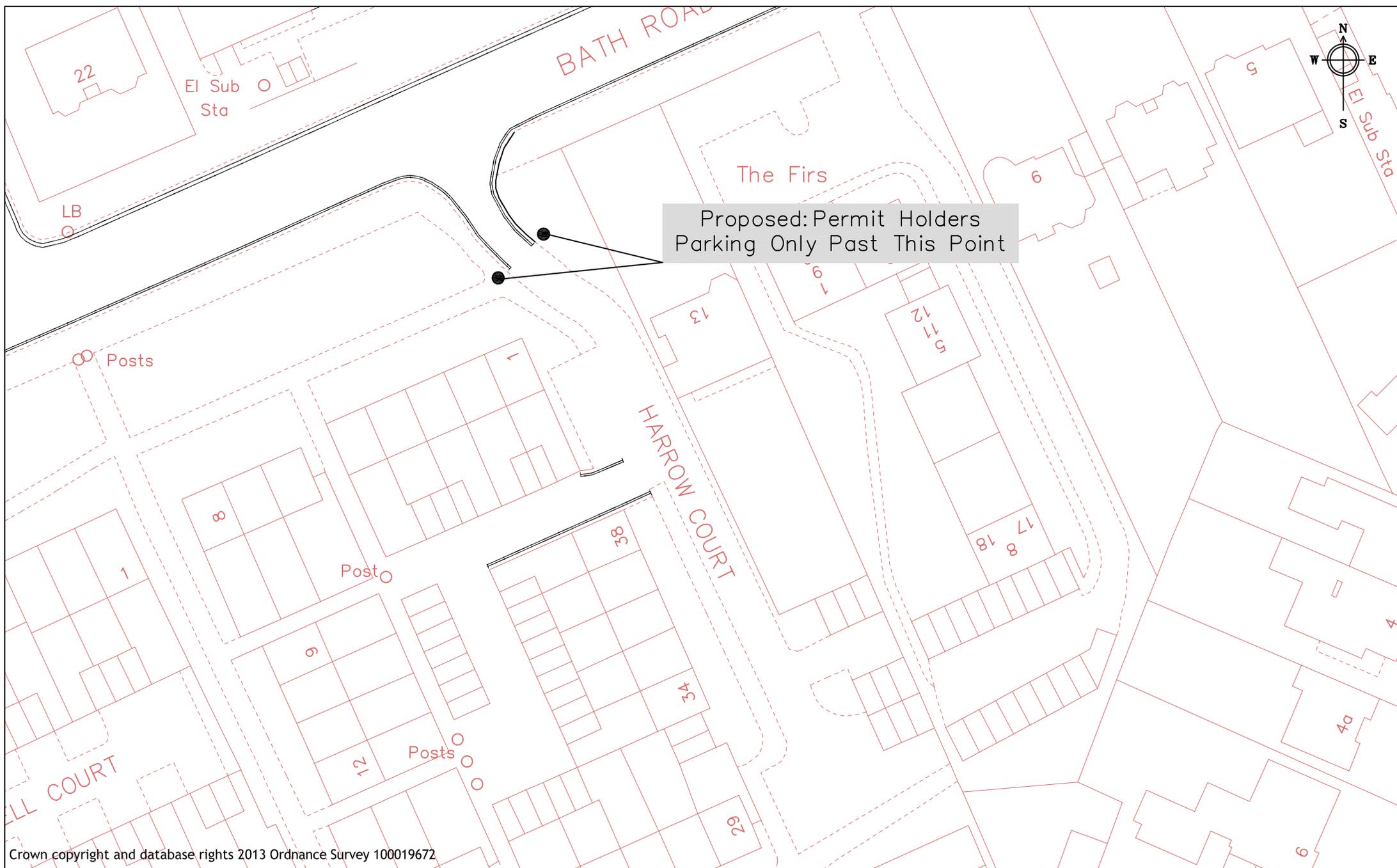
Appendix 1 (Harrow Court)

- a. Responses received in relation to the advertised Traffic regulation order for the Harrow Court RPP scheme proposals
- b. Drawing to show the advertised Harrow Court RPP scheme proposal

APPENDIX 1a - HARROW COURT PARKING CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER

No.	Objections/support/comments received.
	<p>Total responses: 11 Support: 7 Objection: 2 Comments: 2</p>
1: Objection	<p>It has brought to my attention today that notices have appeared in Harrow Court regarding the potential implementation of a 'Resident Permit Holders only past this point' restriction along both sides of Harrow Court for its entire length. Although dated 1st November 2018, given the state of the notice as per the attached picture, I do not believe it has been visible to the public since that date. I am sure the residents desire for this parking restriction will in part have been driven by their concerns of parking challenges caused by my staff using Harrow Court as a parking opportunity.</p> <p>Dunedin Hospital has been the site of a medical facility for nearly 100 years, with the first theatre and x-ray room being installed in 1922. The hospital has existed in its current format for over 30 years and currently provides employment on a full-time, part-time and bank basis to in excess of 200 staff. We are therefore a major contributor both to employment in the local area and further afield, especially for specialist staff. I therefore believe through business rates, taxation of our profits and the employment opportunities we provide we make a significant contribution to the local economy. Hospitals are 24 hours a day, 7 day a week, 365 days of the year operations which mean staff commence and end shifts at a wide variety of times; therefore, utilisation of motor vehicles is important to enable them to fulfil their obligations.</p> <p>30% of the patients Dunedin serve are funded by the NHS under a contract with West Berkshire Clinical Commissioning Group, we therefore serve not only private patient but also many of the residents who live in and around the hospital. It would be fair to say, since September 2018 I have enforced a no parking policy for staff on the site in order to ensure our patients are able to utilise this facility which is important as many of them are old and infirm. It is already difficult to find clinical staff especially in specialists services such as theatre, cardiology and imaging and many of my staff already complain that they have to spend up to half an hour searching for somewhere to park in the vicinity of Dunedin.</p> <p>I need to make clear it is not only my staff that park in the surrounding area with many people parking and heading into central Reading. Indeed, at times I have had to highlight to such individuals that we are not a public car park.</p> <p>Therefore, whilst sympathetic to the issues the residents face, I would respectfully request that this order is not implemented as it will only exacerbate the ability of my staff to provide their valuable services to the West Berkshire community. I would be delighted to discuss this issue with the Council and indeed would welcome the opportunity to do so.</p>
2: Objection	<p>I am resident in Harrow Court and would like to object to the proposed Residents Parking Permit Plan because it is unfair to make people who do not what the scheme to pay for a permit. I do not want to pay to park or to gage to pay for visitors permits .</p>
3: Comment	<p>Thank you for the consultation documents in relation to resident permit parking in Harrow Court, Reading. Thames Valley Police are no longer responsible for parking enforcement in the Reading Unitary Authority area. I would therefore only object on road safety grounds. I have no such concerns in this case so Thames Valley Police will make no objection to this proposal.</p>
4: Support	<p>As per my submission in August I am still fully supportive of the "permit holder parking only past this point' parking scheme for Harrow Court and look forward to the progression of this scheme ASAP. Below excerpt from my original submission just FYI:- I am in support of "Permit Parking past this point". * This allows the residents to finally be able to come home and park in their own area. * This design also allows the residents to make sensible decions on where to park. * Implementation of this scheme I believe would be relatively simple and not as costly to the Council at a time when spending is a huge challenge. I've lived in Harrow Court for over 20 years and believe the design of "Permit Parking past this point" will finally give residents the relief they deserve from the constant challenge of parking.</p>
5: Support	<p>I'd like to reaffirm my support once again for the permit parking to harrow court and as per the parking beyond this point scheme. This will bring the court in line with the many other parking zones on nearby roads allowing residents to be able to park in the court and not have the issues to</p>

No.	Objections/support/comments received.
	date, particularly around garages being blocked. Many thanks to the council for continuing to progress this over the last couple of years.
6: Support	I fully approve of the proposed resident parking scheme in Harrow court as we are constantly fighting to find parking spaces due to people parking in the street for free parking and walking into town for work or at the Spire hospital opposite.
7: Support	I support the permit holders option for a parking scheme. We are very close to town and people park here all day then go in to work. They do not consider the impact this has on residents and we have no way of contacting them when they block access or park inconsiderable. There is only limited space and people from near byroads who do not wish to buy into thier residents schemes parkin in the road also. Also we have people leaving cars here for several months, without moving them, using valuables space.
8: Comment	My concern is how this affects visitors and tradesmen calling on me, as I understand it we will be provided with a number of window display tickets, but that any further ones will need to be purchased. I'm not sure how easy this will be or how much they will cost.
9: Support	I support the proposal put forward for Harrow Court to be Resident Permit Parking only with signs at the entrance of the court to inform same.
10: Support	Further to my earlier reply reference car parking at Harrow Court and the proposed "permit holder parking only past this point" restriction. I agree to the proposals and I anticipate the instigation of this scheme as soon as possible please.
11: Support	I am in favour of the "Permit holder parking part this point" restriction and look forward to it being introduced.



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Department of Environment
and Neighbourhood Services
Civic Centre
Reading
RG1 7AE

Project RESIDENT PERMIT PARKING	Scale NTS	Drawn JT
	Date AUG 18	Checked JP
Drawing RP DESIGN – HARROW COURT	Approved JP	
	Drawing No. HARROW COURT	

RESIDENT PERMIT PARKING UPDATE (Part a)

Appendix 2 (East Reading area)

- a. Responses received in relation to the advertised Traffic regulation order for the East Reading area, Part 1, RPP scheme proposals
- b. Responses received in relation to the advertised Traffic regulation order for the East Reading area, Part 2, RPP scheme proposals
- c. General responses received in relation to the advertised Traffic regulation order for the East Reading area RPP scheme proposals
- d. Drawings to show the advertised East Reading area RPP scheme proposals

APPENDIX 2a - EAST READING PERMIT PARKING SCHEME AREA 1

Support and objections received to Traffic Regulation Order

Street/Summary	Objections/support/comments received.
	<p>Summary of responses: Objections - 120, Support - 101, Comment - 21, Mixed Response - 16.</p>
<p>1. Belle Avenue, objection</p>	<p>The main issues for the roads near to the university is commuter parking during weekdays. On evenings and weekends there is not an issue with parking, so why should I need to hand out permits to my visitors at these times?</p> <p>Therefore I am not in favour of restricting parking at evenings and weekends. To restrict it in daytime hours Monday to Saturday would improve matters considerably. This could be done either with the proposed 2 hours restriction for non residents or alternatively, no parking for non-residents between the hours of 9.00 a.m. and 11 a.m., which would mean that the traffic wardens would only have to patrol the area once a day and stop the all day commuter parking.</p>
<p>2. Belle Avenue, objection</p>	<p>I have lived in Belle Avenue for over 20 years, and I do not have difficulty, in general, parking outside my house. Our visitors usually find spaces to park too..</p> <p>The only time there are problems with parking is during the University term times. During the university holidays there is always ample space here.</p> <p>Also, at weekends and in the evenings, seven days a week, there are no difficulties parking.</p> <p>Therefore I am very sorry to see that Reading Borough Council is proposing to put such severe parking restrictions in our street.. If we have to have a residents parking scheme here, please would you consider making Belle Avenue more of a shared parking zone, so that we had free parking in the evenings and at weekends. Or, why not allow visitors 2 hour parking in the evenings too? The proposed restrictions not to allow visitor parking after 8pm or at weekends without a permit seems unnecessarily severe. This would restrict social interaction a good deal, but for no good reason. Why implement something here when it is not needed?</p> <p>Thank you for listening to a resident's thoughts on this important matter.</p>
<p>3. Belle Avenue, objection</p>	<p>My wife and I wish to object to this proposed scheme in principal, as being unwarranted, unnecessary, and imposing yet another admin burden and expense to living here.</p> <p>There was no significant problem with parking in Belle Avenue until RBC introduced parking charges in Pepper Lane and Elmhurst Road, where students had "traditionally" parked, causing little inconvenience to anybody. When those schemes were introduced, the "problem" was very noticeably created in Belle Avenue (and, no doubt) the adjoining streets, whilst the paying parking bays are left empty.</p> <p>So, it seems to me that RBC are more keen to impose resident parking on these roads so as to force students to pay for parking around the University. I find it highly objectionable that I should have to pay for the annual fee for a parking permit so that RBC can make money out of their ill-considered schemes elsewhere.</p> <p>Before any scheme is implemented in this area I insist that RBC should review the effectiveness (or ineffectiveness) of the previously-applied schemes around the university. By removing the parking charges in Pepper Lane and Elmhurst</p>

	<p>Road (uni side), our “problems” would largely be resolved.</p> <p>I really do not have the time to study all of the fine details of the proposals (life is just too short and too busy), but one of my neighbours kindly drew attention to the proposed residents overnight parking bay on Whiteknights Road (between Belle Avenue and Erleigh Hill Road).</p> <p>I worked in Traffic Management (at [REDACTED]) for nearly 20 years and have to say I have never seen such a dangerous and utterly stupid proposal as this!</p> <p>Whiteknights Road is narrow, a significant bus route, and busy at all times of the day and night, quite apart from the obstruction of visibility when emerging from Belle Avenue or Erleigh Hill Road. This really is an absolute non-starter, I would have expected better from a supposedly “professional” design team. They should at least know that in line parking bays are regularly 6m long, with the two end bays at 5 metres - so that 4 bays suggested would be 22 metres long, not “approx. 20m” as shown on the plan. This is just basic stuff, and really not good enough.</p> <p>It remains my belief that the perceived parking problem in these roads has been largely exacerbated by RBC’s actions elsewhere.</p> <p>I would appreciate your reassurance that these will be reviewed before this costly and unnecessary scheme is forced upon us local residents, with all the costs and practical inconvenience it will entail.</p>
4. Belle Avenue, support	Fully support plans for Belle Avenue
5. Belle Avenue/ Whiteknights Road, support/ comment	<p>On Belle Avenue - I think it is fine. But the lines in front of drives will encourage people to block our drives as they will think it is a legitimate parking space. I have pointed this out to Rob White.</p> <p>Today there was an experiment with parking on Whiteknights Road outside Belle avenue. It was a disaster zone with cars queued for ages and people becoming very aggressive and angry when I passed by. Why anyone would think this is a good idea - to have parking on Whiteknights - when it is obviously ridiculous.</p> <p>Finally, none of this will help ease the speeding cars down Belle Avenue every day who use it as a Rat run.</p>
6. Belle Avenue/ Whiteknights Road, support/ comment	<p>I support permit parking and in respect of Belle Avenue and surrounding streets I favour having market bays. However, on the attached plans it appears that there may be up to 29 vehicle parking spaces proposed? This would appear to be an over-generous allocation and I cannot see how this would be possible, given that residents need to be able to access and leave their private driveways without causing danger or being otherwise obstructed.</p> <p>I am also puzzled as to the proposed allocation of about 4 spaces in Whiteknights Road outside number 101? This road is fairly narrow and such parking would reduce the road to single alternate line traffic. Is this proposed as a form of traffic calming? If that is the case then surely it would be safer to adopt other calming schemes along the whole length of Whiteknights Road?</p> <p>It is widely acknowledged that motorists across Reading (and particularly along Whiteknights Road and adjacent streets)</p>

	<p>abuse the 20mph limit by a significant degree. Sometimes, I feel that I am the only driver complying with the law, but I pay for this compliance by being tail-gated by the frustrated masses!</p> <p>Travelling at speed along this road is very dangerous. I am disabled and a wheelchair user. I often travel on the pavement but occasionally I have to go into Whiteknights Road to circumvent the absence of dropped kerbs at the various side junctions. I am very cautious about doing this, especially because of speeding motorists. Traffic calming would be great if it worked but it is just as likely to increase the noise of the traffic without materially reducing the speed of those motorists who drive too fast. I think that the proposed 4 parking spaces o/s 101, will just be dangerous and potentially obstructive.</p> <p>I think that the consultation paper ought to have contained the rationale behind this proposal.</p>
7. Bishop's Road, support	I strongly support the proposal for resident permit parking in the East Reading area. I live on Bishops road and finding parking can be especially difficult (returning from work or an appointment). I would very much like to see this proposal go forward.
8. Bishop's Road, support	As a resident at number [REDACTED] Bishops Road... [REDACTED] The proposed plans for parking in this area, (which at the moment is a nightmare after 5pm in the evening to park) the proposed plans appear to be a way to help with this difficult problem.... I am in support of the proposals that have been offered up.....
9. Brackendale Way, objection	I am very concerned that the Parking in Brackendale Way will be restricted to permit holders only. I have argued that it should permit general parking for up to 2 hours. This is very important for all kinds of social, medical and community reasons. It is very limiting and will not help the community.
10. Bulmershe Road, comment	<p>Bulmershe Road has had a considerable expansion of traffic and parking. It is now both time consuming and dangerous for my daughter and too traverse the street to go to school as cars try to manoeuvre down what is effectively a one-way street in considerable sections.</p> <p>The key reason being the influx of commuters and overnight commercial/trade vehicles.</p>
11. Bulmershe Road, comment	In Bulmershe Road we understood that there was going to be a continuation of the double yellow lines across the entrance to the access drive between no's 47B and 49A. This drive goes round to the garages at the back of the houses. If there are no yellow lines across it that will be an open invitation to park there and block the access as is now happening increasingly.
12. Bulmershe Road, comment	<p>I Don't Support or Object to the proposal, because it is obvious what the underling intentions are...</p> <p>But I will say this, whatever restrictions that are placed towards the top end of Bulmershe Road near (Maiden Erlegh School). If it is not policed around the times 2:45 to 3:30pm you will still get continuous abuse from individuals, coming to pick up children from Maiden Erlegh School in particular. As they will sit in there cars around this time in the restricted zones and still cause an issue in the area. As currently observed now opposite their premisses on Crescent Road.</p> <p>Secondly, where parking restrictions are to be implemented, outside of houses where drive-in access is clearly visible and necessary to the eye, for the owners to park. Why is it required to be restricted, in the first instance?</p>

	<p>All of this could well have been easily avoided in the first place:</p> <p>1.) If Reading University, let there fee paying students have free car parking spaces at their own facilities and The Royal Berkshire Hospital, let there employees who come from near and far park unrestricted for free.</p> <p>2.) If this particular school "Maiden Erlegh" (which is far bigger than the previous, Alfred Sutton Boy's, in terms of pupil numbers) was built at the old Alfred Sutton Girl's School location, instead of building Flats there again, further congesting the area....</p> <p>It seems as though this has been an elaborate scheme put together in conjunction with the University, The Royal Berkshire Hospital, Council Land speculators to allow buildings to go up, knowing that parking issues will arise, and although parking has been allocated for the buildings that has been permitted, that the users in these areas will be charged, hence spread the misery out the local residents in the hope they will buy into your "New Parking Schemes", again wasting more council payers money in their implementation.</p> <p>This consultation as you all call it, has arisen because of inconsiderate planning and is just a piece of public pretence to cover those who make these decisions ultimately, whilst in office to give some legal justification for their actions.</p> <p>It will only take a child to be killed whilst innocently going to the primary school, because of paving restrictions caused by these developments (particularly along Cresent Rd outside of the UTC), before all wake up to situation, that was knowingly planned.</p> <p>Overall, all of this is just a way of raising money for the council, where we as the resident already pay extremely high council tax fees in the area.</p>
13. Bulmershe Road, objection	I live in a shared house which has only been allocated two parking permits by yourself and both of which are in use. If you impose these changes on bulmershe road I will have no way of commuting to and from my work which is over an hour's drive from reading. I will also not be able to park near my own home
14. Bulmershe Road, objection	<p>I live in Bulmershe Road and object to the above permit parking scheme for the following reasons.</p> <p>1) This is already a rat run from the Wokingham Road and traffic drives very fast and badly despite their being parked cars on both sides of the road. My husbands car was dented whilst parked on the road due to this and the perpetrator did not stop and leave details. Making parking one side of the road will ensure it is used more as a rat run and traffic will drive faster.</p> <p>2) I do not agree with allowing people to have 2 hours to park there and bus into town which they currently do. With limited spaces to park, I feel it should be entirely for residents.</p>
15. Bulmershe Road, objection	<p>I live in Bulmershe Road and object to the above permit parking scheme for the following reasons.</p> <p>1) This is already a rat run from the Wokingham Road and traffic drives very fast and badly despite their being parked cars on both sides of the road. My husbands car was dented whilst parked on the road due to this and the perpetrator did not stop and leave details. Making parking one side of the road will ensure it is used more as a rat run and traffic</p>

	<p>will drive faster.</p> <p>2) I do not agree with allowing people to have 2 hours to park there and bus into town which they currently do. With limited spaces to park, I feel it should be entirely for residents.</p>
16. Bulmershe Road, support	I am a Bulmershe Road resident and I support the proposals for our road
17. Bulmershe Road, support	I support the proposed Resident Permit Parking Scheme for Bulmershe Road, as I think that it will address many of the raised concerns.
18. Bulmershe Road, support	I fully support the proposal to create residents parking in bulmershe rd, Today I found myself partially blocked in when exiting in my car I urge this work to be completed as soon as possible.
19. Bulmershe Road, support	I support this project.
20. Bulmershe Road, support	I live in Bulmershe Road and support these proposals.
21. Bulmershe Road, support	Support. Bulmershe road has a a serious parking issue.
22. Bulmershe Road, support	I support the proposal. I look forward to improved parking in Bulmershe rd and surrounding area. Please ensure cars do not park across drives or on pavements where they endanger pedestrians.
23. Bulmershe Road, support	Bulmershe road, yes I support the parking proposals.
24. Bulmershe Road, support	I am resident of Bulmershe Rd. I support the council proposal.
25. Bulmershe Road, support	We support this proposal and in particular the positioning of double yellow lines outside my own house at [REDACTED] Bulmershe Road.
26. Bulmershe Road, support	<p>1. I support the proposal for Bulmershe Rd. It is likely to assist our problems with access to driveways and along the road, by inhibiting parking by out-of-area day-time commuters and by overnight commercial/trade vehicles.</p> <p>It may also help with the problems associated with parents etc parking to drop-off and pick-up children at the 3 Crescent Rd schools. I suggest this is reviewed a year after implementation.</p> <p>2. From my conversations with residents in the St Peter's Rd and Wykeham Rd area, I think many residents object to having any scheme. This is in the southern part of Wykeham Rd (south from the junction with Auckland Road) and in the roads Auckland - Lennox. St Peter's Rd is mixed.</p>

	<p>If so, it may be useful to review the responses to the Consultation to see whether the Scheme 1 and 2 split is in the optimum place. It may be better to include Brighton Rd and the northern part of Wykeham Rd (north from the junction with Aukland) in Scheme 1.</p>
27. Bulmershe Road, support	<p>I believe that the ideas proposed in the documents attached should be introduced into Bulmershe Road. I support the introduction of permit parking.</p> <p>The current parking situation means it is, quite often, difficult to walk with a pushchair or in a wheelchair on the pavement .</p> <p>I am also concerned about access for emergency vehicles.</p>
28. Bulmershe Road, support	<p>I support the proposals, for Bulmershe Road because I think this is the closest we'll get to something which tackles many of our issues - parking here by out of our area commuters and overnight commercial/trade vehicles.</p>
29. Bulmershe Road, support	<p>I live in Bulmershe Road and support these proposals.</p>
30. Bulmershe Road, support/comment	<p>I live in Bulmershe Road and support the proposal. My only suggestion or question is why the 8pm limit?</p> <p>It feels as though a 6pm limit would deter the serial offenders enough and allow for occupants' friends and family to visit outside of working hours without having to limit their stay to two hours, although that might be advantageous in some cases :)</p>
31. Church Road/Heath Road, comment	<p>I have concerns about the number of permits being allocated per household. I seek reassurances about (1) people in rented HMO properties and (2) how many permits will be allowed per household (3) if new renters in the house will be able to purchase a permit. I have been told (3) will be the case which is highly concerning. There are six car owners within our HMO and we cannot park on Church Road: our only option is for some of us to park on Heath Road.</p> <p>I also have concerns regarding people in my area snapping up permits just prevent other people using them. This is particularly of concern on Heath Road itself where homeowners have drives and no need for a permit but may purchase one just in order to 'guarantee' a space if they need it. Is there going to be any prioritization of who gets these permits?</p> <p>My other concern is cost: the permits are a flat rate: those on higher incomes will benefit proportionally compared to those on lower incomes.</p>
32. Church Road/Holmes Road/Whiteknights Road, comment	<p>I live on Church Road Earley RG6 1EY And have been paying council tax to Reading Borough Council since April 2000.</p> <p>However, I have no allocated parking slot for our house which means that at the present moment I park on Holmes Road Earley RG6 7BH Or on the Lay-by white Knights Road Earley.</p> <p>With the residents parking scheme which is about to come into force I will have nowhere to park as my Road is not included in your scheme, I called the Reading Borough Council about the parking scheme and was told that I am "not affected" and after hearing the full story the CSA advised me to apply for a discretionary Residence Parking Permit, however, when I tried filling the application form my address [REDACTED] Church Road Reading England RG6 1EY</p>

	<p>United Kingdom is not recognised by the ReadingBoroughCouncil's website as far as the system is concerned it doesn't exist.</p> <p>I understand that this is street that is a boundary where odd numbers are in Reading and even numbers in Wokingham.</p> <p>As mentioned above the I pay my council tax to Reading Borough Council because I live on the boundary I am not recognised by your system same thing happened when my bin lid broke I had to come into your offices to sort it out.</p> <p>Please also understand that the odd numbers Church Road Earley RG6 1EY are in Reading and part of Reading not Wokingham, and many of them have no car parking facilities allocated to the properties.I think we are Reading Borough Council's forgotten residents and I feel excluded and helpless. I think we should also shown considerations and need be included in the parking Zone.</p> <p>I think it's unfair to have people on the back of the computer screens assuming that Church Road is not affected someone needs to come out "before the Elections" and find out who is affected and who is not affected.</p> <p>I would appreciate if you could put me on the Parking Permit Scheme Register when the time comes because without it I will have nowhere to park.</p>
33. Crescent Road, comment	It's not clear what, if anything, is being done to address speeding on crescent road and making it after for all the school children
34. Crescent Road, comment	<p>I am writing with regard to the proposed parking permit scheme in this area.</p> <p>I am not sure from the measurements given wether you are planning a parking bay outside my property. If so , please don't. I have a pre existing drop kerb and intend to reinstate the drive that was here when I bought the property.</p>
35. Crescent Road, objection	<p>Permit parking will make things worse for me. I am on the middle of Crescent Road. Directly opposite the entrance from the college. I have a marked white line and people are still stopping in front of my house to use as a drop off point.</p> <p>On occasions people have used my driveway to turn around their cars after dropping children.</p> <p>I believe the enforcement needs to be thought out for school times as this is the worst period.</p> <p>I also have disabled people in my home and regular visitors for them would need permits to be able to visit and park on the road. This will make it very difficult as we cannot afford this. I object greatly to the proposal.</p>
36. Crescent Road, objection	<p>No to permit parking on crescent road, it's so hard to find parking anywhere and the meters are too expensive</p> <p>Everyone there have driveways why would they need permits????</p>
37. Crescent Road, support	Fully support these proposals. As a resident of Crescent Road, parking and particularly anti-social parking is the biggest issue in the area. Having so many HMOs clearly makes this issue worse. No issue with HMOs in general but parking needs to be controlled better which this plan delivers.
38. Crescent Road, support	I fully support the scheme

39. Crescent Road, support	I mostly support the changes though I would like to make sure that in all areas where there is no designated parking on Crescent Road, there will be DYL (not shown with a red line in the drawings).
40. Crescent Road, support	I support the proposal for residents parking in Crescent Road. The road is used by university students although there are no university houses in the part of the road I live in. Now that the university has finished for the term there are 2 cars parked on the road. In termtime the road is full.
41. Crescent Road, support	I wish to register my support for this parking scheme. However, I suggest six months following implementation, local residents are contacted to ascertain whether the traffic congestion and child safety issues have been satisfactorily resolved. I also recommend that RBC is prepared to amend the scheme if local residents have any issues with the outputs from these plans.
42. Crescent Road, support	From [REDACTED] Crescent Road: content with proposal.
43. Crescent Road, support/comment	<p>I would strongly support the proposed plans.</p> <p>We would suggest that consideration be given to The part of crescent Road between Hamilton Road and Eastern Avenue have no parking whatsoever. This is one of the most troublesome bottlenecks in this whole area in the morning.</p>
44. Earley Hill Road, objection	<p>We are writing to formally OBJECT to the Borough of Reading (East Reading) (Permit Parking Scheme No. 1) Order 2019.</p> <p>Our objections are as follows:</p> <ol style="list-style-type: none"> 1. A general objection to the process that has been followed in the development and issuing of this TRO. At no time have residents been asked if they want a permit parking scheme introduced. 2. A general objection that other measures that could be taken to alleviate the parking issues that exist within Park Ward have not been considered within this proposal. Many of the concerns raised by residents indicate daytime parking problems only, caused by commuters or students, which could be alleviated by daytime parking restrictions only. 3. A general objection to the scheme covering the roads bounded by Whiteknights Road , Wokingham Road and Green Road because of the inevitable displacement of parking pressure onto the private street Earley Hill Road, with no support or advice to the residents affected on Earley Hill Road. 4. A specific objection that the conclusions reached as a result of the informal consultations on parking problems in the East Reading / Park Ward area are not substantiated nor are as claimed in the Council documentation. In the May 2018 election, Park Ward consisted of 7,036 registered voters. 813 responses were received in the informal consultation and of these only 540 or 7.7% of voters indicated on street parking was an issue. 448 (6.4% of voters) went on to confirm a view that a permit parking scheme would improve the parking situation. These respondents do not constitute 'a majority of residents' in Park Ward as claimed in the Council Overview to the current consultation. In addition the evidence from that initial consultation indicated that in 18 of the 34 streets covered in the study area, the majority of respondents in those streets did not believe a permit parking scheme would improve the parking problems.

	<p>5. A specific objection to the proposal to introduce designated parking bays on Whiteknights Road between Belle Avenue and Earley Hill Road on the grounds of deteriorating road safety, increased traffic congestion, higher air pollution and limiting access to the houses of local residents. We and a neighbour tested this by parking cars on Whiteknights Road at the designated area on Wednesday 12th and 13th December between 7.30 to 9.00am and between 4.00 and 6.00pm. The consequence was a significant tailback of cars as far back as Green Road on the West to East route and to Earley Gate on the East to West route. The delays to traffic resulted in localised pollution along this stretch of road and limited freedom of access to other houses along Whiteknights Road. There was also significant evidence of increased accident risk as impatient drivers accelerated above the speed limit to get through the restricted road space, cyclists being forced onto pavements and blockage and poor visibility at road junctions. I have attached pictures and one video to demonstrate.</p> <p>6. A general objection that the Council has no current parking strategy and that much of the issue in Park Ward is as a result of displacement parking following the introduction of permit parking in Redlands Ward. Many of the problems of Redlands Ward in turn due to the limited parking facilities for hospital staff, exacerbated by the Council rejection of plans to build additional staff parking facilities in Craven Road/Addington Road.</p>
45. Earley Hill Road, objection	I object to this scheme. I live on Whiteknights Road with access onto Earley Hill Road. The proposed scheme is to my mind dangerous. Whiteknights Road gets busier by the day with cars using it to avoid traffic lights elsewhere. I have lived here for many years and no-one has ever parked on Whiteknights Rod. Putting parking spaces on this part of the road (outside 101) is positively dangerous, not just to drivers, also to cyclists and pedestrians. It is too narrow for parking spaces, given the traffic. Also, Earley Hill Road to the side of the house is private. This proposal will mean people will try parking in a road maintained by the residents and not equipped to deal with it.
46. Earley Hill Road, objection	Perhaps street lighting for our road should now be considered. As you have made no effort to provide us with that facility I most certainly would object to this proposal.
47. Earley Hill Road/ 48. Whiteknights Road/ 49. Wokingham Road, objection	<p>I am a resident of Earley Hill Road</p> <p>STRONG objection to any parking on Whiteknights Road. This is a narrow and very busy road and at morning rush hour in particular is used by a large number of cyclist commuting to and from the schools and the uni. Currently any obstruction on the road side (roadworks, parked cars, stopped buses) causes mayhem and a lot of danger, particularly to young cyclists. I use this road every day at rush hour and have seen many young cyclists have very close calls navigating cars half parked on the roadside and stationary buses with the threat of oncoming traffic. Introducing an parking on Whiteknights is a serious accident waiting happen. As secondary point, it will significantly increase the build up of traffic and add to the frustration of impatient drivers - which can only spell more danger for cyclists.</p> <p>There is sufficient parking capacity on Wokingham Road and the adjoining roads under consideration for this scheme or on the Uni campus - which I can only assume are the group you are trying to accommodate here.</p>
50. Earley Hill Road/ 51. Whiteknights Road, objection	<p>I am writing to object to the proposed plans for parking on Whiteknights Road, between the junctions of Belle Avenue and Earley Hill Road.</p> <p>As an elderly resident of Earley Hill Road I believe the proposal would cause more traffic on our road, as well as</p>

	<p>congestion and build of traffic and chaos in morning and evening on the very busy Whiteknights road through route.</p> <p>Cars and vans parked in the proposed space would be dangerous for road users due to decreased visibility, and having to pull out to overtake, as well as for pedestrians such as students from the University opposite.</p> <p>This would become a pinch point where visibility is poor, causing accidents, delay and be very frustrating for road users and resident because of the traffic build-up. It would also increase the noise and pollution for the residents of the area.</p> <p>Cars and other vehicles would tend to use our private residential road as a cut through and would be dangerous and damaging to our private property.</p> <p>I am convinced that there are no grounds for creating additional road congestion with vehicles parked on Whiteknights Road. Please can you remove the spaces from your plans to allow free flow of traffic along Whiteknights Road.</p>
<p>52. Earley Hill Road/ 53. Whiteknights Road, objection</p>	<p>As a long time and elderly resident of Earley Hill Road, I would like to voice my objection to the current plans outlined for the parking scheme with the provision of parking for up to four vehicles on Whiteknights Road between the junction of Earley Hill Road and Belle Avenue. This is show in drawing "ERS_Whiteknights Road 4" in the proposed plans.</p> <p>This section of the road is particularly busy and dangerous and parked cars in these spaces would cause significant delays to traffic flow on these roads, decrease visibility for road users and residents using these side roads, cause dangerous head-on overtaking, collisions, aggravation and accidents and increase pollution in the surrounding area.</p> <p>I would feel particularly vulnerable to drivers cutting through onto our Private unadopted road in frustration as a shortcut, and trying to navigate our community maintained gravel at speed. This would cause danger and damage to residents on this quiet road, notwithstanding the additional cost and pollution to our neighbourhood.</p> <p>There is no justification that I can see for causing this road block with parked cars on Whiteknights Road, so please remove them from your plans and replace with Double Yellow Lines along the entire length of road to assist with traffic flow, road safety, and to reduce pollution.</p>
<p>54. Earley Hill Road/ 55. Whiteknights Road, objection</p>	<p>I am a resident of Early Hill Road. With regards to map no: ERS Whiteknights Road 5, I strongly object to the proposal to have a parking bay for approx four cars outside house no 101, according to your map. This has obviously been thought by someone who has no idea about the local traffic conditions and has never visited the road during the day. If they had visited and observed the traffic conditions they would have realised how dangerous a proposal this is. Whiteknights Road is a very busy road. It is also narrow. For cars to be parked there it would cause a constriction that would cause long traffic jams. This is likely to result in drivers using Early Hill Road as a rat run. I am so incensed by this proposal that I am considering a legal remedy.</p>
<p>56. Earley Hill Road/ Whiteknights 57. Road, objection</p>	<p>WE OBJECT to aspects of the proposals for resident permit parking (Borough of Reading (East Reading) (Permit Parking Scheme No. 1) Order 2019).</p> <p>We responded to the previous informal consultation on the proposals. Specifically, we objected to the provision of parking bays between the exits of Belle Avenue and Earley Hill Road onto Whiteknights Road. Although all other parking</p>

	<p>bays on Whiteknights Road were removed from the final proposals, the above-mentioned bays still feature in the proposals.</p> <p>The provision of these bays will:</p> <ol style="list-style-type: none"> 1. Cause considerable congestion on Whiteknights Road, particularly during the morning and evening peaks. We know this to be true because, together with neighbours, we tested our concerns by parking cars in these bays during the morning and evening peaks over the course of two days. The result was long queues of traffic in both directions (10-15 cars at times) as they waited to pass - and we witnessed their frustration and annoyance at having to wait several minutes for a gap in the oncoming traffic flow. In the evening, when it was dark, it was at times dangerous, particularly for cyclists. 2. Encourage people to park on this part of Whiteknights Road, causing the congestion referred to above. At present no one ever parks on the road where the bays will be - quite probably because they can see it isn't a safe place to leave a vehicle from a passing traffic perspective. 3. Severely limit the visibility of drivers trying to turn left or right out of Belle Avenue and Earley Hill Road onto Whiteknights Road. When exiting from Earley Hill Road in particular it is difficult to see adequately even now, and these bays will, in our view, make it positively dangerous. 4. Increase local pollution and noise from queuing traffic. 5. Increase delays to buses using Whiteknights Road (buses already have problems passing each other on some parts of Whiteknight Road). 6. Exacerbate the damage caused to the road opposite the parking bays. Whiteknights Road is already in an appalling condition because of the volume of traffic, to the extent of being dangerous in some places. <p>WE URGE you, therefore, to remove these parking bays from the final scheme.</p> <p>VERY IMPORTANTLY, we live in Earley Hill Road, and we already have problems with people parking in our road (some of whom are quite aggressive and abusive when we tell them it is for residents only). The introduction of this scheme will make matters even worse for residents of Earley Hill Road. Therefore, as a part of this scheme we need you to provide improved signage at both ends of the road to indicate that parking is for residents only. Since you are raising considerable revenue from the scheme as a whole (from the parking permits for residents), we consider it reasonable that you bear the modest cost of improving the signage to prevent non-residential parking on Earley Hill Road.</p> <p>Finally, how are you going to police the parking restrictions? The widespread nature of the proposed scheme means that there will be a significant increase in the number of roads where parking offences could take place, and unless the Council has the resources to enforce the restrictions, people will ignore the restrictions, which will annoy residents. In particular, the "2 hours and no return" restrictions implies that you will need to have frequent daily patrolling of the roads. As requested previously, PLEASE INFORM US what percentage of the income raised from residents' parking permits will be devoted to enforcement of this scheme's parking restrictions.</p>
58. Eastern Avenue, comment	<p>Whilst I am generally in favour of your scheme I would like to draw your attention to knock on effects in particular with regard to the north section of Eastern Avenue.</p> <p>The North section of Eastern Avenue has become a rat-run in the early mornings, possibly due to traffic light timing</p>

	<p>change, and we daily find people are tearing along this supposedly 20 mph stretch of road well in excess of 30 mph on occasion. Your proposal is to turn the stretch of the road which currently does not have any parking restrictions into an area of residents only parking with free parking for 2 hours no return. If you were to walk along this stretch of road you would notice that virtually all the property on BOTH sides of this particular stretch of road have their own off-road parking space. Therefore I can fore see that this stretch of road will largely be free of parked cars once you implement the changes and I am concerned that people will be able to drive up and down the road at break neck speeds.</p> <p>Please can you look into this further and consider changes to your proposal. This road is widely used as a pedestrian route up to the university and needs to be safe for them. As residents we obviously don't want it to become a fast and busy highway for cars. I would propose no change to the parking arrangement so that the parked cars continue to act as a natural break to traffic flow.</p>
59. Eastern Avenue, support	I support this scheme, including the continuous dropped kerbs at the junction of Eastern Ave and Junction Road, as this has been a location of many road traffic accidents. To reduce further accidents I would request the dropped kerbs have DYL (rather than a single white lines) across them.
60. Eastern Avenue/Hamilton Road, support	<p>Fully support the proposal, especially in Eastern Avenue and Hamilton Avenue.</p> <p>Traffic calming measures (full width speed bumps, possibly 1-way traffic pattern) would also be a real winner !</p>
61. Grange Avenue, comment	Parking on Grange Avenue, is ridiculous. I see people park and head off elsewhere. With a baby it's very hard to park roads away and carry him along with other things in bad weather aswell.
62. Grange Avenue, Pitcroft Avenue, objection	<p>I object to this scheme, on the following grounds:</p> <ol style="list-style-type: none"> 1. Implementing a scheme like this in the Park Ward roads (Grange, Pitcroft etc) will severely disadvantage local residents (owned properties) who have no option but to park on the road and therefore pay for one or two permits for a family. Further adding to the cost of living in an area that is largely ignored by the local council, 2. Disadvantage investors who have purchased properties in the local area for HMO status or multi room rent, this will drive down the prices of rent therefore reducing their return and may encourage or force them to sell. This will flood the market and reduce the price of properties in the area in an already unstable housing market. 3. Impact current tenants, by forcing them to remove their vehicles and therefore reduce their ability to work/get to work, this again may encourage them to leave the area for places further out of town with no parking restrictions, flooding the market with available rental properties driving down prices and impacting the local area as mentioned above. 4. Most importantly, the scheme imposed will not have any impact on parking issues in the area. While I could understand a fully permitted area, or a fully un-permitted area, it appears that the council has opted for a half and half scheme. Grange and Pitcroft will have no restrictions, despite being the thoroughfare, yet, St Edwards and Bishop road will have a permit scheme in line with Norris. This will mean that people who wish not to pay for a permit (usually tenants, and students) will simply leave their cars on Grange and Pitcroft, further aggravating the parking issues, forcing residents to park in the permit areas. This issue is clear to see on Norris road currently which is largely empty as people opt to park for free. Many student cars for example are parked for the term and do not move. This scheme was initially presented as a way to prevent mostly students bringing their cars. The proposed scheme will not prevent this from happening, it will exacerbate the problem on the un -permitted roads, leaving the side roads clearer.

	<p>I would like to add, I doubt that my response will be adequately taken in to consideration. My previous objection was NOT included in the data presented, and therefore I was removed from this data collection. If the council routinely remove objections from their data pool then the true response of the residents will not be conveyed to the public. I believe that the council is tampering with the data to justify its position.</p> <p>I have been extremely dissatisfied with the council's handling of the situation, and the area as a whole that is now permanently covered in trash, with more and more HMOs granted by the council, and with no comeback for residents to deal with problem tenants other than to take matters into our own hands. The council has shown time and time again that they do not care for this area, and view it as a cash cow for lots of tenanted properties and students. Not as an area for families and permanent residents.</p> <p>This scheme is the latest in a long line of failings for this area. I have lived in the area for 13 years, and can honestly say this is the worst it has ever been. Even when there was no one way system, parking and the care of the area has never been this bad. Though once again I am sure that my objection will be ignored!</p>
63. Grange Avenue, St Edward's Road, support	<p>We Need parking permits! There are far too many cars parking round this area. Lots of students at the University and van drivers too. Too many cars for the spaces available. I have to park many roads away from mine when the students are here. I don't want the permits to be too much money but a small fee is okay to be able to get a space closer to me. There are lots of cars being fixed too on Saint Edward Road at the Grange Avenue end, and motorbikes. I think someone is running a business from there but it takes up lots of spaces from residents.</p>
64. Green Road, comment	<p>I would like to point out that the proposed double yellow lines for Green Road Reading RG6 7BS, at the junction of Whitenights Road and Green Road, as currently illustrated in your plan, remain inadequate in length!</p> <p>There are double yellow lines here at present and the issue has always and will remain, that they do not provide sufficient cover in length from the junction of Whitenights Road!</p> <p>Please amend your plan to provide a greater length of double yellow lines from this junction, (this is to the same side of Green Road as the proposed permit bays).</p> <p>There has always been insufficient clearance to provide safe passage for all vehicles both entering and exiting Green Road to and from Whitenights Road, as a result of the current permissible parking, which when full, is too close to the actual junction itself!</p> <p>In my personal opinion and one of a car user myself, the current double yellow lines need to be lengthened by a minimum of four car lengths, from the length they are already!</p> <p>I wish to raise this as a matter of priority, as I know that otherwise, once the works have been completed, there would be no opportunity to get this revised subsequently.</p>
65. Green Road, support	<p>As a resident of Green Road I strongly support this scheme and am happy with the revised design (except that I would prefer the 2 hours parking period to have ended at 18:00 rather than 20:00). I do not have off-road parking and since the implementation of the resident's parking schemes further west it has become increasingly difficult to find parking for our one and only vehicle. It is particularly frustrating that people who do not live on the road park and then leave their cars for days at a time, which is really quite awkward for those, like me, trying to bring up a young family in this neighbourhood.</p> <p>I am puzzled by the design of this final consultation, because it appears that (aside from those volunteering addresses) you will have no way of discriminating between the views of residents and those who live elsewhere but find it</p>

	convenient to park in residential roads while they go shopping / to work in central Reading, or live in University halls. Given the Council's stated desire to maintain the viability of mixed residential neighbourhoods I would have hoped that you would differentially weigh the responses of these different interests.
66. Green Road, support	We prefer a shared use scheme for Green Road. The success of the scheme will depend on the level of enforcement of the regulations.
67. Green Road, support	I support the proposal for Shared Use including Residents Parking in Green Road. The council will need to have parking enforcement officers to monitor the scheme and impose fines on people who abuse the scheme.
68. Green Road, support	I am in favour of the proposal to introduce restricted parking in E Reading, specifically Green Rd. It is increasingly difficult to find parking spaces for workmen (we have a drive to leave our car) or visitors. Our children, when they come to see us, sometimes have to walk a very long way to our house, carrying children and all their attendant stuff. Meanwhile people who do not live in Green Rd leave their cars/vans outside our house for weeks on end. It is definitely worse in the term time, although Reading University students are not supposed to bring cars.
69. Green Road, support	I support the proposal to introduce parking restrictions in Green Rd. It is currently often difficult to find space in the vicinity of our house.
70. Green Road, support	I support the proposal to introduce parking restrictions in Green Rd. It is often difficult currently to find space in the vicinity of our house.
71. Green Road, support	I support the proposed scheme allowing 2 hour slots for visitors, trades people with permit only at all other times. The parking problem is now so bad that there are frequently no free spaces in the whole road (Green Road) to allow for visitors or trades people. It is very noticeable that there are more spaces once the university term ends. Cars are often parked for days without moving.
72. Green Road/ Whiteknights Road, support/ comment	I support the proposal strongly as there are way too many cars parking in our road - Green Road - which clearly do not belong there. However, I don't feel that the idea of allowing cars to park in certain parts of Whiteknights Road is a good one. It causes too many holdups on a very narrow road. I know that cars park out there occasionally but they tend to be singles. Allowing four cars in a row to park will lead to traffic jams, especially as this is also a bus route. Otherwise the plan is fine.
73. Hamilton Rd/Bulmershe Rd/Eastern Ave/Crescent Rd, support	Overall, I am in support of the proposals. I note in particular that the situation in Hamilton and Bulmershe Roads should be ameliorated by having DYLS opposite the designated parking areas, which should reduce the number of cars parked on the pavements, which have restricted safe access for pedestrians. The daytime 2-hour parking allowance seems reasonable in these and similar streets. The introduction of some restrictions in the section of Eastern Avenue north of the intersection with Crescent Rd also seems sensible.
74. Hamilton Road,	This proposal is a minimum. We live in Hamilton Road, and parking has become chronically bad and dangerous after the

comment	<p>opening of new schools in Crescent Road and the introduction of limited parking in Redlands Ward. The current situation is not tolerable. My concern about two hour parking in Hamilton Road is that it may not solve the problems with dropping off and picking up children at the schools in Crescent Road, but it is at least a start.</p> <p>The restrictions need to be enforced, which the current restrictions are not, and there needs to be enforcement to stop parking on pavements. I am disabled, and find the current pavement parking, forcing me into the road, very unsafe. We live at [REDACTED] Hamilton Road. The proposed parking on our side of the road may well make the sight lines difficult when driving out of our drive, as they are at present. We much preferred the original plan to have the parking on the east side of Hamilton Road just north of the junction with Crescent Road as it gives better sight lines for all the drives on both sides of Hamilton Road at this point.</p> <p>Nevertheless, we hope the proposals will help as the current situation is untenable.</p>
75. Hamilton Road, comment	<p>We have adequate off-street parking for 3 cars, though we only have one small car; so parking for ourselves is not a problem. However, this very narrow road (Hamilton Road), never designed for motor traffic and totally unsuited to be a car park, has been under intolerable pressure over the past two years, from cars shunted on from nearby streets where parking meters have been installed - largely unused, I believe; and from cars associated with the new school at the top of Hamilton Road/Bulmershe Road. The pavements are mostly unusable anyway, as the edges have been dropped and the slope is not easy to walk on. So our only alternative is to walk in the road; this would be easier and safer if the road was closed to all but residents' and their visitors' cars.</p>
76. Hamilton Road, comment	<p>I would like to express my concerns about the parking in Hamilton Road which has reached a stage when it is often a danger to people who have to walk in road as there are cars on the pavement. A child's buggy or a wheelchair would have to be in the road as there are cars blocking their way.</p> <p>Residents do not have places to park as cars are parked in Hamilton Road and left for weeks, presumably students who have nowhere to park onsite. Therefore, those residents from Hamilton Road are forced to park else-where causing the same problem for other residents in the area.</p> <p>There are many days when I believe a fire engine would not manage to get through the space left in the centre of the road. It has become a DANGER!</p>
77. Hamilton Road, comment	<p>I would like to raise some concerns about the parking restrictions you are planning to put in place n Hamilton Road.</p> <p>May I first point out that in principle I support the need for Parking permits on Hamilton Road as I regularly see people park right outside my house and then walk to the school or college and even get the bus into town and parking and walking on the pavement are a nightmare. I previously suggested this in the last consultation under the stipulation that accommodation needed to be made for residents in HMOs.</p> <p>In support of your parking permits for the are, my biggest concern however is that as a renter I live in a HMO which is excluded from being able to get permits. I am locked into a contract until at least end of May.</p> <p>As mentioned I wrote to you during the most recent consultation to register concerns however this was as a previous property (38 Hamilton Road). To provide a little background, originally I was renting in 38 Hamilton Road until September 2018 when I was told by the landlord that the price was going up again (due to a number of reasons including the now premium potential for parking).</p>

	<p>I ended up struggling to find a new place near the town centre with parking and then moved into [REDACTED] at the end of November under the impression from the letting agents that I was the only one who drives and would not have to battle for drive space. Since then I have raised concerns that of a house of 7 rooms (currently 5 inhabited) at least 4 residents drive and as it stands should any parking restrictions be brought in, there is not adequate parking on the property. It appears that as part of the property owners decision to convert to a HMO back when they applied we are currently not able to get permits should the scheme come into force.</p> <p>I have been told that under some special circumstances discretionary permits may be granted but with absolutely no certainty, which is not enough for me to feel comfortable with just accepting these coming in without due consideration as highlighted.</p> <p>Should the restrictions come in to force during my tenancy then I and my housemates will be unable to park our cars due to a technicality out of our control (the fact that the house is exempt from parking permits because of a decision by our landlord/agent to rent as a hmo) and are locked into a contract with a landlord and letting agency hypothetically with no where to park. For the record I signed my contract a few days before this leagl consultation started. This is a challenge I also raised in my previous correspondence during the last consultation.</p> <p>I am a young professional who requires a car as part of his day to day work and the idea of not having somewhere to park it in this situation causes me a significant amount of anxiety.</p> <p>To alleviate this I have asked for some reassurances and I cannot seem to get a guarantee from anyone that should the restrictions come in I will not be in a position of not being able to park and that allowances will be made.</p> <p>In summary although i support the need for the parking restrictions i am concerned that we appear to be excluded and no provision or guarantees can be given to accommodate renters who are locked into tennancies in HMO properties on the road. As such I would like to register my concerns and would like to gain some kind of assurance that i will not be in a position of not being able to park my car.</p> <p>I look forward to hearing your response and hope that some garantees and assurnances can be made have copied in my local councillors including Rob who I spoke to on the phone earlier today.</p>
78. Hamilton Road, comment	<p>I am reluctantly in favour of the introduction of a residents parking scheme in the road where I live (Hamilton Road). But, I note that this has become necessary as a result of the Council's actions in introducing other parking schemes in the local area. The ill-conceived Redlands area parking scheme, in particular, has pushed parking away from suitable non-residential roads (e.g. much of Pepper Lane and the university side of Elmhurst Road) and onto residential roads such as Hamilton Road.</p> <p>The restriction to residents-only after 8pm will have a negative impact on my social activities. (I run a music group of half a dozen people that regularly meets at my house from 8pm.) I do not understand the reason for the restriction. The parking problem in Hamilton Road results from people parking for long periods of time: all day or for several days. I believe a short period of residents-only parking during the day (e.g. 12:00 to 14:00) would be sufficient to prevent the road being used in this way, and would relieve the parking problems in Hamilton Road without imposing unnecessary</p>

	<p>restrictions on residents. It would be easier and cheaper for the Council to police than the proposed scheme, and would allow residents to have visitors in the evenings without having to use up books of parking permits.</p> <p>I object to the introduction of double yellow lines on Hamilton Road. They will significantly increase traffic speed on the road, turning the road into a rat-run and making the road much more dangerous for pedestrians. (The road is used by a number of school children walking home from the three schools on Crescent Road.) There are a couple of short stretches of Hamilton Road where the road is narrow and double yellow lines could possibly be justified on the basis of ensuring access for emergency services. However, most of the road is wide enough to allow parking on both sides while still permitting access by fire engines and ambulances. I know of no case where an emergency vehicle was unable to access the road due to parked cars.</p>
79. Hamilton Road, objection	<p>I object to the proposed plan on numerous grounds. The 8am-8pm 2hour parking will not alleviate the problem of Maiden Erleigh School congestion in Upper Hamilton Road which creates havoc at the end of every school day. The prohibition of parking after 8pm for all car owners apart from residents will affect anyone with large families visiting during the evening period, those residents requiring regular carers, any one with a social life which involves having visitors during the evening period, musicians having rehearsals during the evenings (and there are several of us in Hamilton Road) etc etc.</p> <p>I am aware that we can purchase further visitors tickets but it is preposterous that we should have to PAY to have visitors to our own houses! And there is still no guarantee that there will be available places to park. (As for expecting other residents to park thoughtfully and not block neighbours' driveways, I can assure you this will not be the case!) Surely the most useful move would be to have some parking restrictions during the day which would deter people from dumping their cars in Hamilton Road for several days at a time (which is a frequently occurring nuisance at present). I believe this is very effective in streets near Earley train station.</p> <p>To add further chaos to the situation I understand that Reading Council is about to allow planning permission at the bottom of Hamilton Road for approximately 26 flats and parking for 5 cars. I hope I am seriously mistaken on this point as this will further add to the parking problems in Hamilton Road.</p>
80. Hamilton Road, objection	<p>The proposed introduction of permit parking schemes in the area of East Reading would be a tremendous issue for my fellow students and I. Hamilton Road is the nearest area of free parking to my school as we are unable to get permits for parking on the road outside the school, and there is not enough space in the school for us to park. I ask you today to reconsider the proposal of permit parking and would suggest that the residents of the houses that do complain about the parking situation report the vehicles that are being parked illegally rather than punishing all of us that are just trying to get an education. Almost all of the houses along Hamilton Road have driveways that can accommodate multiple cars, yet many choose not to do this. For those houses that do not have sufficient space for multiple cars on their drive then some permit space would be acceptable, but the whole road does not need to be made permit parking only.</p>
81. Hamilton Road, objection	<p>The proposed introduction of permit parking schemes in the area of East Reading would be a pain for me and my fellow students. Hamilton Road is the nearest road to my school that offers free on street parking as we are unable to get permits for parking on the road outside the school, and we are not allowed to park on our school site as there isn't enough space. I would like you to reconsider the proposal of making the area permit parking only and would suggest that the residents who live in the area report vehicles that are parking illegally rather than punishing all of us students who are just trying to get an education so that we can succeed well in the future. Almost all of the houses in the area have driveways that can accommodate multiple cars, yet many choose not to do this and choose to park on the road instead. I think it's acceptable to provide permits to houses that don't have sufficient space in their driveways but this</p>

	does not mean that this needs to be enforced in the whole area causing people like us to not have any other options of going to school.
82. Hamilton Road, objection	<p>I am a resident at no [REDACTED] Hamilton Road and have been for over thirty years. I have an [REDACTED] If you were to introduce no parking restrictions immediately outside my property the care that [REDACTED] life would be severely compromised. In addition, if [REDACTED] were unable to have disabled parking outside the house [REDACTED] too would suffer needlessly. I urge you to take into account the needs and voices of the less vociferous members of the Hamilton Road community when you put introduce any restrictions that would severely curtail the lives of the more vulnerable residents of the road, many of whom have lived here most of their lives.</p> <p>Officer's note: Personal information has been removed. The resident is concerned about the effect the scheme would have on access for the disabled and for carers and other healthcare professionals.</p>
83. Hamilton Road, objection	<p>I am a resident in Hamilton Road and have been for over thirty years. I have an [REDACTED]. If you were to introduce no parking restrictions outside my property the care that [REDACTED] life would be severely compromised. In addition, if [REDACTED] were unable to have disabled parking outside the house [REDACTED] too would suffer needlessly. I urge you to take into account the needs and voices of the less vociferous members of the Hamilton Road community when you introduce any drastic, oppressive and heavy handed parking restrictions to the road which would severely curtail the lives of the more vulnerable residents of the road, many of whom have lived here most of their lives.</p> <p>Officer's note: Personal information has been removed. The resident is concerned about the effect the scheme would have on access for the disabled and for carers and other healthcare professionals.</p>
84. Hamilton Road, objection	<p>Regarding Hamilton Road: it should be fairly obvious that by creating parking bays the following applies:</p> <ol style="list-style-type: none"> 1. Bays can only be created at one side of the road given the limited road width and need for emergency vehicles to access the road. 2. As a result the number of cars that can park (with or without a permit) in Hamilton Road will be halved, further exacerbating the problem. 3. The proposed solution is far worse than the current parking situation.
85. Hamilton Road, objection	<p>Sadly I do not believe the proposed plan will do anything to alleviate the problems as there are far too many people living in the area with cars.</p> <p>With regard to Hamilton Road - the upper stretch - many of the problems I have experienced are to do with families picking up & dropping off children to go to the nearby school. They have little or no regard to the existing white lines & driveway entrances and, quite frankly, I cannot see permit parking doing anything at all to alleviate this issue. Parking wardens are the best solution. Also given that the road is quite steep it makes it extremely dangerous pulling out of my driveway when someone has parked right up to the edge. This is impossible when someone also parks opposite. Restrictions on parking in nearby roads will make it more difficult to call in on friends. Night time restrictions will make it difficult for people to have social lives.</p> <p>All in all, I cannot see anything positive about the scheme apart from it being a good money spinner for the local</p>

	<p>council. The ordinary residents will, yet again, be out of pocket and at considerably inconvenienced by the scheme. Have you thought about a one way system to ensure ambulances, bin lorries etc can get access to what will continue to be overcrowded roads?</p>
<p>86. Hamilton Road, objection</p>	<p>As previously voiced, I fervently object to this scheme. It will not solve the problem of residents' being blocked in or out of their driveways at school pickup time, there are too many cars owned by residents to fit into the allotted spaces in this road, never mind zone, and it will massively encroach upon peoples' social lives, especially those of the Asian community who have extended families and many visitors.</p> <p>If access for ambulances etc is an issue, why can't Bulmershe and Hamilton Roads become alternate one way streets. The pathways are not suitable for wheelchairs or buggies due to the steep camber and this will not change with residents' parking.</p> <p>As for limiting the number of visitors permit books, what right has any council to dictate the number of visitors each household has!</p>
<p>87. Hamilton Road, objection</p>	<p>Objection to the proposed East Reading parking permit scheme.</p> <p>Prior to the introduction of the Car Parking scheme around the Royal Berks Hospital, which has created a parking zone up to the end of Erleigh road, there had never been any parking problems in Hamilton road or surrounding area.</p> <p>Now, due to the Councils latest money making scheme (incidentally where does this money go, it certainly does not fix the pot holes in Erleigh Road, never in the past 40 years have I see any repairs done in this road, you take you life in you hands cycling down this road at night, incidentally I noticed this week 3 pothole have been fixed here, what about the remaining 100), the car parking has become intolerable & impossible, but still better than when this scheme is implemented. It has become a daily ritual to drive around (day or night) for 30 mins to find a parking space. People park their cars either in front of your drive (police won't do anything about it), &/or park so close to your drive that it is impossible to access or exit your own drive. So inevitably you have to park 20 to 30 mins walk away from your own home. What do we pay Council Tax for?</p> <p>Why should Council Tax payers (owner occupiers & renters) pay a second Tax to park their cars? This in turn causes problems to the residents of the streets in which you are forced to park.</p> <p>The Council must & should have foreseen this problem. If you create a pay by meter & limited residence car parking area next to the R B Hospital this would push cars out to non scheme areas. This is further compounded by the fact that the scheme area has a high density of HMO's, of which the Tenants do not get a parking permit. Where did you think these people (who after all do pay Council Tax in their rent) are going to park?</p> <p>If as indicated Hamilton Road will join this scheme, then this problem is pushed further out to surrounding areas not in the scheme, thereby blighting the lives of these residents, & not solving the parking problem in Hamilton Road.</p> <p>The Council should rethink the original scheme. Obviously there are residents in the R B Hospital scheme area that do not get a parking permit, & therefore park in Hamilton Road, to the detriment of existing residents there. But as multiple occupancy houses do not get parking permits where do you think these residents are going to park, they should be entitled to a parking permit.</p>

	<p>Perhaps this is the last Christmas that I will be able to invite friends & family around, because from next year with implementation of this scheme then they will have nowhere to park. Hooray for Scrooge!</p> <p>Nothing can be more inviting than having friends visit, but tell them park 3 miles away.</p> <p>Perhaps a rethink on the R B Hospital & this proposed East Reading parking permit schemes is in order, including the issuing of parking permits to actual residents of any scheme area that includes all residents whether they are owner occupiers or renters of single dwellings & multiple occupancy dwellings, to minimise the adverse effect on surrounding streets.</p> <p>I therefore object to the proposed scheme unless all residents in the permit area are allowed a parking permit.</p>
88. Hamilton Road, support	I support this scheme. Parking is horrendous on our road and this will make it a safer place
89. Hamilton Road, support	<p>I totally support the introduction of parking permits in Hamilton Road. I would have preferred it if the parking bays changed from one side to the other more than once in lower Hamilton as I still think there is a risk of creating a rat run but I will take what is offered as being vastly better than what we have today.</p> <p>I would like the police to be able to focus on crime and not have to be distracted by call outs to cars blocking us in to our drive on a regular basis</p>
90. Hamilton Road, support	I strongly support the proposal to introduce permit parking on Hamilton Road. The current situation on Hamilton Road is unbearable and unsafe. Families with young children / and school children have to walk on the road because parked cars block the pavement.
91. Hamilton Road, support	I would like to support the introduction of a parking permit scheme on Hamilton Road, RG1, in particular due to blocked access of the road and pavements by parked cars owned by students, commuters, university and hospital workers.
92. Hamilton Road, support	<p>I am strongly in favour of the proposals for Hamilton Road as they meet the concerns of residents concerning the use of the road as an unofficial university car park.</p> <p>I would ask the committee to consider offering residents the opportunity to purchase a visitor's parking permit for the same price as a second permit for the use of family visitors, tradesmen when working in houses etc. This would not lead to abuse I have seen it in operation and working successfully in other parts of the country.</p>
93. Hamilton Road, support	We on Hamilton Road definitely need a parking scheme to go ahead please. I fully support the scheme. Thanks.
94. Hamilton Road, support	<p>I support the proposal.</p> <p>Because of on pavement parking, Hamilton Road has become dangerous for pedestrians, who have to walk in the middle of the road . The current parking congestion also makes access difficult for both residents and others, including service and emergency vehicles.</p>
95. Hamilton Road, support	Hamilton Road resident, support the changes but want to be sure that the proposed DYL don't override our protected driveway access. As we have paid a significant amount of money to have the council provide that!
96. Hamilton Road, support	We support a scheme in Hamilton Rd

97. Hamilton Road, support	I live on Hamilton Road, and I support the proposal.
98. Hamilton Road, support	I strongly support this proposal, especially as it applies to Hamilton Road. I live in Hamilton Road (the lower or north part between Wokingham Road and Crescent Road). It will help to solve many of the major problems we have with parking at present.
99. Hamilton Road, support	We support the proposed parking scheme. We think the Double Yellow Lines should change sides at least once in northern Hamilton Road between Wokingham and Crescent Roads, and preferably twice, as a traffic calming measure . Please implement ASAP as we are now in effect a University car park and also a Park & Ride.
100. Hamilton Road, support	I support this proposal in general terms. However, I am not sure if parking partially on the pavement will be explicitly forbidden in Hamilton Road. It must be, as this is one of the chief problems and dangers in the present situation.
101. Hamilton Road, support	The current situation on Hamilton Road (ongoing for many years) does cause day to day issues (street parking, driveways blocked, anti-social behaviour associated with this) and I would welcome the introduction of permits in this area.
102. Hamilton Road, support	As a resident of Hamilton Road I strongly support the proposal to introduce resident parking. The street is unsafe as parking is unregulated with cars regularly blocking pavements (Forcing pedestrians onto the street) and driveways. The street is also regularly blocked preventing access for emergency vehicles. Unpleasant, dangerous and has been allowed to go on for too long for everyone.
103. Hamilton Road, support	I strongly support the introduction of the proposed scheme at the earliest opportunity. Since the introduction of the university / hospital parking scheme, problems that were previously in those areas have simply been displaced to areas that are just outside the boundaries of that scheme. Hamilton Road has suffered particularly from this, and the large amount of pavement parking, including of commercial vehicles, has created a situation that is extremely hazardous for pedestrians and other vulnerable road users.
104. Hamilton Road, support	As a resident of Hamilton Road I support the proposal for Hamilton Road with slight reservations. My first reservation is that I strongly suspect that with no cars parked on the pavement owners of several houses of multiple occupation will allow their greenery to impinge even more into the way of those walking on the pavement. My second reservation is that many adults will start to use the unobstructed pavement as an unofficial cycle path both cycling at speed and with an aggressive attitude towards anyone else, be they a young child, a pensioner, someone attempting to leave their house, people standing chatting or even just walking on the pavement. Hopefully once the resident parking system is brought into law on Hamilton Road the council and the police with the active support of cycling organisations will enforce the right of pedestrians to walk on the pavement without being scratched by overhanging vegetation or intimidated by adult cyclists.
105. Hamilton Road, support	I fully support the proposed scheme for Hamilton Road top end (Hamilton Road 2 drawing).
106. Hamilton	I think this is a very sound plan, I live at [REDACTED] Hamilton Road in a 1960's infill house which, with six other

Road, support	properties. has an open plan front garden. Hopefully a double yellow line on the road will stop cars parking over the pavement thus stopping pedestrians frequently trampling over my front lawn, and that of my neighbours.
107. Hamilton Road, support	<p>I support the proposed scheme.</p> <p>Hamilton Road is blighted by on-pavement car parking which often makes it impossible for pedestrians to walk on the pavement. If this scheme will solve that problem, then it should go ahead.</p>
108. Hamilton Road, support	<p>As a resident of Hamilton Road I wholeheartedly support the proposals.</p> <p>The current situation of pavements blocked the entire length of the road, forcing pedestrians [especially parents with babies and young children in pushchairs] into the road is utterly unsafe and completely untenable.</p> <p>The current nightmare situation of university students using Hamilton Road as a free 'dormitory car park' [that is, leaving their cars parked in the same position from Monday through to Friday] is a direct consequence of the parking measures implemented around Reading University and could easily be foreseen by residents [and should have been foreseen by councilors].</p> <p>We have now lived 2 years with the council tax payers of Hamilton Road [and roads to the East] not being able to park on the road on which they live.</p> <p>This scheme needs implementing as soon as possible.</p>
109. Hamilton Road, support	<p>I support the proposals.</p> <p>Upper Hamilton Road resident</p>
110. Hamilton Road, support	I support these plans.
111. Hamilton Road, support	I fully support the proposal - we live on Hamilton Road and the current situation during University term time is not sustainable or safe.
112. Hamilton Road, support	As a resident in Hamilton Road, I think this scheme is essential for the safety of pedestrians and for the convenience of residents. There have been many times when I have seen pranks and wheelchairs being pushed in the road as the pavements are blocked. There has also been numerous occasions when we have been unable to exit our driveway due to parked cars and on one occasion this resulted in a £30 taxi fare to get my child to school and then get to work. The two hour no return policy will help with visitors and people wishing to visit the shops on Wokingham road during the day.
113. Hamilton Road, support	I live in Hamilton Road. I support this plan, the sooner the better.
114. Hamilton Road, support	<p>Happy for this scheme to go ahead to improve parking and driving along Hamilton Road where I am a resident. In terms of the parking on Crescent Road, will these restrictions be fully enforced? I walk my son to school along this road and I often see cars mounting the pavement, parking on double yellow lines and speeding along this road. I do hope that traffic attendants will be on site to ticket those parking on double yellow lines.</p> <p>What happens if we were to have deliveries or work people requiring access? Can they park across our driveway which will have DLY outside it?</p>

115. Hamilton Road, support	I am fully supportive of the plans in general, and specifically those for Hamilton Road in which I live.
116. Hamilton Road, support	I support the plan, particularly in the Hamilton Road area, this can't come soon enough.
117. Hamilton Road, support	I am in complete support of this parking scheme, as a disabled driver it will be nice not having to worry that I can't find a place to park my car near my home because all the spaces have been taken by students and other people unwilling to pay for a permit on their own road they live on
118. Hamilton Road, support	I strongly support the introduction of parking restrictions on Hamilton Road. The current situation is very dangerous, and I routinely have to walk on the road with a pram.
119. Hamilton Road, support	<p>I very much support the major changes but object to several apparent errors noted below which can be misleading and require adjustments.</p> <p>Page 18: Hamilton Rd 3, with Page 12: Crescent Road, and Page 1: overview</p> <p>It is submitted that a failure to accurately portray two major school buildings, and their consequent issues, has an impact which needs extra consideration.</p> <p>At the junction of Bulmershe and Hamilton Roads there is a school entrance, and at this very point the drawing is not consistent with evidence on the ground. Both the tarmac and the road signs suggest that the public/private boundary is different in practice to the drawing. On the ground, at the end point of the proposed Double Yellow Lines [DWLs] which run from Hamilton Road into Bulmershe Road, the boundary - as indicated by signs and tarmac - is at a right angle to the boundary of 105. This physical boundary meets the corner of the school fence opposite, which appears to be RBC or school property. This is quite different from the boundary as drawn with a wide angle that leaves on private land the entrance to the school and the former children's centre. A site visit would help to recognise this issue.</p> <p>Consequently, on the proposed plan, the second entrance to the new Maiden Erlegh School is within a private road boundary, whereas on the street it is outside that boundary. It has been said by one of the officers at the informal consultation that this makes parking controls outside the school entrance the responsibility of private persons and 'ultra vires'. This seems absurd.</p> <p>The fact that this is a second school entrance, and a large school sign says so, seems significant to this consultation, whereas it is absent from the plans and invisible to the reader.</p> <p>It would be wrong to complete these drawings and plans without correcting the obsolete references on pages 1 and 12 to the Activities Centre and the Thames Valley University in Crescent Road, and in doing so to make the new schools a prominent feature. These are not just irrelevant details. The Council has been made aware of the consequent traffic problems from parents' cars in Crescent Road which overflow into Hamilton Road. The additional numbers of young people on the street has impact on us all and needs management.</p> <p>Zig-Zag markings have been implemented in Crescent Road outside Maiden Erlegh School and the UTC, similar to those outside the primary school, although the present drawing omits them. But the officers seem less aware of the consequent safety and parking problems in Hamilton Road, perhaps because they are masked by the 'private land' issue. In fact the exit of happy pupils at the end of each day brings them into the street where there are no warning markings, no pavement on one side, and a blind bend. Parents' cars hover at every opportunity.</p> <p>The presence of a major building such as a comprehensive school, must surely be indicated on each of pages 18, 12, and 1, so that officers, councillors, police and the public are aware of the issues.</p>

	<p>A secondary matter is the implementation of a total ban on drop off/pick up in Crescent Road and Hamilton Road, when taken TOGETHER. This may just create problems for parents with reasonable needs, as well as those who appear unreasonable. I suggest that drop-off/pick-up points need on-going consideration between transport and school authorities because the East Reading Parking Study was not on the map when school entrance/exits were designed, and the schools do not only serve East Reading.</p> <p>The problem needs consideration with the separate mistake opposite the school entrance at [REDACTED], where parking is drawn across a driveway. The resident [REDACTED] was promised a correction, prior to this part of the consultation.</p> <p>Finally I draw attention to the absence of my neighbours [REDACTED] on the plans, and their unadopted road which is not indicated, despite my previous mention.</p>
120. Hamilton Road, support	<p>Please see below the chaos in Hamilton road people parking both sides cause such obstruction!!!!</p> <p>I fire engine would struggle to fit!!!</p> <p>I fully support parking regulations being put in place as soon as possible.</p>
121. Hamilton Road, support	<p>I support the plan for Hamilton Road permit parking/double yellow lines</p>
122. Hamilton Road, support	<p>I support the plans, particularly for Hamilton Road where I live. I believe that switching the DYL a further time between Oaklands and Wokingham Road would avoid the lower section becoming a rat run. However, these plans represent a major step forward from the current congestion that is dangerous for road users and forces pedestrians into the road to pass cars blocking pavements. Please implement it quickly. Thank you</p>
123. Hamilton Road, support	<p>In regards to the parking, I strongly agree that there should be parking restrictions on Hamilton Road. I am a resident on Hamilton road and it's increasingly difficult to park.</p>
124. Hamilton Road, support	<p>I live on Hamilton Road and I am strongly in favour of the proposals. Currently the road is a free for all car park for students, a park and ride for people going into Reading and for van drivers not wishing to pay the parking fees on their own or other roads. All of which has caused chaos, health and safety issues for people wishing to walk on the pavements and restrictions for emergency vehicles. Please approve and implement the proposal ASAP.</p>
125. Hamilton Road, support	<p>I support the introduction of this scheme.</p> <p>I live in Hamilton Road, which is very badly congested with parked vehicles nearly all the time. Pavements are obstructed and access to many properties is difficult - impossible for large vehicles. There is a significant safety problem, especially for pedestrians that may be partially sighted or have children with them, since they are often forced to walk in the middle of the road.</p> <p>Urgent action is required and the scheme will help to solve these problems.</p>
126. Hamilton Road, support	<p>Thoughtless parking in Hamilton Rd has made the road dangerous and at times impassable by larger vehicles. Pedestrians are invariably forced to walk in the road. The proposed traffics restrictions will resolve current problems. The sooner, the better!</p>

127. Hamilton Road, support	I agree with the proposal for Hamilton road
128. Hamilton Road, support	Hamilton Road resident, very much in support of this.
129. Hamilton Road, support	I support these proposals especially as they apply to Hamilton Road.
130. Hamilton Road, support	I strongly support the proposal on Hamilton Road
131. Hamilton Road, support	I feel it is very important that this goes through - as a resident of Hamilton Road - one of the few roads left in our part of Reading without any parking restrictions we are prey to the world and his wife coming to park for free - university students, white van men, I even spotted a Reading School boy a few days ago. I also look after my toddler grandson two days a week and if I take him out in his pushchair I have to leave the pavement and venture into the road several times before arriving at Cemetery Junction
132. Hamilton Road, support	<p>I fully support this proposal.</p> <p>I live on Hamilton Road and this proposal is urgently required. If nothing is implemented then I feel a serious accident will happen. I have 2 school children who find it difficult to walk on the pavement and cross Hamilton Road due to the number of cars parked on the pavement of Hamilton Road.</p>
133. Hamilton Road, support/comment	<p>I am a resident in Hamilton Road, which as you aware has been at the forefront in pushing for parking control since the introduction of the earlier scheme in Redlands area.</p> <p>I am fully in agreement with the proposed arrangement of double yellow lines and road markings. I also agree generally with the imposition of permit parking only zones in the narrower streets as proposed. However, for the slightly wider streets I am disappointed that you are proposing just the one set of wording ("8am - 8 pm permit holders only or 2 hoursAt all other times permit holders only.") This wording is appropriate for streets where residents without off road parking of their own have difficulty finding a parking space at night as it excludes visitors or outsiders from taking "their" spaces.</p> <p>In Park ward overnight parking of this nature is not the main problem: in the streets close to the university our problem is primarily that of long term parking by students. That is evidenced by the fact that the parking problem more or less disappears out of term time. To a lesser extent that we do experience daytime parking associated with the hospital and other local employers, although that is not too significant.</p> <p>A different form of wording would deter the long term and daytime parking much more effectively, without blocking our occasional evening visitors. Can I suggest that for the most affected roads such as Hamilton, Bulmershe and Eastern Avenue, we propose the much simpler wording "Noon - 2pm Permit holders only", thereby forcing long term parkers to move once a day. Of course the exact timing could be varied to suit the parking attendants' schedule, as long as we have a two-hour exclusion period sometime during the working day. I have seen this wording used widely in several London boroughs, and I understand that something similar is used in the parts of Reading under the jurisdiction</p>

	ofWokingham.
134. Hamilton Road/Bulmershe Road, support	<p>I support the proposals for residents parking, especially in Hamilton Road and Bulmershe Roads. I hope the scheme will yield enough on-street parking for residents who need it.</p> <p>It is very important that a scheme goes ahead in these 2 particular roads because of the pressure on parking, (especially from commercial vehicles and those of non-residents) and the extent of pavement-parking which affects all residents.</p> <p>Residents of other roads need to be aware that a scheme in one part of the East Reading area will adversely affect their roads if they do not have a similar scheme at the same time.</p> <p>I hope the Council will write to all residents in HMOs and flats in the area (there are many in Hamilton Road especially) and warn them that they may not qualify for Residents Parking Permits and inform them of the eligibility Criteria for permits.</p>
135. Hamilton Road/Crescent Road, support/comment	<p>I am broadly in support of the proposals. As a local resident I am conscious of the issue that the level of parking in East Reading causes, particularly on Hamilton Road and Crescent Road.</p> <p>I welcome proposals to protect areas of continuous dropped kerb with double yellow lines, however I would also suggest that double yellow lines are used to control parking in areas where the space between driveways is too small to accommodate an average sized vehicle.</p> <p>I would also question if the bays on Hamilton Road north of the junction with Crescent Road are on the correct side of the road - from my experience the majority of dwellings on the west side of the road lack driveways therefore would it be more appropriate to site the bays on the west side of the road, rather than the east? The change of the side of the road would also passively encourage a reduction of speed at the Crescent Road junction.</p> <p>I am also concerned about the potential effect on right of way that might arise by having what amounts to a single lane of traffic on a long road as a result of having all of the bays on one side of the road - how will passing places be incorporated?</p> <p>Lastly, I am concerned that the number of bays being made available may not be enough to accommodate all residents particularly with proposals to only issue two permits per address where some properties have been legally divided into flats, as well as the issue for surrounding streets which may result from the displacement of existing parked vehicles.</p>
136. Hamilton Road/Oaklands, support/comment	<p>Thanks for running the consultation - looks good for Hamilton Rd</p> <p>One possible suggestion though - I think the shaded area below in the Oaklands drive is mainly used by Oaklands residents - might be an idea to leave this off the scheme as the double yellows in the turning area remove a lot of parking spaces from residents. I don't live there but [REDACTED] may have spoken to them about it</p>
137. Heath	I live in Heath Road and I do NOT want permit holders only (and 2 hour parking). My son and family live in Devon and

Road, objection	<p>come up and stay for a few days at a time. He would not be able to park his car in my road. I live on my own and often have family and friends visiting, and they could only stay for 2 hours? That is not long enough. I do not think I should have to "pay" for a parking permit for my own road for my own car!</p>
138. Heath Road, support	<p>We support the residents permit parking with 2 hour visitor parking option. This addresses the main concern that people (commuters and shoppers) park outside our house for the whole day. There is never a space for my son's support workers to park when collecting and returning my son.</p>
139. Holmes Road, comment	<p>You cannot fit 27 cars on Holmes Road south side because there are driveways to off-street parking / garages with white lines, You can only fit 14 cars.</p>
140. Holmes Road, support	<p>As a resident on Holmes Road we are fully in agreement with the scheme.</p>
141. Melrose Avenue, objection	<p>I live on Melrose Avenue. Many of the houses have more than one car, which is not unusual, so there is always going to be a problem as few houses have the potential to have their own drive. We have one car and a drive, but I can see a time if my children return home we can easily have 3 cars. Where are the additional cars meant to go?</p> <p>The main issue for me is people using the street for parking, either to catch the 17 into town or students and staff from the University. The measures proposed seem too severe for that. Requiring a permit between 8am and 10am and 4pm to 7pm week days and free after that would solve . With the proposed scheme, having family and friends visiting regularly would easily use allotted parking permits and after that I can see this as nothing more than a money making scheme.</p> <p>The parking scheme proposed also does nothing to tackle the problem of the road being used as a rat run and the 20 mph speed limit being ignored. Have there been any prosecutions for speeding in Melrose Avenue or surrounding roads since the limit was introduced.</p>
142. Melrose Avenue, objection	<p>We object to the proposal for the following reasons.</p> <ol style="list-style-type: none"> 1. Many drivers use our road (Melrose Avenue) as a free park and ride facility (to use the bus service along the Wokingham Road). Also student and staff from the University use our road for parking. This causes residents difficult if they take out their vehicle during the day and find they are unable to park anywhere near their home on their return. The proposal will not alleviate this problem as park and ride users and students will find 2 hours unrestricted parking sufficient for their purposes. 2. The very limited number of free permits for visitors is too restrictive. 3. We are not convinced that the scheme will or can be adequately monitored or policed.

143. Melrose Avenue, objection	I would like to raise an objection to the permit parking scheme in East Reading. I live on Melrose Avenue - we have driveways and the road is reasonably quiet. Parking is never a problem. Such a blanket scheme which seems to have making a money justification is unnecessary. I am very concerned it will affect house prices in our area, something no resident wants to see.
144. Melrose Avenue, support	Permit parking is long overdue in our area. I support the Council's proposals for Melrose Ave.
145. Melrose Avenue, support	As a resident of Melrose Avenue, with only one car, I think there is a desperate need for permits now. In term time I can't park in my road, which is infuriating. It is worse as the council put parking permits in roads where there was no desperate need and it's pushed people out to us. Elmhurst road, as an example is now empty. Residents didn't even need the space, yet the council in their wisdom added permits only, at cost, and they will never recover that cost as no one uses. Someone needs to apply common sense. I know it's rare these days!
146. Melrose Avenue, support	Fully support. My life will be transformed if I can park in my road.(Melrose Avenue).
147. Melrose Avenue, support	I am a long term resident on Melrose Ave and support the proposal.
148. Melrose Avenue, support	As residents of Melrose Avenue, my wife and I are happy with the parking proposal for our street. However, as I have stated several times at meetings concerning this matter, most parking problems in this area have been caused have been caused by the actions of Reading University, resulting in both their students and employees using our streets as places in which to park their cars, but it is the residents in this area who will now have to pay to park.
149. Melrose Avenue, support/comment	We live in Melrose Ave and the plan for the road sounds sensible. My only concern is the spaces proposed outside 101 Whiteknights Road. The reality is that no one parks around there as it blocks the road v badly. I struggle to see how that road would flow with spaces there.
150. Oaklands, support	I live in Oaklands, off Hamilton Road. For many months now i have had great difficulty driving out of Oaklands onto Hamilton Road due to the parked cars across the road and on the corners of Oaklands/Hamilton. I think that this proposal will be a great relief to all of us in the Hamilton Road area. The cars that park here are mostly from Reading University students and the nurses from the Royal Berkshire Hospital who cannot park in their campuses. Finally we will be able to walk on the pavements in safety... at the moment if you have a pram you have to walk in the road due to the cars parking on the pavements. I am very happy to see these proposals put into place in the new year.
151. Pitcroft Avenue, support	Yes we are desperate for the scheme!!! I often work till 7 in the evening and can never park anywhere near our house. I often have to drive under the bridge and park near Culver lane. Then walking home in the dark does not feel very safe. I have also been left aggressive notes from neighbours telling me not to park outside their houses which is distressing.. we can't use our car in the evening because we know we won't be able to park. So many taxis and people who are going to shops on Wokingham road park on our street. This would solve this. I would like to see some flexibility in the zones though to make sure we can get spaces, for example I live [REDACTED], so would want to see my zone include wykeham, as this road has driveways this is the most likely area to have space
152. Pitcroft Avenue, support	We desperately need permit parking on Pitcroft Avenue and the surrounding streets. It's a nightmare trying to park any time after 16:30 so you simply can not afford to pop to the shops or visit a friend as when you return you have to park 4

	<p>or 5 streets away. I recently had someone knock over my motorcycle whilst trying to squeeze into a spot which caused £300 of damage. There is also an issue with people illegally parking on the double yellow lines causing obstruction to the bin truck and potential emergency services, but I can't blame them if they have mobility issues and cannot walk the 10 minutes I sometimes have to from a space so far away.</p>
<p>153. Pitcroft Avenue, support</p>	<p>I am very strongly in favour of this scheme. I live in Pitcroft Avenue and the parking situation is now unbearable during university term time and still pretty dreadful the rest of the time. I feel that the permit holders only option for Pitcroft will help greatly. You only have to drive down Norris Road (which already has permits) to see the difference the scheme would make. There are always several places on this road even when all of the surrounding roads are full - I regularly have to walk back from parking several roads away and avoid using my car at night as I do not feel safe doing this. Many of the houses on this street have more than 2 cars and there are also several vans. There simply isn't room for houses to have more than 2 cars in a terraced street.</p> <p>The situation has got worse since the permits were introduced in the Erleigh Rd area and I have been told by colleagues and students at the university that they now park their cars in the roads near us as they don't use them often and there are no permits.</p> <p>There is also an abandoned car in our street that has been there for nearly a year now - grass has grown round it, bumper falling off, flat tyres but presumably no incentive for the owner to move it from a non-permitted area. I did report to the council website several months ago but heard nothing.</p> <p>Please also bear in mind when considering this situation that many houses in this area are owned by landlords who do not live here and so do not have to deal with the problem parking but are opposed to the permit scheme as they want to be able to advertise on-street parking to let their rooms (the man who owns next door to me also owns another on this street and has told me how angry he is about the permits and that friends of his who also own houses here feel the same). However, they are not the ones having to try and park every evening - please consider this when you look at the scheme.</p> <p>Please, please reduce this horrible situation by introducing the scheme. I am so at my wit's end at the parking that I will be selling up if the scheme isn't introduced, I simply can't deal with the cars parked on the corners so you can't see round them and having to park so far away.</p>
<p>154. Pitcroft Avenue, support</p>	<p>I am strongly in favour of the proposed permit parking scheme. As a resident of Pitcroft Avenue, I am very much aware of the problems caused by not having permits.</p> <p>It has been very noticeable that in the last few years the number of cars and vans parking in the local area has increased greatly. In other parts of Reading where parking is permitted, many of my friends have commented how much better the situation is after the permits were introduced.</p> <p>One of the biggest factors on Pitcroft and surrounding roads is the number of cars per household, due to the large number of houseshares of students and others. The students next door to us told me the other day they have 5 cars!! This is not fair for those of us with just one car (my wife and I share a car). If every house could only have 1 or 2 cars like will happen with the permits it would be much better.</p>

<p>155. Pitcroft Avenue/Grange Avenue/St Edward's Road/Bishop's Road, support</p>	<p>The parking around Pitcroft AVE, Grange AVE, St Edwards Rd, Bishops Rd etc is terrible. I have lived around here for years and have never seen it this bad.</p> <p>It doesn't help that there are so many commercial vehicles parking at night and that the house at 36 Grange AVE appears to be running a business (repairing cars) and there are usually 6-7 cars parked and 4-5 motorcycles at any one time. With such limited parking, it isn't very community minded to take away so many spaces. Please can this be investigated. Obviously should permits come in, it would hopefully stop this. Permitting is a good idea and I. I'm all for it</p>
<p>156. Pitcroft Road, support</p>	<p>Hello, i am for permit parking as the roads are often full to bursting during term time. It is very noticeable that now that most students have left for the holidays, roads such as mine (Pircroft) are substantially quieter. I don't blame the students, but I do think that this proposal will hopefully rectify the problems of 3, 4 or more cars per household.</p>
<p>157. Regis Park Road, objection</p>	<p>I can appreciate the need to get tighter on parking regulations within the location however I don't believe this needs to extend so far back from the town centre and penalise residents for having to pay for the privilege of parking outside their property. I live on Regis Park Road and don't see the requirement for this implementation. I object to this resident permit parking scheme.</p>
<p>158. Resident, objection</p>	<p>With reference to the above, as a member of Earley Christian Fellowship, I object to the proposed restricted parking along Wokingham Road for the following reasons:</p> <ul style="list-style-type: none"> • Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road, which is on the affected stretch of Wokingham Road and would be severely affected by the proposals. The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive from further afield - there are regular members of the congregation who come from, amongst other places, Bracknell, Finchampstead, Calcot, Tilehurst, Three Mile Cross, Whitley and Woodley. There is parking on-site at 153 Wokingham Road, but this cannot accommodate all of the parking associated with the many activities and events held at ECF throughout the week and throughout the course of each year. Wokingham Road on-street parking is therefore a convenient, easily accessible and logical place for people attending ECF to park; <p>The parking restrictions are proposed to apply seven days a week. ECF church hall and houses are used all week, not just on Sundays, including weekly community activities, such as Parent and Toddlers, International Café (iCafé = TEFL trained English language teaching) and Kids' /Youth Clubs, which would all be affected by the proposals.</p> <ul style="list-style-type: none"> • Daytime activities: Many of the church's daytime services/activities last 2 hours or longer, thus the proposed 2 hour parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am), Reading Home Schooling Group (Thursdays 1.30pm - 4.30pm), iCafé (Fridays 9.45am - 11.45am), Ladies Lunch Meetings (once a month on Saturday 11.45am - 2pm); • Evening activities would be affected if non-residents were unable to park between 8pm-8am eg Sunday evening service (6.30pm - 8.30pm), Alpha and other courses (Monday 7.45pm - 9.30pm), Music and drama practise (Monday 7.30pm - 9pm), Prayer Meeting (Tuesdays 7.30pm - 9pm), Kids' Club and Youth Club (Friday 6pm - 10pm);

	<ul style="list-style-type: none"> • Early morning activities: 4 - 5 times a year, there is a Men's Breakfast held at the church hall, 8am-10am which would be affected by both the 8pm - 8am residents' only parking and the 2 hours restriction. • Annual events at the church when more than the usual congregation attend would also be impinged by the 2 hours only parking eg Ladies Christmas Lunch (December), Christmas Carol Service (December), New Year's Eve party (31 December), Youth Weekend (February), Ladies Spring Buffet Lunch (May), Fun Day (July); • Ad hoc events with extra visitors, such as weddings, funerals, music concerts, plays, meetings with a visiting speaker, children's holiday clubs, birthday and other parties would also be adversely impacted by the 2 hours and/or the restricted 8pm - 8am proposal; • Lack of need for resident permit parking: The houses fronting on to the whole length of this affected stretch of Wokingham Road are large houses with plenty of drive space, many with garages, and are unlikely to be in need of permit holders-only parking on the road. Indeed, ECF's own site at 153 Wokingham Road includes two large residential properties (153 and 153b), the household parking for which is all contained on-site. In fact, permit holder parking/2 hours restricted parking could be most inconvenient for any of the residents of Wokingham Road along this stretch at times when they have many visitors wishing to park, such as birthday parties, family gatherings or other celebrations. At the moment, even at the busiest times of the day, there is adequate on-street parking to accommodate extra cars; • Inaccuracy of the proposal plans: The Council's consultation plans identify a total of 115 road-side spaces along the affected stretch of Wokingham Road (between Green Road and Tuns Hill Cottages). In reality there are around 80 spaces - it would appear the Council has not allowed for the fact that there are many driveways to the houses fronting Wokingham Road along this stretch with corresponding dropped kerbs, which do not constitute parking spaces. This would suggest that the proposal has been little more than a desk-based exercise by the Council, and not based on field evidence of the actual physical circumstances along Wokingham Road. The fact that there are so many drives to the houses along this stretch also infers, as mentioned above, a lack of need for residents' permit parking along the road. Side-Roads off Wokingham Road: I have no objection to the proposed Residents' Permit Parking in roads off Wokingham Road, such as Talfourd Avenue and Melrose Avenue where residents have no/limited on-site parking and are therefore exclusively/heavily reliant upon roadside parking to park their cars and the cars of their visitors. <p>Summary and Conclusion I consider the proposal to introduce restricted parking along Wokingham Road to be ill conceived with respect to the adverse effect the proposal would have on ECF as a thriving place of worship and community hub. In addition, there is a lack of need for resident permit parking along this stretch, and therefore the existing, unrestricted parking on this part of Wokingham Road should be retained.</p>
159. Resident, objection	Object to scheme 1 and defer scheme 2 .

160. Resident, objection	Object to scheme 1 and defer scheme 2 .
161. Resident, support	Very glad the Council has got round to doing a permit scheme for this area. Parking has been bad for years and you can see permits work as Norris Road and Palmer Park avenue have spaces when all the non permitted roads are choc a block and people parking on corners and everything. It's not safe when they park on the corners as can't see to turn. The permits will mean less cars in each house and stop people parking from roads that already have permits. Also vans take up more space than a car and it says no commercial vehicles in the proposal so I think that will help too
162. St Edward's Road, support	<p>Hi, I live on St Edwards road and find the parking a nightmare. There are never any spaces cos a lot of people park their work vans in our road and I know from speaking to friends that people who don't live here are parking their cars overnight and for going into town.</p> <p>It's getting really bad, I think the £30 for a permit for one car very reasonable.</p>
163. Talfourd Avenue, comment	Talfourd ave is used as a car park for people who get the 17 bus into reading, People park there who don't live at talfourd all the time using local facilities such as the Early Christian centre.
164. Talfourd Avenue, comment	If the proposed residents parking scheme is to be adopted in nearby streets (Green Rd, Melrose Ave, Belle Ave etc) we would not wish Talfourd Avenue to be excluded
165. Talfourd Avenue, comment	<p>I live on Talfourd Avenue. It looks like scheme proposed is for 7 days / week? Be much better if it was Monday - Friday only as that is when the main parking problems arise.</p> <p>Main problem for Talfourd Avenue as a whole road currently is at night in university term time - I regularly have to park on Melrose or Belle in the evening .</p>
166. Talfourd Avenue, objection	I object the proposal as I have never struggled parking on Talfourd Avenue. Permits are unnecessary.
167. Talfourd Avenue, objection	I feel the proposed parking permit plan only free up access to parking spaces on our road (Talfourd Avenue) during the daytime - which is not currently an issue. However it will bring new problems for residents as it requires parking payments up to 8pm and over weekends which impacts visitors.
168. Talfourd Avenue, objection	<p>The plans for a permit parking scheme in East Reading are unnecessary. I am a resident of Talfourd Avenue and have been for 15 years, the street can be busy and I am aware we act as an unofficial park and ride/university overflow but sharing our road does seem to work.</p> <p>I strongly believe that this proposed scheme will make problems where none actually exist.</p> <p>I am renovating a house and frequently have tradespeople calling - I will be handing out scratch cards at my own expense.</p> <p>I do not see why, as a council tax payer I will now have to pay to park my car on my own street when it has been free for the 15 years I have lived here. This is nothing but a stealth tax to boost over stretched council budgets. This scheme</p>

	<p>is being forced onto residents, some may want some sort of scheme but it is not unanimous. There has been no information about houses under multiple occupation licenses - there are several student and shared professionals houses on Talfourd Avenue. From what I understand there will only be 2 permits allowed per house so some students won't be able to park cars on the street in which they pay to live. As a university town I think it sends a terrible message that they are not welcome.</p> <p>Any scheme is simply going to push parking issues onto other non-permit roads - including Wokingham Borough council streets which I presume Reading Borough Council is unconcerned with?</p> <p>I am also surprise that the council want to discourage the use of park and ride for the 17 bus. Is it really thought that forcing more people to drive into town is a good idea? The mind boggles!</p> <p>I believe this scheme will bring issues to East Reading including increased traffic, safety and inconvenience. I do not believe the scheme has been suitably thought out, the statutory consultation has been launched at the busiest time of the year when many people do not have time to reply and is open for the minimum statutory period of time (I suspect this has been on purpose, further proof of the way this is being forced on residents).</p> <p>I shall be writing to the East Reading MP to raise my concerns and contacting the Ministry of Housing, Communities and Local Government to seek further clarification on how and why Reading Borough council have the authority to introduce such a wide spread and disruptive parking scheme which could have significant impact on the local road infrastructure. I shall also copy in the Wokingham MP as this is an issue which will greatly affect their residents.</p> <p>If implemented I shall be very interested (via a freedom of information request) on how much money the scheme is raising as an audit trail is essential to account for the justification of this scheme.</p>
169. Talfourd Avenue, support	We are extremely supportive of this scheme and want it to happen as soon as possible. It is becoming increasingly impossible to park in our road (Talfourd am) due to university parking and other commuters
170. Talfourd Avenue, support	I am fully in favour. Please action as soon as possible.
171. Talfourd Avenue, support	I support the permit enforcement on Talfourd Avenue. I am sick to death of not being able to park on my own road.
172. Talfourd Avenue/Whiteknights Road, support/comment	<p>As a resident of Talfourd Avenue I fully support the proposals regarding Talfourd Avenue.</p> <p>However I wish to register a strong objection to the proposal that fixed parking bays are introduced on Whiteknights Road between its junctions with Belle Avenue and Earley Hill Road. I simply cannot see who these would benefit. Most if not all of the houses along this stretch of Whiteknights Road already have ample off-road parking. Whiteknights Road itself is a) a well-used bus route and b) already very heavily trafficked during rush hours. Any width restriction at this point is going to cause significant congestion.</p>
173. Talfourd Avenue/Whiteknights Road, support/	I am in favour of the proposals that affect my street and the surrounding area, with the exception of the four bays on Whiteknights Road. I am struggling to see how they add useful parking, when most houses around them have their own off street spaces. I would instead ask that a more detailed review into traffic calming measures be initiated (e.g. pedestrian crossings or chicanes), if the intention was at least in some part, for those four spaces to slow down traffic.

comment	
174. Talfourd Road, objection	<p>I strongly object to the permit parking scheme in East Reading. I am a resident of Talfourd Avenue and do not see how this will benefit the local community. I will be forced to pay in the region of £150 a year to park 2 cars on my street plus the expense of scratch cards. Why should I have to pay this when I pay council tax? Parking on Talfourd Avenue is not a problem and hasn't been for over 10 years since I have been living on the street. Green Road, Melrose Avenue, Melrose Avenue and Holmes Road do not need a parking permit scheme. This will cause nothing but issues for local residents and make traffic much worse.</p>
175. The Mews, support/comment	<p>We are resident in The Mews, Hamilton Road. We are pleased with the proposed double yellow lines at the junction with Hamilton Road on the North side but would like to see them extended to the entrance to No. 45 on the South side to facilitate safer exiting from The Mews. The residents of The Mews have always had to exercise extreme caution when exiting The Mews, and on sunny days even more caution id required. This seems to us to be a small amendment which has no perceivable complications</p>
176. Waybrook Crescent, support	<p>We agree with the proposal.</p>
177. Whiteknights Road, comment	<p>Overall the plan seems sensible and reasonable given the growth in car ownership and traffic since the area was built over 100 years ago. However there is one glaring problem on Whiteknights Road that I would like to bring to your attention and object to.</p> <p>Drawing Whiteknights Road 4 & 5 designates approximately 4 parking spaces outside 101 Whiteknights Rd. Whiteknights Road is a busy thoroughfare given that it is a bus route (No 21s) and a popular commuter rat-run for traffic trying to avoid Cemetery Junction/London Rd delays. It is very narrow and does not support three vehicles side by side. In the rush-hour the proposal will cause queues of traffic heading south whilst traffic from the other direction clears. This will cause frustration to drivers and may result in collisions and personal injury given the narrowness of the pavements for pedestrians. Also the punctuality of the buses on this route could be significantly affected.</p> <p>Holmes Road could be particularly affected as it is used as a rat-run for traffic during peak times and if the cars can't turn out due to a stand still on Whiteknights Rd. there will be gridlock on the street. Also, Holmes Road is an emergency vehicle route to and from the fire station.</p> <p>Note that even though it is permissible, no Whiteknights Road residents currently park on the road for the very reasons I have given above.</p>
178. Whiteknights Road, objection	<p>The proposed parking bays on Whiteknights road 4 - outside Whiteknights 101 and between the corner of Earley Hill Road and Belle avenue are dangerous and will obstruct views causing significant traffic delays on this busy through route. Any parking on this road will cause tailbacks all the way up to Wilderness road at one end and Upper Redlands at the other. It is already difficult to see emerging from Earley Hill Road or Belle Avenue due to the sight lines and curvature of the road, and further car parking there would make the road impossible to navigate if cars are parked</p>

	<p>there. We have recently witnessed two accidents in this location, which have caused long delays and tailbacks, and will be impossible for the buses and cars to pass vehicles parked in these bays - they will effectively need to overtake head on into oncoming traffic which will be around a blind bend. Congestion will also be caused by cars diverting down Belle Avenue, and the junction with that and Wokingham Road is dangerous due to the hill and bend, and the volume of traffic with large buses frequently passing.</p>
179. Whiteknights Road, objection	<p>I object to the proposal to designate 4 no Approx parking spaces as follows - Drawing Whiteknights Road 4 & 5 outside 101 Whiteknights Rd.</p> <p>Whiteknights Road is at all times a busy thoroughfare . It is narrow and will not support three vehicles side by side. In the rush hour the proposal will cause queues of traffic heading south whilst traffic from the other direction clears. At times, especially during 'rush-hour' and school drop off/pick up times traffic heading north is more or less constant which will prolong waiting times for south travelling vehicles frustrating drivers leading them to be discourteous by not observing priority of traffic in the other direction with consequent risk of collision and personal injury. Also note that the timeliness of the buses on this route will be significantly affected.</p>
180. Whiteknights Road, objection	<p>I understand a proposal has been brought forward to put parking bays on Whiteknights Road between Belle Avenue and Earley Hill Road.</p> <p>The is a completely insane suggestion that will block the entire area and send a lot of additional traffic down Belle Avenue in the rush hour. We already have enough thank you.</p> <p>Whiteknights Road is simply not wide enough for parking bays. Such stupidity should be ruled out. It would cause gridlock. A single car stopping in that road already does so as all locals know.</p> <p>Regarding the wider plans for the area, I have always been of the opinion that we do NOT need Residents parking permits. Parking should remain unrestricted.</p> <p>Student and commuter day parking is simply part of life for us living near the University. If the Council insist on regulating it, the best way would be to impose a restriction for say 9.30am to 10.30am to stop people parking for the whole day, as happens in many London Boroughs. This then make life convenient for local residents.</p> <p>These make no sense because the residents have drive ways but more importantly cars trying to pull out from Early Hill, Road will have their vision impaired from the right. This is both dangerous and will cause unnecessary congestion in both directions.</p>
181. Whiteknights Road, objection	<p>Whiteknights Road is a nightmare. It is a narrow, curvy, bumpy road and becomes even worse when you have cyclists and parked cars. In the rush hour the traffic is horrendous and for allowances for any parking on this road is totally confusing, as this will cause greater tail backs of traffic jams. You can not get three cars abreast of each other, so how over taking parked cars will occur has not been thought out. Already this road is used by parents accessing St Joseph's School or cutting towards Reading boys/Kendrick/Abbey...not to mention those accessing the swimming sessions after school at St Joseph's. Your proposals will frustrate drivers and lead to road rage and risk taking. When we factor in bus accessibility too, your proposals are totally in appropriate for the current road dimensions.</p>

	<p>This year there has already been a pedestrian injury at the top of Talford Avenue and I lost my cat in a car accident in February of this year not on Whiteknights Road.</p>
182. Whiteknights Road, objection	<p>I would like to object to two points in the proposed plan.</p> <p>I object to the proposal to designate 4 no Approx parking spaces as follows - Drawing Whiteknights Road 4 & 5 outside 101 Whiteknights Rd.</p> <p>At present it is very rare to see any cars parked on Whiteknights Rd. because no-one would want to cause the obstruction that would ensue. The pavements are narrow and the curbs are low and it seems obvious to all that parking slightly on the pavement even would be obstructing pedestrians too.</p> <p>Whiteknights Road is at all times a busy thoroughfare . It is narrow and will not support three vehicles side by side. In the rush hour the proposal will cause queues of traffic heading south whilst traffic from the other direction clears. At times, especially during 'rush-hour' and school drop off/pick up times traffic heading north is more or less constant which will prolong waiting times for south travelling vehicles and frustrate drivers leading them to be discourteous by not observing priority of traffic in the other direction with consequent risk of collision and personal injury. Holmes Road will be particularly affected as it is used as a rat run for traffic during peak times and if the cars can't turn out due to a stand still on Whiteknights Rd. there will be gridlock on the street, which is an emergency vehicle route to and from the fire station. Also note that the punctuality of the buses on this route will be significantly affected.</p> <p>The second point I would like to object to is the restrictions extending through the week-end. The streets are quieter then and visitors can park more easily. I would like to see no parking restrictions from 8 p.m. Saturday to 8 a.m. Monday morning allowing week-end visitors better access to the area.</p>
183. Whiteknights Road, objection	<p>I object to the proposal to designate 4 Parking Permit spaces on Whiteknights Road - ref Drawing Whiteknights Road 4 & 5 outside 101 Whiteknights Rd.</p> <p>Whiteknights Road is at all times a busy thoroughfare . It is narrow and will not support three vehicles side by side. In the rush hour the proposal will cause queues of traffic heading south whilst traffic from the other direction clears. At times, especially during 'rush-hour' and school drop off/pick up times, traffic heading north is more or less constant which will prolong waiting times for south travelling vehicles frustrating drivers possibly leading them to be discourteous by not observe priority of traffic in the other direction with consequent risk of collision and personal injury. Also note that the timeliness of the buses on this route will be significantly affected. There is also the possibility of knock-on traffic congestion in surrounding roads due to the inability of motorists joining Whiteknights Road due to congestion.</p>
184. Whiteknights Road, objection	<p>1. Plans for parking bays on Whiteknights Road (outside no 101) do not make sense. It is a 2-way road with constant traffic in both directions. Parking bays would limit it to one-way and would back up traffic significantly.</p> <p>2. What plans will be made to stop overflow parking going into Earley Hill Rd, which is privately owned. Will the owners be expected to set up their own barriers?</p>

<p>185. Whiteknights Road, objection</p>	<p>I object to the proposal to designate 4 no Approx parking spaces as follows - Drawing Whiteknights Road 4 & 5 outside 101 Whiteknights Rd.</p> <p>Whiteknights Road is at all times a busy thoroughfare . It is narrow and will not support three vehicles side by side. In the rush hour the proposal will cause queues of traffic heading south whilst traffic from the other direction clears. At times, especially during 'rush-hour' and school drop off/pick up times traffic heading north is more or less constant which will prolong waiting times for south travelling vehicles frustrating drivers leading them to be discourteous by not observing priority of traffic in the other direction with consequent risk of collision and personal injury. Also note that the timeliness of the buses on this route will be significantly affected.</p>
<p>186. Whiteknights Road, objection</p>	<p>1. I cannot believe that you are considering putting parking spaces on Whiteknights Road between Early Hill Road and Belle Avenue. I have been travelling up and down this road for the best part of 50 years and the most noticeable thing about this road is the fact that no-one EVER parks, or has ever parked, on the road because it would simply be too DANGEROUS. In addition the proposed location comes just after a slight bend in the road and is one of the narrowest parts of the road making it even more dangerous. It is also pointless as there is no requirement for residents parking as all houses in the vicinity have their own garages or driveways. If you really believe that there is a need for spaces along here why not negotiate with the University to obtain some of their land verging the road and set some spaces off the carriageway.</p> <p>2. Restricting parking in the whole area without providing a good quality accessible Park and Ride scheme (at reasonable prices) in the local area that can be linked to the No 17 bus is an extremely poor way of approaching the issue.</p>
<p>187. Whiteknights Road, objection</p>	<p>I originally objected to any scheme being introduced on Whiteknights Rd, being in favour of double yellow lines instead. I am supportive of the scheme in the surrounding roads. This is on the basis that this is a very busy and narrow road with poor visibility in places which is also a bus route, it is a 'rat run' (despite only being 20mph very few cars adhere to this speed limit) and extremely busy at peak times which makes reversing from driveways hazardous. Within the last 12 months I am also aware of 2 accidents on the road, one involving a car and a pedestrian and the other a car and a stationary letter box. Owners at [REDACTED] Whiteknights Rd have parked cars over recent days in the proposed bays to demonstrate that this is not sensible planning and the result has been utter mayhem. I live at [REDACTED] and have not been able to reverse from my driveway due to queuing traffic. It has been dangerous for pedestrians, noisy and driven wreckless behaviour by motorists 'in a hurry'. Please reconsider these spaces, they will make commuting and living on this part of Whiteknights Rd a misery.</p>
<p>188. Whiteknights Road, objection</p>	<p>I live in Whiteknights road and am totally against any parking bays being added to this road. This would cause major delays all day long and gridlock in the peak hours. Just 1 car parked has caused long cues. It could cause major delays to emergency vehicles. This is not a road that can accommodate parking bays !!!!</p>
<p>189. Whiteknights Road, objection</p>	<p>I object to the plans to add parking spaces on Whiteknights Road for the following reasons:</p> <ol style="list-style-type: none"> 1) As has been demonstrated by local residents who purposefully parked their cars on the road this week, it significantly increases congestion along the road such that tailbacks travel as far back as the mini roundabout (Upper Redland Road and Eastern Ave.). 2) These tailbacks added approx. 10 mins to my journey time (from joining the back of the queue to get to Earley Gate, UoR, where I work) and, 3) obviously increase pollution levels in the immediate area due to the volume of cars either stationary or travelling

	<p>very slowly through the area.</p> <p>4) I observed that the local bus service had difficulty pulling out from round the parked cars due to position of them (which is where the proposed spaces will be).</p> <p>5) That particular part of Whiteknights Road is used by a high number of pedestrians looking to cross the road and I believe they would be at increased risk of harm from attempting to cross close to the parked cars as there isn't currently a designated crossing facility.</p> <p>6) Similarly, the road is well used by cyclists and there are additional risks from car users opening cars doors (I know car drivers should check but often they don't).</p> <p>7) Lastly, from my observations over the last few years, those who live on the road and/or who are users (e.g. tradespersons) appear to make a conscious effort not to park there anyway due to the volume of traffic and narrow road (e. g. Often they park half on the kerb and half off as the road doesn't naturally lend itself to on road parking).</p>
190. Whiteknights Road, objection	<p>I have two concerns about this scheme which amount to objection and I will formally object to any TRO required. The first concern is the parking spaces on Whiteknights Road outside no. 101. This will be an unexpected hazard for cyclists on this narrow road and risks being a bottleneck for buses.</p> <p>The second is the unreasonable pressure this will put on the private roads which are not covered by the scheme, and which risk becoming de facto public car parks!</p>
191. Whiteknights Road, objection	<p>I write to complain about how the East Reading Residents Permit Parking consultation has been handled. I am concerned that the current statutory consultation has not followed procedure and that it is based on poorly collected, unrepresentative evidence from previous so-called 'consultations'.</p> <p>My main issues are as follows:</p> <ol style="list-style-type: none"> 1. The Traffic Regulation Orders are already published and posted on lampposts before the consultation results have been considered and taken to committee. To be fair and transparent, the final consultation and publication of TROs should be sequential or it presumes that the proposal will go through unopposed, which in turn unfairly deters objection at a critical stage in the process. 2. The website text inviting people to take part in the consultation states that you are still 'considering' the introduction of a scheme, not that you have the legal procedures in place ready to implement in the absence of formal objection. In fact the text appears to hide this fact, burying the words 'statutory' and 'legal' in soft wording in the text. This is misleading. 3. The survey question invites people to 'provide comments, support or objections to the proposal'. This implies comments can still count in the decision-making process, when the scheme has been designed in detail and the orders prepared, ready to be made. No doubt it has been carefully crafted so people don't understand the importance of formally objecting if they want their voices to be heard at this stage. It is misleading, deterring and concealing objections. 4. The maps are presented in a way that makes it difficult for an ordinary person to understand the big picture thus making it hard for people to see the wider effect of imposing the scheme. Specifically, there is no overview map of the area to the west of Wokingham Road. Had there been, more people might have noticed the introduction

	<p>of 4 parking places on Whiteknights Road, a road notorious for its absence of parking on safety grounds. The detailed maps are hard to link together, especially where roads run over several sheets. It comes across that you expect people to only care about the space outside their own houses and to not consider the wider repercussions on congestion or safety.</p> <ol style="list-style-type: none"> 5. The additional information does not include mentions visitor permits but does not make it clear that these will only be available to households that buy permits. This will affect everyone in the zone, and should have been made clear so people could consider whether to raise an objection regarding this. 6. The TRO notices placed on the streets have been overlapped and firmly zip-tied where they join but the text runs well into top and bottom edges so details of entire streets are effectively missing from the order. People are therefore not being correctly notified. 7. The initial consultation was a survey about parking issues generally. It was not specifically about Residents Parking, so will automatically have excluded the views of those who do not have parking problems. It cannot be taken as genuinely representative. 8. The evidence for prior support given in the introduction to the consultation is therefore a misleading statistical untruth. Since not all residents took part in the informal consultation it is an erroneous exaggeration to state that informal consultation 'demonstrated the majority of residents were interested in a permit parking scheme'. 9. The process to date is summarised in one short paragraph in the overview. This lack of accountability raises questions as to the accuracy and validity of the evidence for prior support. 10. Other types of early-stage consultation do not appear to have been counted, leaving doubt on how genuinely representative it actually was. Our views were sought verbally on the doorstep, and we strongly opposed the scheme, saying it appeared to meet the needs of Hamilton and Bulmershe Road, but not our end of the area. However the consultation has proceeded as if the needs of the area are uniform. <p>To sum up, I do not think this consultation has been conducted in a suitably fair, open and transparent manner for a decision to be made on the basis of it. I appreciate that staff are hard-pressed in these challenging times, and that in this instance there has been strong pressure from a small group of vocal people. But any consultation should follow proper procedures, be presented in a way that facilitates proper understanding by, and encourage informed comment from, all stakeholders. The evidence suggests this has not happened in this instance.</p>
192. Whiteknights Road, support/comment	I support residents parking, however, to make it less onerous to local residents I think the hours should be limited (as used in Hammersmith for example). This deters non-residents from all day parking but gives more options to residents for visitors.

	<p>Re Whiteknights Road, to keep Reading moving I support double yellow lines as this is such an important thorough fare for buses and cars. I do not think there should be any parking bays at all on Whiteknights Road. They would cause congestion, idling engines cause pollution and would be a road hazard on this narrow road for all vehicles including cyclists, . They would also obscure sight lines for pedestrians crossing, of which there are large numbers particularly students and University staff.</p>
193. Whiteknights Road, support/comment	<p>in general, the scheme is much needed though some parking bays could cause large amounts of congestion (car noise, pollution etc) at peak times - particularly intended bays on Whiteknights road. It also seems somewhat bizarre that these are the only bays on this particular, long, road....?</p>
194. Whiteknights Road, support/comment	<p>We do need the permits and I support the scheme where I live in general terms.</p> <p>There is one issue that I am aware of that is quite significant and will only get worse as the traffic load increases with the new housing estates in Wokingham Borough. This is the introduction of parking bays on whiteknights Road near Belle Avenue - it will cause problems at rush hours and create queues and hold ups. The parking restrictions need to prevent parking here on weekdays between 7am and 10am and then 2pm and 7pm, just to facilitate the flow of traffic. Other restrictions outside these hours should be to the convenience of the residents living in the immediate vicinity. Maybe residents only over night and between 10am and 2pm on weekdays allow resident permit holders and up to 2 hours for non permit holders.</p>
195. Whiteknights Road, support/comment	<p>My wife and I fully support these proposals with one exception. There is provision for parking spaces on Whiteknights Road outside our neighbour's house at [REDACTED]. Although I believe that no permit holder would park there because of the risk of collision the designation of parking spaces might encourage temporary parking. This has the potential to significantly compromise our ability to exit our driveway at No [REDACTED] (sight lines will be seriously affected). Also getting back onto our drive if there is queuing traffic waiting to pass the parked cars could be very difficult if we are approaching from the Holmes Road direction. A recent trial by our neighbour has confirmed that parking at that location will cause significant tail backs on Whiteknights Road.</p> <p>Otherwise we are wholly in favour of the scheme</p>
196. Whiteknights Road/Earley Hill Road, objection	<p>We are writing to formally OBJECT to the Borough of Reading (East Reading) (Permit Parking Scheme No. 1) Order 2019.</p> <p>Our objection is in two parts.</p> <p>Generally, we object to that part of the scheme covering Whiteknights Road and the side roads between Whiteknights Road and Wokingham Road east of (and including) Green Road because of the inevitable displacement of parking pressure onto the private street Early Hill Road, with nothing being done to protect Early Hill Road.</p> <p>Specifically we object to the parking spaces proposed on Whiteknights Road between Belle Avenue and Early Hill Road on road safety and traffic congestion grounds.</p> <p>Neighbours have 'tested' this proposal by parking two cars at this location at about 8 am on a weekday. Very quickly traffic built up on the town side as far as Green Road. Vehicles were unable to pull out of Melrose and Telford Avenues onto Whiteknights Road because of the queuing traffic. Buses were held up, and cyclists had to dismount and walk along</p>

	the footway to safely get past the obstruction.
197. Whiteknights Road/Earley Hill Road, objection	<p>WE OBJECT to aspects of the proposals for resident permit parking (Borough of Reading (East Reading) (Permit Parking Scheme No. 1) Order 2019).</p> <p>We responded to the previous informal consultation on the proposals. Specifically, we objected to the provision of parking bays between the exits of Belle Avenue and Earley Hill Road onto Whiteknights Road. Although all other parking bays on Whiteknights Road were removed from the final proposals, the above-mentioned bays still feature in the proposals.</p> <p>The provision of these bays will:</p> <ol style="list-style-type: none"> 1. Cause considerable congestion on Whiteknights Road, particularly during the morning and evening peaks. We know this to be true because, together with neighbours, we tested our concerns by parking cars in these bays during the morning and evening peaks over the course of two days. The result was long queues of traffic in both directions (10-15 cars at times) as they waited to pass - and we witnessed their frustration and annoyance at having to wait several minutes for a gap in the oncoming traffic flow. In the evening, when it was dark, it was at times dangerous, particularly for cyclists. 2. Encourage people to park on this part of Whiteknights Road, causing the congestion referred to above. At present no one ever parks on the road where the bays will be - quite probably because they can see it isn't a safe place to leave a vehicle from a passing traffic perspective. 3. Severely limit the visibility of drivers trying to turn left or right out of Belle Avenue and Earley Hill Road onto Whiteknights Road. When exiting from Earley Hill Road in particular it is difficult to see adequately even now, and these bays will, in our view, make it positively dangerous. 4. Increase local pollution and noise from queuing traffic. 5. Increase delays to buses using Whiteknights Road (buses already have problems passing each other on some parts of Whiteknights Road). 6. Exacerbate the damage caused to the road opposite the parking bays. Whiteknights Road is already in an appalling condition because of the volume of traffic, to the extent of being dangerous in some places. <p>WE URGE you, therefore, to remove these parking bays from the final scheme.</p> <p>VERY IMPORTANTLY, we live in Earley Hill Road, and we already have problems with people parking in our road (some of whom are quite aggressive and abusive when we tell them it is for residents only). The introduction of this scheme will make matters even worse for residents of Earley Hill Road. Therefore, as a part of this scheme we need you to provide improved signage at both ends of the road to indicate that parking is for residents only. Since you are raising considerable revenue from the scheme as a whole (from the parking permits for residents), we consider it reasonable that you bear the modest cost of improving the signage to prevent non-residential parking on Earley Hill Road.</p> <p>Finally, how are you going to police the parking restrictions? The widespread nature of the proposed scheme means that there will be a significant increase in the number of roads where parking offences could take place, and unless the Council has the resources to enforce the restrictions, people will ignore the restrictions, which will annoy residents. In particular, the "2 hours and no return" restrictions implies that you will need to have frequent daily patrolling of the roads. As requested previously, PLEASE INFORM US what percentage of the income raised from residents' parking permits will be devoted to enforcement of this scheme's parking restrictions.</p>

<p>198. Whiteknights Road/Earley Hill Road, objection</p>	<p>I object to this system, residents should not have to pay to park their cars.</p> <p>Whiteknights road has the 19 bus route and the proposal of have 4 parking positions on a bend of the road is dangerous for the users of the road and to persons trying to exit and enter the roads either side, Earley hill road.</p> <p>These parking restrictions will force people to look elsewhere to park. I live on earley hill road and as this is an unadopted road there has been no consideration to residents on this road.</p> <p>I object, object , object.</p>
<p>199. Wokingham Road, comment</p>	<p>Although I support some elements of the proposed scheme I have some objections being a resident of Wokingham Road.</p> <p>Our objections:</p> <p>By making the red route 2 hours no return you are potentially going to have a problem with excess traffic commuting into town by car as many chose the number 17 as a commuting option from the suburbs of Earley and Woodley, particularly for workers in the town centre Monday to Friday . How are you going to ensure these commuters have a better bus service from their suburbs?</p> <p>There are also many churches along the wokingham road (Our lady of peace, mount Zion, earley Christian fellowship, United reformed church). Who do a lot of good in our community and need street parking on Sunday mornings for longer than 2 hours. You will be taking away from the churches in our community who have a lot to offer.</p> <p>Whilst I do accept a change is needed to the community for the residents in the neighbouring roads I do not feel a blanket approach to the parking bays down the wokingham road.</p> <p>As a resident of the wokingham road, I feel a proposed change for "4 hours parking no return" is much more realistic to the needs of the residents of the wokingham road.</p> <p>Introducing the red route has not impacted the double parking that occurs along the wokingham road shops. When shops have a delivery by vans or lorries they double park. Some inconsiderate customers still double park whilst their friend pops in the shop. I do not feel your proposals are dealing with this important issue. Have you considered opening Alfred Sutton car park as a pay and display car park outside of school hours and during the weekend to help the businesses and to relieve the inconsiderate double parking</p>
<p>200. Wokingham Road, objection</p>	<p>I would object to the proposal about restricting the parking on both sides of Wokingham Road from Green Road to beyond Heath Road , as well as along the side roads eg Talfourd Avenue and Melrose Avenue.</p> <p>Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road and would be SEVERELY affected by this proposal. The church has a thriving congregation of around 150. Many people drive to ECF. Most of the Church meeting are more than 2 hours and we also have evening meetings later than 20:00.</p>

	<p>In my opinion, the parking on Wokingham Road does not impact the residents nearby as most of the houses around Wokingham Road are large houses and there are plenty of parking places.</p> <p>Therefore, please do not apply the parking restriction of the above road so that these parking place can benefit the public as well as not harm those residences.</p>
201. Wokingham Road, objection	<p>I'm very concerned to notice the sign outside our church Earley Christian Fellowship at 153 Wokingham Road saying that parking may become permits only. I take my grandchildren to the Toddlers Group on Tuesday mornings from 9.30-11.45. Some roadside parking is necessary, as the church off-road parking is limited. I shall be starting to take my twin baby grandchildren as from April, or at least, I'd like to, but have already found parking rather difficult and have struggled with one child. I may no longer be able to attend if there is no roadside parking for the general public. There is a further group on a Friday morning teaching English to immigrants, which also requires roadside parking. Would it be possible to have the same system as in Northcourt Avenue where parking is disallowed for one hour at alternate sides of the road. Would it be possible to have parking up til say 12 or 12.30 on the North side at least, as both groups include little children, or parents bringing little children. The houses on that side already have very adequate parking of their own.</p>
202. Wokingham Road, objection	<p>I am writing to you today in order to register my objections to the proposed new parking controls on the Wokingham road, from Green road up to Heath road. This appears likely to be damaging to the local community.</p> <p>I am a member of the church located at 153 Wokingham Road called Earley Christian Fellowship (Which I will henceforth be referring to as ECF.) ECF is a reasonably large church with approximately 150 members as well as occasional visitors all of which require some form of transport in order to arrive there. Since these proposed restrictions are two hours from 8am until 8pm, with permit holders only outside of these hours even on weekends, there will be a significant reduction in the number of people able to attend the Sunday morning service. This is despite many people within the church already lift sharing and cycling as well as walking, simply because people start arriving for the service at around 10:00 am and generally leave around 1:30pm which is longer than the proposed two hour slot allows. Additionally it will not be possible to run any evening services which typically finish at around 9pm.</p> <p>ECF is involved in a significant number of community projects that would be effectively prevented from taking place if these severe proposed controls were to allowed to go ahead. One example of this is the youth club held on a Friday evening from 7:15pm until 9:15pm. This provides a safe environment for between 20 and 40 children of a secondary school age from the local area to socialise and play games in a relaxed community environment, perfect for their personal development and key to keeping these young people off the streets. However this is not possible if there is no street parking after 8pm as Reading Borough Council have proposed. Where else would it be possible for parents to park as they collect their children?</p> <p>ECF also runs parent and toddler groups on Tuesdays between 9:00am and 11:30am. This group provides for another vulnerable demographic within the local area, particularly as the importance of community support has been mentioned in the recent push made in the media with regards to mental health. As this typically lasts longer than two hours it reduces the support that ECF can provide to these families. Similarly an international café is run on Fridays to help support members of the community who do not have English as a first language and wish to develop their language skills as well as make friends. Other community events are also run with visitors from the local area, such as the annual Carol</p>

	<p>Service, A Christmas meal and a community fun day, all alongside common special services such as funerals and weddings.</p> <p>On a final but separate note I am also concerned on the impact that the reduced time may have on the residents of mulberry house, which is an old peoples home located at 155 Wokingham road. I do not know what the effect of the reduced length of visits that relatives can make would have on the patients in care due to these parking restrictions, but I cannot imagine that it would be particularly positive.</p>
203. Wokingham Road, objection	<p>I wish to object to the proposed parking scheme outside our well-established church of around 150 members at Earley Christian Fellowship at 153 Wokingham Road. Many of our members walk or cycle to church, BUT AS AN 81 YEAR OLD it would seem unreasonable to expect me to do the same. Our meetings exceed the two hours permitted parking you propose, by the time socialising is over, and our evening meetings go past the 8 o'clock limit you wish to set. Please reconsider these proposals as our church offers considerable service to the community in youth clubs, a toddler group, fun days, and a range of other events apart from funerals and weddings. The premises are also used by other groups such as a local school and the University Christian Union.</p> <p>Two hours is not enough for our needs, and an 8 o'clock evening limit cuts across our needs too, please reconsider</p>
204. Wokingham Road, objection	<p>WOKINGHAM road want 8am-8pm only 2 hours! Also Permit holders! Will really effect the local Community!!!</p> <p>Will not work because mother & toddlers, youth club on Fri from 7pm, meeting at Earley Christian fellowship ie Sunday 10am-12.15am, 6.30pm/7pm until 8.30pm/9pm ,also Tuesday at 7pm-9pm!</p> <p>Also Christmas events for the Community will be affected! ie Christmas carols & ladies lunch for the locals!</p> <p>Where are people going to park!</p> <p>The residents do not need parking because most houses have parking on own drive.</p> <p>Also what about Dentist when have to do late appointments, where do people park! Also if we are visiting sick relatives at care home!</p> <p>The Government really need to think of a way to work this out & work with the Community!</p> <p>Also will effect the local shops because people can't park. As well at Christmas time & other times people use the number 17 bus into Town for shopping. ie park & catch bus to save Pollution into the Environment!</p> <p>Please can you sort this problem out.</p>

<p>205. Wokingham Road, objection</p>	<p>I would like to object to the proposals with the following reasons-</p> <p>Earley Christian fellowship is an established place of worship at 153 Wokingham road and would be severely affected by the proposed parking restrictions.</p> <p>The church has a thriving congregation of around 150 people. Whilst some people walk and cycle, there are also many who drive - Wokingham Road is a convenient, easily accessible and a logical place for people attending ECF to park. Indeed Talfourd Ave and Melrose Ave are also useful roads for parking for the church.</p> <p><input type="checkbox"/> Virtually all of the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am).</p> <p><input type="checkbox"/> Evening meetings would be affected by non-residents not being able to park after 8pm eg Prayer Meeting (Tuesdays 7.30pm - 9pm), Youth Club (Friday 6pm onwards).</p> <p><input type="checkbox"/> ECF church hall and houses are used all week - not just on Sundays, including community activities, such as Parent and Toddlers (Tuesdays) icafe (Fridays), Reading University Christian Union (Thursdays).</p> <p><input type="checkbox"/> Annual events at the church when more than the usual congregation attend would also be impinged eg Fun Day (July), Ladies Christmas Lunch (December), Christmas Carol Service (December), Youth Weekend (February), Ladies Spring Buffet Lunch (May).</p> <p><input type="checkbox"/> Various ad hoc events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker, Mens' Breakfasts or Children's holiday clubs, would also be adversely affected.</p> <p><input type="checkbox"/> The houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of Permit holders-only parking on the road.</p>
<p>206. Wokingham Road, objection</p>	<p>I am a member of the Earley Christian Fellowship Church and write to object to the above proposal. My justifications are listed below; however, I would also add as a disabled person already struggling to park on the Church grounds, your proposal would further exacerbate access to the Church by forcing more people to find space within the grounds. I would respectfully ask you reconsider your plans.</p> <p>Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road and would be severely affected by the proposals.</p> <p>The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive - Wokingham Road is a convenient, easily accessible and a logical place for people attending ECF to park.</p> <p>Virtually all of the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am).</p> <p>Evening meetings would be affected by non-residents not being able to park after 8pm eg Prayer Meeting (Tuesdays 7.30pm - 9pm), Youth Club (Friday 6pm onwards).</p>

	<p>ECF church hall and houses are used all week - not just on Sundays, including community activities, such as Parent and Toddlers (Tuesdays) icafe (Fridays), Reading University Christian Union (Thursdays).</p> <p>Annual events at the church when more than the usual congregation attend would also be impinged e.g. Fun Day (July), Ladies Christmas Lunch (December), Christmas Carol Service (December), Youth Weekend (February), Ladies Spring Buffet Lunch (May).</p> <p>Various ad hoc events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker, Mens' Breakfasts or Children's holiday clubs, would also be adversely affected.</p> <p>The houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of Permit holders-only parking on the road.</p>
207. Wokingham Road, objection	<p>it has been brought to my notice the proposed changes to parking on the Wokingham road. I am very concerned about these proposed changes.</p> <p>I go to a church on Wokingham road - Earley Christian Fellowship therefore need parking space to attend. There is limited parking in the church car park and this is reserved for those who have mobility difficulties. The church is about 150 -200 people of mixed ages - a lot of young families, twenties and When we meet on on a Sunday morning our meeting usually lasts from 10.30 until about 12.10 . The church consists of a lot of young families twenties and thirties and so on. Very few are living in the area. Those who cycle do so. After the service there are refreshments and once a month we have a meal together. Apart from this people get together after the service to make arrangements for various church activities .</p> <p>What I am trying to say is that a two hour slot isn't sufficient for us.</p> <p>Why are you preventing parking there? Surely it is a good place for people to park for town. You are trying to prevent congestion on the road into town but if people are prevented from parking there they will drive into the town centre.</p> <p>Finally, I want to say that it isn't just Sunday that we meet. As well as many church activities and groups we also run community activities such as Mother and toddlers, English as a second language classes, youth club, children's club, weddings and funerals.</p> <p>We allow University of Reading students, Home Schoolers, and Driving Instructors to use our hall.</p> <p>As you can see the church facilities are widely used and although some people don't need parking facilities many do. Carrying the resources needed for many of the activities on the bus is not feasible.</p> <p>If you pursue this plan many people will be affected and it will be the end of many activities which I would have thought a town council would want to encourage rather than discourage.</p>
208. Wokingham Road, objection	<p>I understand that Reading Borough Council is planning on enforcing parking restrictions along Wokingham road from Green road to beyond heath road.</p> <p>I would strongly object to these proposals. I attend Earley Christian Fellowship which is an established church of around 150 people. We have many meetings during the week at all hours of the day and evening for various church and other groups. Most of these meetings would go on for longer than 2 hours. We rely heavily on using the parking places</p>

	<p>along the road outside 153 Wokingham Road to facilitate these activities.</p> <p>I also suggest that a parking scheme is not needed along this section of Wokingham road as most of the houses are large and have their own driveway and so do not need to park on the street.</p>
209. Wokingham Road, objection	<p>I want to make a representation about the parking on Wokingham road as part of the consultation into the East Reading Study; Resident permit parking.</p> <p>The part of Wokingham road south from the junction with Green road has parking on both sides of the road. This parking is mostly outside houses that have space to park off the road. However it precludes the ability of the transport department to design a joined up cycle network as part of its National Cycle Network 422 proposals, as the parking means that the cycle lane will have to be either non existent or immediately adjacent to parked cars, which is dangerous. The cyclists will be placed in the car door zone. At present the proposals for NCN422 mean the removal of the on road cycle symbols due to lack of space, space that would be available if there weren't cars parked here. Can I ask that the on street car parking is removed as part of the parking review, to facilitate a complete and safe cycle lane along the Wokingham road.</p>
210. Wokingham Road, objection	<p>I am writing to object to the proposed parking restrictions in Reading East with particular reference to the area around 153 Wokingham Road, the site of Earley Christian Fellowship. Having attended the church there for 40 years and also lived on the property at one time I can say that the current proposals for parking restrictions would seriously disable church activities.</p> <p>These activities go beyond just Sunday services (morning and evening) and occur on week days, morning, afternoon and evenings. Some are regular and include the community, such as parent and toddlers, youth clubs and English teaching. We also host weddings and funerals as necessary. A two-hour allowance would be inadequate for all of these events and others like them.</p> <p>With the best will in the world it is just not possible not to use a good number of cars to get to these meetings. Some people come from a distance. We also have increasing numbers of disabled people to consider.</p> <p>I am not sufficiently expert in planning to suggest the solution but feel that some considerable allowance in the area needs to be made for our church and other similar venues.</p> <p>Please could you rethink these parking restrictions to take in view our location and other similar ones.</p>
211. Wokingham Road, objection	<p>I am writing to put forward my strong objections to the proposal to restrict parking along the Wokingham Road from Green Road to Heath Road and beyond. I am a member of Earley Christian Fellowship, which has owned the property at 153 Wokingham Road for 40 years. The church has grown into a thriving community of all ages, with many different activities both on Sundays and throughout the week. The church hall and two houses which occupy the site are all used for church events, such as two Sunday meetings (approximately 150 people gather on Sunday mornings), Prayer meetings, Ladies' meetings, Mother and Toddler group, International cafe, Youth and Kids' clubs etc. If parking was restricted as proposed all these activities would be severely hampered, as many of them last longer than two hours, and some happen in the evening.</p>

	<p>The church also holds a number of regular community events, such Men's breakfasts, Ladies' lunches, Youth weekends, Family Fun Days etc. Again, without nearby parking these events would be difficult both to run and to attend. Then there are the occasional events such as weddings and funerals, which inevitably will draw larger numbers, who will need to be able to park in the area.</p> <p>While a number of church members live within walking distance, or cycle to the church, many others live further afield, in such areas as Woodley, Bracknell, Finchampstead, South Reading and Calcot. Taking one or two buses to get to and from the church would be inconvenient, especially on the winter evenings, and for those who are elderly. The site itself has limited parking, and priority is always given to people with mobility problems, and others who cannot walk far. Everyone else uses the neighbouring roads. As far as I know, no one has ever received any complaints or adverse comments from local neighbours about us parking in their road.</p> <p>While I appreciate that the side roads off Wokingham Road, particularly Talfourd and Melrose, may benefit from restricted parking, I cannot see why this should apply to Wokingham Road itself. Most of the houses along this road are large, with plenty of off the road parking, and I presume that these residents would not need to use the road for parking at all. Indeed, in the evenings and week-ends, when we need to park the most, there is plenty of space along the road at the moment. Obviously day-times are busier with commuters and shoppers parking on the road. However, the road is wide enough to accommodate parked cars, without obstructing the moving traffic.</p> <p>If there was restricted parking, where would people attending activities at the church park? Further afield in Earley? Along Wilderness Road? Or beyond the Three Tuns traffic lights? I'm sure you will agree that none of these places would be at all suitable, either for church members, or for other road users and residents in these areas. In short, there are not really any other suitable roads for parking within a one mile radius of the church.</p> <p>I hope that, after reading and considering these points, you will appreciate the difficulties that Earley Christian Fellowship church community will face, if the proposed parking restrictions are imposed. Thank you for your consideration, and I look forward to your favourable response.</p>
212. Wokingham Road, objection	<p>I am writing in response to the notification of parking restriction proposed for the Wokingham Road, Reading.</p> <p>I moved from [REDACTED] to Reading over 2 years ago to be able to attend the Earley Christian Fellowship, which meets at 153 Wokingham Road.</p> <p>I am a 77 year old and was widowed almost 3 years ago. The spiritual and social support I find in the church is vital for me. I am transported to and from the church by car, parking as near to the church as possible. I'm writing on behalf of other elderly people who depend on transport which needs to be parked close to the church.</p> <p>Our church is also cosmopolitan in that we have other nationalities of people who would not be able to communicate this message as I'm able to. So I write on their behalf as well.</p> <p>Our church is an important part of the community. We have activities and provide things like a toddler group for the people in the area, plus other social activities.</p>

	<p>For those who live on the Wokingham Road and have drives of their own the parking restriction will not create a problem. But for those of us who have to park on the road it's going to be quite a hardship if the parking is only for a period of 2 hours.</p> <p>I would ask that you consider my objections on the grounds I have just stated.</p>
213. Wokingham Road, objection	<p>I am writing to express my concerns regarding the proposed restriction of parking on Wokingham Road from Green Road to beyond Heath Road and including the side roads between those points.</p> <p>I write as a member of Earley Christian Fellowship which has owned premises at 153 Wokingham Road for around 40 years. The church began gathering in the large house on the site around 1978 and some 25 years or so ago a church hall was built which holds the main church meetings. The site is thus an established place of worship and the restrictions would severely impact use of the premises.</p> <p>There is on site parking but it cannot cater for all and is largely reserved for those who live on site, and the elderly and less mobile. Parking along this section of Wokingham Road is essential if we are to continue operating as at present and I can think of no other parking within a reasonable walking distance.</p> <p>Restricting parking to a maximum of 2 hours and prohibiting it before 8am and after 8pm on Wokingham Road would make church life as we know it almost impossible. Like most churches these days Earley Christian Fellowship church life involves more than a one hour service twice on Sunday. Nearly all meetings/activities last more than 2 hours, or extend into the evening beyond 8pm, or on occasions begin before 8am.</p> <p>The thriving congregation numbers around 150 persons and whilst some walk or cycle many need to drive as the only feasible means of travel from home to the site. Whilst for one or two public transport may be convenient, if for example living directly on the frequent No 17 bus route, for most public transport would not be an option or would be impracticable. We have families living in East Reading, Woodley, Earley, Lower Earley, Whitley, and further afield.</p> <p>A sample of our activities is as follows:</p> <p>Sunday - main church services 10.30 - 1.30pm and 7pm - 9pm Tuesday - Parent and Toddlers 9.30am - 11.30am Prayer Meeting 7.30pm - 9pm Friday - Youth Clubs from 6pm onwards into the evening.</p> <p>Other weekly uses of the premises include an International Cafe on Friday mornings and Reading University Christian Union on Thursday evenings. There are other annual events such as Carol services, lunches and Youth weekends. Ad hoc events during the year include weddings, funerals, holiday clubs and fun days etc.</p> <p>In all these cases people have to arrive before, and many need to stay later, than the actual advertised hours of the meeting/activity and thus a 2 hour limit or 8pm deadline would seriously affect many of the people attending.</p>

	<p>Looking at the properties in the area concerned it is obvious that for some side roads, such as Talfourd Avenue, parking space is at a premium and a resident's parking scheme seems entirely appropriate if needed to resolve difficulties.</p> <p>Along Wokingham Road however can it really be argued that permit holder-only parking is needed ? Properties here are larger and I think all have off road parking and many have drives and garages which can accommodate several cars.</p> <p>Additionally I believe in practice the current situation shows that restrictions are unnecessary as at the times when people attend the 153 Wokingham Road site there usually seem to be many parking spaces available so it does not appear that many local residents actually park on Wokingham Road or are being prevented from doing so. On Sunday mornings, for example, when the largest number of cars need parking, those attending the church find many empty spaces on Wokingham Road and even on the adjoining ends of some of the side roads. I do not think we cause parking problems in the neighbourhood.</p> <p>So I would ask "why do you see a need for parking restrictions" ? I know that in times past there has been a problem of cars being parked for days with 'for sale' signs and perhaps you are also concerned about people parking all day and going by bus into town for work or shopping rather than using a park and ride? I can understand if you are trying to eliminate such uses. However for a long standing local use in the area such as Earley Christian Fellowship may I ask you to give careful and serious thought to our situation and the detrimental impact that the proposed restrictions would have on the functioning of the church. Perhaps you may be persuaded either not proceed with the restrictions or to devise a workable solution which will enable the church to continue functioning unhindered?</p>
214. Wokingham Road, objection	<p>I am writing to formally object to the proposals to apply permit parking to Wokingham Road.</p> <p>I am a regular attendee, along with about 150 others, at the church named Earley Christian Fellowship, located at 153 Wokingham Road. I am formally writing to advise you that your proposal will adversely affect our activities greatly. As far as I can see there is no need for any permit parking on Wokingham Road - it copes very well as it is.</p> <p>Some points that are very pertinent to this are as follows:</p> <p>Earley Christian Fellowship is well established at this address having been there since the 1980s.</p> <p>The church is very much alive and active. Many arrive on foot or by bicycle - but there are many others who need to drive. The location has afforded simple on-road parking for all those requiring it since the church was established in the 1980s.</p> <p>Almost all of our activities last for more than 2 hours, including our church services and a parent and toddler group - and therefore a 2 hour restriction would present great problem to us.</p> <p>We run events in the evening and it would not be possible to park on the road for these.</p> <p>The houses on Wokingham Road do not appear to need these proposed restrictions; they mainly have large driveways</p>

	<p>and garages.</p> <p>In conclusion we would recommend that as a council you leave the arrangements as they are, with unrestricted on street parking for non-residents, which works perfectly well for all.</p>
<p>215. Wokingham Road, objection</p>	<p>I am writing as a member of Earley Christian Fellowship, who meet at 153 Wokingham Road, to comment on the proposed changes to parking. I have been a member of this church for a number of years, attend most of their events and have always parked safely on the Wokingham Road as there is insufficient parking within the grounds for the numbers that we have. All of these activities take longer than 2 hours especially the Sunday morning service which lasts 10.30 til 1.45. Many people arrive earlier than this and leave later. The majority of our services and events are open to the public and we get a very good response to these. I took my grandchildren to Parents and Toddlers, the summer fun day the fireworks evening. I attended all the ladies lunches, the youth weekend and the Carol service. I also got married there and when my husband died his funeral took place there. I have, in fact, been to many weddings and funerals there. Obviously many of these events take longer than 2 hours, especially with setting up and clearing up time added on.</p> <p>Many local houses along that stretch of road have their own drives and so parking for them is not a problem. We do not have enough land even if it was all parking to do this. At present I could walk there but as I get older it will be too far. The only bus I could catch is the No 4 which is very infrequent, rarely to time due to the distance it travels and in the winter it is freezing standing at the bus stop where there is no real shelter.</p> <p>I would, therefore be very grateful, if you would consider this matter further.</p>
<p>216. Wokingham Road, objection</p>	<p>I am sending this e-mail to register my concern about the proposals in CMS/10601...</p> <p>As a member of Early Christian Fellowship (153 & 153b Wokingham Rd) it seems to me that it will make it difficult to continue in the way we do at the moment. The meetings generally last up to 2 hours, (especially weddings/Funerals/Easter/Christmas). As the Sunday morning meetings are followed by tea/coffee it is always way over 2 hours. Also there are social events during the week contributing to community life, which will be affected. We have been worshipping at this address for some 3+ decades and have some 150 members, so as you can see this is going to affect a lot of us. I have never experienced a problem parking and am at a loss to see what has prompted this proposal...</p>
<p>217. Wokingham Road, objection</p>	<p>I would draw your attention to the fact that the existing residents rarely park on this road and no conflict occurs presently. I have been parking there for at least 15 years and on Sunday morning and evenings as well as on Tuesday evenings and there is no shortage of parking available on this road.</p> <p>Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road and would be severely affected by the proposals.</p> <p>The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive - Wokingham Road is a convenient, easily accessible and a logical place for people attending ECF to park.</p>

	<p>Virtually all of the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am).</p> <p>Evening meetings would be affected by non-residents not being able to park after 8pm eg Prayer Meeting (Tuesdays 7.30pm - 9pm), Youth Club (Friday 6pm onwards).</p> <p>ECF church hall and houses are used all week - not just on Sundays, including community activities, such as Parent and Toddlers (Tuesdays) icafe (Fridays), Reading University Christian Union (Thursdays).</p> <p>Annual events at the church when more than the usual congregation attend would also be impinged by Fun Day (July), Ladies Christmas Lunch (December), Christmas Carol Service (December), Youth Weekend (February), Ladies Spring Buffet Lunch (May).</p> <p>Various ad hoc events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker, Men's Breakfasts or Children's holiday clubs, would be adversely affected.</p> <p>The houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of Permit holders-only parking on the road.</p>
218. Wokingham Road, objection	<p>I would like to object in the strongest possible terms to the recently-published proposals to introduce parking restrictions in the Wokingham Road area towards The Three Tuns.</p> <p>I lived in just that stretch of the road for some years, and I still attend a local church there, as I have done for the last almost 40 years (Earley Christian Fellowship, at number 153). While it's true that the road can fill up at times with people parking there, I can think of no good reason to prevent people from doing so, for as long as they need to park there. Many use that road to park-and-ride, taking one of your many buses into work, or to the shops. Why stop that? Surely not just so that you can try and force them all onto the single PaR at Winnersh? It might be different if you had PaR parks at every point on all the approaches to town. But Winnersh would be horribly inconvenient for most drivers coming in from the southeast to the northeast.</p> <p>And the Church I attend would suffer considerably were these restrictions to be imposed. We have many activities taking place there that serve the community: clubs, gatherings, toddlers, weekends, weddings, regular meetings, as well as many visitors, who frequently need to park locally for more than two hours, sometimes much more. Evening events - meetings, kids's clubs etc, would certainly be adversely affected. On a Sunday morning, we have already asked all our able-bodied members to park outside the premises, so that parking in the grounds should be available to the increasing numbers of elderly and disabled people that we have to accommodate then. What would become of them?</p> <p>I do not believe that the majority of people in the district want these draconian measures implemented. Most houses in the main road have their own off-road spaces. And any adjoining roads (such as Talfourd, a road that doesn't have scope for off-road places) although crowded, do usually have at least a few vacant slots at any given time.</p>

	PLEASE RECONSIDER AND ABANDON THESE PLANS.
219. Wokingham Road, objection	<p>I can understand why you would want to protect the side roads such as Telford Ave and Melrose Ave, however, I cannot see the justification for applying the same rules to the Wokingham road itself. The vast majority of houses on the Wokingham road have numerous private parking spaces for their own cars in their own drives. They do not need parking available outside their house. Whereas people who visit the area do need that parking.</p> <p>I am a member of a local church at 153. This building not only provides a place of worship but also many community based activities take place at this location. We regularly use the Wokingham road, mostly at times when it is not being used for commuters to reading town centre. It is going to be almost impossible etc use the facility if every road within a mile has the restrictions you are considering.</p> <p>I would be grateful therefore if you would reconsider your decision or at least extend the period of stay beyond 2 hours as this is insufficient.</p>
220. Wokingham Road, objection	<p>I recently discovered that you are proposing to put Red lines down the Wokingham Rd, and am writing to object to this change.</p> <p>As I understand it the purpose of these lines is to , keep traffic moving safely by not permitting vehicles to stop or park at locations where it will be dangerous or disruptive.</p> <ol style="list-style-type: none"> 1. I have been attending the church that meets at 153 Wokingham for 30 years, and never during any of this time has there ever been any form of traffic issues that could be considered dangerous or disruptive 2. The church requires the parking provided by the side of the Wokingham Road, which is in already provided in the clearly marked and safe parking areas along the road. These can be considered neither dangerous nor disruptive 3. Apart from being a place of religious worship, the buildings are also used for Community social events, Mothers and Toddlers, The University student Union and English as a Foreign Language lessons for the local community, which all require access to parking. <p>I trust therefore that you will not proceed with this proposal.</p>
221. Wokingham Road, objection	<p>I wish to object to the permit parking being proposed along the Wokingham Road and roads off there.</p> <p>I park the car along here (just past the Three Tuns) and catch the No 17 or the 4 or the X4 bus into central Reading for work. I really need to be able to continue to do this to be able to get to work easily and make use of the excellent bus links along that route.</p> <p>By making these roads 2 hours maximum or permit holders only, you will be massively increasing the volumes of cars</p>

	driving into central Reading.
222. Wokingham Road, objection	<p>I object to the implementation of Permit parking on Wokingham Rd around Telford/Melrose/Heath Rd. Why do householders need permit parking on the main road? Most of these properties have drives to park on.</p> <p>I go to Earley Christian Fellowship based at 153 Wokingham Rd. A lot of the congregation live in other parts of Reading and drive to events at the church meeting place. They rely on being able to park near the church building and having the possibility of only being able to park for 2 hours e.g. on Sunday morning or evening causes disruption and inconvenience.</p> <p>Please rethink these proposed parking restrictions in the interests of those using this area</p>
223. Wokingham Road, objection	<p>I am writing to object to the proposed plan to restrict parking on both sides of Wokingham Road from Green Road to Heath Road. I regularly attend services and events at Earley Christian Fellowship (153 Wokingham Road), on average four per week, and the proposed restrictions would severely affect my ability to do so. I travel to the church from the Wokingham area so use of my car is essential and I do need to park on Wokingham Road since there is limited parking available on site. Virtually all of the services and events are in excess of two hours so the proposals would considerably impinge on my participation in the life of the Church.</p> <p>Not only would it affect me and my family but also on others who benefit greatly through the numerous activities and community support that happen at the church. For example there is the Parent and Toddler group (Tuesdays 9.30am - 11.30am), the iCafe supporting people learning English on Friday mornings, Youth clubs on Friday evenings. The facilities at ECF are used by Reading University Christian Union on Thursdays. There are also many annual events such as the Ladies Christmas Lunch, Carol service, Children's Fun Day and Youth Weekend. There are a number of adhoc events that take place throughout the year including; Men's breakfast and Children's holiday clubs. In addition to the normal church services and meetings the church also is used for weddings, funerals and other meetings.</p> <p>I would also like to point out that the houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of Permit holders-only parking on the road. Having used Wokingham Road regularly for nearly two years now, my experience has been that there has always been plenty of parking space available, both during the daytime and in the evenings, and it appears that residents rarely use or have need of the on road parking spaces.</p> <p>Hopefully you can see the benefits that the Church brings to regular attenders such as myself but also many others in the local community. Please do reconsider the current proposal since it would cause a lot of inconvenience and disruption to many people and as far as I can tell current arrangements do not seem to in anyway adversely affect residents.</p>
224. Wokingham Road, objection	<p>I have recently heard of your proposals to limit parking in Wokingham Road between Green Road & The Three Tuns crossroads to permit holders and 2 hours between 8am & 8pm.</p> <p>This stretch of road contains 2 churches, 3 if you count the RC church on the crossroads itself, a care home and a public</p>

house.

Churches hold events in addition to Sunday services, such as weddings, funerals, toddler play groups, youth clubs, workshops, youth training, regional meetings etc. Many last more than 2 hours, some last all day and some evenings extending after 8pm.

The public house hosts Sky Sport events lasting more than 2 hours, and is a place for social activities also requiring parking for more than 2 hours.

Residents in this stretch of road tend to have their own driveways to park, many can park multiple vehicles. Hence residents would rarely need road parking. In fact, most of the time I need to park on the road for a church event there are more than enough spaces to park, so why does parking need to be restricted?

Hence even a 4 hour parking limit would not suffice for many visitors to these locations, and an 8pm limit would be earlier than evening events end.

I can only speak for my own parking needs below, but the other church and pub probably face a similar dilemma. So please reconsider your proposals for the Wokingham Road stretch on the following grounds:

1. Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road and would be severely affected by the proposals.
2. This church has a thriving congregation of around 150. Whilst many walk, cycle or come by bus, there are also many who need to drive, especially in winter. Wokingham Road is a convenient, easily accessible and logical place for people attending ECF to park without inconveniencing or blocking drives of local residents.
3. Virtually all the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would severely impinge on the availability of parking eg Sunday mornings 10.30am to 1.45pm (including refreshments afterwards), Parent & Toddler Group Tuesdays 9.30 to 11.30am.
4. Evening meetings would be affected by not being able to park after 8pm eg Prayer Meeting Tuesdays 7.30 to 9pm, Youth Club Friday 6pm onwards.
5. ECF church hall and houses are used all week, not just on Sundays, including community activities such as Toddlers, icafe, Reading University CU.
6. Annual events at the church when more than the usual congregation attend would also be impinged, eg Fun Day (July), Ladies Christmas Lunch (December), Youth weekend (February), Ladies Spring Buffet Lunch (May).
7. Various ad hoc events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker, Mens' Breakfasts & children's holiday clubs, would also be adversely affected.
8. The houses fronting onto Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of permit holders only parking on the road.
9. The building line leaves limited space for parking within property boundaries, and attendees of church functions exceed the number of parking spaces.

<p>225. Wokingham Road, objection</p>	<p>I wish to object to the proposals of permits along the Wokingham Road in Reading. I work at [REDACTED] Wokingham Road RG6 1LT and as it is there is limited parking in the area and with the introduction of 2hour no return within 2hours permits in all the roads surrounding work, where exactly are we suppose to park or how else do you propose we get to work??</p> <p>I understand the residents of housing roads requesting permits as there are a lot of people who park here to get the bus into town, but I cant see any reason for it to be implemented along the Wokingham Road as it is mostly business based!</p>
<p>226. Wokingham Road, objection</p>	<p>On behalf of my wife and myself, I am writing to express our objection to the proposed changes to parking on the Wokingham Road and local side-streets..</p> <p>We are both regular attendees of the Earley Christian Fellowship church at 153 Wokingham Road, and have been for many years. During that time, we have always been able to park on the road, or in a side-street, when attending church meetings. We actually live in Bracknell and always travel to church by car. There have never been any issues from residents about parking, nor have there been any occasions of parking causing traffic-flow issues. We always park with care and consideration for local residents; other members of the congregation do likewise.</p> <p>We, the congregation members, are regularly on some part of the premises - main hall or houses - for considerably more than two hours. Preparation for meetings and clearing up afterwards often means that people are on site for up to four hours. For special occasions such as weddings and funerals, people can be on site for considerably longer, and for these events, we frequently have visitors from far-and-wide who have no knowledge of 'alternative parking' arrangements. Our community activities such as Parents and Toddler group on Tuesday mornings require a minimum of three hours, often four; our icafe, encouraging international relations and use of English, takes place on Friday mornings. A two-hour restriction for these regular meetings will make it almost impossible for us to meet - where would we park after a two-hour time period had finished?</p> <p>Moreover, the proposal that parking would be 'Residents only' after 8pm means that any evening church meetings would be impossible. We hold regular prayer meetings on Tuesday evenings from 7.30pm till 9/9.30pm; Reading University Christian Union often use the premises on a Thursday evening. There are regular, and occasional special, youth activities on Friday evenings. If we are restricted from parking outside the church on the road, where would we park? I suggest that we would simply be unable to meet at all.</p> <p>We strongly urge you and your colleagues to reconsider the proposed restrictions in the light of our regular parking needs. Perhaps you would consider make allowances on Sundays so that we could hold our primary times of worship without parking restrictions? And perhaps also consider extending parking limits in the evenings, on Wokingham Road at least?</p>
<p>227. Wokingham Road, objection</p>	<p>I am writing to object to the proposal to limit parking in Wokingham Road, especially in the vicinity of 153 Wokingham Road.</p> <p>I am a regular attender of Earley Christian Fellowship (ECF) which is an established place of worship based at 153 Wokingham Road and would be severely affected by the proposals.</p>

	<p>The church has a thriving congregation of around 150, many of whom need to drive to the venue. Wokingham Road is a convenient, easily accessible and a logical place for my wife and I, along with many other people attending ECF to park.</p> <p>Virtually all of the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would effectively make it impossible to park near the venue. This would be particularly significant on Sundays, and also evenings, when meetings often finish later than 8 pm, after which residents only parking is proposed. Evening meetings occur several times a week, and include worship meetings, prayer meetings and youth club.</p> <p>ECF church hall and houses are used all week - not just on Sundays, for a variety of events including community activities, such as Parent and Toddlers (Tuesdays), icafe (Fridays), Reading University Christian Union (Thursdays).</p> <p>There are also a number of Annual events at the church when more than the usual congregation attend, and these would also be severely affected by the proposed restrictions. These are in addition to a variety of <i>ad hoc</i> events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker. Other activities that are monthly, or occur at regular intervals throughout the year, such as Mens' Breakfasts or Children's holiday clubs, would also be adversely affected.</p> <p>The houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of Permit holders-only parking on the road, so it would seem logical to keep these parking spaces available to others in need of local parking, including perhaps visitors to side roads that would have resident only restrictions.</p> <p>In the light of the above comments I do hope the relevant authorities will reconsider the proposals for this stretch of road, and allow continued free access to parking.</p>
228. Wokingham Road, objection	I am objecting to your proposed changes to the parking along the Wokingham road. There is no need for it in any way. All the houses have their own off road parking. It will not benefit anyone. I go to Early Christian Fellowship and your plans will affect us more than anyone. I also object to you changing the parking on Grange Ave where I live. I already have to park 3-4 streets away. Any plans you are planning will make it worse for me and hundreds of others.
229. Wokingham Road, objection	Our business which has served the local community for over 15 years strongly opposes these new parking plans. We have staff who have to drive in and this would make that untenable and lead to job losses. The Wokingham Road has specifically marked parking areas and the rest is now a 'red route' which works perfectly fine. There must be better uses for public money. The parking spaces around are generally used by workers or customers of the local businesses during the day and then residents after working hours so they are complimentary and not in competition for parking. In other areas locally where parking restrictions have been introduced you now see rows of empty parking bays which just push the parking further into other often residential roads which are not as wide and suitable for parking (e.g. along Pepper Lane on the other side of the university)
230. Wokingham Road, objection	I write regarding the proposed parking restrictions on Wokingham Road. These restrictions will greatly impact those attending the Christian Fellowship based at 153 Wokingham Road. Most of our regular church meetings last longer than the 2 hours permitted, and/or continue past the 8pm cut off time in the

	<p>evening. Since there is restricted parking on sight, which we reserve for elderly and disabled members of the congregation, limiting parking on the road its self would impact the ability of those who need to drive. As many as are able to, either walk or cycle (we are currently looking at extending our provision of cycle racks) but for most this isn't practical.</p> <p>It's not just members of the church that would be affected. There are many community events that happen on site. Mother and Toddler group; youth club; icafe (for the teaching of english to those who do not have english as a first language); Ladies meetings; as well as yearly events such as youth weekends, our well established Christmas lunch, and our yearly family fun day in the summer. All of these require parking for longer than 2 hours.</p> <p>Finally, may I point out that the Church Hall is a registered building for weddings. Again restricted parking will have a huge impact on those guests attending.</p> <p>Please consider the impact on the local community before coming to a decision regarding this matter.</p>
231. Wokingham Road, objection	<p>I refer to the above proposal and wish to strongly object to the plans of applying parking restrictions along the Wokingham Road, Early. I respectfully park along here to catch the bus into my place of work and back home during usual office hours. Having 2 young children to drop off and collect from school / childminder, as well as contending with heavy traffic, time is incredibly tight. Catching the Woodley buses which are not as regular, plus a much longer duration, as the buses along the Wokingham Road is also not an option as I am unable to leave work any earlier.</p> <p>The welfare of my children is paramount to me - by imposing this parking restriction I fear my children will be kept waiting at the school for me to arrive. Please reconsider.</p> <p>Aside from the above I was under the impression that the council were trying to encourage people to use the buses to ease the traffic issue in the town? It is widely known that the Wokingham Road with the 17, X4 and 4 is the best bus service in Reading and I actually know many people who do the same as me (weekdays as well as weekends). By stopping people from parking the traffic issue could potentially worsen and no doubt the buses will suffer as a result.</p>
232. Wokingham Road, objection	<p>I understand there is a proposal to introduce parking restrictions on Wokingham Road from Green Road to beyond Heath Road.</p> <p>As a regular attender at Earley Christian Fellowship I am concerned that introducing these parking restrictions will greatly affect access to the Church services and activities which take place at 153 Wokingham Road, many of which last longer than 2 hours or occur in the evening.</p> <p>As a musician who regularly transports an acoustic guitar around, it would lead to great personal inconvenience if I had to carry this instrument any distance to the church. At present is not always possible to park within the grounds of 153 Wokingham Road as the parking spaces are often full, which is not surprising as it is a house of multiple occupancy. It is however currently possible to find a suitable parking place close to the church which is satisfactory.</p> <p>I firmly believe that any further parking restrictions will inevitably lead to increased traffic congestion not less, as cars will be forced to drive around the area looking for appropriate parking or have to move spaces more frequently, if</p>

	<p>parked on a restricted time zone. I should add that it does not appear as if there is a shortage of driveway parking space on the houses fronting Wokingham Road which entails any need for them to require 'on the road' parking permits, so why introduce restrictive permit parking?</p> <p>I therefore respectfully request that you rethink the introduction of parking restrictions and parking permits to Wokingham Road Thank you for your consideration.</p>
<p>233. Wokingham Road, objection</p>	<p>Thank you for taking the time, in public service, to prepare the beautifully presented drawings relating to the "East Reading Study: Resident Permit Parking", ref CMS/10601. I have worked in the same office as draughtsmen/women and it's a real skill, even with computer assistance. They are very clear and easy to understand.</p> <p>I am now asking you for more of your time, to read with some thought what I have written below with much thought. It totals around 1,300 words. I would like to receive an acknowledgement of my submission, along with an update on the decision of the Sub-Committee.</p> <p>I would like to focus your mind on the parking proposals for Wokingham Road itself, and to a lesser extent Talfourd Avenue; and I will discuss these in the context of your very comprehensive proposals for streets surrounding Wokingham Road on both sides for many hundreds of metres.</p> <p>You are probably by now aware, if you were not a few weeks ago, that these roads, in their capacity to allow parking along their sides, <u>enable</u> (I mean that literally) a large community to function several times a week. If you hadn't guessed, I'm referring to Earley Christian Fellowship (ECF), based at 153 Wokingham Road, a church where around 150 people, including my wife, my son and my stepson, meet on a Sunday morning, which has been on that site for around 40 years, with its own purpose-built hall constructed about 30 years ago.</p> <p><u>A. SUNDAY MORNINGS</u></p> <p>Imagine the headlines: "CHURCH EFFECTIVELY SHUT DOWN BY COUNCIL'S SUNDAY PARKING BAN". That would be no exaggeration; please bear with me as I give my own <u>personal</u> view, <u>not</u> having agreed what to say in collusion with any of my fellow-worshippers. I am sure we agree that all places of worship should be treated with consideration for the worshipping community, be that mosques, church buildings, Hindu temples, or any other such edifice.</p> <p>I live in Whitley Wood near the fire station, a shade under three miles by road from ECF. I do cycle to church when I can (most Sundays), and less frequently my wife and younger son do too. Sometimes one of us has to drive, in particular when picking up a local teenage girl who cannot get to church herself.</p> <p>There are about 12 or 13 parking spaces within the property at 153 (not counting 153B's drive, which is usually full); perhaps 9 to 11 of these might be used on a Sunday morning for the elderly and infirm who cannot walk far (and for whom these spaces are kept free), at an estimated occupancy of around two per vehicle on average, making around 20 congregants. Even imagining that this area could be dug up and modified, it is hard to imagine more than a small handful of extra spaces in the space available.</p>

So there are still 130 more bodies going to get inside that building! Around 10 to 15 live on-site, so 115 to 120 or so will be expecting to arrive, the vast majority - let's say over 100 - by car, unable to park within the property boundaries. One can easily see that approximately 30 to 50 cars, maybe more, turn up locally just before 10:30 a.m. The meetings continue till around 12:20 p.m., sometimes later, and are followed by tea/coffee which detains people till around 1 p.m. or later, and once a month by an open lunch free to all-comers, meaning that many stay till 2 p.m. and a few (tidying up) much later.

Your proposals ban parking on Sunday outright (and the two-hour alternative would be manifestly inadequate also). This affects, by your estimates, 79 nearer + 73 further = 152 spaces on Wokingham Road and maybe 100 on Talfourd Avenue (probably the other principal street we all use for parking).

Visitors would be put off coming (not a very welcoming church then, and condemned to be a dwindling one perhaps?). And I cannot see what sensible options are now open to any of the rest of us to actually park our 30 to 50 vehicles. Many folk are over 60 (I am 54), many have young children, and no one wants to scour distant streets looking for an unrestricted parking place from where to trek to church.

In summary, your proposals, along a road (Wokingham Road) which has many extensive private driveways for residents to park in, **would cause this place of worship to almost cease to function.**

B. OTHER TIMES OF USE

You would be surprised at how busy this facility is:

- *Sunday evening meetings*, lasting typically just under 2 hours, not allowing safe time to park and leave within 2 hours, and running past 8 p.m. (not that this detail is relevant if Sundays are outside the planned permissions)
- Likewise, *Tuesday evening prayer meetings* attended sometimes by over 40 people and lasting *until 9 p.m.*
- Friday evening clubs: Kids Club from 6:00 p.m. (less relevant) and *Youth Club from 7:15 p.m. till gone 9 p.m.* in term time; granted that the drop-off and pick-up times would be well within a two-hour limit, the time of day for the Youth Club would cause great difficulty picking the youth up.
- *Mothers and Toddlers meetings* on Tuesday mornings for nearly 3 hours in term time; cars are essential for all but the most local mums
- *iCaf International Cafe* for a growing number of non-native English speakers to practise their English on Friday mornings; these last over two hours if attendees engage in the extra optional activity at the end
- Use by *Trinity Primary School*, a growing school, weekly in term time for whole-school events like PE
- *Home-schoolers* meetings once a week in term time
- Use by the *Christian Union of Reading University*, with which we have strong connections, sometimes once a week for long stretches. More students drive these days!
- *Men's breakfasts* on a Saturday around 8 to 10 times a year (3 hours of parking needed, since these include a talk and discussion time; but again, Saturdays are not provided for in your proposals anyway)

	<ul style="list-style-type: none"> • <i>Weddings and wedding receptions</i> (almost always on Saturdays), with use of the kitchens on-site, at a fraction of the cost of hired venues, and in the same location that the wedding has just taken place; likewise <i>funerals</i>. Both of these kinds of events generate much traffic, being very heavily attended (always a packed hall), and last from 2+ to 5+ hours. It would be particularly heartless to put a stop to the practicality of these events. • <i>Birthday parties</i> for youngsters, typically on a Saturday morning for well over 2 hours with many children attending (feasibly over 25); a few a year? • <i>Music group practices</i> about once a month on Monday evenings, attended by nearly 20 people at times, running till about 9:30 p.m. <p>Heavily attended <i>annual events</i>, notably our Fun Day, our Fireworks Night and the popular annual Ladies' Christmas Lunch (on a Saturday); it is hard to see how these could continue under your proposals</p> <p>Abundant permissions given to <i>other organisations</i> (even including secular uses, e.g. for driving instructors) to plan/pray/meet in the hall and sometimes the house. These can be quite well-attended.</p> <p>I think it can safely be said that <u>at least</u> 50 spaces should be freed for ECF, (1) available for several hours, (2) evenings and weekends included in addition to the present daytime hours proposed, (3) within five or so minutes' walk (at under 2 metres per second, that means within 500m or so). For 50 to be actually free, what with random comings and goings by other members of the driving public, it's quite clear that over 100 spaces (probably all of the Wokingham Road proposed restricted spaces, in other words) would be needed - unless this can be achieved, a vibrant worshipping and community-serving church will experience a devastating blow to its ability to function at all.</p>
234. Wokingham Road, objection	<p>With reference to the above, as a member of Earley Christian Fellowship, I object to the proposed restricted parking along Wokingham Road for the following reasons:</p> <ul style="list-style-type: none"> • Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road, which is on the affected stretch of Wokingham Road and would be severely affected by the proposals. The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive from further afield - there are regular members of the congregation who come from, amongst other places, Bracknell, Finchampstead, Calcot, Tilehurst, Three Mile Cross, Whitley and Woodley. There is parking on-site at 153 Wokingham Road, but this cannot accommodate all of the parking associated with the many activities and events held at ECF throughout the week and throughout the course of each year. Wokingham Road on-street parking is therefore a convenient, easily accessible and logical place for people attending ECF to park. The parking restrictions are proposed to apply seven days a week. ECF church hall and houses are used all week, not just on Sundays, including weekly community activities, such as Parent and Toddlers, International Café (iCafé = TEFL trained English language teaching) and Kids' /Youth Clubs, which would all be affected by the proposals. • Daytime activities: Many of the church's daytime services/activities last 2 hours or longer, thus the proposed 2 hour parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am -

11.30am), Reading Home Schooling Group (Thursdays 1.30pm - 4.30pm), iCafé (Fridays 9.45am - 11.45am), Ladies Lunch Meetings (once a month on Saturday 11.45am - 2pm);

- **Evening activities** would be affected if non-residents were unable to park between 8pm-8am eg Sunday evening service (6.30pm - 8.30pm), Alpha and other courses (Monday 7.45pm - 9.30pm), Music and drama practise (Monday 7.30pm - 9pm), Prayer Meeting (Tuesdays 7.30pm - 9pm), Kids' Club and Youth Club (Friday 6pm - 10pm);
- **Early morning activities:** 4 - 5 times a year, there is a Men's Breakfast held at the church hall, 8am-10am which would be affected by both the 8pm - 8am residents' only parking and the 2 hours restriction.
- **Annual events** at the church when more than the usual congregation attend would also be impinged by the 2 hours only parking eg Ladies Christmas Lunch (December), Christmas Carol Service (December), New Year's Eve party (31 December), Youth Weekend (February), Ladies Spring Buffet Lunch (May), Fun Day (July);
- **Ad hoc events** with extra visitors, such as weddings, funerals, music concerts, plays, meetings with a visiting speaker, children's holiday clubs, birthday and other parties would also be adversely impacted by the 2 hours and/or the restricted 8pm - 8am proposal;
- **Lack of need for resident permit parking:** The houses fronting on to the whole length of this affected stretch of Wokingham Road are large houses with plenty of drive space, many with garages, and are unlikely to be in need of permit holders-only parking on the road. Indeed, ECF's own site at 153 Wokingham Road includes two large residential properties (153 and 153b), the household parking for which is all contained on-site. In fact, permit holder parking/2 hours restricted parking could be most inconvenient for any of the residents of Wokingham Road along this stretch at times when they have many visitors wishing to park, such as birthday parties, family gatherings or other celebrations. At the moment, even at the busiest times of the day, there is adequate on-street parking to accommodate extra cars;
- **Inaccuracy of the proposal plans:** The Council's consultation plans identify a total of 115 road-side spaces along the affected stretch of Wokingham Road (between Green Road and Tuns Hill Cottages). In reality there are around 80 spaces - it would appear the Council has not allowed for the fact that there are many driveways to the houses fronting Wokingham Road along this stretch with corresponding dropped kerbs, **which do not** constitute parking spaces. This would suggest that the proposal has been little more than a desk-based exercise by the Council, and not based on field evidence of the actual physical circumstances along Wokingham Road. The fact that there are so many drives to the houses along this stretch also infers, as mentioned above, a lack of need for residents' permit parking along the road.

Side-Roads off Wokingham Road: I have no objection to the proposed Residents' Permit Parking in roads off Wokingham Road, such as Talfourd Avenue and Melrose Avenue where residents have no/limited on-site parking and are therefore

	<p>exclusively/heavily reliant upon roadside parking to park their cars and the cars of their visitors.</p> <p>Summary and Conclusion</p> <p>I consider the proposal to introduce restricted parking along Wokingham Road to be ill conceived with respect to the adverse effect the proposal would have on ECF as a thriving place of worship and community hub. In addition, there is a lack of need for resident permit parking along this stretch, and therefore the existing, unrestricted parking on this part of Wokingham Road should be retained.</p>
<p>235. Wokingham Road, objection</p>	<p>With reference to the above, as a member of Earley Christian Fellowship, I object to the proposed restricted parking along Wokingham Road for the following reasons:</p> <ul style="list-style-type: none"> • Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road, which is on the affected stretch of Wokingham Road and would be severely affected by the proposals. The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive from further afield - there are regular members of the congregation who come from, amongst other places, Bracknell, Finchampstead, Calcot, Tilehurst, Three Mile Cross, Whitley and Woodley. There is parking on-site at 153 Wokingham Road, but this cannot accommodate all of the parking associated with the many activities and events held at ECF throughout the week and throughout the course of each year. Wokingham Road on-street parking is therefore a convenient, easily accessible and logical place for people attending ECF to park. <p>The parking restrictions are proposed to apply seven days a week. ECF church hall and houses are used all week, not just on Sundays, including weekly community activities, such as Parent and Toddlers, International Café (iCafé = TEFL trained English language teaching) and Kids' /Youth Clubs, which would all be affected by the proposals.</p> <ul style="list-style-type: none"> • Daytime activities: Many of the church's daytime services/activities last 2 hours or longer, thus the proposed 2 hour parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am), Reading Home Schooling Group (Thursdays 1.30pm - 4.30pm), iCafé (Fridays 9.45am - 11.45am), Ladies Lunch Meetings (once a month on Saturday 11.45am - 2pm); • Evening activities would be affected if non-residents were unable to park between 8pm-8am eg Sunday evening service (6.30pm - 8.30pm), Alpha and other courses (Monday 7.45pm - 9.30pm), Music and drama practise (Monday 7.30pm - 9pm), Prayer Meeting (Tuesdays 7.30pm - 9pm), Kids' Club and Youth Club (Friday 6pm - 10pm); • Early morning activities: 4 - 5 times a year, there is a Men's Breakfast held at the church hall, 8am-10am which would be affected by both the 8pm - 8am residents' only parking and the 2 hours restriction; • Annual events at the church when more than the usual congregation attend would also be impinged by the 2 hours only parking eg Ladies Christmas Lunch (December), Christmas Carol Service (December), New Year's Eve

	<p>party (31 December), Youth Weekend (February), Ladies Spring Buffet Lunch (May), Fun Day (July);</p> <ul style="list-style-type: none"> • Ad hoc events with extra visitors, such as weddings, funerals, music concerts, plays, meetings with a visiting speaker, children’s holiday clubs, birthday and other parties would also be adversely impacted by the 2 hours and/or the restricted 8pm - 8am proposal; • Lack of need for resident permit parking: The houses fronting on to the whole length of this affected stretch of Wokingham Road are large houses with plenty of drive space, many with garages, and are unlikely to be in need of permit holders-only parking on the road. Indeed, ECF’s own site at 153 Wokingham Road includes two large residential properties (153 and 153b), the household parking for which is all contained on-site. In fact, permit holder parking/2 hours restricted parking could be most inconvenient for any of the residents of Wokingham Road along this stretch at times when they have many visitors wishing to park, such as birthday parties, family gatherings or other celebrations. At the moment, even at the busiest times of the day, there is adequate on-street parking to accommodate extra cars; • Inaccuracy of the proposal plans: The Council’s consultation plans identify a total of 115 road-side spaces along the affected stretch of Wokingham Road (between Green Road and Tuns Hill Cottages). In reality there are around 80 spaces - it would appear the Council has not allowed for the fact that there are many driveways to the houses fronting Wokingham Road along this stretch with corresponding dropped kerbs, which do not constitute parking spaces. This would suggest that the proposal has been little more than a desk-based exercise by the Council, and not based on field evidence of the actual physical circumstances along Wokingham Road. The fact that there are so many drives to the houses along this stretch also infers, as mentioned above, a lack of need for residents’ permit parking along the road. • Side-Roads off Wokingham Road: I have no objection to the proposed Residents’ Permit Parking in roads off Wokingham Road, such as Talfourd Avenue and Melrose Avenue where residents have no/limited on-site parking and are therefore exclusively/heavily reliant upon roadside parking to park their cars and the cars of their visitors. <p>Summary and Conclusion</p> <p>I consider the proposal to introduce restricted parking along Wokingham Road to be ill conceived with respect to the adverse effect the proposal would have on ECF as a thriving place of worship and community hub. In addition, there is a lack of need for resident permit parking along this stretch, and therefore the existing, unrestricted parking on this part of Wokingham Road should be retained.</p>
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thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive from further afield - there are regular members of the congregation who come from, amongst other places, Bracknell, Finchampstead, Calcot, Tilehurst, Three Mile Cross, Whitley and Woodley. There is parking on-site at 153 Wokingham Road, but this cannot accommodate all of the parking associated with the many activities and events held at ECF throughout the week and throughout the course of each year. Wokingham Road on-street parking is therefore a convenient, easily accessible and logical place for people attending ECF to park.

The parking restrictions are proposed to apply seven days a week. ECF church hall and houses are used all week, not just on Sundays, including weekly community activities, such as Parent and Toddlers, International Café (iCafé = TEFL trained English language teaching) and Kids' /Youth Clubs, which would all be affected by the proposals.

- **Daytime activities:** Many of the church's daytime services/activities last 2 hours or longer, thus the proposed 2 hour parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am), Reading Home Schooling Group (Thursdays 1.30pm - 4.30pm), iCafé (Fridays 9.45am - 11.45am), Ladies Lunch Meetings (once a month on Saturday 11.45am - 2pm);
- **Evening activities** would be affected if non-residents were unable to park between 8pm-8am eg Sunday evening service (6.30pm - 8.30pm), Alpha and other courses (Monday 7.45pm - 9.30pm), Music and drama practise (Monday 7.30pm - 9pm), Prayer Meeting (Tuesdays 7.30pm - 9pm), Kids' Club and Youth Club (Friday 6pm - 10pm);
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- **Ad hoc events** with extra visitors, such as weddings, funerals, music concerts, plays, meetings with a visiting speaker, children's holiday clubs, birthday and other parties would also be adversely impacted by the 2 hours and/or the restricted 8pm - 8am proposal;
- **Lack of need for resident permit parking:** The houses fronting on to the whole length of this affected stretch of Wokingham Road are large houses with plenty of drive space, many with garages, and are unlikely to be in need of permit holders-only parking on the road. Indeed, ECF's own site at 153 Wokingham Road includes two large residential properties (153 and 153b), the household parking for which is all contained on-site. In fact, permit holder parking/2 hours restricted parking could be most inconvenient for any of the residents of Wokingham

	<p>Road along this stretch at times when they have many visitors wishing to park, such as birthday parties, family gatherings or other celebrations. At the moment, even at the busiest times of the day, there is adequate on-street parking to accommodate extra cars;</p> <ul style="list-style-type: none"> • Inaccuracy of the proposal plans: The Council's consultation plans identify a total of 115 road-side spaces along the affected stretch of Wokingham Road (between Green Road and Tuns Hill Cottages). In reality there are around 80 spaces - it would appear the Council has not allowed for the fact that there are many driveways to the houses fronting Wokingham Road along this stretch with corresponding dropped kerbs, which do not constitute parking spaces. This would suggest that the proposal has been little more than a desk-based exercise by the Council, and not based on field evidence of the actual physical circumstances along Wokingham Road. The fact that there are so many drives to the houses along this stretch also infers, as mentioned above, a lack of need for residents' permit parking along the road. • Side-Roads off Wokingham Road: I have no objection to the proposed Residents' Permit Parking in roads off Wokingham Road, such as Talford Avenue and Melrose Avenue where residents have no/limited on-site parking and are therefore exclusively/heavily reliant upon roadside parking to park their cars and the cars of their visitors. <p>Summary and Conclusion I consider the proposal to introduce restricted parking along Wokingham Road to be ill conceived with respect to the adverse effect the proposal would have on ECF as a thriving place of worship and community hub. In addition, there is a lack of need for resident permit parking along this stretch, and therefore the existing, unrestricted parking on this part of Wokingham Road should be retained.</p>
237. Wokingham Road, objection	<p>With reference to the above, we object to the proposed restricted parking along Wokingham Road for the following reasons:</p> <ul style="list-style-type: none"> • Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road, which is on the affected stretch of Wokingham Road and would be severely affected by the proposals. The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive from further afield - we have regular members of the congregation who come from, amongst other places, Bracknell, Finchampstead, Calcot, Tilehurst, Three Mile Cross, Whitley and Woodley. There is parking on-site at 153 Wokingham Road, but this cannot accommodate all of the parking associated with the many activities and events held at ECF throughout the week and throughout the course of each year. Wokingham Road on-street parking is therefore a convenient, easily accessible and logical place for people attending ECF to park; <p>The parking restrictions are proposed to apply seven days a week. ECF church hall and houses are used all week, not just on Sundays, including weekly community activities, such as Parent and Toddlers, International Café (iCafé = TEFL trained English language teaching) and Kids'/Youth Clubs, which would all be affected by the proposals.</p>

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- **Ad hoc events** with extra visitors, such as weddings, funerals, music concerts, plays, meetings with a visiting speaker, children's holiday clubs, birthday and other parties would also be adversely impacted by the 2 hours and/or the restricted 8pm - 8am proposal;
- **Lack of need for resident permit parking:** The houses fronting on to the whole length of this affected stretch of Wokingham Road are large houses with plenty of drive space, many with garages, and are unlikely to be in need of permit holders-only parking on the road. Indeed, ECF's own site at 153 Wokingham Road includes two large residential properties (153 and 153b), the household parking for which is all contained on-site. In fact, permit holder parking/2 hours restricted parking could be most inconvenient for any of the residents of Wokingham Road along this stretch at times when they have many visitors wishing to park, such as birthday parties, family gatherings or other celebrations. At the moment, even at the busiest times of the day, there is adequate on-street parking to accommodate extra cars, as evidenced by the survey we have conducted (see attached);
- **Inaccuracy of the proposal plans:** The Council's consultation plans identify a total of 115 road-side spaces along the affected stretch of Wokingham Road (between Green Road and Tuns Hill Cottages). In reality there are around 80 spaces - it would appear the Council has not allowed for the fact that there are many driveways to the houses fronting Wokingham Road along this stretch with corresponding dropped kerbs, **which do not** constitute parking spaces. This would suggest that the proposal has been little more than a desk-based exercise by the Council, and not based on field evidence of the actual physical circumstances along Wokingham Road. The fact that there are so many drives to the houses along this stretch also infers, as mentioned above, a lack of need for

	<p>residents' permit parking along the road.</p> <p>Side-Roads off Wokingham Road: we have no objection to the proposed Residents' Permit Parking in roads off Wokingham Road, such as Talfourd Avenue and Melrose Avenue where residents have no/limited on-site parking and are therefore exclusively/heavily reliant upon roadside parking to park their cars and the cars of their visitors.</p> <p>Summary and Conclusion With respect to the above objections, Earley Christian Fellowship considers the proposal to introduce restricted parking along Wokingham Road to be ill conceived with respect to the adverse effect the proposal would have on ECF as a thriving place of worship and community hub. We also consider the proposal unjustified with respect to the lack of need for resident permit parking along this stretch, and that the existing, unrestricted parking along this part of Wokingham Road should be retained. There is no objection to the proposed changes on roads other than Wokingham Road.</p>
238. Wokingham Road, objection	<p>With reference to the above, as a member of Earley Christian Fellowship, I object to the proposed restricted parking along Wokingham Road for the following reasons:</p> <ul style="list-style-type: none"> • Earley Christian Fellowship (ECF) is an established place of worship based at 153 Wokingham Road, which is on the affected stretch of Wokingham Road and would be severely affected by the proposals. The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive from further afield - there are regular members of the congregation who come from, amongst other places, Bracknell, Finchampstead, Calcot, Tilehurst, Three Mile Cross, Whitley and Woodley. There is parking on-site at 153 Wokingham Road, but this cannot accommodate all of the parking associated with the many activities and events held at ECF throughout the week and throughout the course of each year. Wokingham Road on-street parking is therefore a convenient, easily accessible and logical place for people attending ECF to park. <p>The parking restrictions are proposed to apply seven days a week. ECF church hall and houses are used all week, not just on Sundays, including weekly community activities, such as Parent and Toddlers, International Café (iCafé = TEFL trained English language teaching) and Kids' /Youth Clubs, which would all be affected by the proposals.</p> <ul style="list-style-type: none"> • Daytime activities: Many of the church's daytime services/activities last 2 hours or longer, thus the proposed 2 hour parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am), Reading Home Schooling Group (Thursdays 1.30pm - 4.30pm), iCafé (Fridays 9.45am - 11.45am), Ladies Lunch Meetings (once a month on Saturday 11.45am - 2pm); • Evening activities would be affected if non-residents were unable to park between 8pm-8am eg Sunday evening service (6.30pm - 8.30pm), Alpha and other courses (Monday 7.45pm - 9.30pm), Music and drama practise (Monday 7.30pm - 9pm), Prayer Meeting (Tuesdays 7.30pm - 9pm), Kids' Club and Youth Club (Friday 6pm - 10pm);

- **Early morning activities:** 4 - 5 times a year, there is a Men's Breakfast held at the church hall, 8am-10am which would be affected by both the 8pm - 8am residents' only parking and the 2 hours restriction;
- **Annual events** at the church when more than the usual congregation attend would also be impinged by the 2 hours only parking eg Ladies Christmas Lunch (December), Christmas Carol Service (December), New Year's Eve party (31 December), Youth Weekend (February), Ladies Spring Buffet Lunch (May), Fun Day (July);
- **Ad hoc events** with extra visitors, such as weddings, funerals, music concerts, plays, meetings with a visiting speaker, children's holiday clubs, birthday and other parties would also be adversely impacted by the 2 hours and/or the restricted 8pm - 8am proposal;
- **Lack of need for resident permit parking:** The houses fronting on to the whole length of this affected stretch of Wokingham Road are large houses with plenty of drive space, many with garages, and are unlikely to be in need of permit holders-only parking on the road. Indeed, ECF's own site at 153 Wokingham Road includes two large residential properties (153 and 153b), the household parking for which is all contained on-site. In fact, permit holder parking/2 hours restricted parking could be most inconvenient for any of the residents of Wokingham Road along this stretch at times when they have many visitors wishing to park, such as birthday parties, family gatherings or other celebrations. At the moment, even at the busiest times of the day, there is adequate on-street parking to accommodate extra cars;
- **Inaccuracy of the proposal plans:** The Council's consultation plans identify a total of 115 road-side spaces along the affected stretch of Wokingham Road (between Green Road and Tuns Hill Cottages). In reality there are around 80 spaces - it would appear the Council has not allowed for the fact that there are many driveways to the houses fronting Wokingham Road along this stretch with corresponding dropped kerbs, **which do not** constitute parking spaces. This would suggest that the proposal has been little more than a desk-based exercise by the Council, and not based on field evidence of the actual physical circumstances along Wokingham Road. The fact that there are so many drives to the houses along this stretch also infers, as mentioned above, a lack of need for residents' permit parking along the road.
- **Side-Roads off Wokingham Road:** I have no objection to the proposed Residents' Permit Parking in roads off Wokingham Road, such as Talfourd Avenue and Melrose Avenue where residents have no/limited on-site parking and are therefore exclusively/heavily reliant upon roadside parking to park their cars and the cars of their visitors.

Summary and Conclusion

I consider the proposal to introduce restricted parking along Wokingham Road to be ill conceived with respect to the adverse effect the proposal would have on ECF as a thriving place of worship and community hub. In addition, there is a lack of need for resident permit parking along this stretch, and therefore the existing, unrestricted parking on this part of Wokingham Road should be retained.

<p>239. Wokingham Road, objection</p>	<p>I understand there is a proposal to make a major change to restrict approximately 115 freely usable parking spaces in this area. Firstly, I would say that as the occupancy is usually around 50% over the length and little sign of hazards or disruption from this parking, I see no justification at all for these changes. Indeed, buses seem to be the worst offenders for traffic disruption and hazards as traffic tries to pass them. Most houses in the area have parking so no need for permit type restrictions on-road.</p> <p>The extreme measures proposed would affect myself and others as visitors to the area and part of the congregation that meets at the church known as Earley Christian Fellowship, at 153 Wokingham Road, established over 30 years. On-site parking for the meeting hall and two church houses is restricted to around 20 cars, so with 150+ attendees for the larger meetings a further 25 spaces are often used. Over the last 30 years the coexistence with the neighbourhood has worked just fine.</p> <p>Church meetings on Sundays and other youth and community activities such as toddlers, weddings, funerals occur there at various times of the day (midweek and Saturdays), and usually last over 2 hours. Hence the daytime 2 hour limit is damaging to the church and the community which doesn't all reside within walking distance.</p> <p>Even more so, the evening total ban on non-resident parking after 8pm is totally unreasonable. This would affect church prayer meetings (Tuesday 7:30-9pm), youth clubs (Friday 6-9:30pm) and other occasional evening events such as by Reading University students, Berkshire Driving Instructors' association and other teaching sessions, all at around similar timings.</p> <p>I therefore request you take these objections into account and ensure this plan doesn't proceed.</p>
<p>240. Wokingham Road, objection</p>	<p>I am writing to object to plans for parking permits on the stretch of Wokingham Road between the Three Tuns Junction and Green Park Road.</p> <p>My family frequently uses it at weekends and evening to attend events at Earley Christian Fellowship (RG6 1LW), which serves a wider community than the adjacent neighbours along Wokingham Road.</p> <p>The proposed measures would make it very difficult to accommodate group events due to there being limited on-site parking and a lack of alternative public parking in the area.</p> <p>The road is not heavily parked, and there are generally spaces available for our use. This suggests there is not a pressing need by residents for extra reserved parking spaces. A simple survey of spare spaces during the week would collaborate this. There are occasional peaks during church events but this is normal variation for public areas.</p> <p>The properties along that stretch are large and most seem to have higher than average space for off-road parking. I would support limited permit spaces if there are individual properties without off-road parking being typically available due to non-resident parking.</p>

<p>241. Wokingham Road, objection</p>	<p>I formally object to the proposals to allow restricted parking on both sides of the Wokingham Road from St Peters Road to the Three Tuns junction.</p> <p>Most of the parking is from those attending the University and some others by commuters. A count of the cars at day, night and non-term time clearly shows this.</p> <p>The parking on the north-east side of the road should be substantially removed.</p> <p>This would allow for safer cycling by allowing proper cycle lanes on both sides of the carriageway.</p> <p>The current cycling provision is below standard and the proposed improvements for cycling would still be below standard without removal of parking.</p>
<p>242. Wokingham Road, objection</p>	<p>I would like to object to the proposal to allow restricted parking on both sides of the Wokingham Road from St Peters Road to the Three Tuns junction.</p> <p>Our roads should be for travelling along and not for the free storage of private property.</p> <p>The parking on the north-east side of the road should be substantially removed. This would allow for safer cycling by allowing proper cycle lanes on both sides of the carriageway.</p> <p>The current cycling provision is below standard and the proposed improvements for cycling would still be below standard without removal of parking.</p>
<p>243. Wokingham Road, objection</p>	<p>I am writing to object to the proposed changes to the parking restrictions on Wokingham Road. My wife and I currently live at [REDACTED] Wokingham Road with our 2 children and are part of Earley Christian Fellowship, [REDACTED]. The proposed changes would have drastic impacts to our current living situation as well as the ability for the church to function. As such our major objections are as follows;</p> <ul style="list-style-type: none"> - Despite the fact that 2 permits would be provided to our house and a book of visitors permits, this would not provide a practical solution to our current situation. At present we run a children's group on a Friday night for approximately 30-40 children who regularly invite their friends to attend. We would not realistically be able to track who does and does not have a permit for this activity, meaning this would restrict our ability for the group to function. - Additionally on a Tuesday afternoon the Reading Home school's network meets in the church and uses our house occasionally. This is a large group of parents who need to park close to the venue for longer than 2 hours and, again, would not be a realistic group to provide permits to or track. - On a personal level we do not own the house we are in or the driveway, which is used for church activities. With this change, the driveway would be filled more regularly, meaning us and our family would struggle to find somewhere to park. As an operational Group Manager in Oxfordshire Fire and Rescue service, I need my vehicle to be freely accessible for attending emergency incidents when I am on duty - the proposed changes would mean that this would restrict my ability to do this, as parking would be limited for church users who would therefore fill the driveway. Many of the nearby residents obviously have private driveways and therefore do not experience this issue, but this would have a big effect on our family situation. - The church services that we regularly attend occur on various times throughout the week, as well as a number of group meetings that occur either in the house we are in or the church next door. These meetings regularly occur for longer than 2 hours and would therefore mean that the parking restrictions would impact on individuals ability to attend

	<p>these.</p> <p>- Trinity Christian school uses the church every week to run activities for the students, meaning parking is required not only for them (in a minibus) but for parents arriving to collect their children. Again, the change in the parking restrictions would have a knock-on effect for their ability to park and collect their children.</p> <p>Because of these reasons my wife and I strongly oppose the proposed changes and ask that the council do not alter the current parking situation on Wokingham Road.</p>
244. Wokingham Road, objection	<p>I am writing to strongly object to the proposed resident only parking in Wokingham Road for the majority of the week, for the following reasons.</p> <p>Earley Christian Fellowship is an established place of worship based at 153 Wokingham Road. and visitors and the regular congregation would be severely affected by this course of action.</p> <p>The following restrictions are proposed: '8am - 8pm permit holders only or 2 hours, no return within 2 hours. At all other times, permit holders only'.</p> <p>I believe residents (e.g. 153 big house and 153b) would get just 2 permits per household, and a book of 20 visitor permits. When the 20 are used up, more books of 20 would be available for purchase at a cost of approx. £22.</p> <p>What these restrictions mean for ECF is that it would be almost impossible to park on Wokingham Road (or its side roads), as there are very few meetings/church activities that are of less than 2 hours duration. Any meeting/activity going on after 8pm would also be affected. The restrictions are proposed every day of the week, so Sunday mornings would be impacted too.</p> <p>The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive - Wokingham Road is a convenient, easily accessible and a logical place for people attending ECF to park.</p> <p>Virtually all of the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would severely impinge upon the availability of parking e.g. Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am).</p> <p>Evening meetings would be affected by non-residents not being able to park after 8pm e.g. Prayer Meeting (Tuesdays 7.30pm - 9pm), Youth Club (Friday 6pm onwards).</p>

	<p>ECF church hall and houses are used all week - not just on Sundays, including community activities, such as Parent and Toddlers (Tuesdays) icafe English language tuition (Fridays), Reading University Christian Union (Thursdays).</p> <p>Annual events at the church when more than the usual congregation attend would also be impinged e.g. Fun Day (July), Ladies Christmas Lunch (December), Christmas Carol Service (December), Youth Weekend (February), Ladies Spring Buffet Lunch (May). Regular use by Reading University Christian Union.</p> <p>Various ad hoc events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker, Men's' Breakfasts or Children's holiday clubs, would also be adversely affected.</p> <p>The houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of Permit holders-only parking on the road.</p> <p>Please take into account these legitimate objections and drop this project in respect of Wokingham Road.</p>
245. Wokingham Road, objection	<p>I am writing to object to the proposed permit only parking in Wokingham Road for the following reasons.</p> <p>The church has a thriving congregation of around 150. Whilst many people walk and cycle, there are also many who drive - Wokingham Road is a convenient, easily accessible and a logical place for people attending ECF to park.</p> <p>Virtually all of the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would severely impinge upon the availability of parking eg Sunday mornings 10.30am - 1.45pm (including refreshments afterwards), Parent and Toddler Group (Tuesdays 9.30am - 11.30am).</p> <p>Evening meetings would be affected by non-residents not being able to park after 8pm eg Prayer Meeting (Tuesdays 7.30pm - 9pm), Youth Club (Friday 6pm onwards).</p> <p>ECF church hall and houses are used all week - not just on Sundays, including community activities, such as Parent and Toddlers (Tuesdays) icafe (Fridays), Reading University Christian Union (Thursdays).</p> <p>Annual events at the church when more than the usual congregation</p>

	<p>attend would also be impinged eg Fun Day (July), Ladies Christmas Lunch (December), Christmas Carol Service (December), Youth Weekend (February), Ladies Spring Buffet Lunch (May).</p> <p>Various ad hoc events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker, Mens' Breakfasts or Children's holiday clubs, would also be adversely affected.</p> <p>The houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of Permit holders-only parking on the road.</p>
<p>246. Wokingham Road, objection</p>	<p>We have been notified that the Council intends a proposal to restrict all parking on both sides of Wokingham Road. Residents will be issued permits but other motorists will be restricted to two hours. Most of those who live in Wokingham Rd have drives in which to park their cars.</p> <p>I moved from Scotland to Reading to attend the church that meets in 153 Wokingham Rd. I am an elderly widow. The spiritual and social side of this church is vital for me. I am transported by car and for older people with mobility problems it is essential to be able to park near the premises.</p> <p>Our church serves the community in various ways and has activities that many attend. I am writing on behalf of a number of older people and the several nationalities who meet in the church who would not be able to rise their objections as I am here.</p> <p>Some events are in the evening and, on leaving the building it is dark. One member is blind. It would cause great hardship if cars had to park a distance from the building.</p> <p>I ask you to support us and put our case forward please. There is concern for people who are isolated in these days. Making it difficult to park might limit some people's ability to come to 153 Wokingham Rd.</p>
<p>247. Wokingham Road, objection</p>	<p>Thank you for consulting on your proposal regarding the Resident Permit Parking in East Reading, (ref: CMS/10601) I think it is important that those who have an active interest in the area are given a voice where their opinion is heard about the proposals.</p> <p>I would like to highlight a couple of reasons why I feel the proposals are a bad idea for the local community. I am a active member of a thriving local church along Wokingham Road (Earley Christian Fellowship, 153 Wokingham Road, RG6 1LW) and I feel that the proposed changes will severely hinder the opportunity the church has to engage with the local community and to engage with those who live further afield. The church recently held it's annual Christmas Carol Service and this was a wonderful time where those who live near and far came together to celebrate the festive period. However events and activities organised by the church such as this will be hampered, if these proposed parking changes go through, because there will be no spaces to park on the side of the road for easy access to the church - this is</p>

	<p>especially important for the older members of the church and/or visitors who have limited mobility. Parking on the side of the road near the church is safe and practical.</p> <p>As well as an annual Christmas Carol Service, the church also runs many other events during the week at various times - most of which last longer than 2 hours. As well as regularly holding two Sunday church services, Mother and Toddler groups on a Tuesday, English Language lessons and Youth Groups on a Friday every week. The church also hosts many other events throughout the year and all these activities often require people to park along the sides of the roads near to the church to attend or setup these events.</p> <p>I regularly help out and lead the Youth Club on Friday evenings and I am aware the proposed evening restrictions will mean permit holders will only be able to park along the side of the roads after 8pm. These restrictions would impact how much I could participate and help at the Youth Club in the future, this is because driving to church is the most practical option for me, especially as I often have to bring equipment and supplies to the Youth Club. Bringing these items by bike or by bus is not practical and I rely on parking near to church so I can participate fully in the organisation and running of the Youth Club, as well as many other activities that happen in the church.</p> <p>I have been to the church at all times during the day (morning, afternoon and evening) and there has often been spaces to park along the roads near to Earley Christian Fellowship (Wokingham Road, Talfourd Avenue, Melrose Avenue, Regis Park Road, Belle Avenue, etc.) The parking along the sides of these roads enables the church to engage with the local community and to host the various activities and events which occur regularly throughout the week, therefore I ask that you would reconsider the proposed changes to the parking along the roads around Earley Christian Fellowship.</p>
248. Wokingham Road, objection	<p>I was deeply distressed to know about the forthcoming plans of restricted parking concerning the Wokingham Road, Green road, Heath Road, Talfourd avenue, Melrose avenue, and other such roads included.</p> <p>I object to the proposal on the following grounds described below.</p> <p>As a member of the Church Earley Christian Fellowship located on Wokingham road, your proposed parking restrictions would be extremely detrimental to the activities and services surrounding the church which consists of a thriving congregation of around 150 people. For example, basically all services and events and activities held by the church last over 2 hours. Such events include the Sunday morning service every Sunday 10:30 - 13:45, a Parent and Toddler group on Tuesdays 9:30am - 11:30am people of course will arrive a little earlier to be on time and leave later due to packing up and saying their goodbyes, and an International cafe offering free English lessons and also provides a sense of community and support on a Friday from 9:00am - 12:30pm.</p> <p>Those are just morning services; in addition to these are evening events such as the every week Tuesday Prayer meeting from 7:30- 9:00pm, Youth club on a Friday almost every Friday from 7:30pm - 9:00pm, a Bible Study: Freedom in Christ course running most Thursdays from 7:45pm to 10:00pm, these events would also be affected as your proposed parking scheme does not allow non-residents to park after 8pm.</p> <p>Furthermore, there are other annual events held at various different times of the year where more than just the congregation will be present such as Youth Weekends wherein other churches are also attending in February, a Ladies</p>

	<p>Spring Buffet Lunch which involves the local community held in May, a Fun day for children and families for the surrounding community held in July, a Ladies Christmas Lunch held in December, and Carol service inviting members of the local community and perhaps far flung family around the country to enjoy the festive season held in December.</p> <p>Following from these annual events, there are also various ad hoc events which occur resulting in extra visitors and participants such as funerals, weddings, meetings with visiting speakers from around the country or the world, Mens' breakfasts, and Children Holiday clubs run during the School breaks.</p> <p>Moreover, besides the Permit parking scheme causing major disruptions to all the events described above, I find it hard to understand how this would benefit the houses along Wokingham road and the affected roads since many houses are rather large houses with drive space and garages for parking and as such would most likely not need of Permit holders-only parking on the road.</p> <p>Now, as a resident living in [REDACTED] Wokingham road, I am aware as a household we would get 2 permits and a book of 20 visitor permits with a cost of approximately £22 to renew. In the scenario of Sunday morning service where many people drive, after the drive way is full up, it is very likely that a number very close to twenty will need to park on the road, now since the service is more than 2 hours, should they wish to stay they would need a permit. So, already after just one Sunday a new permit book would be needed. Considering there are 52 Sundays to occur in 2019, that means 52 x £22 adding up to a cost of £1210 on Sundays alone, not even taking into account the Parent and Toddler group and the International Cafe, and other such events, that is a huge amount of money but also time for both us and you as you'll be seeing us just about every week if not every two weeks.</p> <p>So, to conclude, your proposed Residents' Permit Parking would impinge on probably around 200 events the church will do in 2019, incur a heavy cost of resources of time (bi-weekly visits from us) and money £1210 over, would impact the local community (those settling into the country, families with young children, and members of the congregation) negatively with the various events being severely affected, and for ad hoc events, in the case of a funeral cause an already hard day for relatives to have an even harder and more distressing day trying to find parking, most likely passing by empty drive ways with plenty of space for the local residents, and in the case of weddings causing the meant to be very happy newly weds to have a great deal of stress in trying to sort out their guests and family with parking, again most likely also to be passing by many residents' drive ways with room to spare. Please do not do this Residents' Permit Parking and affect the church and all these events in a detrimental way. Please do not do this.</p> <p>Thank you very much for your time and consideration in this matter. I sincerely hope you have taken all I have highlighted and pointed out above into your thinking for this matter.</p>
249. Wokingham Road, objection	<p>This plan would have a paralysing effect on a lot of local people, (from Reading, Earley, Whitley, New Town, Tilehurst, Calcot, Woodley, Finchamstead).</p> <p>They are involved in many different activities, throughout the week, and all centred on a busy church and the two related properties.</p> <p>Also in term time, the University Christian Union use the hall on a regular basis, and although some arrive on foot or by cycling, a good number drive. Numbers are normally 100+</p> <p>'Church activities' are broad, and extend well beyond the s meetings on Sunday when some 200 people in total would</p>

	<p>come. The activities are listed below, but all would be longer than 2 hours. The majority travel by car, and it would be unusual to see a full car. Some families would use two cars because of staggered leaving times.</p> <p>So, 'meetings' comprise :- Mother and Toddlers small private school for weekly sports home education groups youth clubs midweek church meeting and a house group English language club - charged at £1 per session Plus one off events attracting visitors from as far afield as Epsom and Bracknell.</p> <p>I would ask you to consider the impact on these activities and make as few changes as possible and for those essential changes, extend the length of parking to three hours.</p>
<p>250. Wokingham Road, objection</p>	<p>I am writing to object to the council's proposal to impose parking restrictions on both sides of the Wokingham Road between the Three Tuns junction and the bottom of St Peter's Road near the end of the parade of shops opposite the Alfred Sutton School.</p> <p>The Council has entirely failed to show any of the conditions necessary for making a permanent Traffic Regulation Order. Under the relevant Road Traffic Regulations a series of criteria need to be satisfied before a permanent order (or temporary order) can be made and it is patently obvious that none of the criteria in the legislation has been satisfied for the parking area in question.</p> <p>As a lawyer who regularly uses the parking area in question for more than two hours at a time I am in touch with many others who also make regular use of these parking areas and we intend to apply for a Judicial Review of the Council's decision if the proposed parking restrictions proceeds.</p> <p>I will also approach the members of the Earley Christian Fellowship situated on Wokingham Road - who I know are also strongly opposed to this parking restriction - to see if they wish to be joined as Parties in any Judicial Review. I have had a favourable initial response to my suggestion and will be exploring this with the leaders of the Church in the early part of the New Year.</p> <p>The general consensus among the many I have spoken to concerning this is that the Council's true motivation for this parking restriction is to try to force people who park here for more than two hours to use the Council's Park and Ride facilities at Winnersh which is not a legitimate reason for imposing the parking restriction.</p>
<p>251. Wokingham Road, objection</p>	<p>Thank you for the opportunity to comment on Reading Council's plan to restrict parking on both sides of Wokingham Road from Green Road to beyond Heath Road, and along adjacent side roads.</p> <ol style="list-style-type: none"> 1. My family and I used to live in Talfourd Avenue and we recognise parking for residents to be a problem. <p>I would suggest that:</p> <ol style="list-style-type: none"> a. residents of the side roads and their visitors should be able to park in their own roads at all times.

	<p>b. other visitors should not be able to park in the side roads from 4pm to midnight Monday to Friday or at any time weekends. This would ensure that residents can always park when they return from school or work Monday to Friday, and always park at weekends.</p> <p>2. The large houses on the Wokingham Road all have plenty of off-road space to park cars at all times, and do not require parking space on the Wokingham Road. The Wokingham Road is used particularly for parking by commuters and shoppers catching the 17 bus into town, and by ourselves and others who regularly attend the Church at 153 Wokingham Road.</p> <p>3. Generally there appears always to be plenty of space to park on the Wokingham Road, and I suggest there is <u>no reason</u> to change the parking regime there. If you do restrict parking on the Wokingham Road there is nowhere else to park for those who park there at present. If you restrict parking by time, you make it effectively useless for shoppers and for those attending the Church and help no one. If you install parking meters you will alienate people and lose money because (a) Church attendees will not be able to afford them and (b) other drivers will avoid them as they do whenever they can in Elmhurst Road and Pepper Lane.</p> <p>4. Council policy to encourage people to use the buses is fine where there are buses. Most bus services bring commuters and shoppers in and out of town. If one wants to move around the suburbs, it has to be by car or on foot. Walking is difficult for families and for an ageing population, so if you restrict parking on the Wokingham Road you will particularly disadvantage families and the elderly.</p> <p>5. I am in my [REDACTED], and my wife is [REDACTED]. I can see no easy way that we will be able to continue to attend Church if it is no longer possible to park informally on a road in the vicinity.</p>
252. Wokingham Road, objection	<p>I cycle on the Wokingham Road and welcome new and proper cycle lanes there, particularly on the portion from Crescent Road to The Three Tuns crossroad.</p> <p>I wish to object to parking in the section from St Peter's Road to the Three Tuns. Much of this seems to be long term daytime parking. Cycle lanes near car doors is known to be dangerous for cyclists.</p> <p>If parking was removed, at least on one side, particularly the uphill side, cycle lanes on both sides could be made wider and the door risk completely eliminated on one side and the wider lane on the side with parking means less door risk</p> <p>The present cycle lanes and the future arrangements proposed would not meet recognised standards unless parking is removed.</p> <p>Present parking is just free parking for many commuters into Reading.</p>
253. Wokingham Road, objection	<p>I work at [REDACTED] Wokingham Road and note the intention to restrict parking in the surrounding area to 2 hours without a permit. I also understand that only 1 permit will be issued for use of employees per business.</p> <p>As I do not work alone in the office and we are travelling from different directions, this will not meet our business & personal needs. If I am unable to park nearby, my travel time and distanced travelled will be significantly increased</p>

	<p>(whether by car or public transport) or my working day reduced.</p> <p>I understand the reason for making these restrictions, but allocation of sufficient permits to cover existing employees at businesses in this area would still achieve this objective. If this cannot be provided for, I would object the the proposals.</p>
254. Wokingham Road, objection	<p>I have been parking along the Wokingham road (between Green Road and the Three tuns) for several years due to working in Reading town centre. I then catch a number 17 bus or 4/X4 as they are a great quick service into town and are regular. I know a lot of people do this and if the parking is changed to a maximum of 2 hours they will be forced to have to drive into town which will mean more traffic on the roads and less money for THE COUNCIL OWNED READING BUSES!!!!</p> <p>I totally understand introducing residents parking permits for roads like Melrose avenue etc but totally disagree with having to introduce permits and reducing the maximum parking to 2 hours along the Wokingham Road where I have stated above.</p> <p>All of the houses along this part of Wokingham Road have really big driveways/areas for the owners/residents to park there vehicles and I cant imagine anyone parking along the Wokingham road is affecting these persons.</p> <p>Please do not introduce 2 hour maximum parking as I have mentioned. This will reduce income for Reading buses and put more traffic into the town centre which for the environment is terrible. if permit parking is needed on this part of the Wokingham road at least put it for say between 7pm and 7am.</p> <p>Thanks for taking the time to review my Objection.</p>
255. Wokingham Road, objection	<p>My name is [REDACTED] and I am a 12-year-old who goes to Earley Christian Fellowship (ECF), 153 Wokingham road. The proposals you have made would greatly affect me and my family. Our Church is very active and is used throughout the week by many different people and establishments. Our Church is used on a regular basis by about 150 people for our Sunday morning meetings, many who drive - including us. This would effectively close down our Church. I wouldn't be able to go to Youth group, my mum wouldn't be able to go to Mums and Tots, my dad wouldn't be able to go singing practices.</p> <p>I think that this would basically shut down a place of worship that is important to many people.</p>
256. Wokingham Road, objection	<p>My name is [REDACTED] and I go to Earley Christian Fellowship (ECF), 153 Wokingham Road. The proposals you suggested would severely affect our Church and the people using the Church Hall. Our Church is used a lot throughout the week by many different people and groups. Our Church is used on a regular basis by about 150 people for Sunday morning meetings. Many who attend drive. This would effectively close down our Church as we have to park somewhere. Our Church car park is limited to about 13 or 14 spaces, for the elderly, disabled, residents of 153 and our minibus.</p> <p>At the moment we have been using off-road parking, usually in Wokingham Road, Talfourd Avenue or Melrose Avenue. If your proposals are enacted, we would have nowhere to park.</p> <p>I help to run a Mothers and Toddlers Group, for which purpose I personally need four hours of parking. The mothers who come need to park for three hours and cannot walk far.</p> <p>Wokingham Road's residents virtually all have their own driveways). Please consider the effect that this parking restriction would cause.</p>

257. Wokingham Road, objection	<p>Thank you for taking the time, in public service, to prepare the beautifully presented drawings relating to the "East Reading Study: Resident Permit Parking", ref CMS/10601. I have worked in the same office as draughtsmen/women and it's a real skill, even with computer assistance. They are very clear and easy to understand.</p> <p>I am now asking you for more of your time, to read with some thought what I have written below with much thought. It totals around 1,300 words. I would like to receive an acknowledgement of my submission, along with an update on the decision of the Sub-Committee.</p> <p>I would like to focus your mind on the parking proposals for Wokingham Road itself, and to a lesser extent Talfourd Avenue; and I will discuss these in the context of your very comprehensive proposals for streets surrounding Wokingham Road on both sides for many hundreds of metres.</p> <p>You are probably by now aware, if you were not a few weeks ago, that these roads, in their capacity to allow parking along their sides, <u>enable</u> (I mean that literally) a large community to function several times a week. If you hadn't guessed, I'm referring to Earley Christian Fellowship (ECF), based at 153 Wokingham Road, a church where around 150 people, including my wife, my son and my stepson, meet on a Sunday morning, which has been on that site for around 40 years, with its own purpose-built hall constructed about 30 years ago.</p> <p><u>A. SUNDAY MORNINGS</u></p> <p>Imagine the headlines: "CHURCH EFFECTIVELY SHUT DOWN BY COUNCIL'S SUNDAY PARKING BAN". That would be no exaggeration; please bear with me as I give my own <u>personal</u> view, <u>not</u> having agreed what to say in collusion with any of my fellow-worshippers. I am sure we agree that all places of worship should be treated with consideration for the worshipping community, be that mosques, church buildings, Hindu temples, or any other such edifice.</p> <p>I live in Whitley Wood near the fire station, a shade under three miles by road from ECF. I do cycle to church when I can (most Sundays), and less frequently my wife and younger son do too. Sometimes one of us has to drive, in particular when picking up a local teenage girl who cannot get to church herself.</p> <p>There are about 12 or 13 parking spaces within the property at 153 (not counting 153B's drive, which is usually full); perhaps 9 to 11 of these might be used on a Sunday morning for the elderly and infirm who cannot walk far (and for whom these spaces are kept free), at an estimated occupancy of around two per vehicle on average, making around 20 congregants. Even imagining that this area could be dug up and modified, it is hard to imagine more than a small handful of extra spaces in the space available.</p> <p>So there are still 130 more bodies going to get inside that building! Around 10 to 15 live on-site, so 115 to 120 or so will be expecting to arrive, the vast majority - let's say over 100 - by car, unable to park within the property boundaries. One can easily see that approximately 30 to 50 cars, maybe more, turn up locally just before 10:30 a.m. The meetings continue till around 12:20 p.m., sometimes later, and are followed by tea/coffee which detains people till around 1 p.m. or later, and once a month by an open lunch free to all-comers, meaning that many stay till 2 p.m. and a few (tidying up) much later.</p>
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Your proposals ban parking on Sunday outright (and the two-hour alternative would be manifestly inadequate also). This affects, by your estimates, 79 nearer + 73 further = 152 spaces on Wokingham Road and maybe 100 on Talfourd Avenue (probably the other principal street we all use for parking).

Visitors would be put off coming (not a very welcoming church then, and condemned to be a dwindling one perhaps?). And I cannot see what sensible options are now open to any of the rest of us to actually park our 30 to 50 vehicles. Many folk are over 60 (I am 54), many have young children, and no one wants to scour distant streets looking for an unrestricted parking place from where to trek to church.

In summary, your proposals, along a road (Wokingham Road) which has many extensive private driveways for residents to park in, **would cause this place of worship to almost cease to function.**

B. OTHER TIMES OF USE

You would be surprised at how busy this facility is:

- *Sunday evening meetings*, lasting typically just under 2 hours, not allowing safe time to park and leave within 2 hours, and running past 8 p.m. (not that this detail is relevant if Sundays are outside the planned permissions)
- Likewise, *Tuesday evening prayer meetings* attended sometimes by over 40 people and lasting *until 9 p.m.*
- Friday evening clubs: Kids Club from 6:00 p.m. (less relevant) and *Youth Club from 7:15 p.m. till gone 9 p.m.* in term time; granted that the drop-off and pick-up times would be well within a two-hour limit, the time of day for the Youth Club would cause great difficulty picking the youth up.
- *Mothers and Toddlers meetings* on Tuesday mornings for nearly 3 hours in term time; cars are essential for all but the most local mums
- *iCaf International Cafe* for a growing number of non-native English speakers to practise their English on Friday mornings; these last over two hours if attendees engage in the extra optional activity at the end
- Use by *Trinity Primary School*, a growing school, weekly in term time for whole-school events like PE
- *Home-schoolers* meetings once a week in term time
- Use by the *Christian Union of Reading University*, with which we have strong connections, sometimes once a week for long stretches. More students drive these days!
- *Men's breakfasts* on a Saturday around 8 to 10 times a year (3 hours of parking needed, since these include a talk

	<p>and discussion time; but again, Saturdays are not provided for in your proposals anyway)</p> <ul style="list-style-type: none"> • <i>Weddings and wedding receptions</i> (almost always on Saturdays), with use of the kitchens on-site, at a fraction of the cost of hired venues, and in the same location that the wedding has just taken place; likewise <i>funerals</i>. Both of these kinds of events generate much traffic, being very heavily attended (always a packed hall), and last from 2+ to 5+ hours. It would be particularly heartless to put a stop to the practicality of these events. • <i>Birthday parties</i> for youngsters, typically on a Saturday morning for well over 2 hours with many children attending (feasibly over 25); a few a year? • <i>Music group practices</i> about once a month on Monday evenings, attended by nearly 20 people at times, running till about 9:30 p.m. • Heavily attended <i>annual events</i>, notably our Fun Day, our Fireworks Night and the popular annual Ladies' Christmas Lunch (on a Saturday); it is hard to see how these could continue under your proposals • Abundant permissions given to <i>other organisations</i> (even including secular uses, e.g. for driving instructors) to plan/pray/meet in the hall and sometimes the house. These can be quite well-attended. <p>I think it can safely be said that <u>at least</u> 50 spaces should be freed for ECF, (1) available for several hours, (2) evenings and weekends included in addition to the present daytime hours proposed, (3) within five or so minutes' walk (at under 2 metres per second, that means within 500m or so). For 50 to be actually free, what with random comings and goings by other members of the driving public, it's quite clear that over 100 spaces (probably all of the Wokingham Road proposed restricted spaces, in other words) would be needed - unless this can be achieved, a vibrant worshipping and community-serving church will experience a devastating blow to its ability to function at all.</p>
258. Wokingham Road, objection	<p>I object to the proposal in respect of parking restrictions on Wokingham Road east of St Peters Road and also Heath Road. Whilst I have sympathy for residents of other roads where off street parking is not available, these roads have relatively large properties with sufficient space to park vehicles. The reduction of parking in Heath Road a year or two ago has also left this road relatively open.</p> <p>I work in commercial premises near the Wokingham Road / Church Road junction. I, like some of my colleagues, need to drive to work and need somewhere to park during the day. A two hour limit would mean I am no longer able to do this. I park in this area whilst many of the residents have driven and parked their cars elsewhere, so I do not believe I cause any inconvenience to them. In any case, there are numerous empty spaces on this part of Wokingham Road in the evening, so it is not being used by residents to any great extent.</p>
259. Wokingham Road, objection	I would like to see parking removed from one side of Wokingham Rd such that there is adequate space for cycle lanes

260. Wokingham Road, objection	<p>I am writing to object to the proposal which the highway authority, Reading Borough Council, are making to restrict the parking on both sides of Wokingham Road from Green Road to beyond Heath Road (approx. 115 road-side parking spaces), as well as along the side roads such as Talfourd Avenue and Melrose Avenue.</p> <p>As you are aware, parking along Wokingham Road and its side roads is currently unrestricted.</p> <p>I am a member of Earley Christian Fellowship (ECF), a church with an established place of worship based at 153 Wokingham Road, Reading RG61LW, which would be severely affected by the proposals. The church is operated by a registered charity, Earley Charitable Trust (charity number 283068).</p> <p>The ECF site at 153 Wokingham Road consists of a purpose built church hall and two large houses (153 and 153B Wokingham Road) which are occupied by families from the church as well as used for church activities.</p> <p>The church has a thriving congregation of around 150 of all ages. Whilst many people walk and cycle, there are also many who drive-Wokingham Road is a convenient, easily accessible and a logical place for people attending ECF to park. There is very limited parking on site and families with young children, the elderly and the infirm all need to be able to access the 153 Wokingham Road site. Forcing them to park further away will no doubt increase exposure to risks involved in walking in from further and prevent others from attending altogether.</p> <p>Virtually all of the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would severely impinge upon the availability of parking during daytime activities such as the Sunday morning service 10.30am - 1.45pm (including refreshments afterwards) and the Parent and Toddler Group (Tuesdays 9.30am -11.30am).</p> <p>Evening activities would be affected by non-residents not being able to park after 8pm, such as the Prayer Meeting (Tuesdays 7.30pm - 9pm) and Youth Clubs (Friday from 6pm onwards).</p> <p>ECF church hall and houses are used all week- not just on Sundays, including for community activities, such as Parent and Toddlers (Tuesdays), iCafe (Fridays) and by Reading University Christian Union (Thursdays).</p> <p>Annual events at the church when more than the usual congregation attend would also be impinged upon, such as the Fun Day (July), Ladies Christmas Lunch (December), Christmas Carol Service (December), Youth Weekend (February) and Ladies Spring Buffet Lunch (May).</p> <p>Various ad hoc events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker, Mens' Breakfasts or Children's holiday clubs, would also be adversely affected.</p> <p>Additionally, the houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of permit holders-only parking on the road.</p> <p>It is understood that the Council is possibly concerned about the use of Wokingham Road and its side roads as a park and</p>
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	<p>ride facility for commuters. This problem is, to a large extent, absent at weekends and evenings, when the sides of the Wokingham Road along this stretch are mainly clear; it is during these times that most of the activities at ECF take place.</p> <p>I ask that the Council reconsiders its proposals in relation to parking on Wokingham Road and side roads to take account of the established community use on the ECF/153 Wokingham Road site.</p>
261. Wokingham Road, objection	<p>I am writing to object to the proposal which the highway authority, Reading Borough Council, are making to restrict the parking on both sides of Wokingham Road from Green Road to beyond Heath Road (approx. 115 road-side parking spaces), as well as along the side roads such as Talfourd Avenue and Melrose Avenue.</p> <p>As you are aware, parking along Wokingham Road and its side roads is currently unrestricted.</p> <p>I am a member of Earley Christian Fellowship (ECF), a church with an established place of worship based at 153 Wokingham Road, Reading RG6 1LW, which would be severely affected by the proposals. The church is operated by a registered charity, Earley Charitable Trust (charity number 283068).</p> <p>The ECF site at 153 Wokingham Road consists of a purpose built church hall and two large houses (153 and 153B Wokingham Road) which are occupied by families from the church as well as used for church activities.</p> <p>The church has a thriving congregation of around 150 of all ages. Whilst many people walk and cycle, there are also many who drive - Wokingham Road is a convenient, easily accessible and a logical place for people attending ECF to park. There is very limited parking on site and families with young children, the elderly and the infirm all need to be able to access the 153 Wokingham Road site. Forcing them to park further away will no doubt increase exposure to risks involved in walking in from further and prevent others from attending altogether.</p> <p>Virtually all of the church's services/meetings/activities last 2 hours or longer, thus the proposed parking restriction on Wokingham Road would severely impinge upon the availability of parking during daytime activities such as the Sunday morning service 10.30am - 1.45pm (including refreshments afterwards) and the Parent and Toddler Group (Tuesdays 9.30am- 11.30am).</p> <p>Evening activities would be affected by non-residents not being able to park after 8pm, such as the Prayer Meeting (Tuesdays 7.30pm-9pm) and Youth Clubs (Friday from 6pm onwards).</p> <p>ECF church hall and houses are used all week-not just on Sundays, including for community activities, such as Parent and Toddlers (Tuesdays), iCafe (Fridays) and by Reading University Christian Union (Thursdays).</p> <p>Annual events at the church when more than the usual congregation attend would also be impinged upon, such as the Fun Day (July), Ladies Christmas Lunch (December), Christmas Carol Service (December), Youth Weekend (February) and Ladies Spring Buffet Lunch (May).</p> <p>Various ad hoc events with extra visitors/participants , such as funerals, weddings, meetings with a visiting speaker,</p>

	<p>Mens' Breakfasts or Children's holiday clubs, would also be adversely affected.</p> <p>Additionally, the houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of permit holders-only parking on the road.</p> <p>It is understood that the Council is possibly concerned about the use of Wokingham Road and its side roads as a park and ride facility for commuters. This problem is, to a large extent, absent at weekends and evenings, when the sides of the Wokingham Road along this stretch are mainly clear; it is during these times that most of the activities at ECF take place.</p> <p>I ask that the Council reconsiders its proposals in relation to parking on Wokingham Road and side roads to take account of the established community use on the ECF/153 Wokingham Road site.</p>
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	<p>Annual events at the church when more than the usual congregation attend would also be impinged upon, such as the Fun Day (July), Ladies Christmas Lunch (December), Christmas Carol Service (December), Youth Weekend (February) and Ladies Spring Buffet Lunch (May).</p> <p>Various ad hoc events with extra visitors/participants, such as funerals, weddings, meetings with a visiting speaker, Mens' Breakfasts or Children's holiday clubs, would also be adversely affected.</p> <p>Additionally, the houses fronting on to Wokingham Road are large houses with plenty of drive space and garages for parking and are unlikely to be in need of permit holders-only parking on the road.</p> <p>It is understood that the Council is possibly concerned about the use of Wokingham Road and its side roads as a park and ride facility for commuters. This problem is, to a large extent, absent at weekends and evenings, when the sides of the Wokingham Road along this stretch are mainly clear; it is during these times that most of the activities at ECF take place.</p> <p>I ask that the Council reconsiders its proposals in relation to parking on Wokingham Road and side roads to take account of the established community use on the ECF/153 Wokingham Road site.</p>
263. Wokingham Road, objection	I would like to see parking removed from one side of Wokingham Rd such that there is adequate space for cycle lanes
264. Wokingham Road, support	<p>There is a real need to address parking across the area covered in this study. I believe the plan goes a long way to addressing the issues. There are large numbers of vehicles, owned by non-residents, that are frequently parked for days in the area.</p> <p>I have a concern over the pricing of visitor permits as this amounts to a tax on residents to receive visitors. Perhaps the cost could be lowered or an annual quantity of free permits should be supplied.</p> <p>We will persist in having a problem post implementation of this plan or any variation of it as many people ignore the law in the first place. So we cannot expect this plan alone to solve the problems. We regularly see cars double parked on the Wokingham Road, parked in the centre of the road on hatched areas and cars parked on footpaths. Ineffective enforcement and policing means this continues, and will continue, creating danger and inconvenience.</p>

APPENDIX 2b - EAST READING PERMIT PARKING SCHEME AREA 2

Support and objections received to Traffic Regulation Order

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<p>179. Wykeham Road, objection</p>	<p>My name is [REDACTED] and live at [REDACTED] Wykeham Road. I OBJECT to the parking Scheme 2 for the following reasons:</p> <p>1 - I have lived here for over 40 years and there has never been a problem with residents being able to park. When you buy a house in this area you know that it is parking on the street!! Scheme 2 proposes to cut down the amount of parking for residents in this area, why try to fix a problem when there is NOT one in the first place!!!</p> <p>2 - I pay my road taxes and my parking is FREE!! If I have to pay for parking permits and visitors permits then I will not be able to have my sons come to help me as they do now due to costs. The costs of permits will only go up every year so as far as I can see this is ONLY a money making exercise for the council as they are NOT getting enough from central government. THIS ANOTHER TAX ON RESIDENTS HWNE WE PAY COUNCIL TAX!!</p> <p>3 - I am an elderly resident who will be needing care in the future and the visitors permits do not allow for me to have carers coming in twice a day!! Even if carers get parking free, what about my sons coming to help me with shopping etc!!</p> <p>4 - Residents have not asked for this scheme and do not want it!!!</p>
<p>180. Wykeham Road, objection</p>	<p>My name is [REDACTED] and I live at [REDACTED] Wykeham Road. I OBJECT to parking permit Scheme 2 for the following reasons:-</p> <p>1 - Propped designs of the scheme will give less parking for our area and make it more difficult for residents to park! Why are the council wanting to make it harder for residents as most need cars for work or visiting relatives in other parts of the country!! The Council should NOT be TELLING residents how they can or cannot travel around the area!!</p> <p>2 - I pay my road taxes so why do I have to pay to park my car on a public road!! Also why are the council being DICTATORS on the number of vehicles residents can have per household and the number of visitors by limiting the number of books you can BUY!!! My son would like to learn to drive but with this scheme he is saying not at the moment but is now restricted on how far he can travel to work as he has ADHD with Autism!! Does the council want to control everyone's lives!!!</p> <p>3 - This scheme is simply a way of making money and controlling the traffic in the area!!! There are other ways... congestion charges in Reading for instance. However I would not be prepared to pay BOTH PARKING PERMIT AND CONGESTION CHARGE!!! All of these schemes will reduce the residents wanting to live in the area or rather those who are willing to swell the coffers of a council!!!</p> <p>4 - This scheme is NOT suitable for our area and was never wanted by residents!!!</p>
<p>181. Wykeham Road, objection</p>	<p>I object to the scheme and do not wish to see it on my road (Wykeham Road). The reasons for my objections are:</p> <ol style="list-style-type: none"> 1) it is not needed. Such schemes work in areas where a high number of non residents choose to park making it difficult for residents to park. This is not the case in this area 2) Parking will be restricted with less parking spaces available thus making parking even more difficult in our area 3) I am being asked to pay for a permit with no guarantee of parking. This will also cause friction between neighbours and residents in the local area.

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

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

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

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

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

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

	<p>I think it is unfair that there is a limit of two cars per household and that the cost of the permits for the second car is higher than the first.</p>
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	<p>Please do not apply any limitations to people parking at Palmer Park Sports Centre overnight, so people who depend on a third car have an option.</p>
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APPENDIX 2c - EAST READING PERMIT PARKING SCHEME GENERAL COMMENTS

Support and objections received to Traffic Regulation Order

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

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

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

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

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

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

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

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

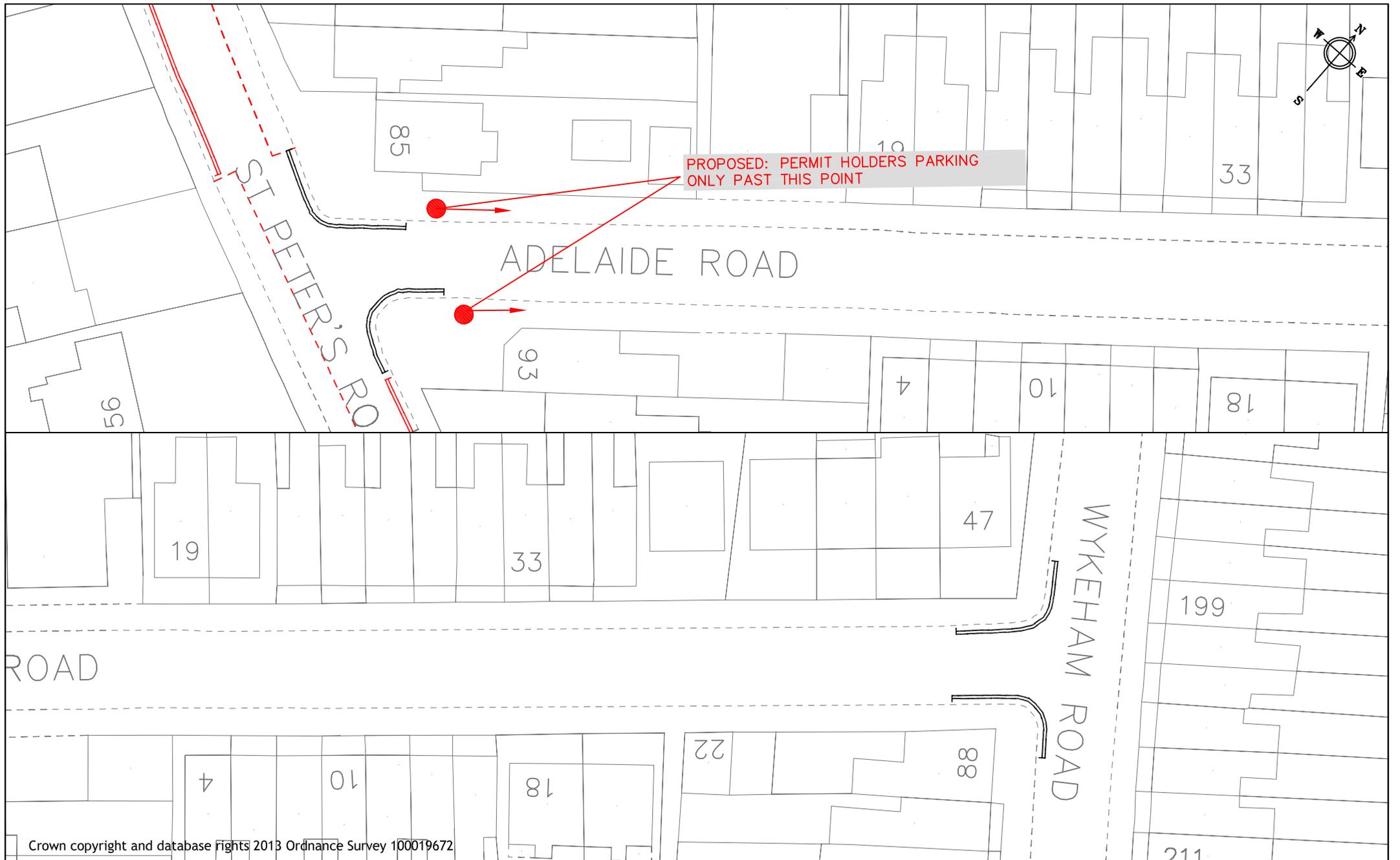
82. Resident, support	I am in support of the proposal.
83. Resident, objection	I would NOT like parking permits. I do not struggle to get a space at the moment and permits would cause issues for the residents at my house with visitors on the weekends etc
84. Resident, objection	I disagree with the proposal.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

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

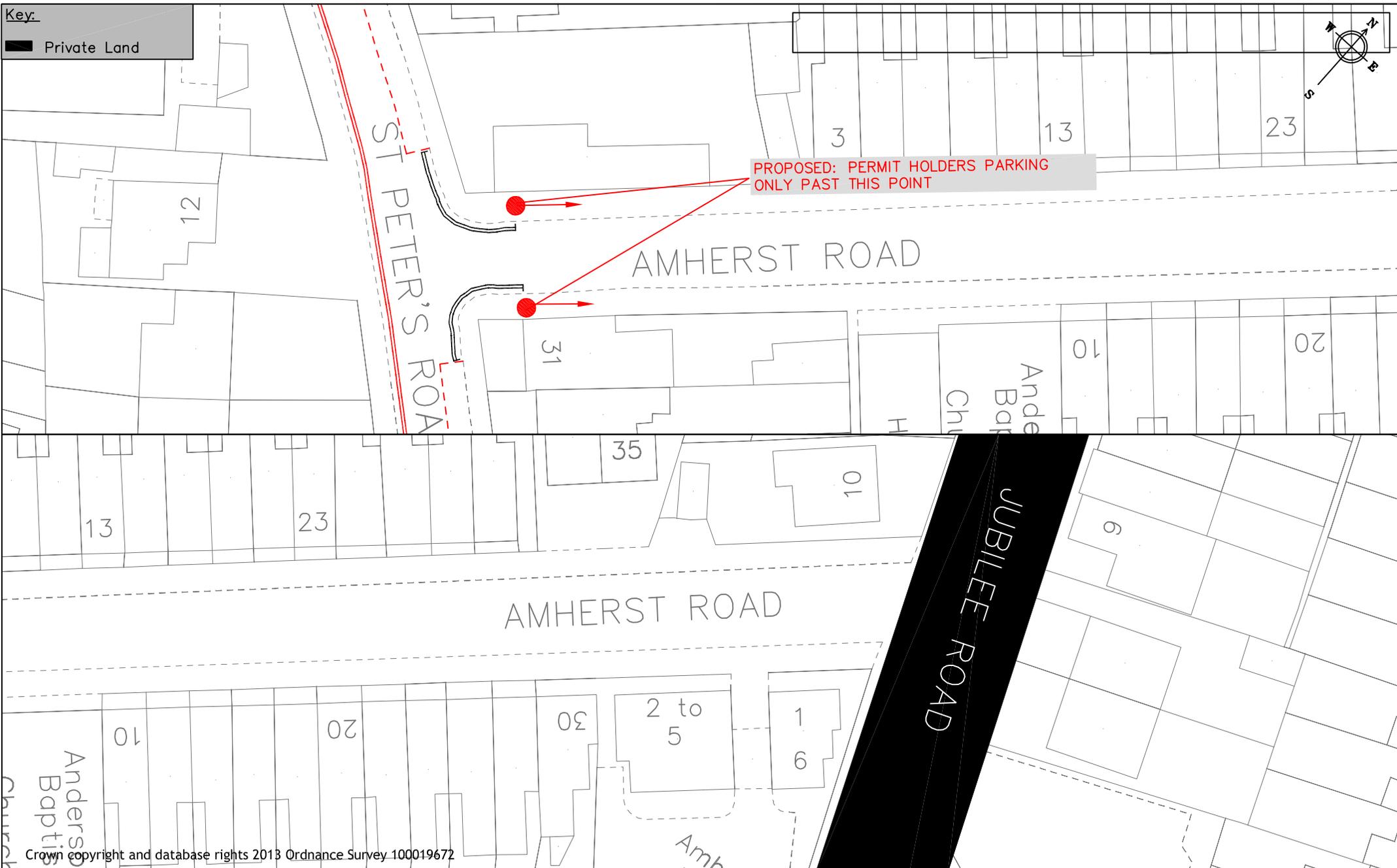
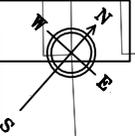
	<p>5. Why are permits not available for people working in the area? 1 per business is ridiculous. How many businesses in the area comprise of 1 person!</p> <p>I appreciate something has to be done for the local residents but there also needs to be significant consideration given to people working in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

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

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



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Private Land



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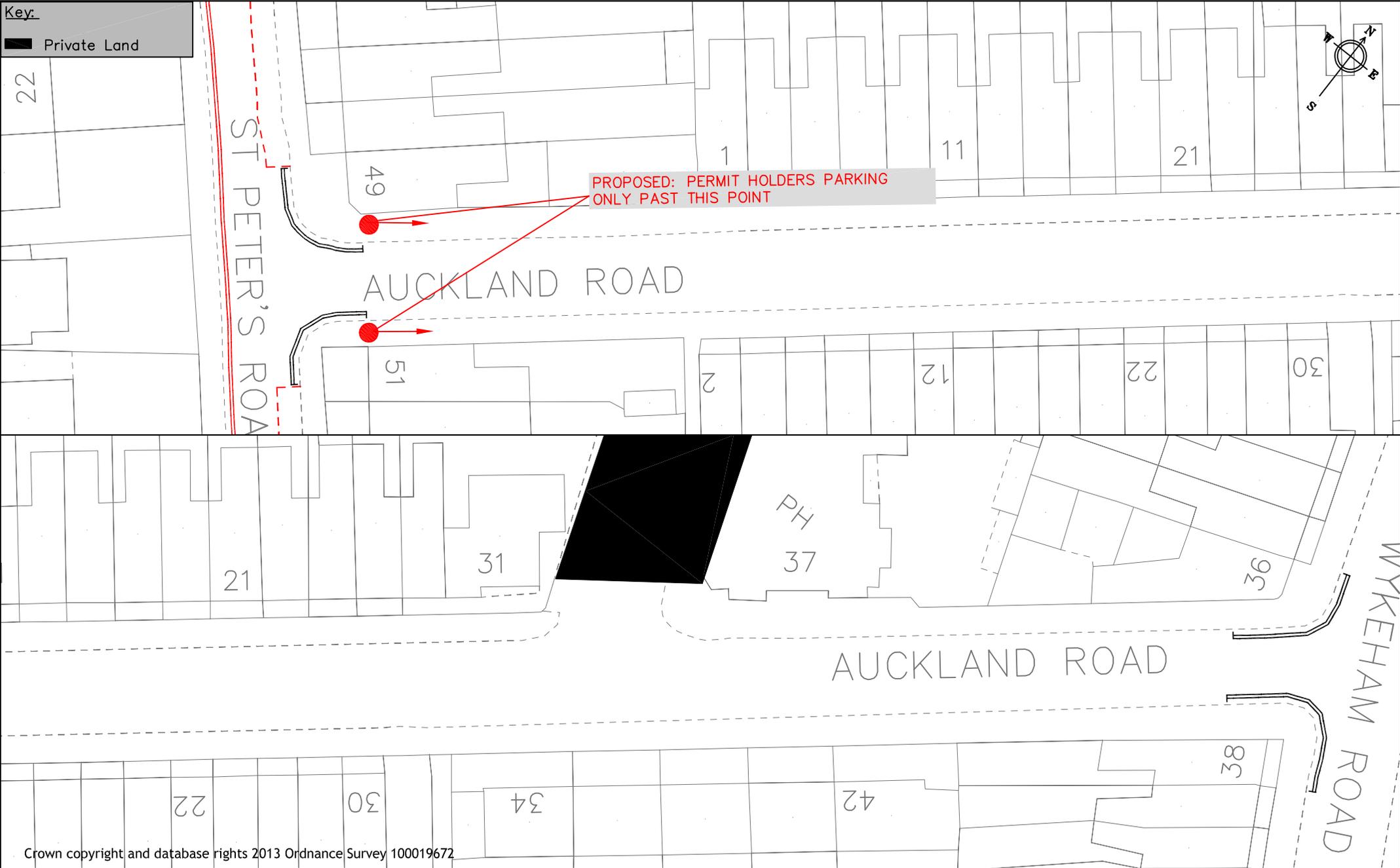
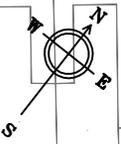


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing AMHERST ROAD	Drawing No. ERS_Amherst Road	

Key:
■ Private Land



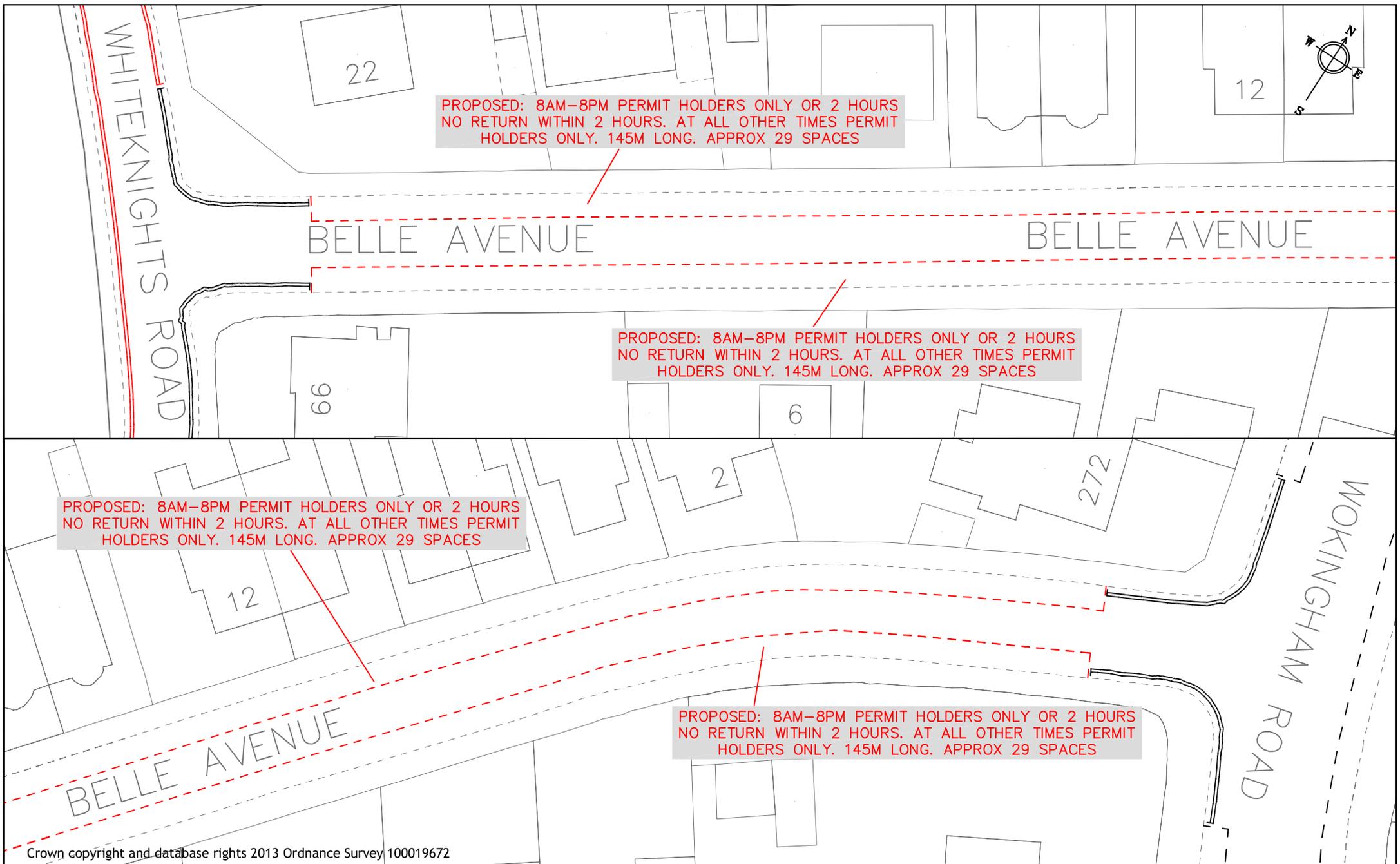
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Reading
RG1 2LU

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



PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HOURS
NO RETURN WITHIN 2 HOURS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 145M LONG. APPROX 29 SPACES

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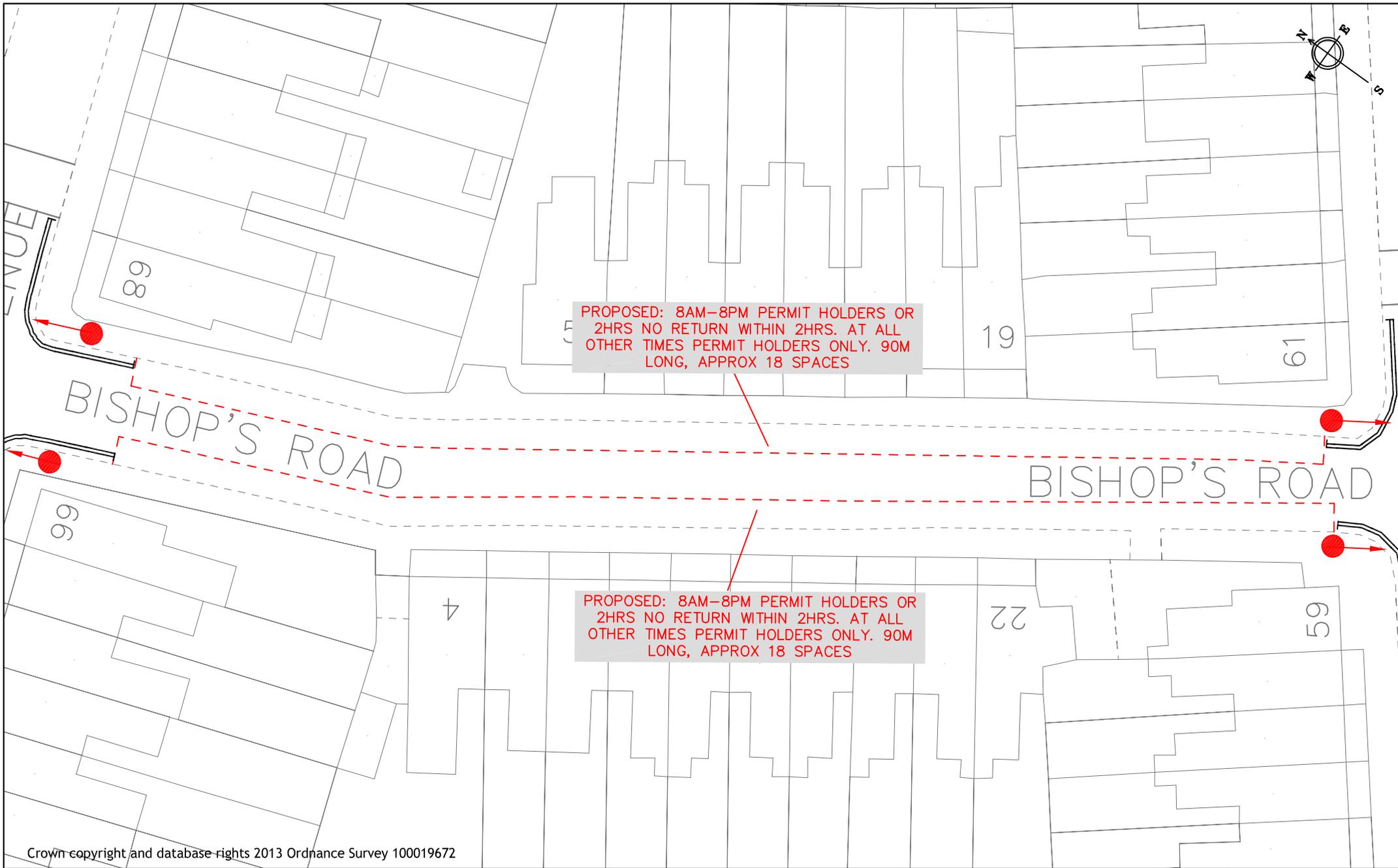


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Reading
RG1 2LU

Project	EAST READING STUDY
Drawing	BELLE AVENUE

Scale	N.T.S.	Drawn	KD
Date	JUN 18	Checked	JT
		Approved	JT
Drawing No.	ERS_Belle Avenue		



PROPOSED: 8AM-8PM PERMIT HOLDERS OR
2HRS NO RETURN WITHIN 2HRS. AT ALL
OTHER TIMES PERMIT HOLDERS ONLY. 90M
LONG, APPROX 18 SPACES

PROPOSED: 8AM-8PM PERMIT HOLDERS OR
2HRS NO RETURN WITHIN 2HRS. AT ALL
OTHER TIMES PERMIT HOLDERS ONLY. 90M
LONG, APPROX 18 SPACES

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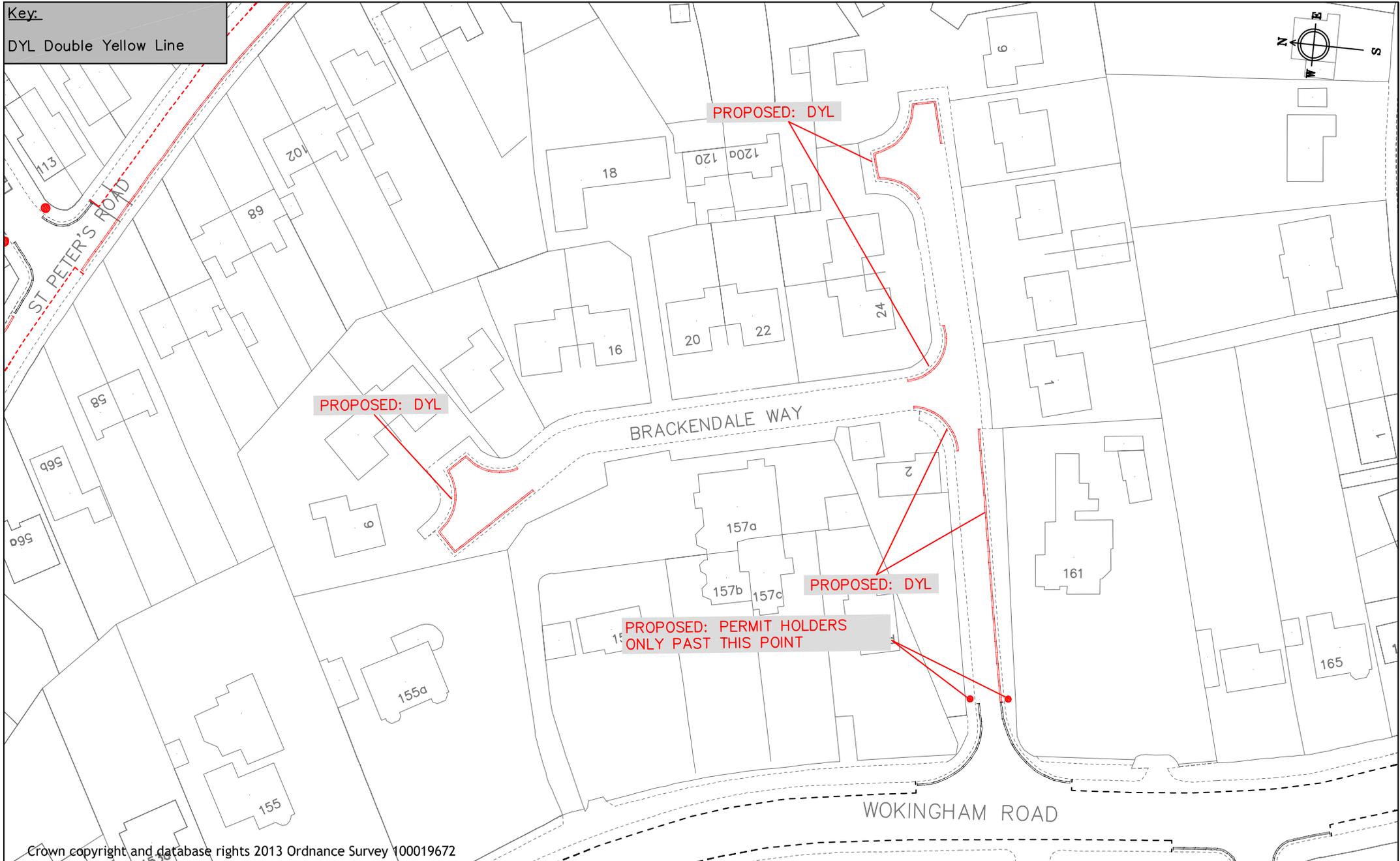
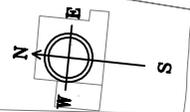


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing BISHOP'S ROAD	Drawing No. ERS_Bishop's Road	

Key:
 DYL Double Yellow Line



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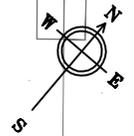


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date AUG 18	Checked JP
Drawing BRACKENDALE WAY	Approved JP	
	Drawing No. ERS_Brackendale Way	

Key:
Private Land



PROPOSED: PERMIT HOLDERS PARKING ONLY PAST THIS POINT



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

Key:
 Private Land
 DYL Double Yellow Line

PROPOSED:
 8AM-8PM PERMIT
 HOLDERS ONLY OR
 2 HOURS NO
 RETURN WITHIN 2
 HOURS. AT ALL
 OTHER TIMES
 PERMIT HOLDERS
 ONLY. 110M LONG.
 APPROX 22
 SPACES

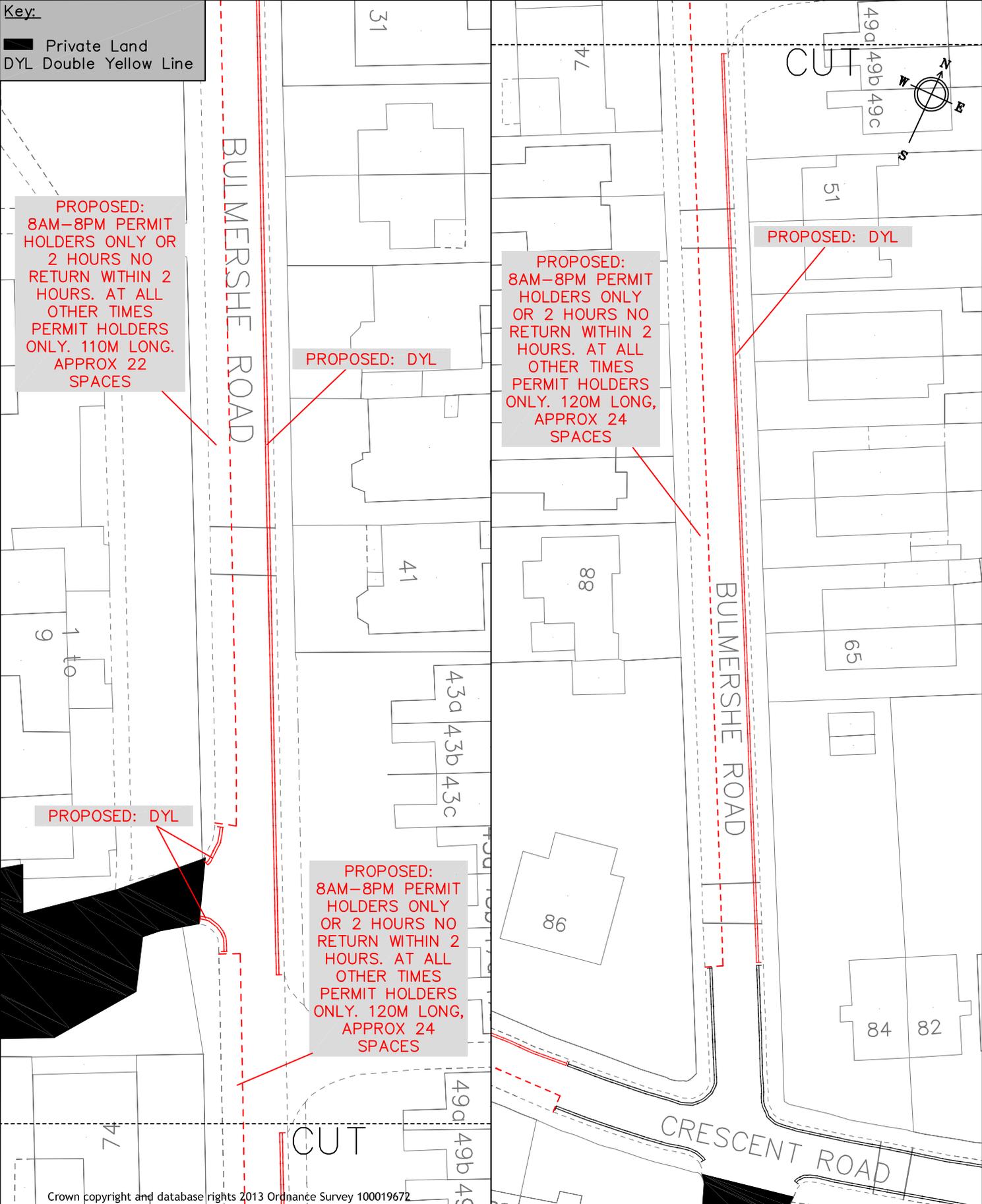
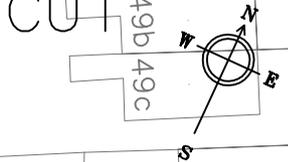
PROPOSED:
 8AM-8PM PERMIT
 HOLDERS ONLY OR
 2 HOURS NO
 RETURN WITHIN 2
 HOURS. AT ALL
 OTHER TIMES
 PERMIT HOLDERS
 ONLY. 120M LONG,
 APPROX 24
 SPACES

PROPOSED: DYL

PROPOSED: DYL

PROPOSED: DYL

PROPOSED:
 8AM-8PM PERMIT
 HOLDERS ONLY OR
 2 HOURS NO
 RETURN WITHIN 2
 HOURS. AT ALL
 OTHER TIMES
 PERMIT HOLDERS
 ONLY. 120M LONG,
 APPROX 24
 SPACES

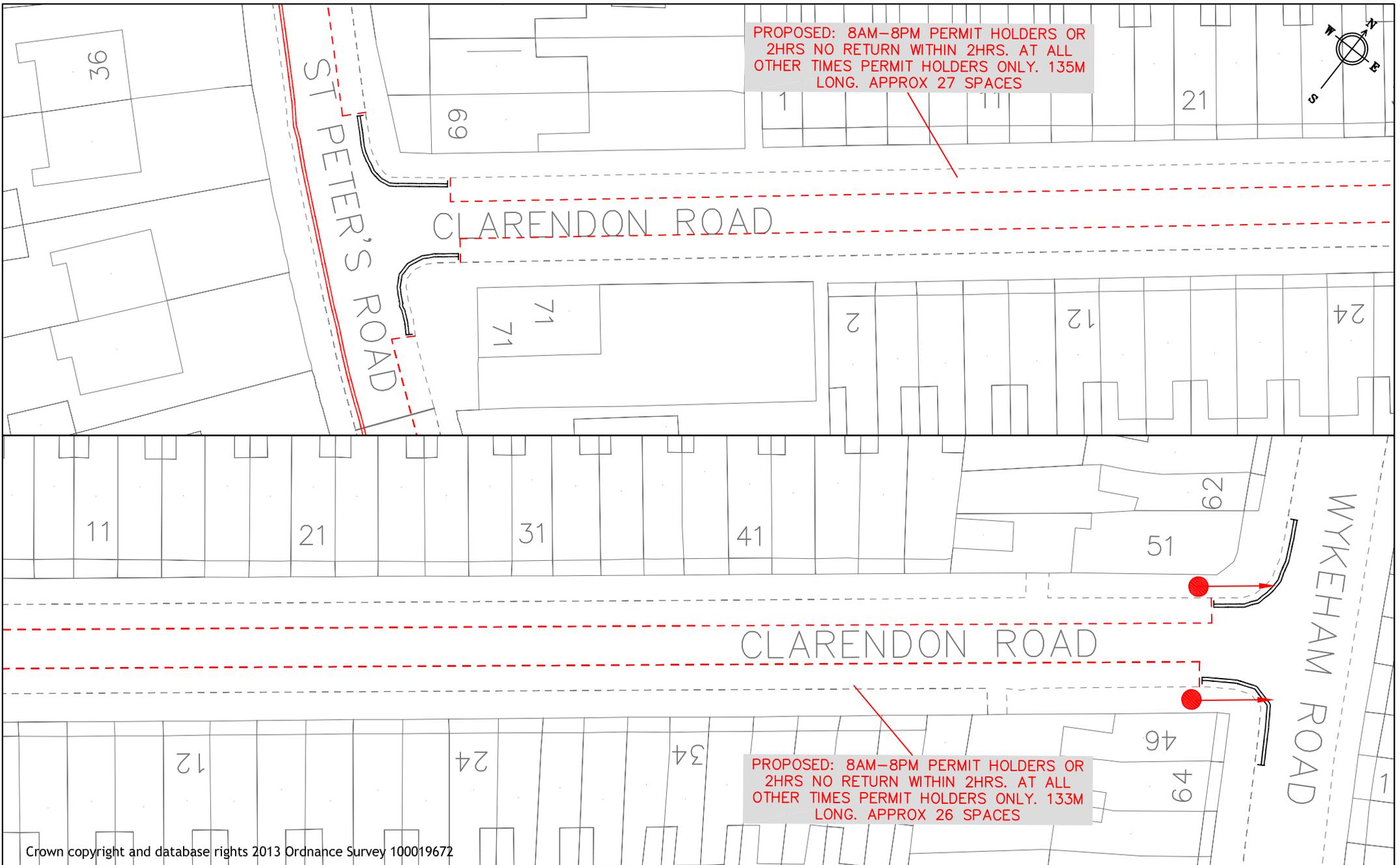


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project		EAST READING STUDY	
drawing		BULMERSHE ROAD 2	
drawn KD	checked JT	approved JT	date AUG 18
scale N.T.S		drawing no. ERS_Bulmershe Road 2	



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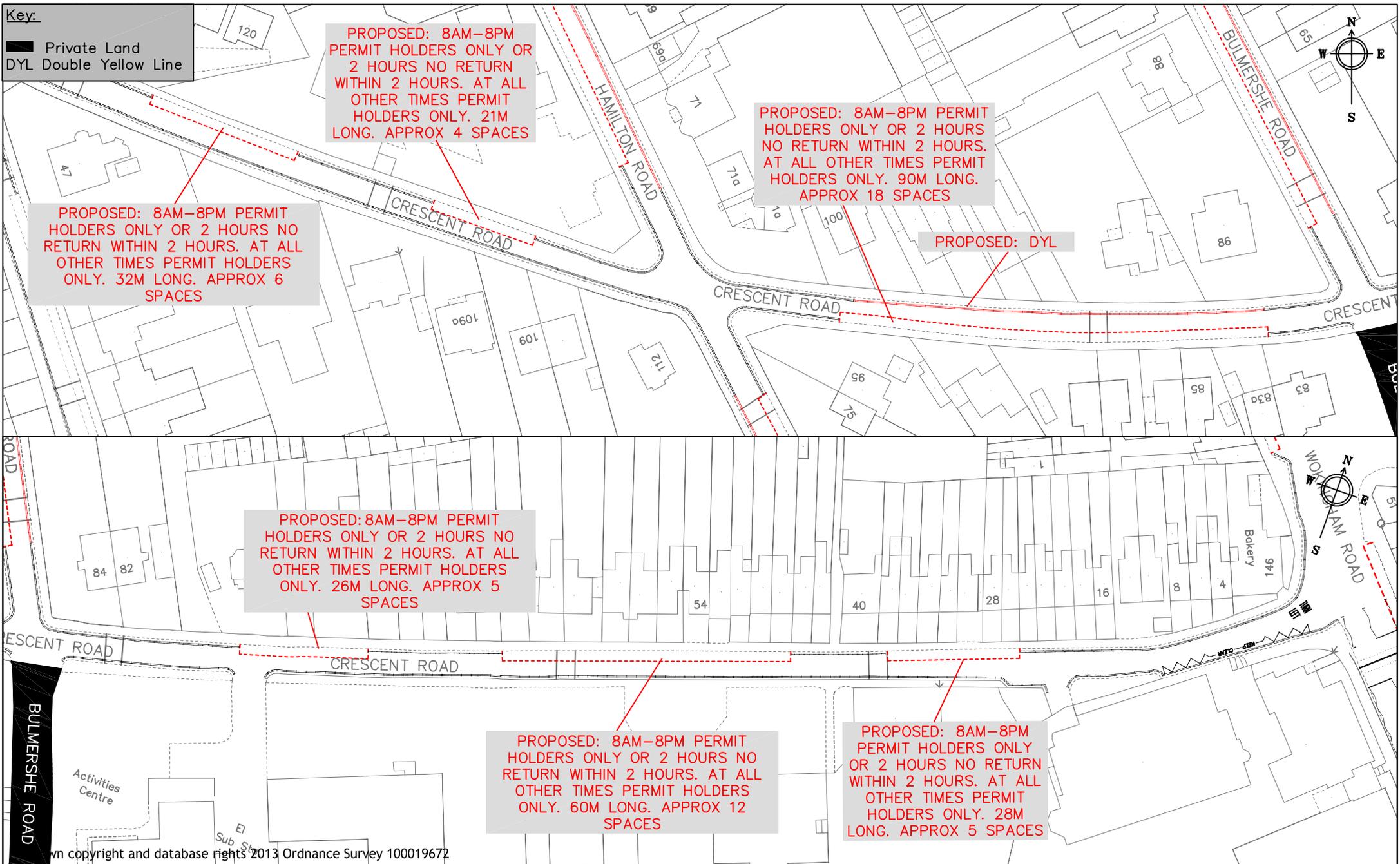


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing CLARENDON ROAD	Drawing No. ERS_Clarendon Road	

Key:
 ■ Private Land
 DYL Double Yellow Line



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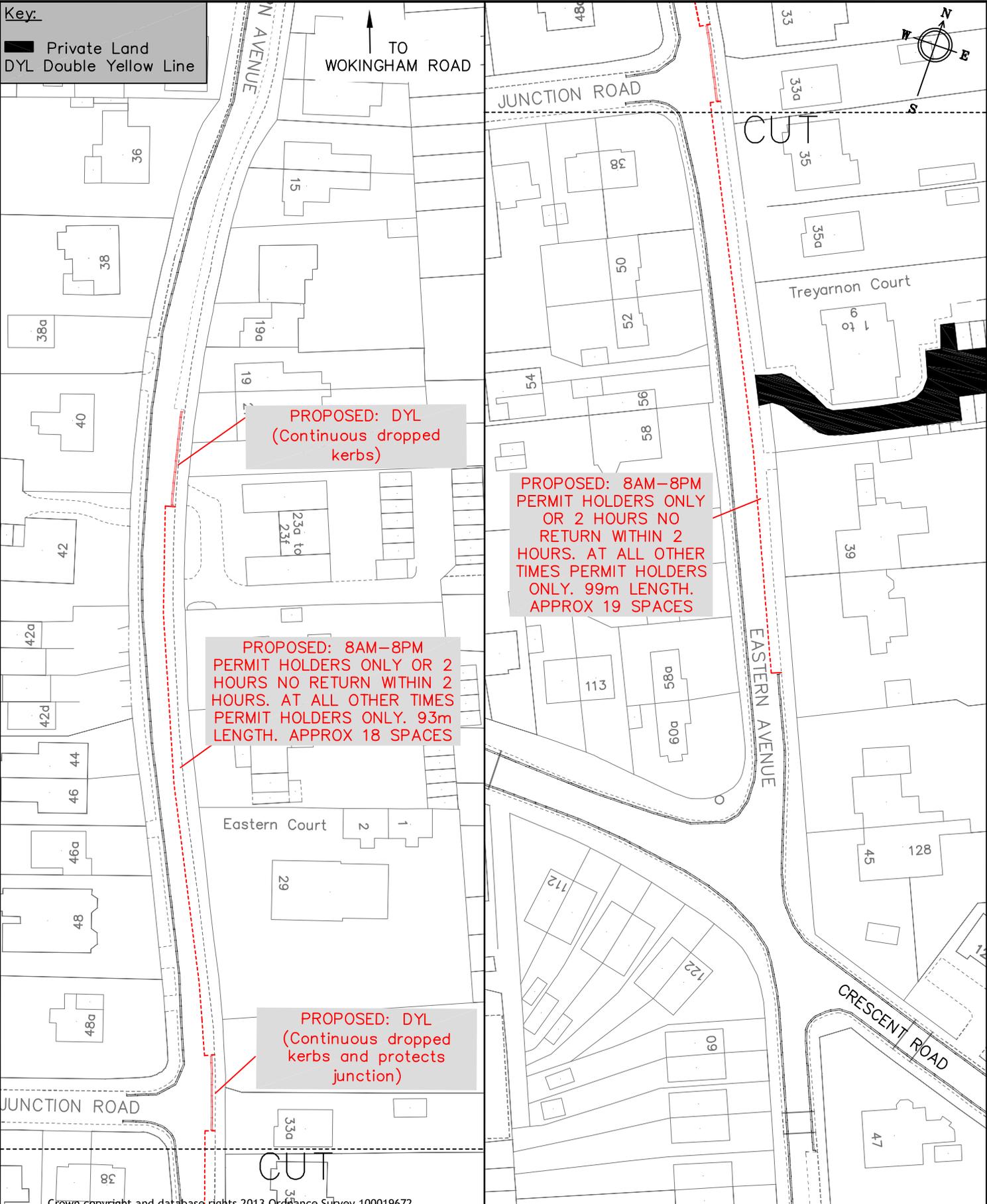


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Project	EAST READING STUDY		Scale	N.T.S	Drawn	KD
	Drawing	CRESCENT ROAD		Date	JUN 18	Checked
		Drawing No.		ERS_Crescent Road		

Key:
 Private Land
 DYL Double Yellow Line

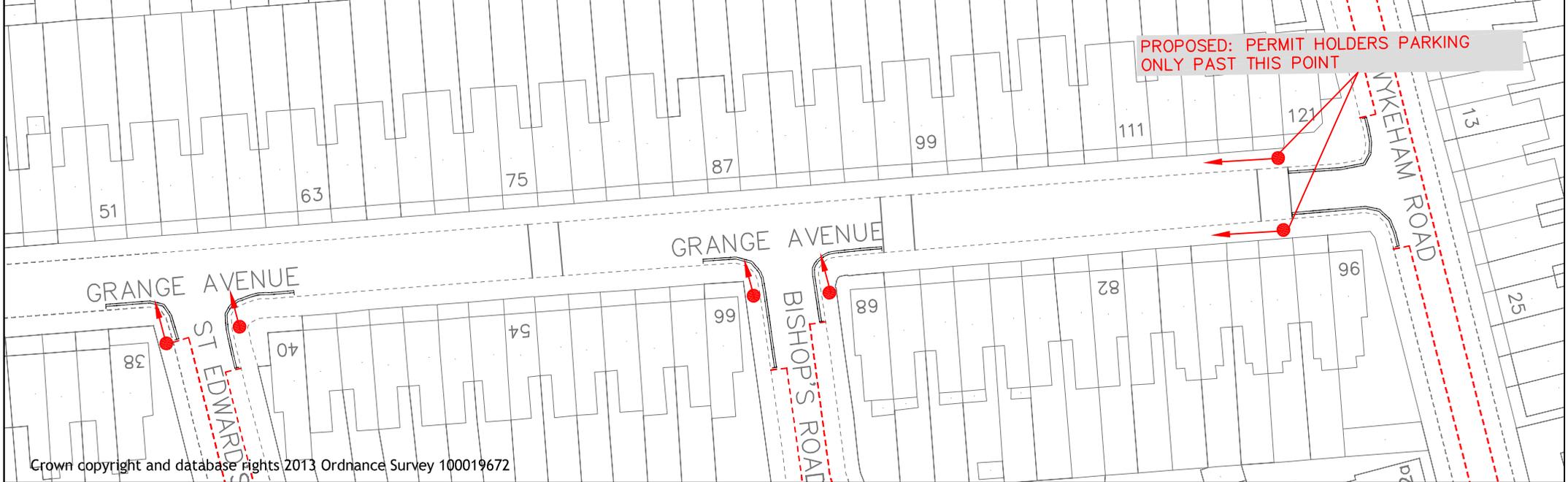
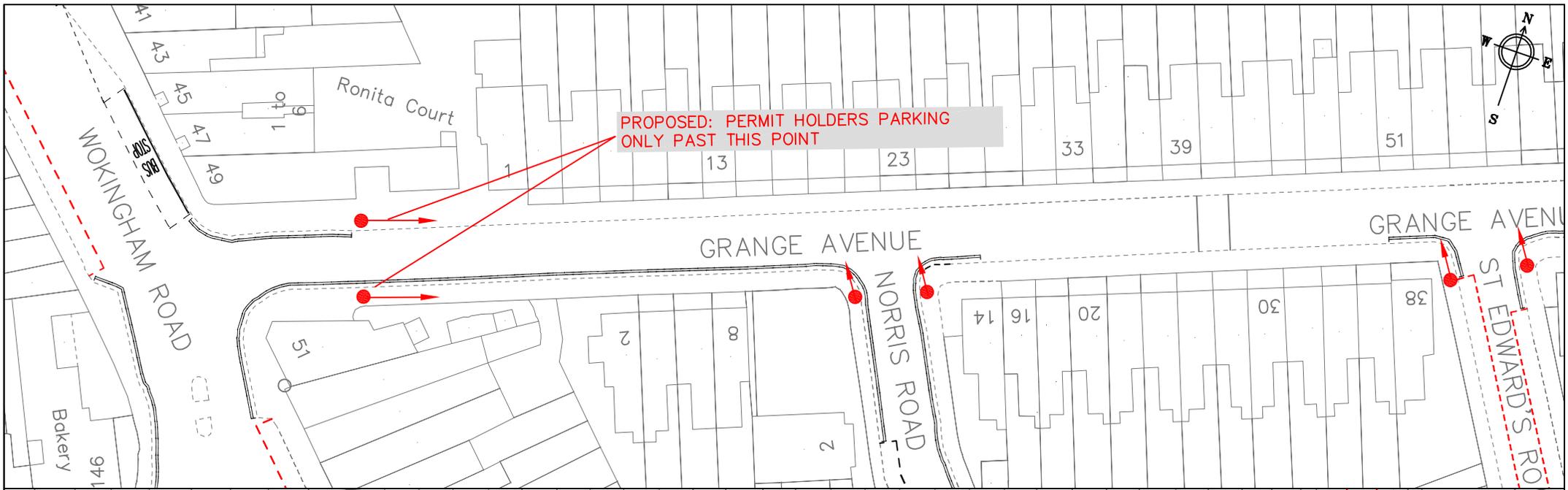


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project		EAST READING STUDY	
drawing		EASTERN AVENUE	
drawn KD	checked JT	approved JT	date JUN 18
scale N.T.S	drawing no. ERS_Eastern Avenue		



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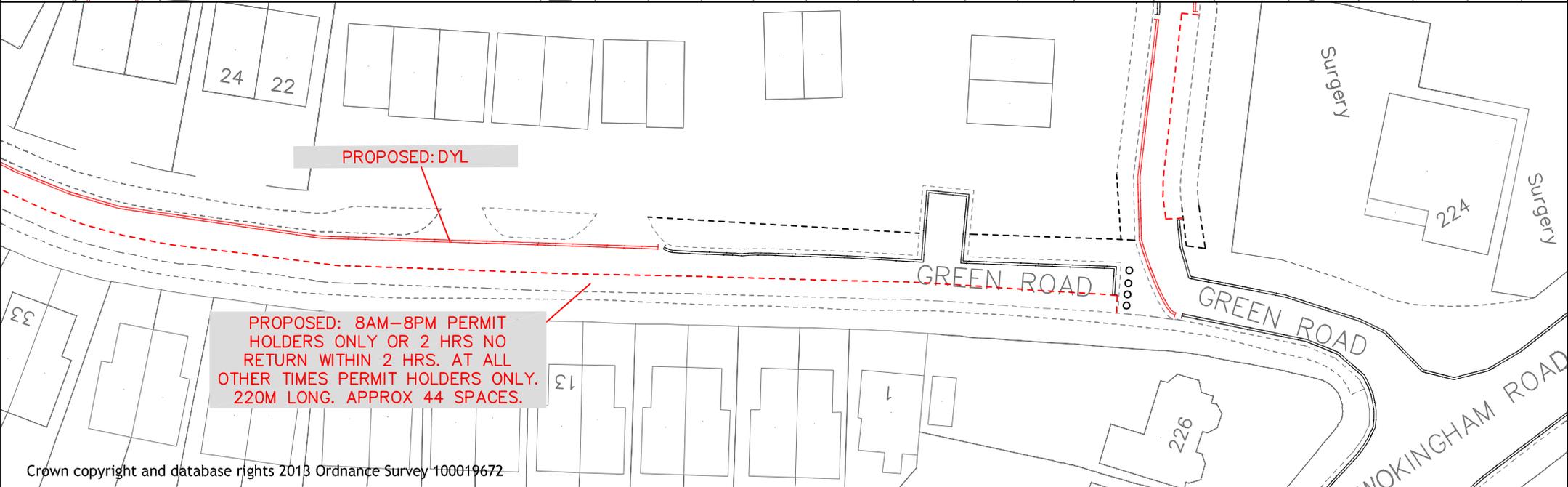
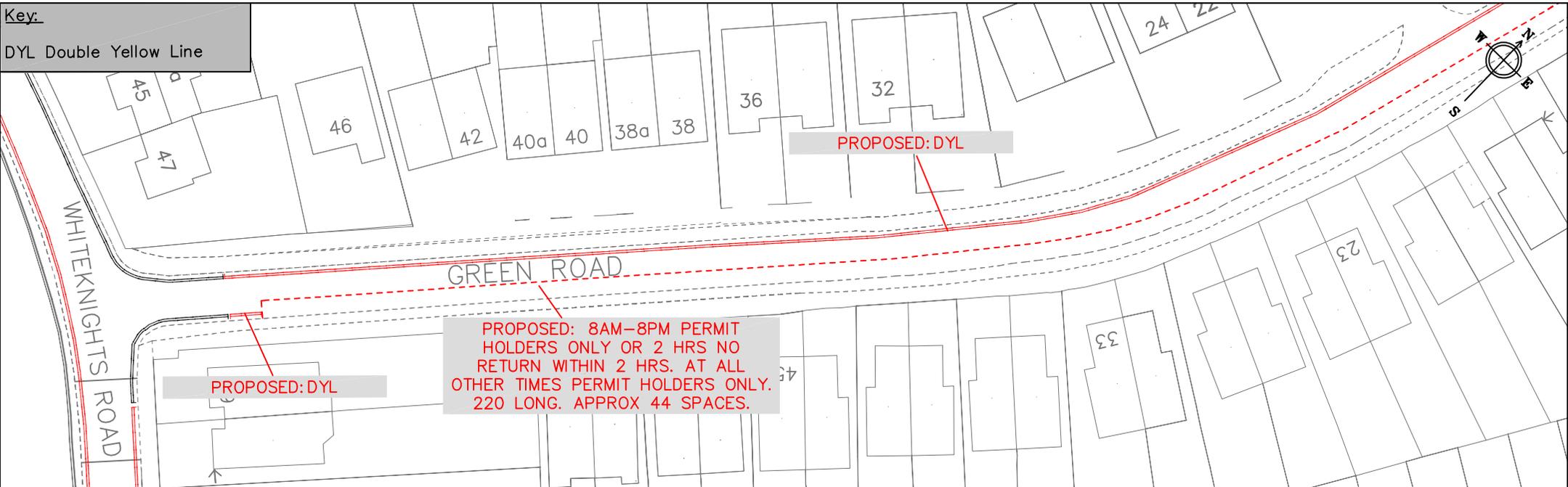
Project	EAST READING STUDY
Scale	N.T.S
Date	JUN 18

Drawn	JT
Checked	
Approved	

Drawing	GRANGE AVENUE
---------	---------------

Drawing No.	ERS_Grange Avenue
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Key:
 DYL Double Yellow Line



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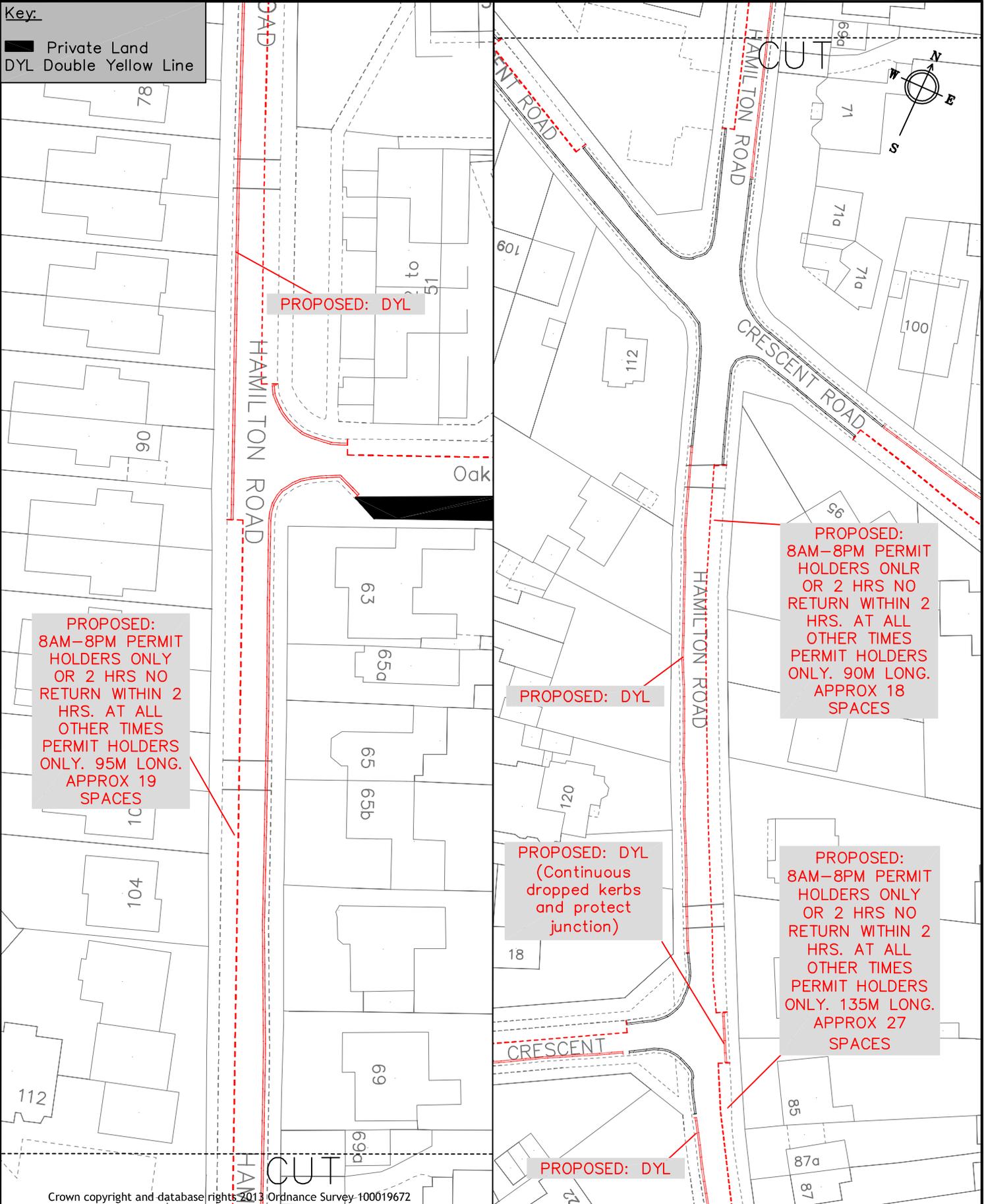


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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date AUG 18	Checked JT
Drawing GREEN ROAD	Approved JT	
	Drawing No. ERS_Green Road	

Key:
 Private Land
 DYL Double Yellow Line



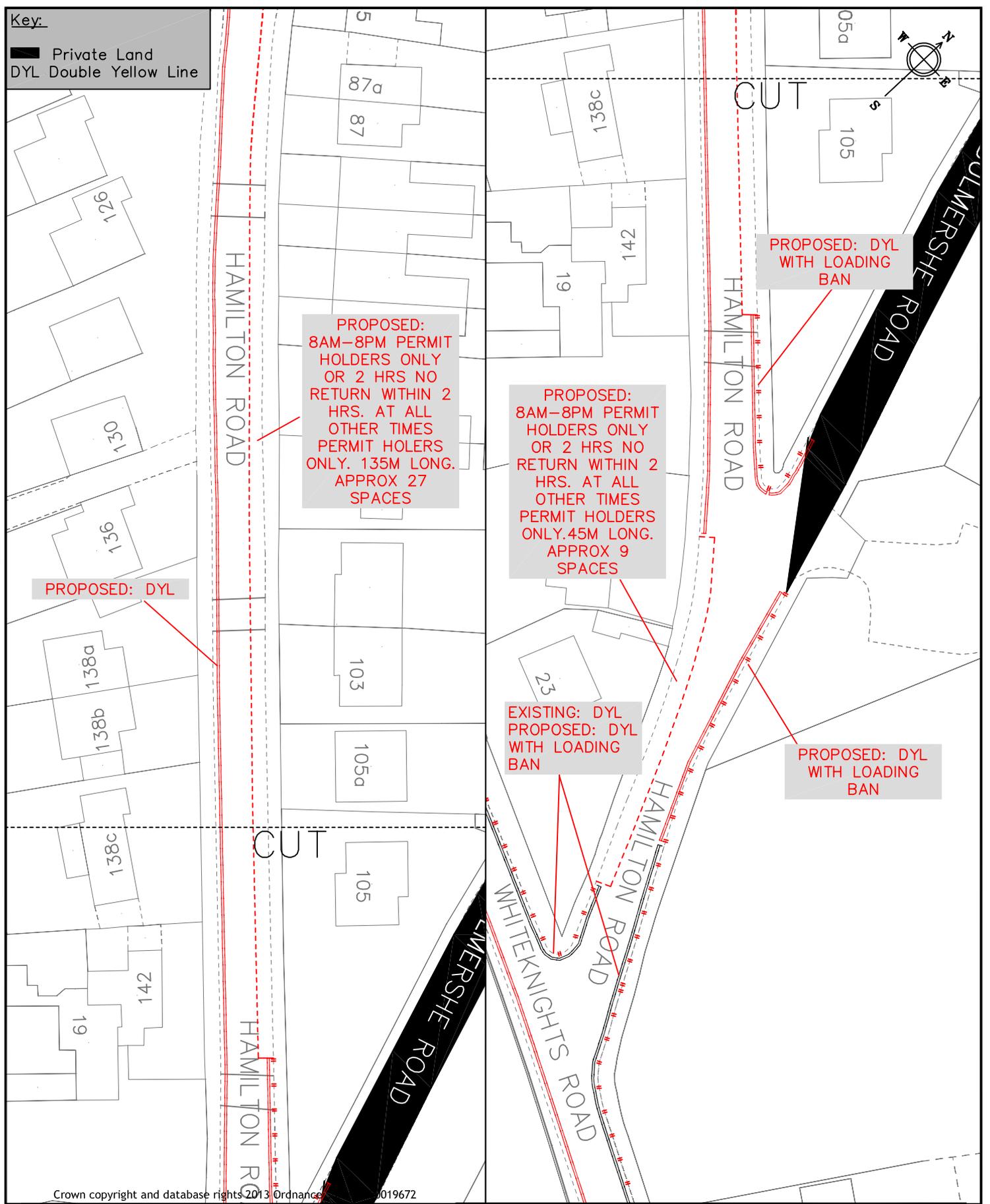
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project		EAST READING STUDY	
drawing		HAMILTON ROAD 2	
drawn KD	checked JT	approved JT	date AUG 18
scale N.T.S		drawing no. ERS_Hamilton Road 2	

Key:
 Private Land
 DYL Double Yellow Line

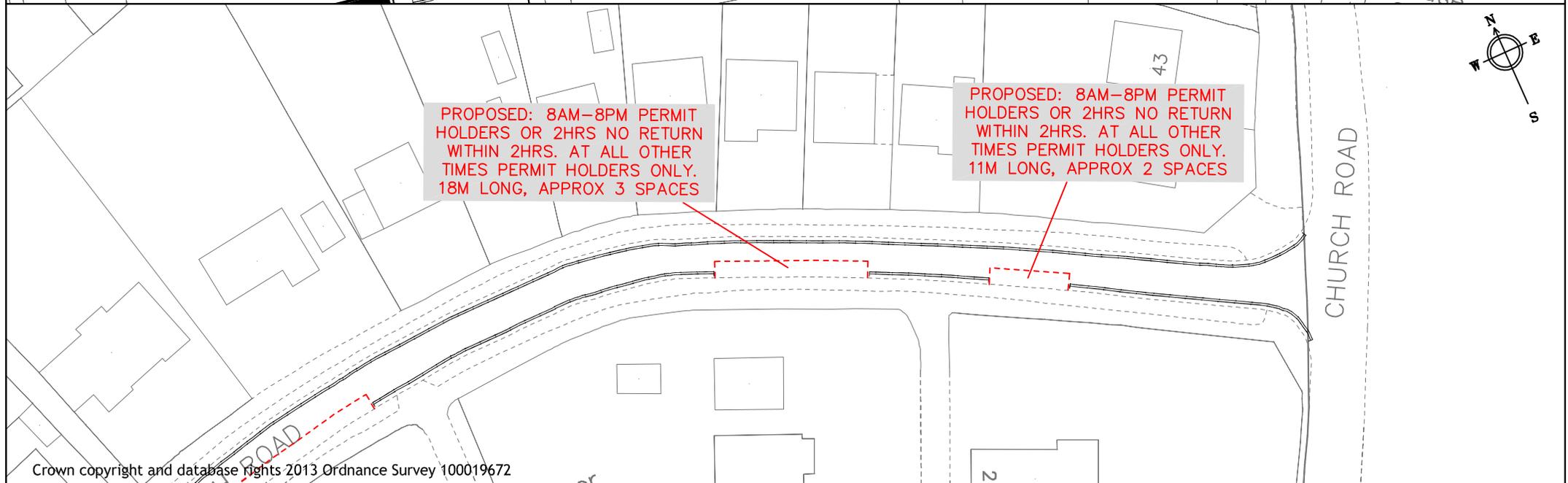
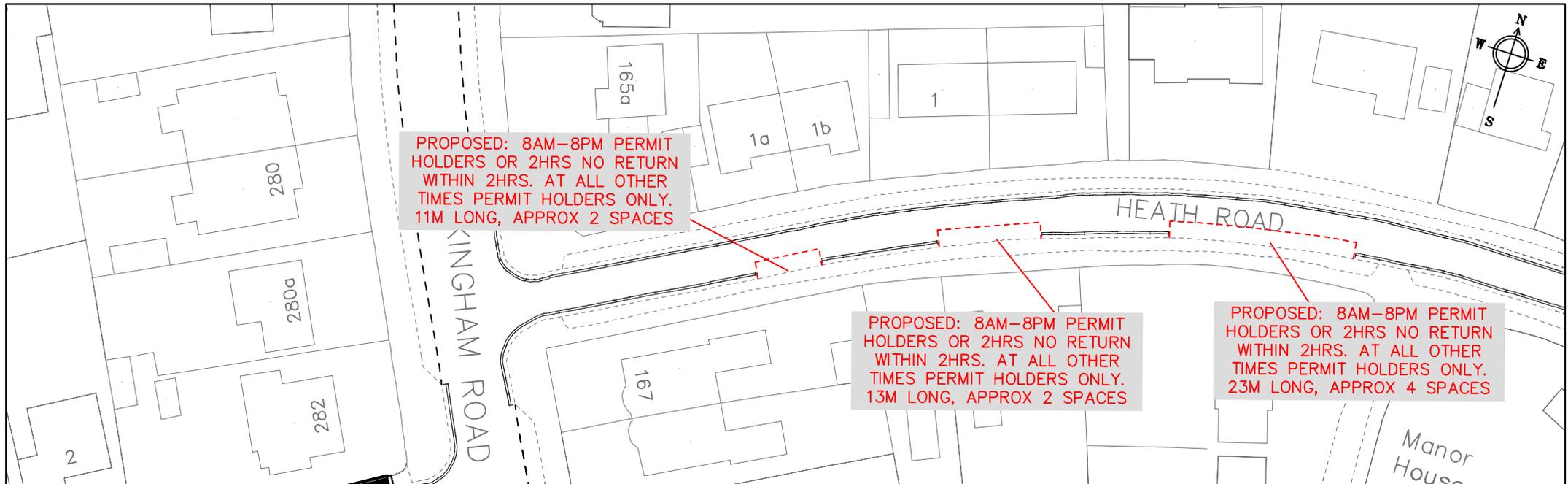


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project		EAST READING STUDY	
drawing		HAMILTON ROAD 3	
drawn KD	checked JT	approved JT	date JUN 18
scale N.T.S		drawing no. ERS_Hamilton Road 3	



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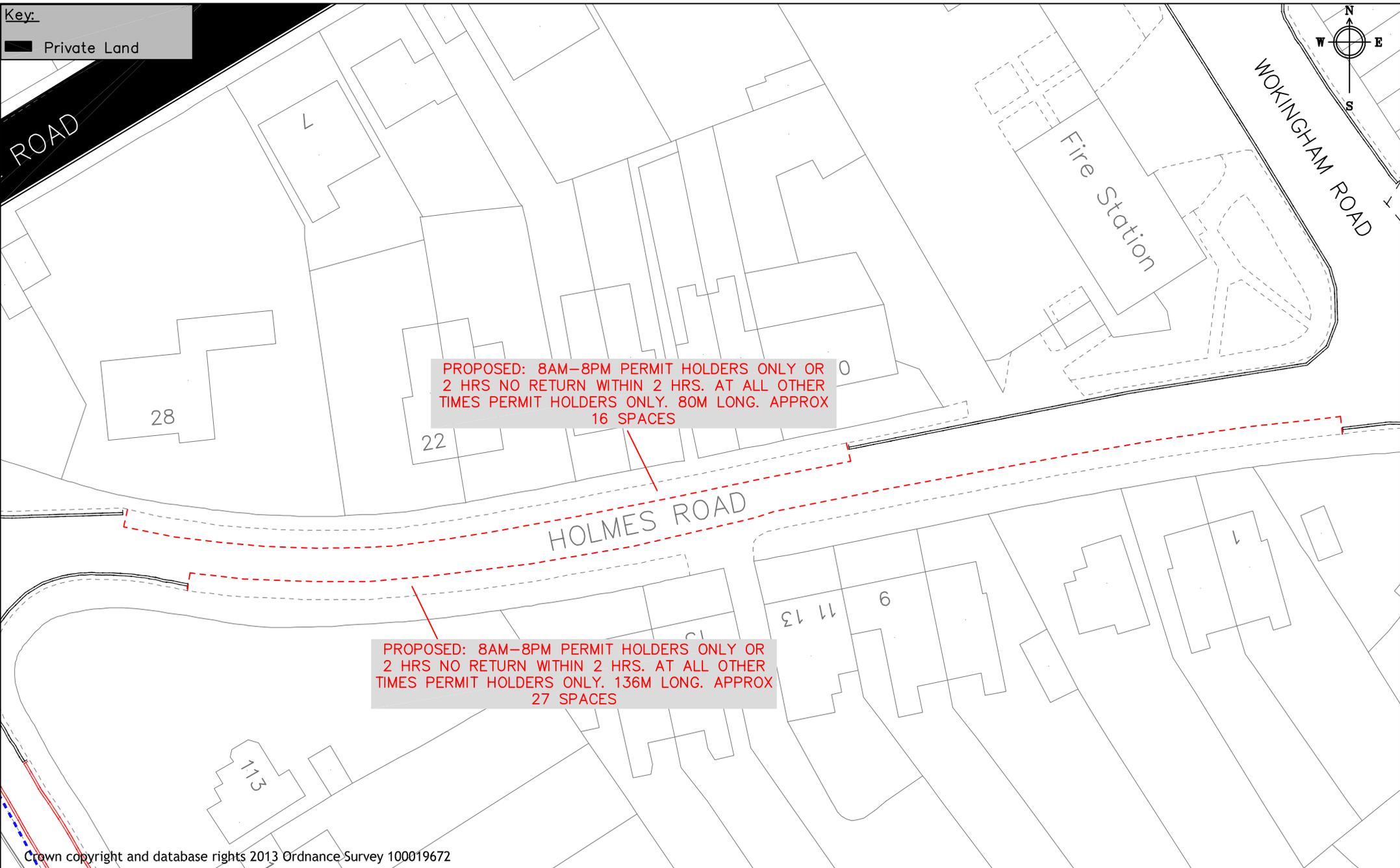


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing HEATH ROAD	Drawing No. ERS_Heath Road	

Key:
 Private Land



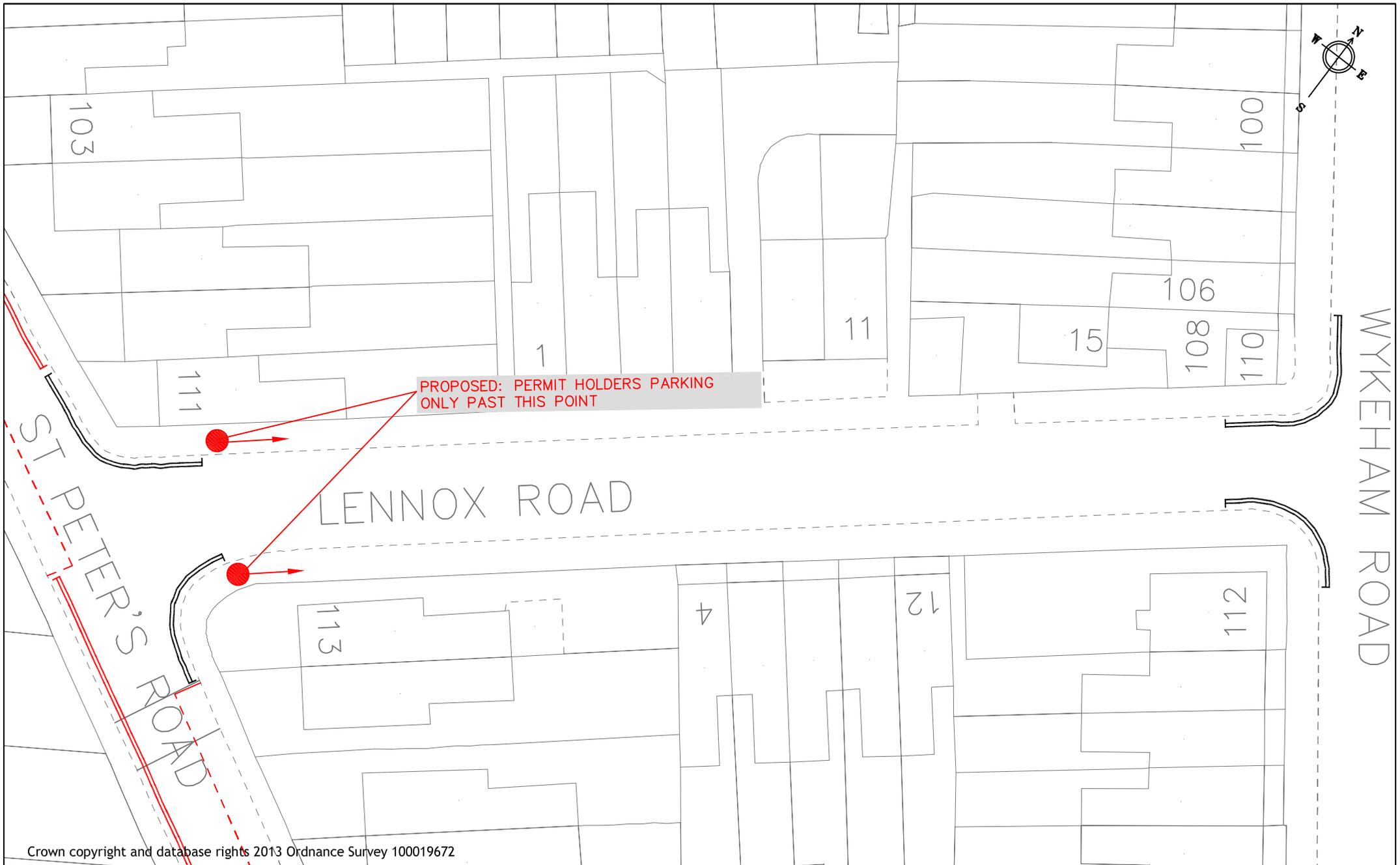
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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date JUN 18	Checked JT
Drawing HOLMES ROAD	Approved JT	
	Drawing No. ERS_Holmes Road	



PROPOSED: PERMIT HOLDERS PARKING ONLY PAST THIS POINT

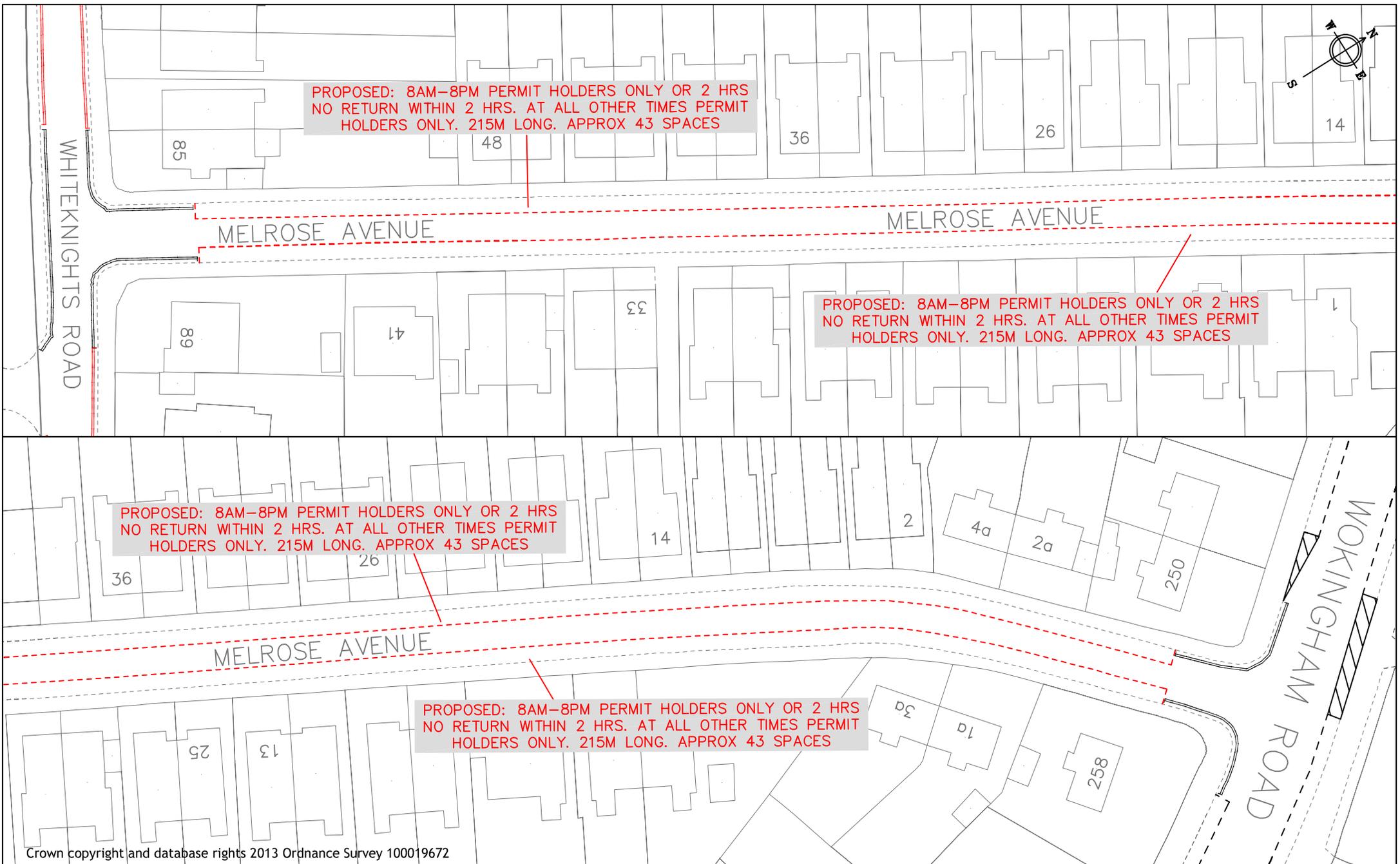
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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing LENNOX ROAD	Drawing No. ERS_Lennox Road	



PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS
NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 215M LONG. APPROX 43 SPACES

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS
NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 215M LONG. APPROX 43 SPACES

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS
NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 215M LONG. APPROX 43 SPACES

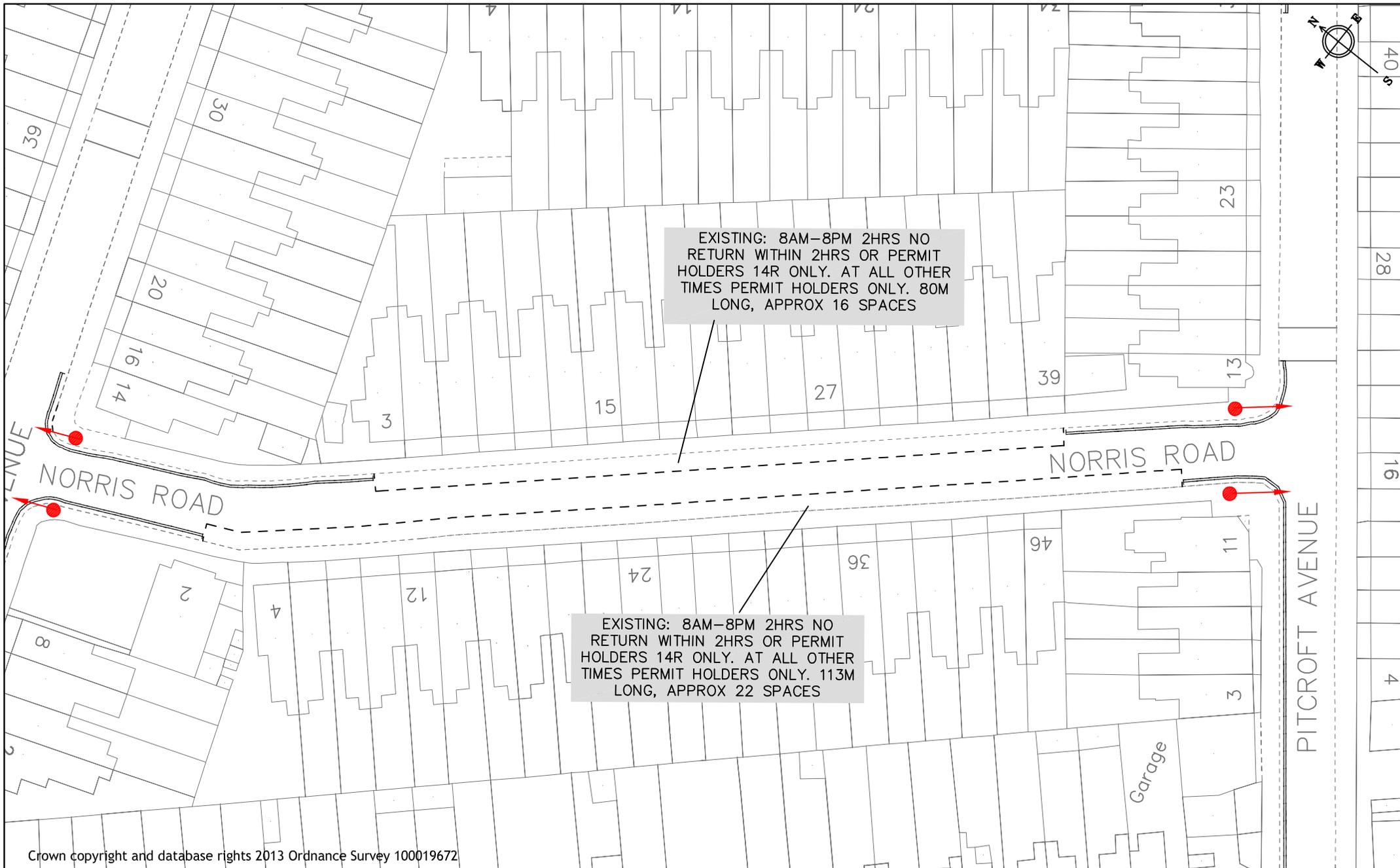
PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS
NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT
HOLDERS ONLY. 215M LONG. APPROX 43 SPACES

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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date JUN 18	Checked JT
Drawing MELROSE AVENUE	Approved JT	
	Drawing No. ERS_Melrose Avenue	



EXISTING: 8AM-8PM 2HRS NO RETURN WITHIN 2HRS OR PERMIT HOLDERS 14R ONLY. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 80M LONG, APPROX 16 SPACES

EXISTING: 8AM-8PM 2HRS NO RETURN WITHIN 2HRS OR PERMIT HOLDERS 14R ONLY. AT ALL OTHER TIMES PERMIT HOLDERS ONLY. 113M LONG, APPROX 22 SPACES

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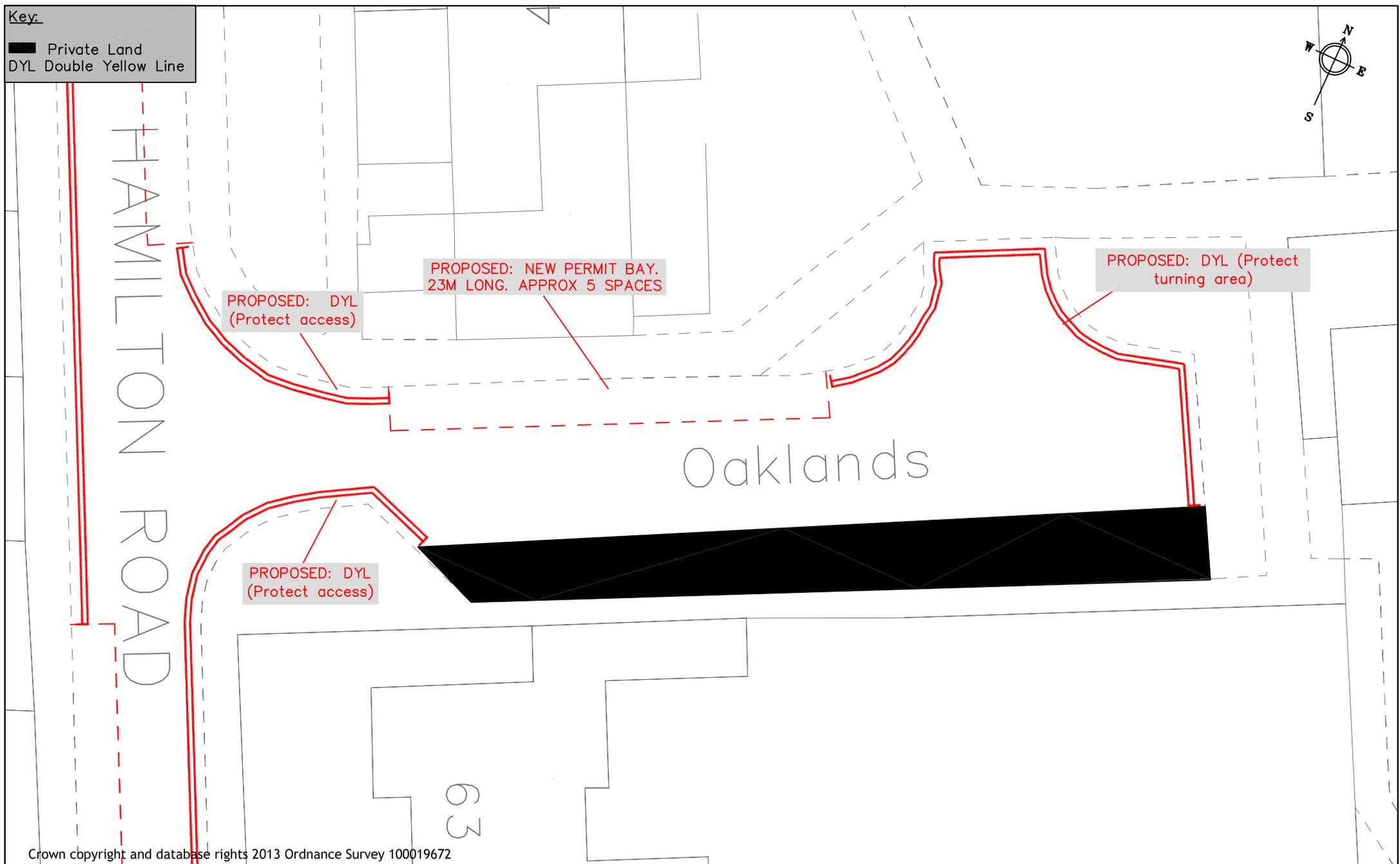


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Project	EAST READING STUDY		Scale	N.T.S	Drawn	JT
			Date	JUN 18	Checked	
Drawing	NORRIS ROAD - EXISTING		Drawing No.		ERS_Norris Road	
			Approved			

Key:
 ■ Private Land
 DYL Double Yellow Line



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



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

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

PALMER PARK AVENUE

48

54

55

58

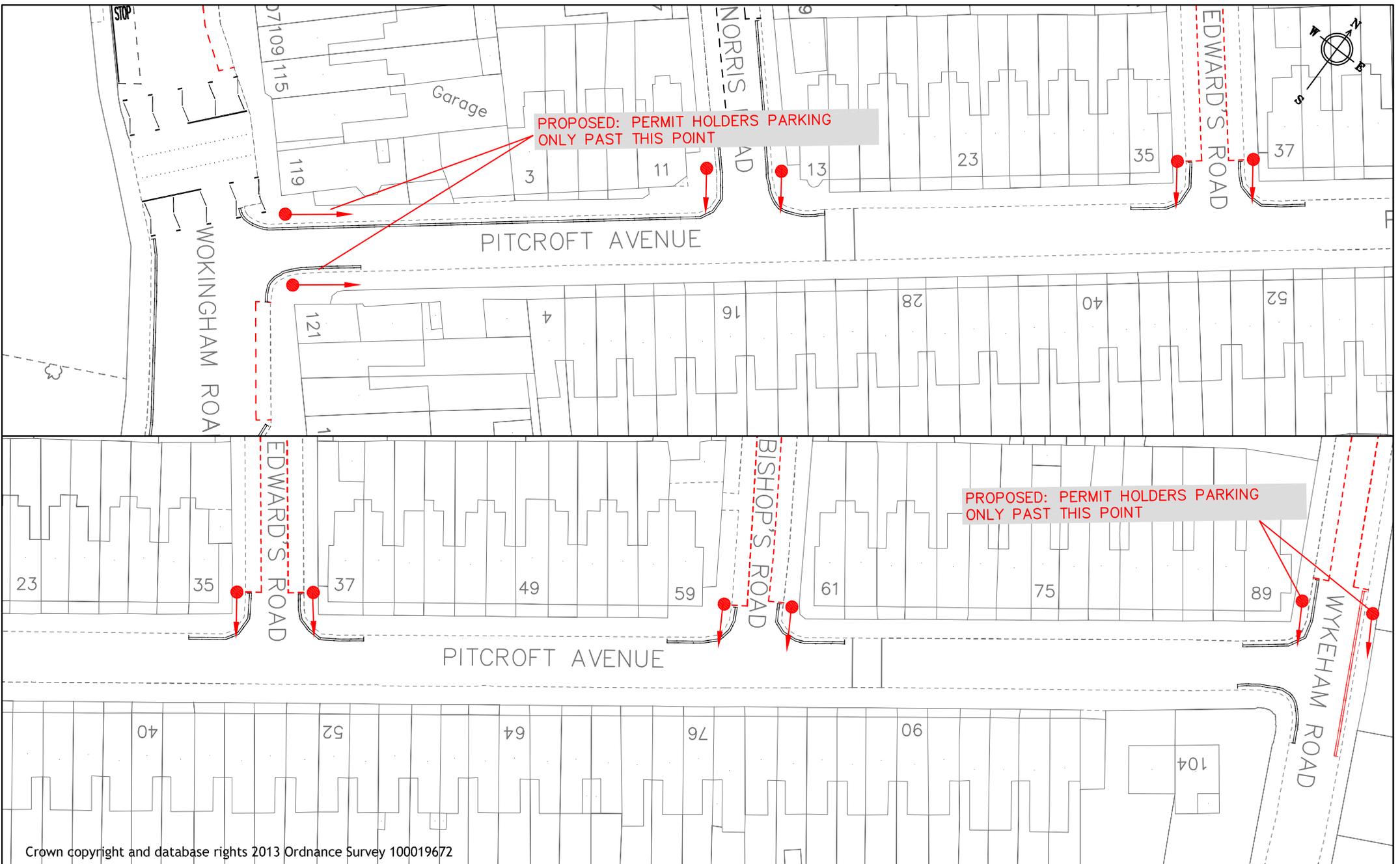
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Project	EAST READING STUDY	Scale	N.T.S	Drawn	KD
		Date	JUNE 18	Checked	JT
Drawing	PALMER PARK AVENUE	Approved		JT	
		Drawing No.	ERS_Palmer Park Avenue		



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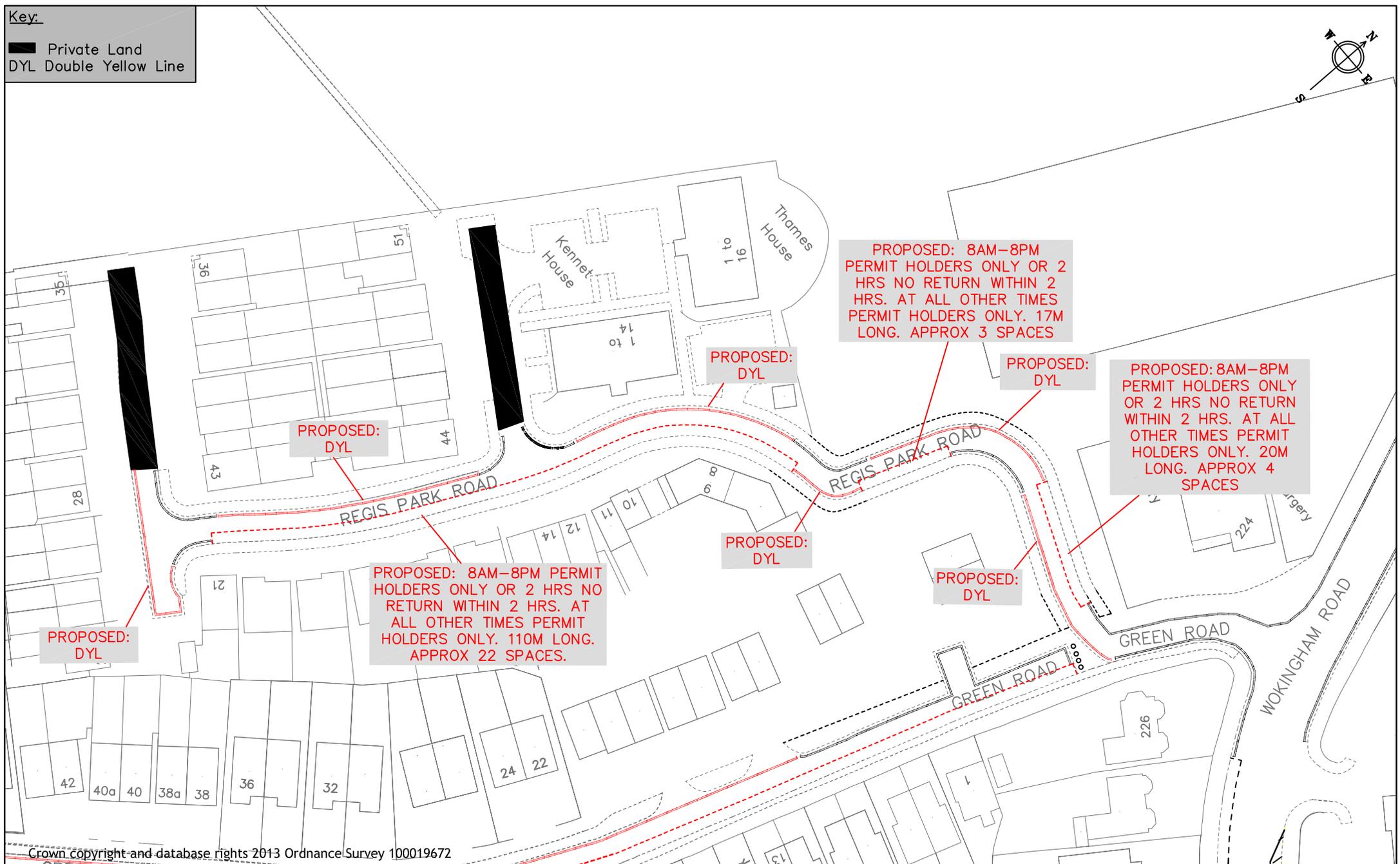
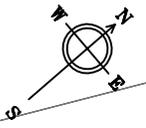


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing PITCROFT AVENUE	Drawing No. ERS_Pitcroft Avenue	

Key:
 ■ Private Land
 DYL Double Yellow Line

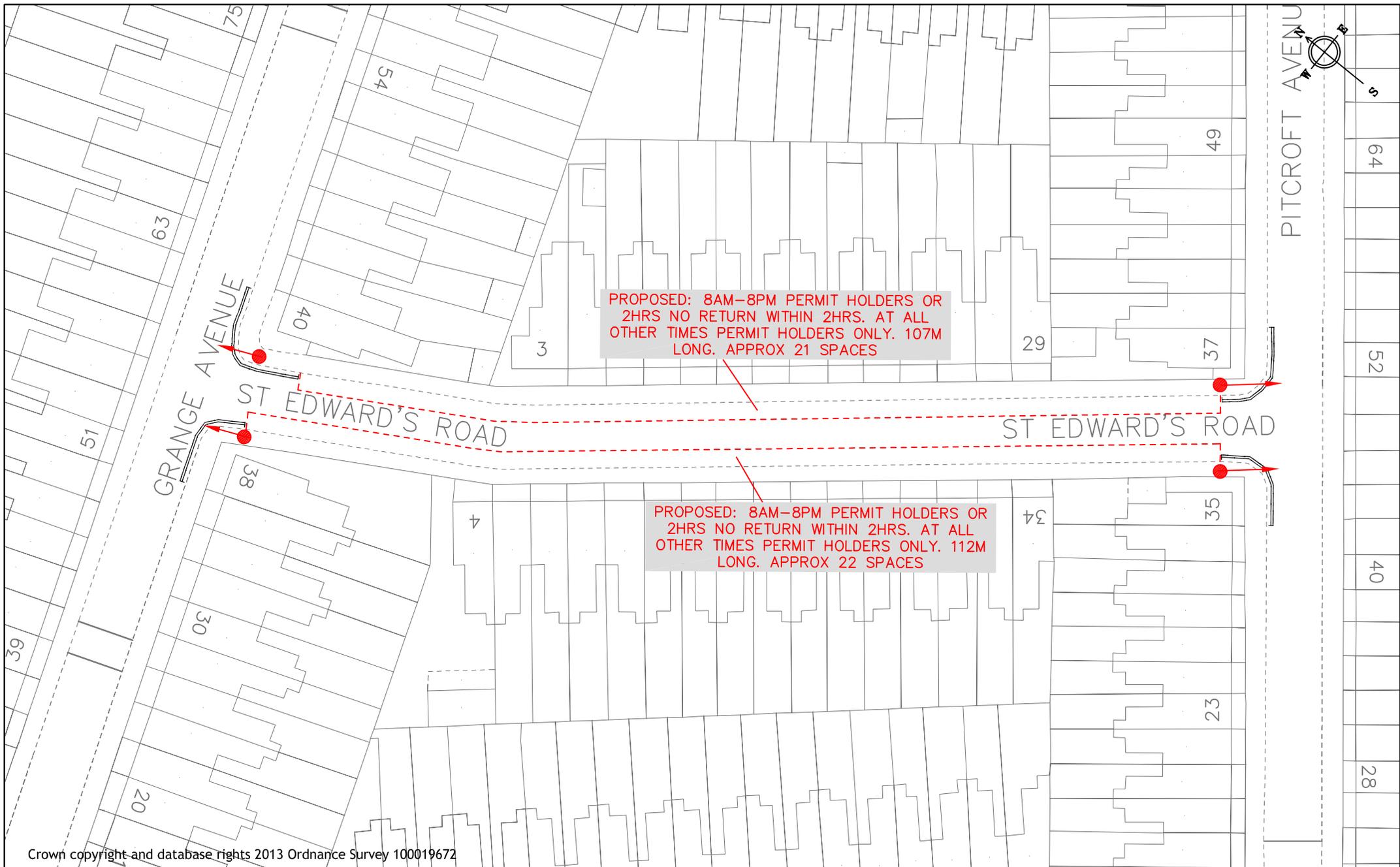


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Project	Scale	Drawn	KD
	N.T.S.	Checked	JT
EAST READING STUDY	Date	Approved	JT
	JUN 18		
Drawing	Drawing No.		
REGIS PARK ROAD	ERS_Regis Park Road		



PROPOSED: 8AM-8PM PERMIT HOLDERS OR
2HRS NO RETURN WITHIN 2HRS. AT ALL
OTHER TIMES PERMIT HOLDERS ONLY. 107M
LONG. APPROX 21 SPACES

PROPOSED: 8AM-8PM PERMIT HOLDERS OR
2HRS NO RETURN WITHIN 2HRS. AT ALL
OTHER TIMES PERMIT HOLDERS ONLY. 112M
LONG. APPROX 22 SPACES

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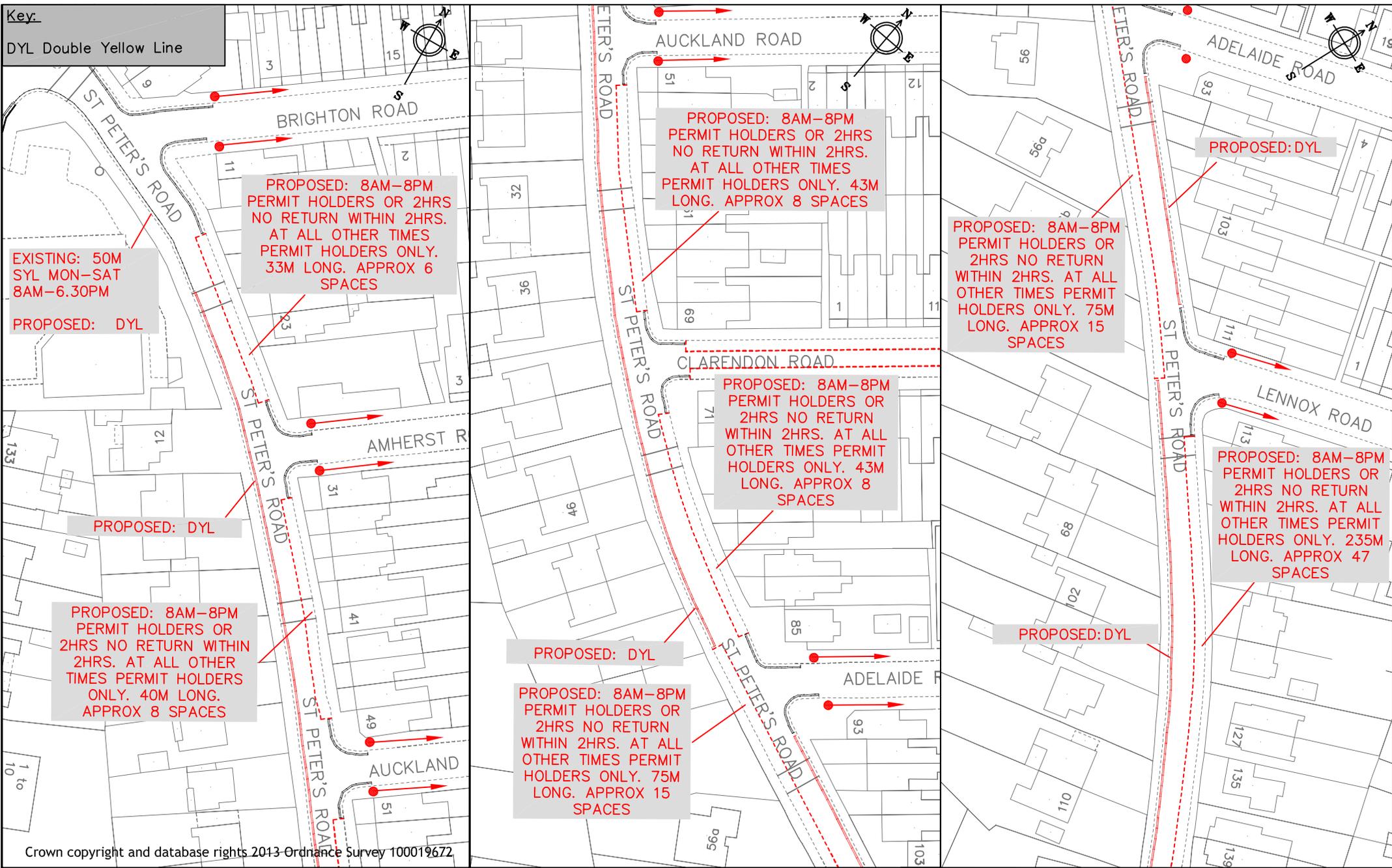


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Project EAST READING STUDY	Scale N.T.S	Drawn JT
	Date JUN 18	Checked Approved
Drawing ST EDWARD'S ROAD	Drawing No. ERS_St Edward's Road	

Key:
DYL Double Yellow Line



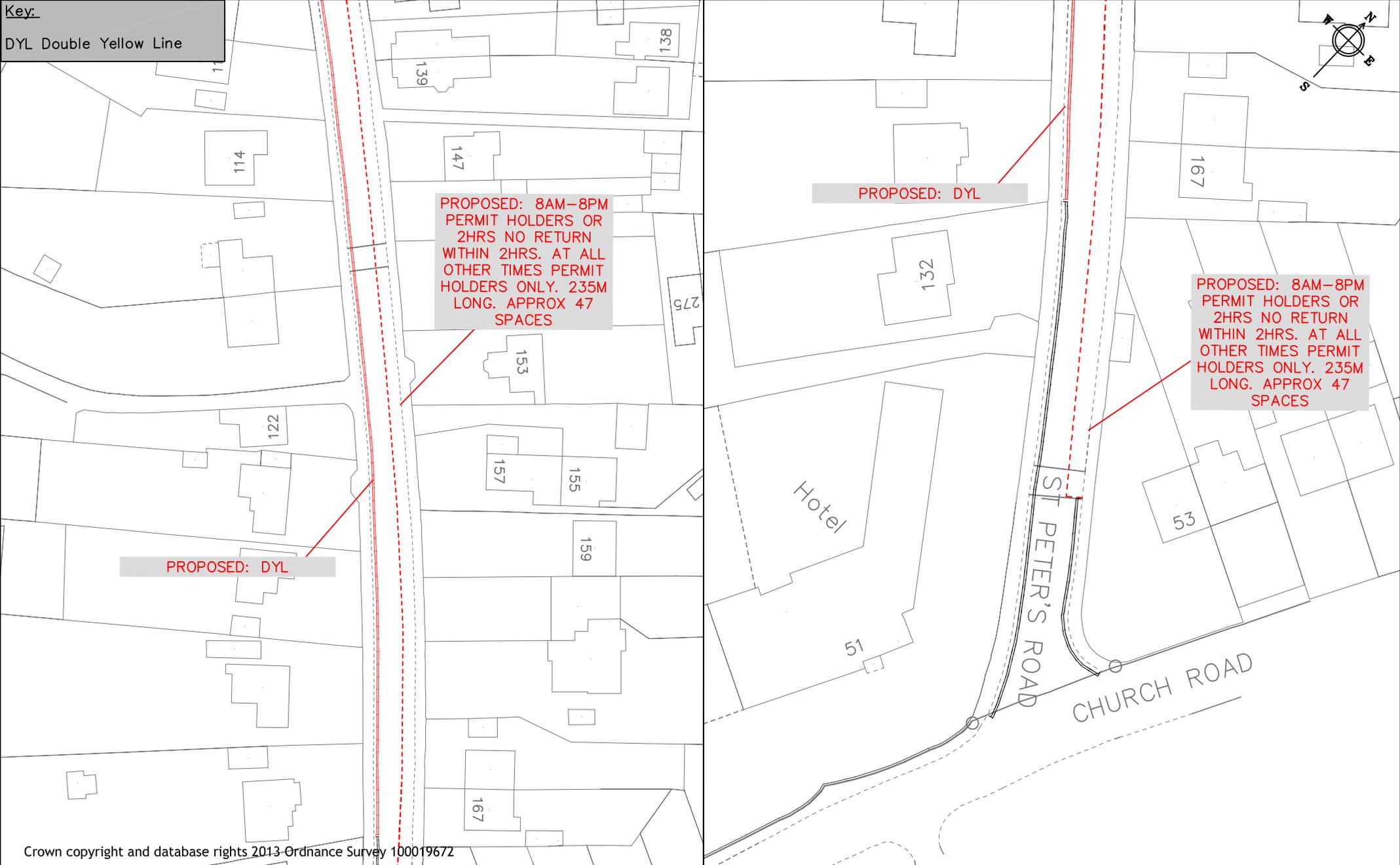
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Project	EAST READING STUDY	Scale	N.T.S	Drawn	JT
Drawing	ST PETER'S ROAD 1	Date	AUG 18	Checked	JP
				Approved	JP
		Drawing No.	ERS_St Peter's Road 1		

Key:
DYL Double Yellow Line



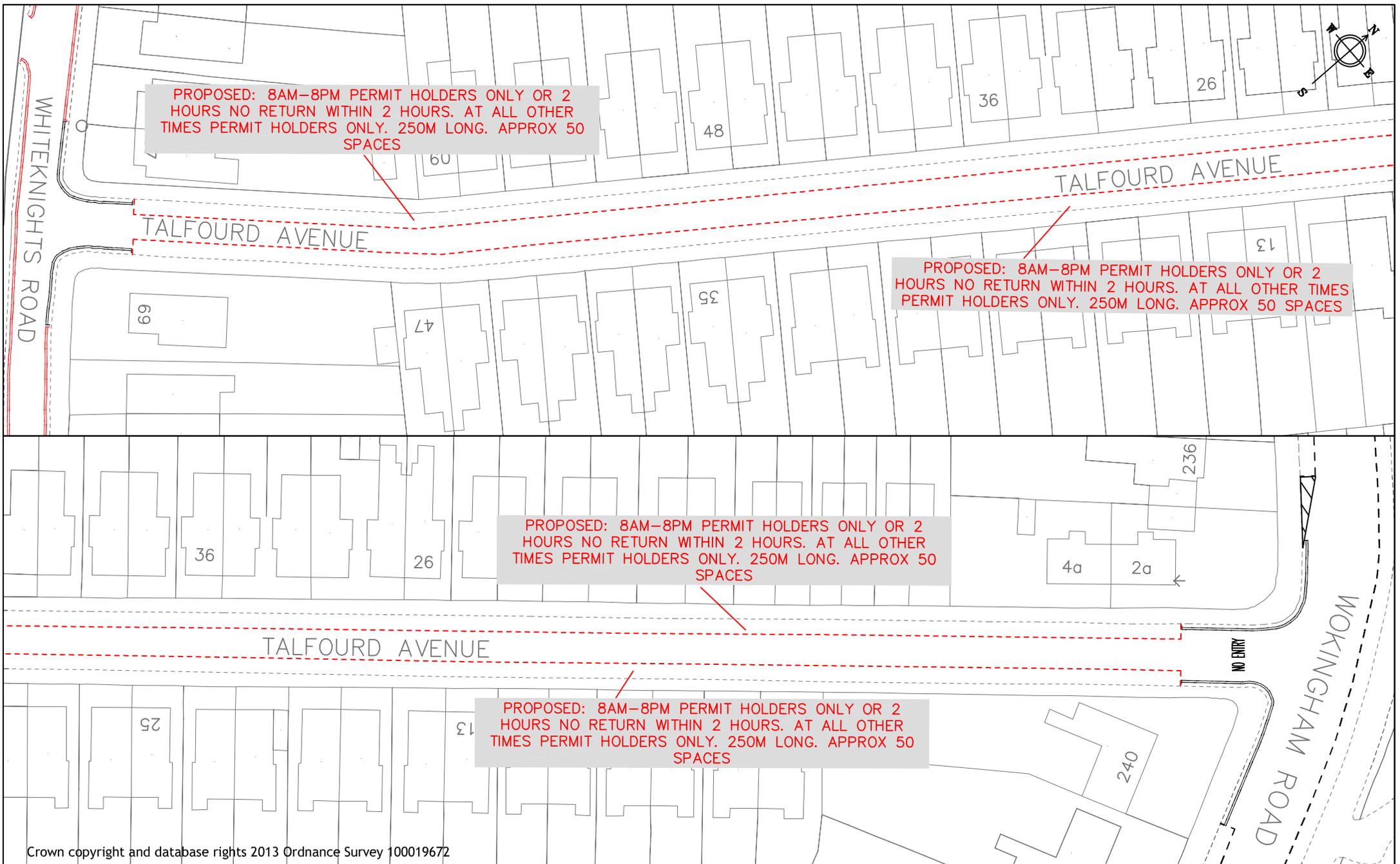
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Project EAST READING STUDY	Scale N.T.S.	Drawn JT
	Date AUG 18	Checked JP Approved JP
Drawing ST PETER'S ROAD 2	Drawing No. ERS_St Peter's Road 2	



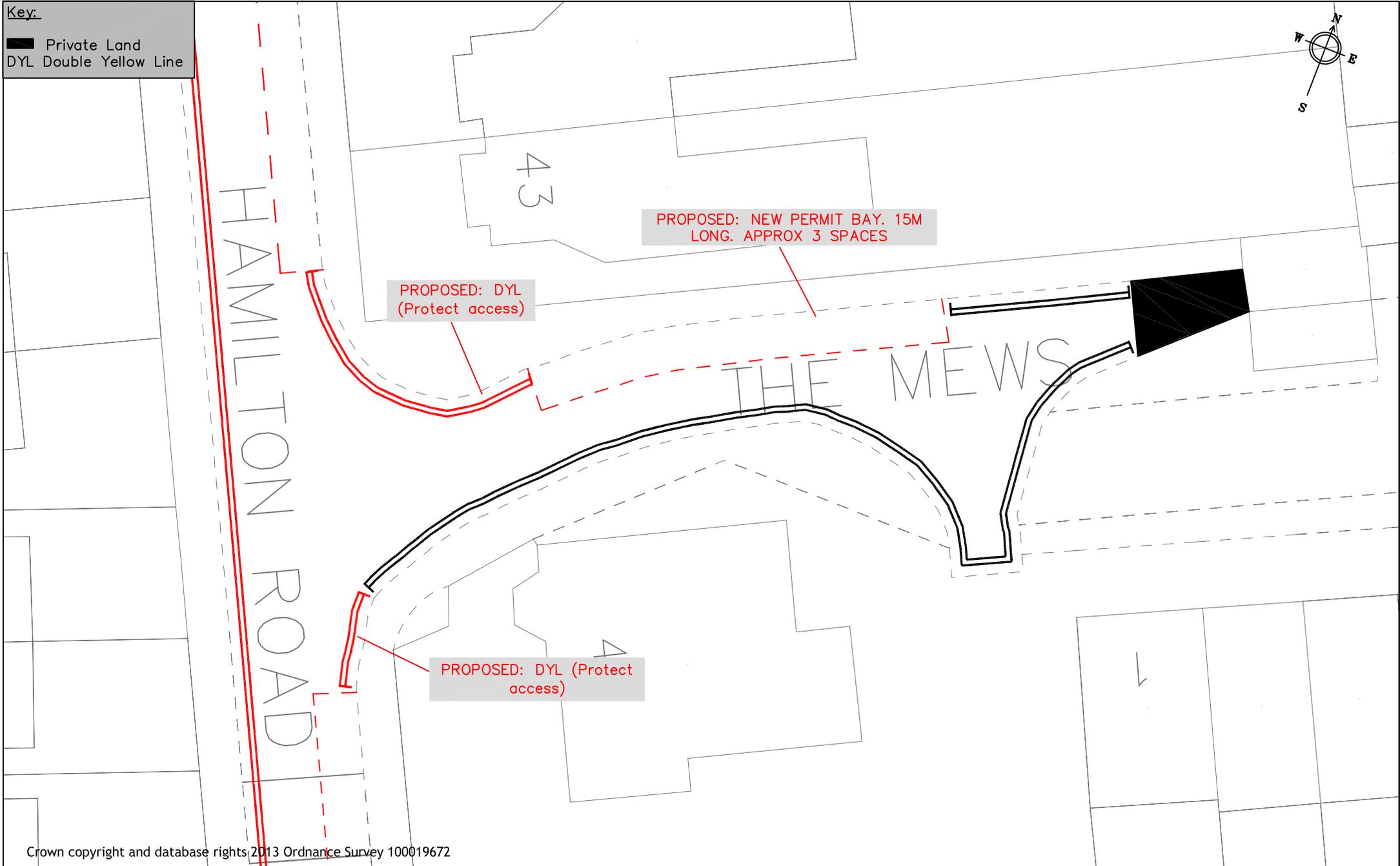
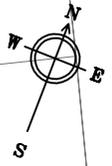
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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date JUN 18	Checked JT
Drawing TALFOURD AVENUE	Approved JT	
	Drawing No. ERS_Talfourd Avenue	

Key:
 ■ Private Land
 DYL Double Yellow Line



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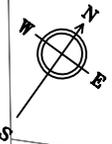


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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date JUN 18	Checked JT
Drawing THE MEWS	Approved JT	
	Drawing No. ERS_The Mews	

Key:
 DYL Double Yellow Line



12 14

18

PROPOSED: DYL (Protect turning head area)

PROPOSED: 8AM-8PM PERMIT HOLDERS ONLY OR 2 HRS NO RETURN WITHIN 2 HRS. AT ALL OTHER TIMES PERMIT HOLDER ONLY. 40M LONG. APPROX 8 SPACES

WAYBROOK CRESCENT

PROPOSED: DYL

2 3

121

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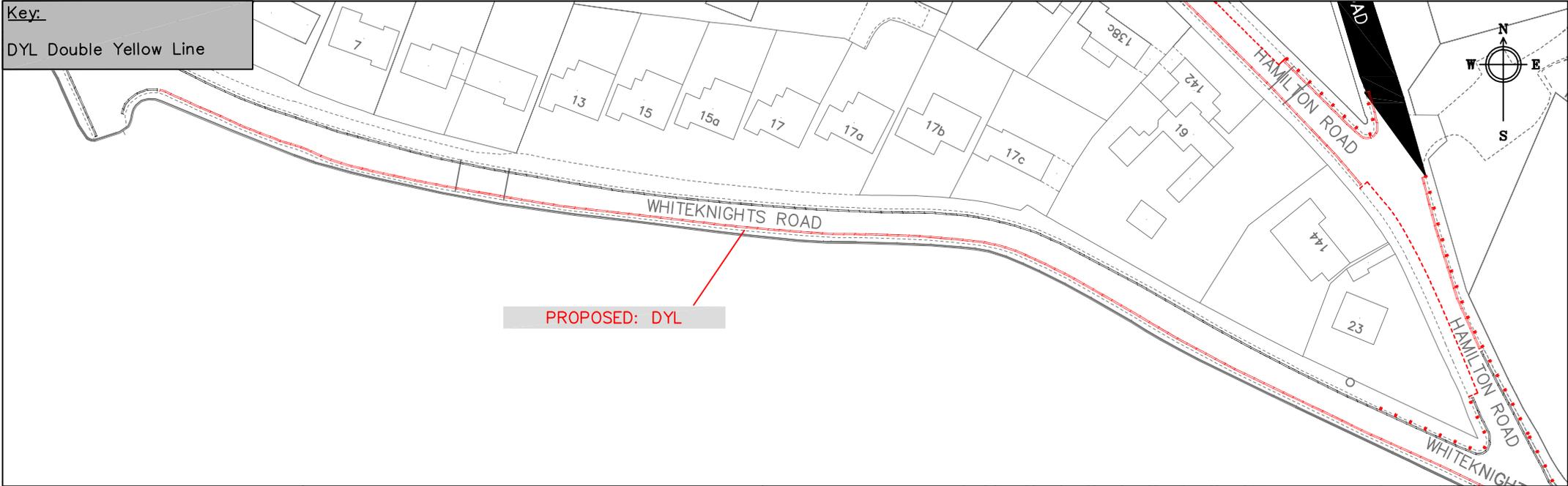


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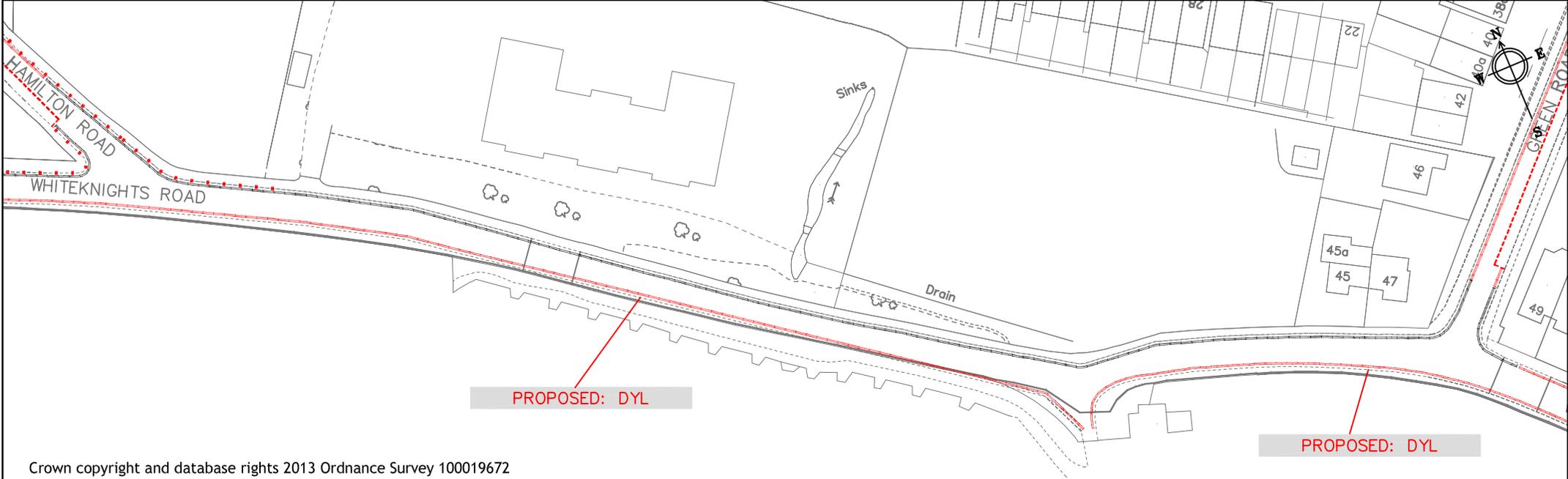
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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date JUN 18	Checked JT
Drawing WAYBROOK CRESCENT	Approved JT	
	Drawing No. ERS_Waybrook Crescent	

Key:
DYL Double Yellow Line



PROPOSED: DYL



PROPOSED: DYL

PROPOSED: DYL

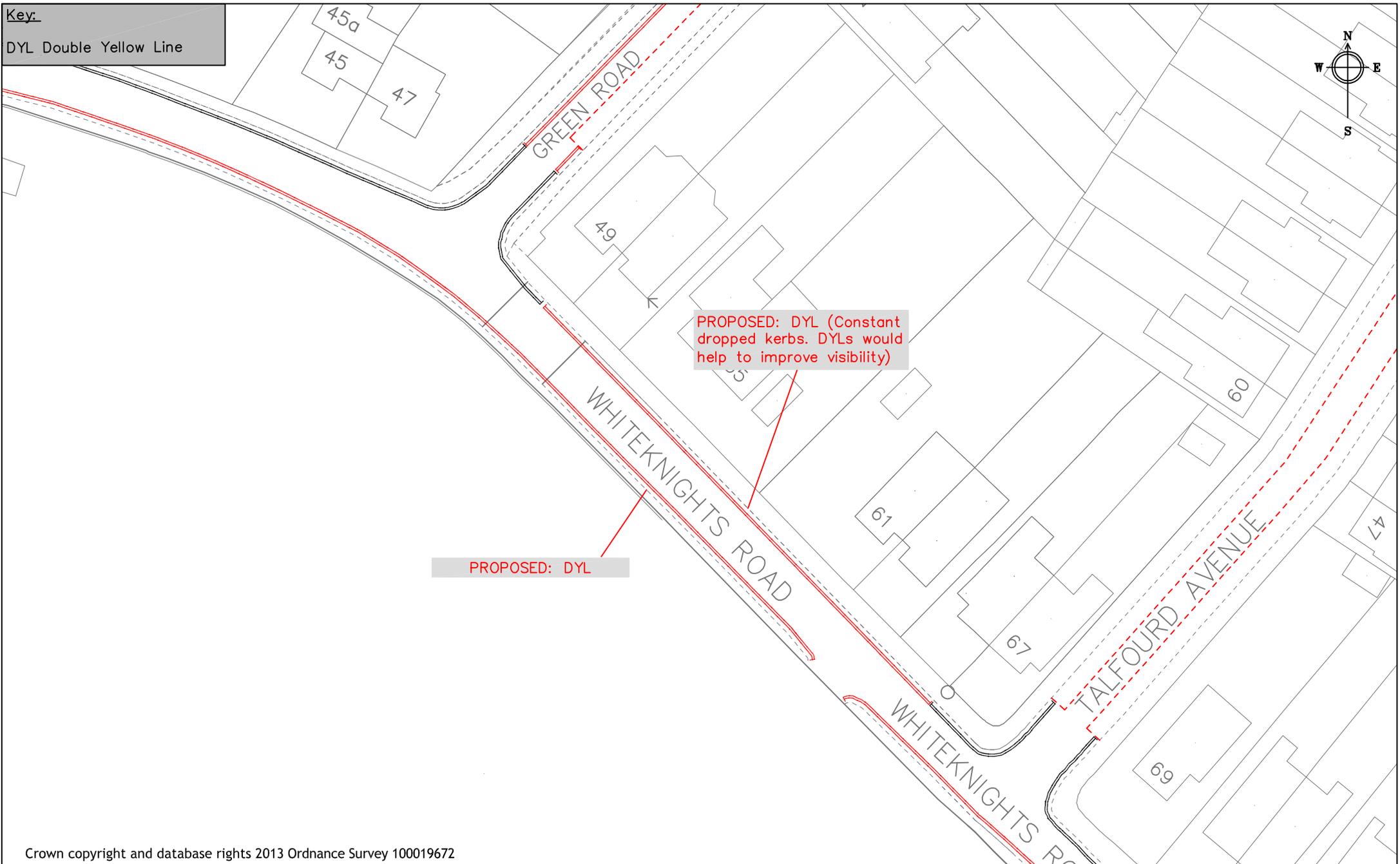
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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date JULY 18	Checked JT
Drawing WHITEKNIGHTS ROAD 1	Approved JT	
	Drawing No. ERS_Whiteknights Road 1	

Key:
 DYL Double Yellow Line



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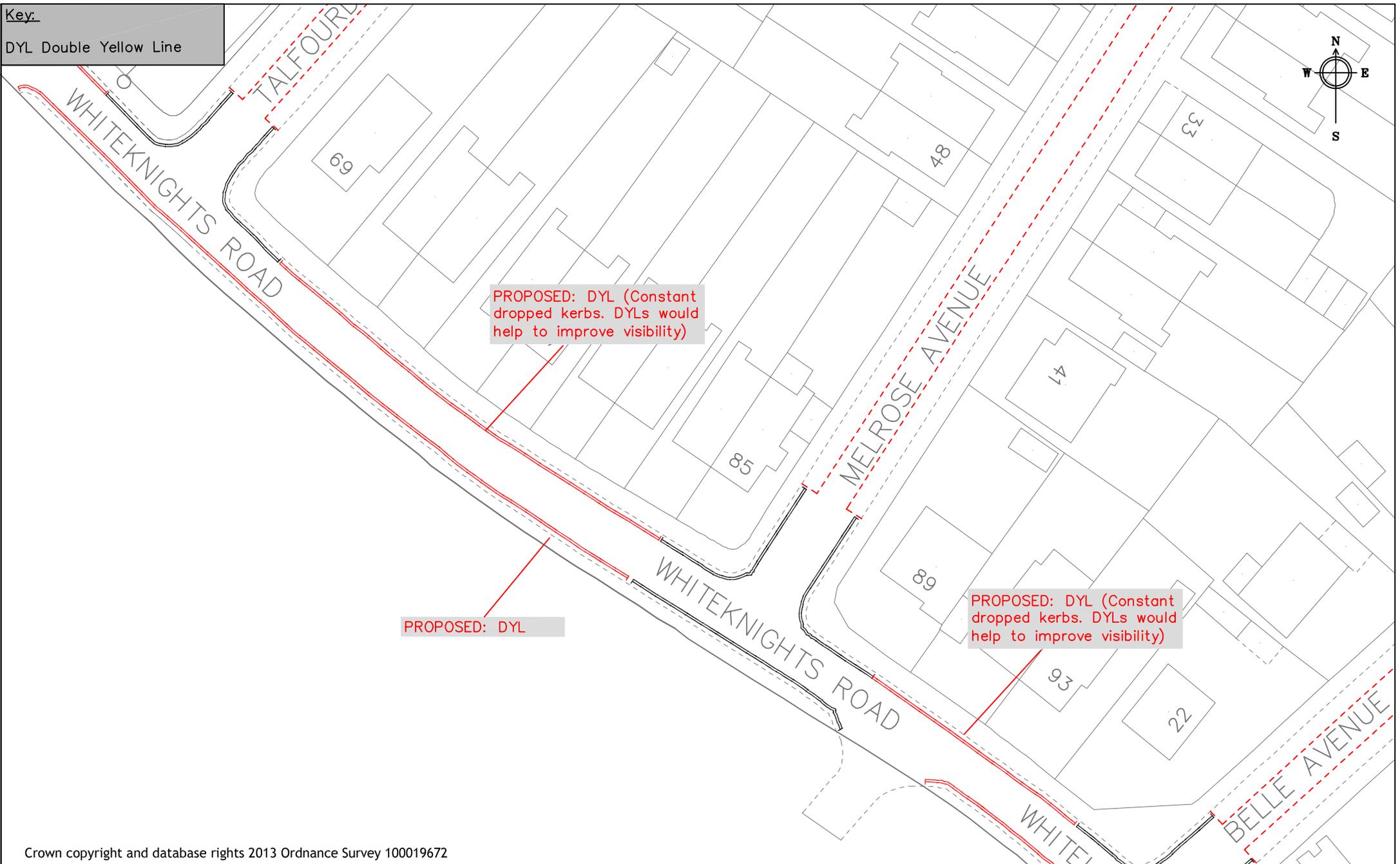


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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date AUG 18	Checked JT
Drawing WHITEKNIGHTS ROAD 2	Approved JT	
	Drawing No. ERS_Whiteknights Road 2	

Key:
 DYL Double Yellow Line



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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date AUG 18	Checked JT
Drawing WHITEKNIGHTS ROAD 3	Approved JT	
	Drawing No. ERS_Whiteknights Road 3	

Key:
 ■ Private Land
 DYL Double Yellow Line



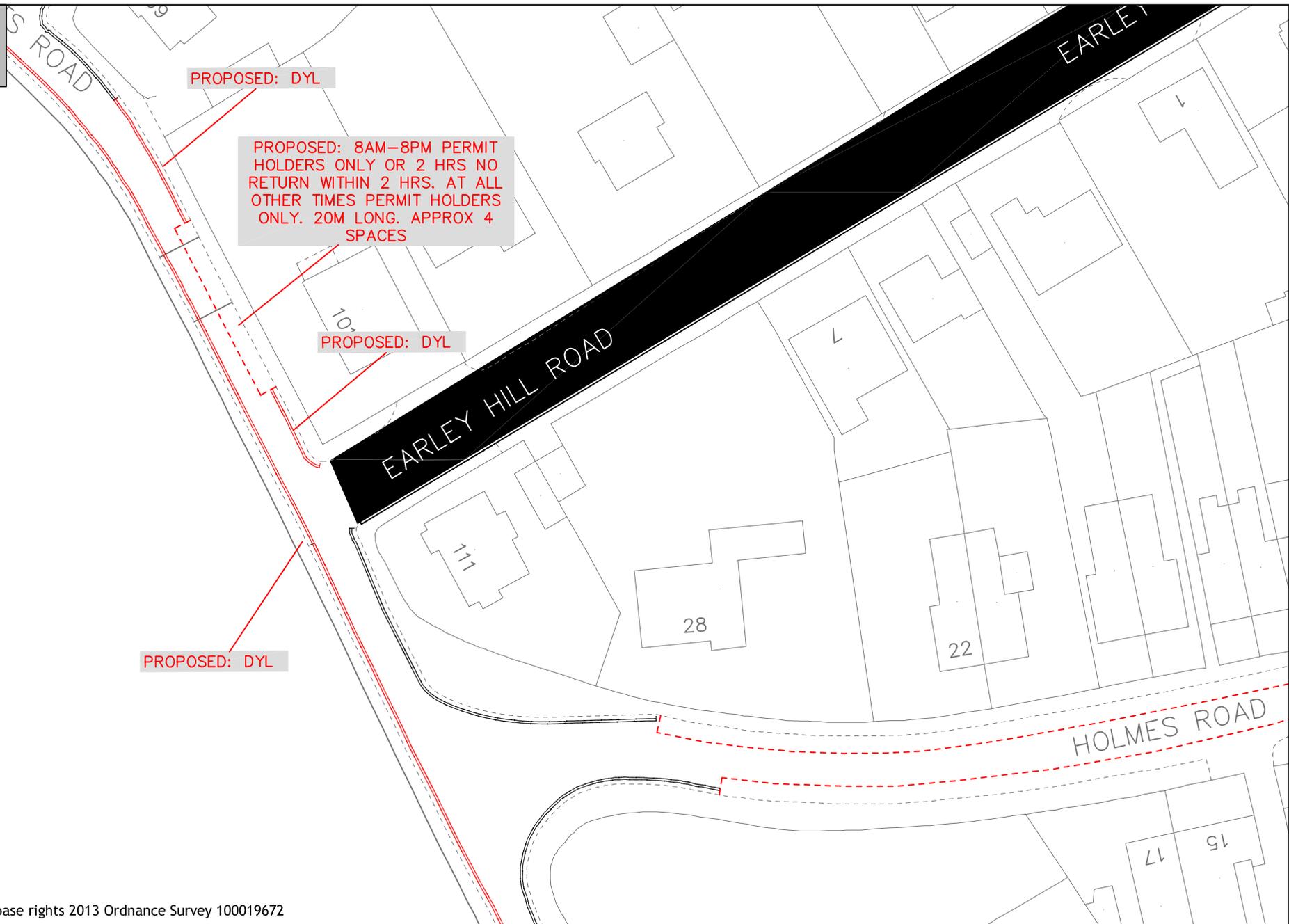
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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date AUG 18	Checked JT
Drawing WHITEKNIGHTS ROAD 4	Approved JT	
	Drawing No. ERS_Whiteknights Road 4	

Key:
 ■ Private Land
 DYL Double Yellow Line



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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date AUG 18	Checked JT
Drawing WHITEKNIGHTS ROAD 5	Approved JT	
	Drawing No. ERS_Whiteknights Road 5	

Key:
 DYL Double Yellow Line
 - - - - - Borough Boundary

PROPOSED: DYL

PROPOSED: DYL



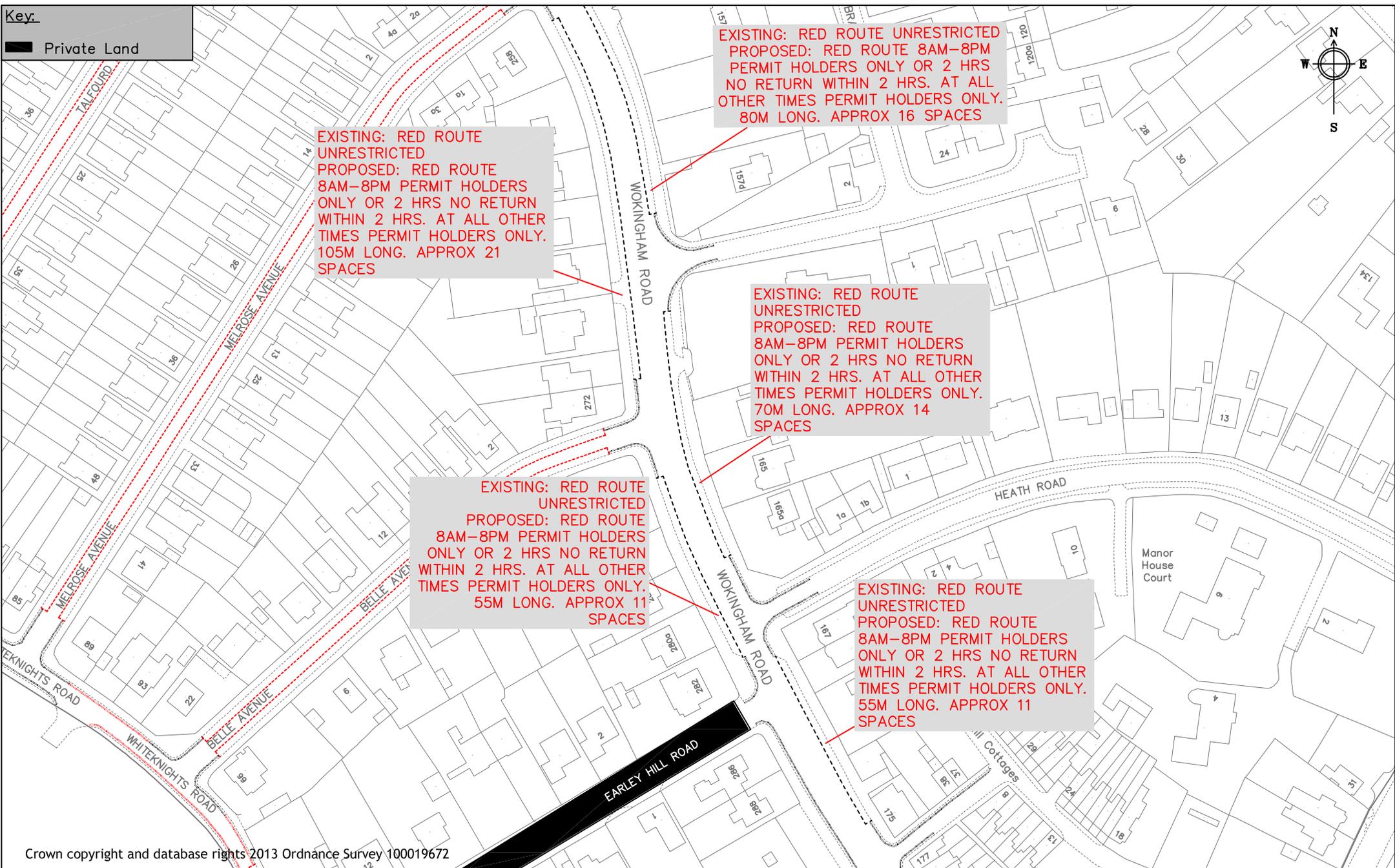
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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date AUG 18	Checked JT
Drawing WHITEKNIGHTS ROAD 6	Approved JT	
	Drawing No. ERS_Whiteknights Road 6	

Key:
 Private Land



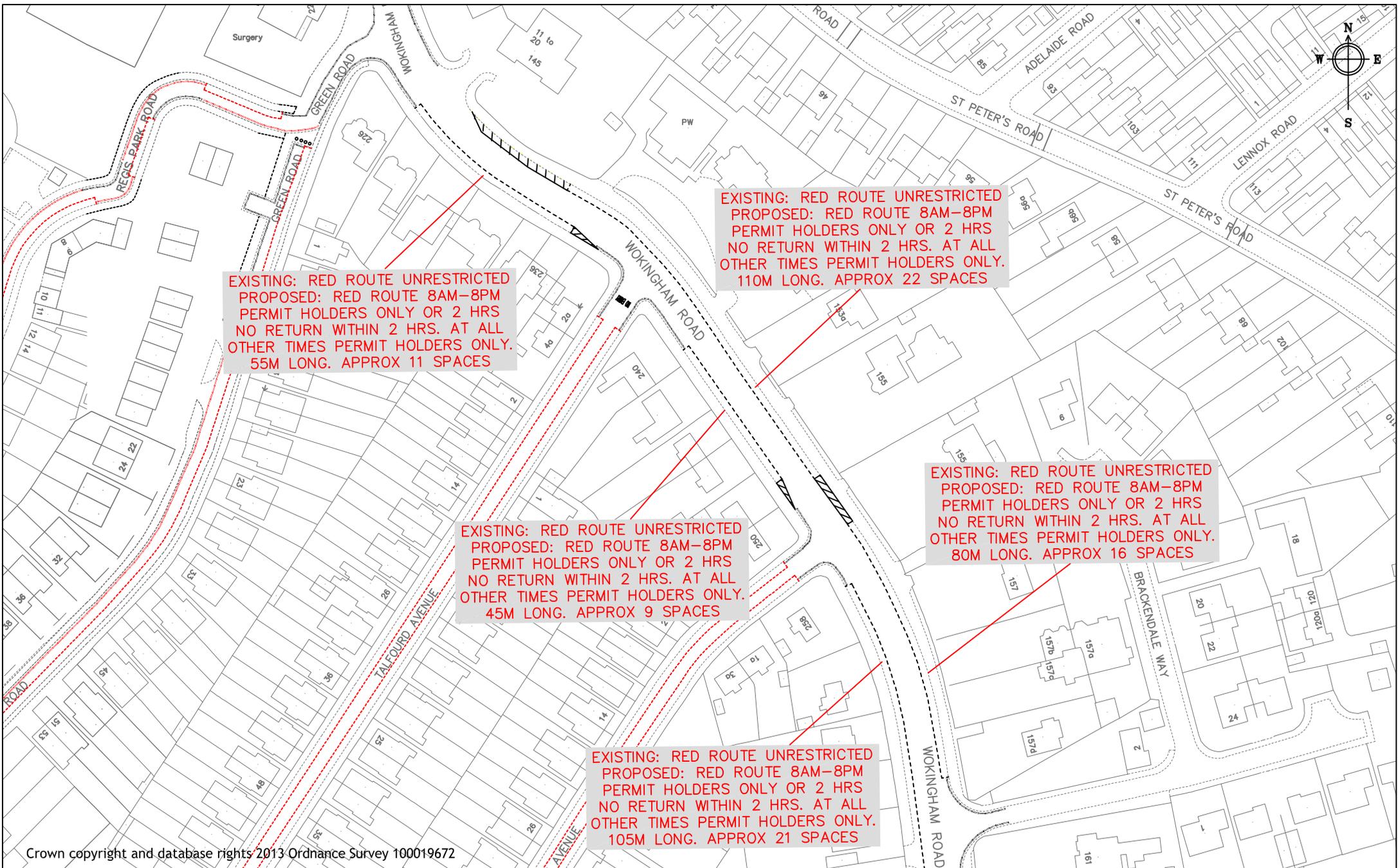
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Project EAST READING STUDY	Scale N.T.S	Drawn KD
	Date JUN 18	Checked JT
Drawing WOKINGHAM ROAD 1	Approved JT	
	Drawing No. ERS_Wokingham Road 1	



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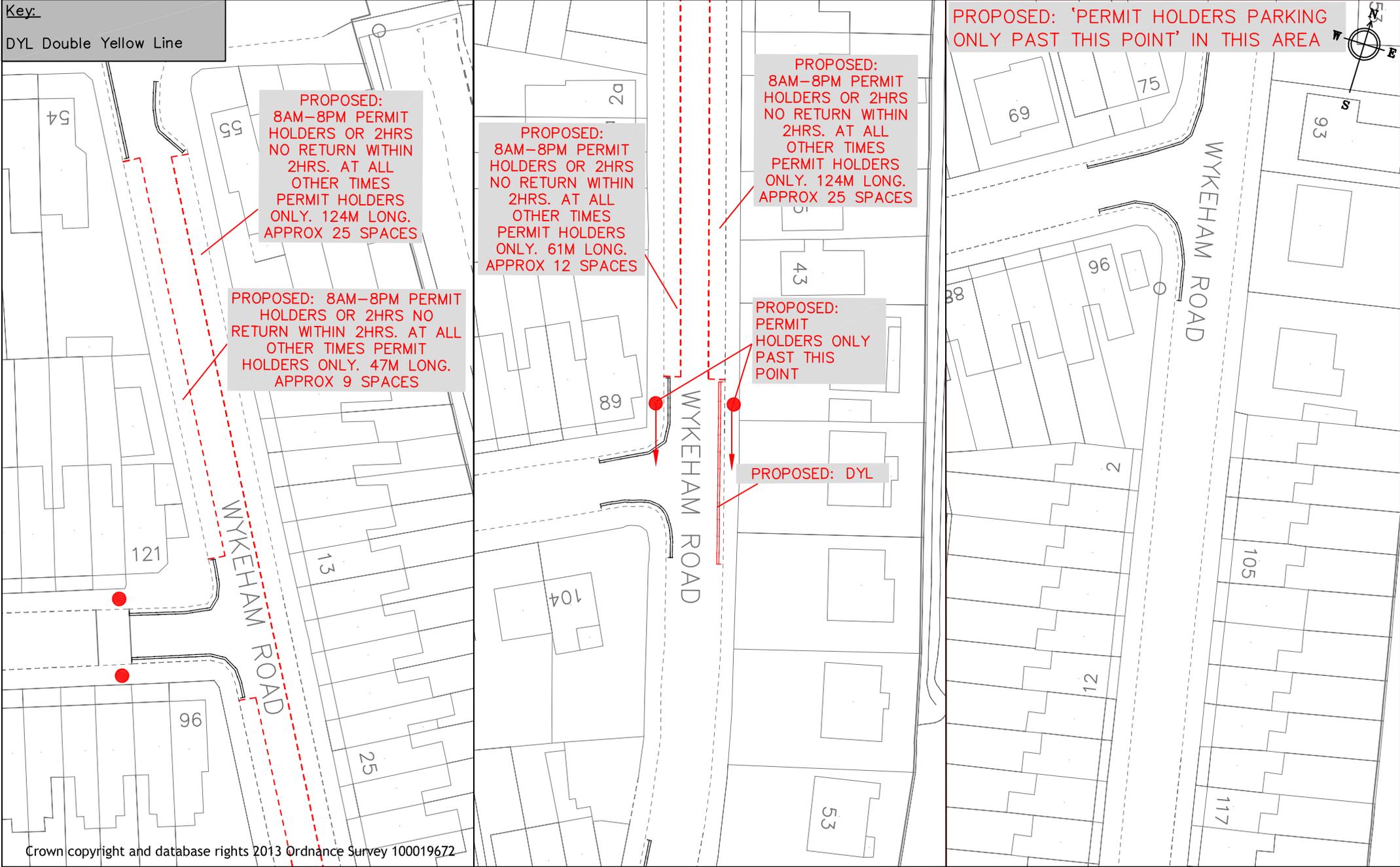


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RG1 2LU

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

Key:
DYL Double Yellow Line



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Transport & Streetcare
Civic Offices
Reading
RG1 2LU

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

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



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Transport & Streetcare
Civic Offices
Reading
RG1 2LU

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

RESIDENT PERMIT PARKING UPDATE (Part a)

Appendix 3 (The Willows & St Stephens Close)

- a. Responses received in relation to the advertised Traffic regulation order for the The Willows & St Stephens Road area RPP scheme proposals
- b. Drawing to show the advertised The Willows & St Stephens Road area RPP scheme proposal

APPENDIX 3a - THE WILLOWS AND ST STEPHENS CLOSE PARKING CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER

No.	Objections/support/comments received.
	<p>Total responses: 50 Support: 31 Objection: 14 Comments: 4</p>
1: Support	<p>The above proposal has my full hearted support. I have lived in [REDACTED] and have watched the parking situation for residents deteriorate significantly over that time. The newish parking restrictions in Wolesey Road and the construction of the new footbridge have exacerbated the problem. [REDACTED]</p>
2: Comment	<p>[REDACTED] live in Crendon Court where there are only 9 parking spots for 25 tenants. You need to include "shared use" so that this can accommodate tradespersons, delivery persons, or other people for short visits or you will alienate all Crendon Court residents because there is almost never a parking space for them and they will NOT stop of visit if there is a chance for a ticket. This puts at risk many residents that need daily care and check ups.</p> <p>In addition, when does the new permit requirements go into effect?</p>
3: Objection	<p>As a resident, I am strongly opposed to the proposed plans for a Residents Parking Scheme in The Willows and St Stephen's close. This is for two main reasons, firstly, the underlying justification for the scheme does not appear credible, to me as a resident with direct experience of parking conditions in the area.</p> <p>Secondly, the nature of the scheme itself, as outlined in the proposals, is most undesirable for several reasons related to its content.</p> <p>Firstly, as a resident, I have experienced no problems related to on-street parking in the proposed area. Most houses in The Willows have dedicated driveways, and pavement parking is readily available for guests. There does not seem to be a need for any additional parking measures.</p> <p>Secondly, the nature of the proposed scheme is most undesirable from my perspective as a resident for several reasons.</p> <p>The attached visitor permit system, related to how many guests residents can have per year, seems incredibly restrictive and intrusive. Due to the high number of retired people in the area and problems with loneliness in Caversham, it does not seem appropriate or morally palatable to have a scheme which features additional charges for visits over a certain number and duration.</p> <p>The creation of a scheme which adds a layer of bureaucracy and ultimately charges to family visits may have the opposite effect in terms of addressing loneliness. The creation of such barriers and hurdles would serve to discourage visits, making them more complicated.</p> <p>The need to apply for a visitor permit book and pay above a certain threshold seems incredibly intrusive and beyond the scope of what is acceptable for council / highways regulation in the name of addressing supposed 'parking problems'. Likewise as mentioned, there does not appear to be sufficient problem in the first place.</p> <p>This scheme could, as happened in Bristol when similar schemes were introduced, simply cause guests to park further away, creating parking problems in areas that have a genuine shortage of parking spaces in the wider neighbourhood.</p> <p>Many residents of the Crendon court block do not have cars, however, the visitor permit aspect is a significant concern given the number of valued visits from friends and family. In this way, the scheme would manifest itself as a visitor permit system.</p> <p>This scheme would create undue stress and bureaucracy for senior residents who may not be sufficiently able to apply or engage with the permit system. This would likewise create an undue and unfair financial burden for those of us merely wishing to have a modest level of visits from loved ones.</p> <p>The absence of any 'shared use' element to the current proposals for The Willows is a concern, with the limitations on longer visits by tradesmen and delivery vehicles. This is because of the state of the buildings in the area, with residents often having to hire tradesmen, alongside the concern over family visit duration.</p> <p>To summarise the above, the scheme does not currently fit very well with the profile and needs of the area, specifically in terms of the way it intersects with family visits, tradesman allowances and the absence of any 'shared use' element.</p> <p>A 'shared use' element would be a welcome addition to the proposals, however they would still be undesirable.</p> <p>In conclusion, as a resident of [REDACTED], I am strongly opposed to the proposals for the following reasons:</p> <ul style="list-style-type: none"> • From first-hand experience as a resident, there does not appear to be sufficient need, or a valid case, for the introduction of the scheme on the

No.	Objections/support/comments received.
	<p>ground.</p> <ul style="list-style-type: none"> • The scheme as proposed is highly intrusive in terms of regulating family visits. • As proposed, the scheme is grossly unfair in terms of the financial burden it places on those that would wish for above a certain level of visits from friends and family, including vulnerable, retired and lonely residents. • The scheme as proposed would not be conducive to solving the problem of loneliness in Caversham among senior citizens. <p>Instead, it would create undue stress from the bureaucratic processes attached, which certain citizens may not be able to actively engage with.</p> <ul style="list-style-type: none"> • The scheme is impractical in terms of the absence of any "shared use" element and the bearing this would have on the regular employment of tradesmen in the area. • The scheme does not offer any discount for electric or Zero emission vehicles, therefore missing a valuable opportunity to help address both climate change and air pollution, the latter being a severe health problem in Reading.
4: Objection	<p>I would like to object to your plans for residents parking in The Willows and St Stephens Close as it leaves me as a Reading Council Tax payer with no where to park my car anywhere near to my house [REDACTED].</p> <p>The majority, if not all the residents in these roads already have off road and/or allocated parking at their properties so introducing parking restrictions isn't going to make these roads any less congested.</p> <p>Very few properties in Gosbrook Road between the Church Street/Prospect Street junction and Westfield Road have no off road parking available. I don't own a car but occasionally rent one when required. As I understand your rules I do not qualify for a residents parking permit. You make obtaining a temporary permit for a rental car whose details you don't know until you actually collect it impractical, if you allow it at all. Since you introduced residents only parking at the south end of Wolseley Road and Cardinal Close a few years ago the only option I have if I want to park my rental car anywhere near to my house is to use The Willows, and now you want to prevent me from doing this as well!</p> <p>If you now introduce residents only parking in The Willows what alternatives are you going to offer to Council Tax paying residents in situations such as mine?</p>
5: Support	<p>I fully support this scheme.</p> <p>I have lived in [REDACTED], at that point in time egress and ingress to my garage and drive and on road parking near my property was relatively easy.</p> <p>Circumstances in the area have changed over the past [REDACTED] years :-</p> <p>the increase in residential property in the area, the success of Reading as a business centre of choice, with the associated increase in commuter traffic, many commuters park their cars in the proposal's residential area to avoid parking charges, and the implementation of a similar scheme in the neighbouring Cardinal Close residential area,</p> <p>It now proves very difficult both to access St Stephens CI drives/garages and find on road parking close to my property</p>
6: Support	<p>I support the proposal. For too long scarce spaces around us are used by people who park and go to town, even London, for the day.</p>
7: Support	<p>I am in favour of this happening.</p>
8: Support	<p>I would like to support this long overdue scheme.</p>
9: Support	<p>I am in favour of this proposal.</p>
10: Support	<p>I fully support the proposal.</p>
11: Support	<p>I am in support the proposed scheme.</p>
12: Support	<p>I am totally in favour of this proposal.</p>
13: Support	<p>This proposal has my approval and backing.</p>

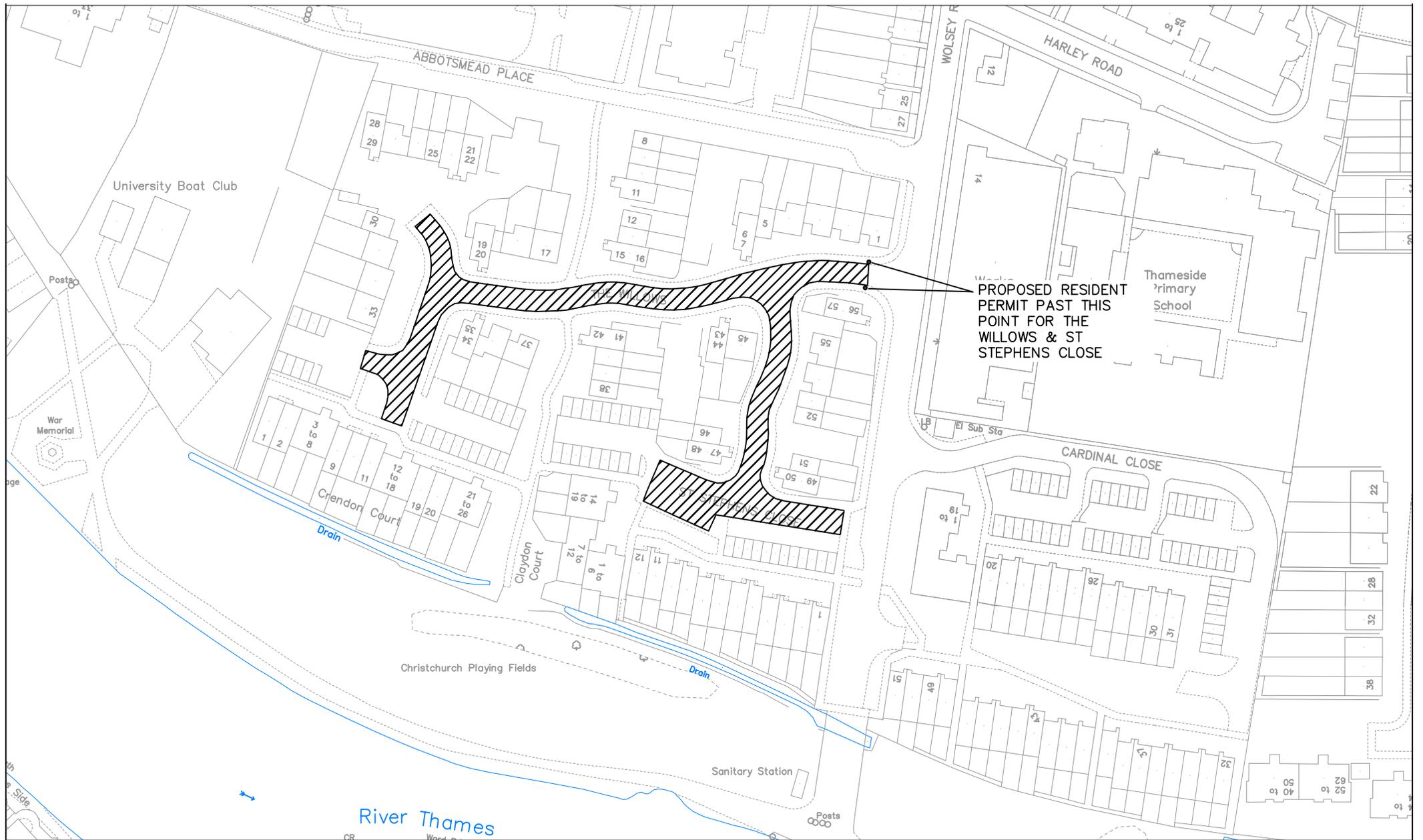
No.	Objections/support/comments received.
14: Support	This proposal has my total backing and support.
15: Support	As a resident and car owner I am in full support of the proposed resident permit scheme for the Willows and St Stephens Close.
16: Support	As a [REDACTED] resident, I fully support of the proposed resident permit scheme for the Willows and St Stephens Close. The proposed resident permit scheme will resolve the parking issues that as residents we have on a daily basis, with commuters, local business workers and visitors from surrounding resident parking schemes using St Stephens Close as free parking.
17: Support	Being a resident, I am in full support for the proposed resident permit scheme for the Willows and St Stephens Close. The proposed resident parking permit scheme will address the parking issues we face everyday, with commuters, local business workers and residents/visitors from surrounding parking schemes using the Willows and St Stephens Close as free parking.
18: Objection	<p>This is an objection to the proposal.</p> <p>I live in a flat [REDACTED]. Every property in ("The Willows") has their own parking space or drive way, whereas the 25 flats in Crendon Court share 9 parking spaces between them. Therefore this proposal has a much larger effect on the residents of Crendon Court than the rest of the street. I've lived at [REDACTED] and not once have I been unable find an appropriate and legal place to park on that road ("The Willows"). Presently, we manage fine with parking. Occasionally, we will need to park on the curb when required, but parking issues have never been so bad that we've had to park in someone else's parking space or drive way or block anyone in.</p> <p>Introducing a "Parking Permit" scheme will just prevent family members from wanting to visit, and cause issues for delivery or tradesmen when looking for parking, even for short periods. Not to mention, residents now needing to "pay" for the privilege to park outside their own residence. I am in favour of discarding this proposal completely, or at the very least, considering a "Shared Use" parking scheme.</p>
19: Objection	<p>I object to the proposal of introducing a parking permit parking scheme in The Willows.</p> <p>Introducing such a scheme will, without doubt, cause visitors, delivery drivers and tradesmen to start parking in the garage blocks (around Crendon Court); blocking residents from access to their garages. It'll only be a matter of time before complaints start rolling in.</p> <p>I do not understand what the parking pressures are, exactly. There is always plenty of parking available during the weekdays, and evenings. It's only the weekends where *sometimes* it gets crowded, probably because of visitors. I can absolutely swear that in the last 6 months, there has not been a single time when I arrived home after work (between 5pm-8pm) and not found a parking space.</p>
20: Objection	<p>As a resident, I am strongly opposed to the proposed plans for a Residents Parking Scheme in The Willows and St Stephen's close. This is for two main reasons, firstly, the underlying justification for the scheme does not appear credible, to me as a resident with direct experience of parking conditions in the area. Secondly, the nature of the scheme itself, as outlined in the proposals, is most undesirable for several reasons related to its content.</p> <p>Firstly, as a resident, I have experienced no problems related to on-street parking in the proposed area. Most houses in The Willows have dedicated driveways, and pavement parking is readily available for guests. There does not seem to be a need for any additional parking measures.</p> <p>Secondly, the nature of the proposed scheme is most undesirable from my perspective as a resident for several reasons.</p> <p>The attached visitor permit system, related to how many guests residents can have per year, seems incredibly restrictive and intrusive. Due to the high number of retired people in the area and problems with loneliness in Caversham, it does not seem appropriate or morally palatable to have a scheme which features additional charges for visits over a certain number and duration. The creation of a scheme which adds a layer of bureaucracy, and ultimately charges, to family visits may have the opposite effect in terms of addressing loneliness. The creation of such barriers and hurdles would serve to discourage visits, making them more complicated.</p> <p>The need to apply for a visitor permit book and pay above a certain threshold seems incredibly intrusive and beyond the scope of what is acceptable for council / highways regulation in the name of addressing supposed 'parking problems'. Likewise as mentioned, there does not appear to be sufficient problem in the first place. This scheme could, as happened in Bristol when similar schemes were introduced, simply cause guests to park further away, creating parking problems in areas that have a genuine shortage of parking spaces in the wider neighbourhood.</p> <p>Many residents of the Crendon court block do not have cars, however, the visitor permit aspect is a significant concern given the number of valued visits from friends and family. In this way, the scheme would manifest itself as a visitor permit system. This scheme would create undue stress and bureaucracy for senior residents who may not be sufficiently able to apply or engage with the permit system. This would likewise create an undue and unfair financial burden for those of us merely wishing to have a modest level of visits from loved ones.</p> <p>The absence of any 'shared use' element to the current proposals for The Willows is a concern, with the limitations on longer visits by tradesmen and delivery vehicles. This is because of the state of the buildings in the area, with residents often having to hire tradesmen, alongside the concern over</p>

No.	Objections/support/comments received.
	<p>family visit duration.</p> <p>To summarise the above, the scheme does not currently fit very well with the profile and needs of the area, specifically in terms of the way it intersects with family visits, tradesman allowances and the absence of any 'shared use' element. A 'shared use' element would be a welcome addition to the proposals, however they would still be undesirable.</p> <p>In conclusion, as a resident of [REDACTED], I am strongly opposed to the proposals for the following reasons:</p> <ul style="list-style-type: none"> • From first-hand experience as a resident, there does not appear to be sufficient need, or a valid case, for the introduction of the scheme on the ground. • The scheme as proposed is highly intrusive in terms of regulating family visits. • As proposed, the scheme is grossly unfair in terms of the financial burden it places on residents. This included those that would wish for above a certain level of visits from friends and family, including vulnerable, retired and lonely residents. • The scheme as proposed would not be conducive to solving the problem of loneliness in Caversham among senior citizens. Instead, it would create undue stress from the bureaucratic processes attached, which certain citizens may not be able to actively engage with. • The scheme is impractical in terms of the absence of any "shared use" element and the bearing this would have on the regular employment of tradesmen in the area. • The scheme does not offer any discount for electric or Zero emission vehicles, therefore missing a valuable opportunity to help address both climate change and air pollution, the latter being a severe health problem in Reading.
21: Objection	<p>I object to the proposal as the owner of a property at [REDACTED].</p> <p>Each property in The Willows has a personal parking space or private driveway. Crendon Court does not. There are 25 properties at Crendon Court but only 9 parking spaces between them.</p> <p>If permit parking only is introduced in The Willows, where will visitors/deliveries for Crendon Court park?</p>
22: Support	<p>We support the scheme. It is absolutely needed to make our area safer and finally park in our own street. The other areas have been already included in schemes making the situation of the other areas near to unbearable. Please consider and support this proposal and implement ASAP.</p>
23: Support	<p>Support. Please consider this scheme is overdue. The other areas have all been included in other schemes. There are too many car parking in the areas in question and making residents life very difficult. We need your consideration and please an implementation as soon as possible.</p>
24: Support	<p>I thoroughly endorse this scheme and want it to go ahead.</p>
25: Objection	<p>I object against the proposals - there is sufficient parking as it is for residents in the area. Permits would make things much more difficult for those households with more than one car.</p>
26: Support	<p>Please Implement this scheme.</p>
27: Support	<p>I live in [REDACTED] and I support the this proposal, the amount of parking (including illegal parking) in this area is ridiculous, this area became a free car park for commuters, they even park on the sidewalks, I've witnessed mothers with prams and wheelchair users having to move to the road to be able to pass. They even have the cheek of parking in dropdown curves! We've been asking for this issue to be resolved for a long time, the sooner its done the better, specially before the opening of the Crossrail which will make this issue a lot worse. This has to be tackled ASAP.</p>
28: Support	<p>[REDACTED] would welcome this permit scheme due to the parking in this area. We have had cars parking around here for days on end, sometimes they are here for more than a week. We both give you our full support.</p>
29: Support	<p>I support the scheme. The willows has long been treated as a commuter car park and it needs to stop.</p>
30: Comment	<p>As there are a large number of elderly people living in the Willows we have non residents parking across access to pathways and drives. They have no thought as to how they park and when asking them to have consideration they just say they can park where they like as they pay road tax. Some cars park here for 3 weeks while they are on holiday. Our visitors find it very difficult to find a place to park.</p>
31: Support	<p>Yes I support the Scheme! If I go out in the morning there is no parking when I return due to people leaving there cars all day to go to work or shopping. I live at [REDACTED]. Let them use the car parks ot public transport if not leave there cars at home. This has been going on long enough.</p>
33: Objection	<p>I object. It is not necessary, as there is currently sufficient parking for all. If the scheme is introduced it will be especially difficult for Crendon Court as [REDACTED] are the only properties on The Willows that do not have a private parking space for every property.</p>

No.	Objections/support/comments received.
34: Objection	Strongly Object. Do not see why we should be inconvenienced parking on the road, when there is currently not an issue with parking. Where are friends and trades persons supposed to park if it is installed. Shared usage has not been suggested which at least would help.
35: Support	Thanks for this opportunity to have a say . I think permit parking is the right way to go ,my only concern is trades people and deliver folk how will they manage.?
36: Objection	Objection to Proposal. Not needed and is just being implemented to pander to a few who object to cars being near their house. Properties on Crendon Court do not have personal parking for each house or flat although Willows do. Where are we supposed to let workmen park?
37: Support	I support this proposal as it will make the road safer and easier for residents to park.
38: Support	We support the permit scheme, as some of the all day parking can sometimes restrict the roads to the point where council refuse collections cannot be made. In addition emergency vehicles could also find that their access is restricted. Please could you consider having some 2 hour parking bays as the 25 properties at the end of the Willows (Crendon Court) have only 9 parking spaces between them.
39: Support	This is 100% supported by the [REDACTED] residents living in our household [REDACTED] we are fed up of not being able to park outside our home as well as the verbal abuse I have received whilst confronting the commuters who leave their cars (sometimes for days on end) parked in resident spaces. Not to mention the business' which do the same eg Waitrose staff. Permits are the best solution.
40: Objection	I do not think this scheme is necessary in The Willows or St Stephen's close, and it will actually be of significant detriment to residents in the area. I strongly object to the plans suggested, as they represent an unnecessary, unfair, and intrusive additional expense. From talking with our immediate circle of neighbours, alongside our first-hand experience, it seems there are already enough parking spaces available, with no access issues to report. Therefore, it doesn't seem necessary to impose an additional charge on residents when the current situation is already more than adequate. Likewise, it does not seem necessary as there is no evident problem for residents, like me, who live here. The 'visitor permit' system also really concerns me given the number of elderly, and often lonely, residents in the area. Being forced to pay for above 20 visitors a year (equating to a mere 10 full day visits in your current plan) effectively amounts to an unjust tax on a social life, care or family visits. This is especially unfair considering that there is no parking problem in the streets in question. Finally, [REDACTED], I think it's a great shame that the plans don't include a discount for electric or hybrid vehicles. Air pollution is one of the most significant crises of our time and these plans could have led the way in encouraging the transition to low emission vehicles.
41: Comment	Hi there. Happy to make this residents only as long as permits are easily transferrable to tenants as I rent my flat out.
42: Support	I am very much in favour of the parking scheme proposed. I live in [REDACTED] where parking can be very difficult since there are only limited spaces in the allocated car park. Also the garages are very narrow indeed and it is difficult to manoeuvre modern cars into these garages built in the 80s. Parking has become a great problem. I have seen cars parked on both sides of the road, parked over dropped pedestrian curbs and on corners which virtually block the road to anything but very narrow vehicles. This is potentially very dangerous in the event of fire /emergency vehicles requiring access to Crendon Court. Assuming the residents of Crendon Court are eligible to purchase a residents permit I would fully support any scheme to stop commuter parking in the area and urge the Councillors to allow The Willows parking scheme to proceed.
43: Comment	Notice of the proposed parking scheme was received yesterday via third parties, but no details. As registered owners of one of the flats at [REDACTED], we would appreciate confirmation of the following:- How many parking permits are to be allowed for each property? How much will the permits cost? What are the parking proposals for visitors/deliveries? Is there a plan available to show the extent of the area affected by the permits? What are the arrangements for enforcement?
44: Support	I support the proposed Residents Permit Holders Only scheme.
45: Support	We are in favour of the residence parking permit scheme.

No.	Objections/support/comments received.
46: Support	I welcome residents parking, as it would stop all commuters and businesses in the vicinity parking and wandering off. Hopefully we will not have to pay for the parking permits.
47: Support	I am resident of [REDACTED], and I am in full support of the proposed Resident Permit Scheme for the Willows and St Stephens Close. The proposed scheme will address the current parking issues that residents are facing, with commuters, shopping precinct workers, local business and residents from adjacent permit schemes using our street as free parking!
48: Objection	<p>I strongly object to the proposed scheme for The Willows and St. Stephens Close.</p> <p>There is currently sufficient space for all that live here, including guests and tradesmen that visit. Having lived here for [REDACTED], I have never yet been unable to park. I can therefore see no benefit and believe this is another Government money Making venture that would make the lives of those that live here extremely difficult.</p> <p>It will have especially impact on Crendon Court at the end of The Willows. Most of the properties on the Willows have either driveways with parking for 1-2 cars or an off road private parking space, so do not need to park on the road. They will then have the added bonus of being able to get parking permits. For them, it will be a plus, as not only can they use their personal parking space or 1-2 space driveway, then can also get 2 road permits. All this is to the detriment of Crendon Court Residents.</p> <p>Unlike most of the other properties on the Willows, Crendon Court has no direct access from property to road or driveways, but via a walkway. There are 25 properties and only 9 parking spaces between them.</p> <p>As an example, I live in [REDACTED - Respondent has limited off street parking compared to other residents who have a driveway] How can this be fair if road parking is restricted.</p> <p>I do hope that if you insist on going ahead with the proposed plan, then you will ensure that there is at a minimum shared use, so that tradesmen can come and do work or deliveries.</p> <p>'Shared-use' restrictions can apply, such as permitting visitor (non-permit) parking for a limited duration during specific time periods. The Council's standard model is: 8am - 8pm Permit Holders and limited waiting for 2 hours, no return within 2 hours. At all other times, permit holders only.</p> <p>I have noticed that it mentions The Willows and St Stephens. Both Crendon Court and Claydon Court are not mentioned, although both are off the Willows. Claydon Court is actually shown on the map and you drive through to get to St Stephens</p> <p>Please confirm that Claydon and Crendon Court would be able to get permits.</p>
49: Objection	<p>I object to the proposed new parking scheme named "The Willows and St. Stephens Close". It would appear that this new proposed scheme would also cover Claydon Court and Crendon Court, although there is no mention by name of these areas in your proposal? Will residence at Claydon and Crendon Court also be able to apply for permits?</p> <p>I have lived in [REDACTED] and have never had issues parking. The current system allows all who live here to park including guests and workmen that visit. I can see no reason why you would implement this proposed scheme other than to gain revenue for Reading Borough Council.</p> <p>I feel Crendon Court at the end of The Willows will be affected by the proposal more than most. Properties on The Willows have either a driveway with parking for one or more cars with additional roadside parking spaces out side their properties. They therefore do not have the same need for roadside parking, although have the added bonus of being able to get parking permits and use their own driveways. The proposed scheme is therefore very unfair to Crendon Court Residents who don't have driveway parking.</p> <p>Crendon Court, unlike The Willows, has no road parking directly in front of their property or driveways in which to use. This venture would make the lives of those that live in Crendon extremely difficult.</p>
50: Objection	<p>I am [REDACTED]. I object to proposed parking restrictions relating to The Willows and St Stephens Close on the following grounds:</p> <ol style="list-style-type: none"> 1. Crendon Court has no adjacent public highway. All of the land abutting this group of properties, comprised of flats and town houses, is part of the complex. 2. Whereas all of the properties on The Willows have either a driveway or personal parking space the properties at Crendon Court do not. There are 25 properties with only 9 parking spaces. There are some garages but not all are useable and some are used for storage in light of the very small size of the properties they serve. 3. The proposal will render it illegal for delivery and removal vans to park anywhere near Crendon Court, and for visitors to park anywhere near the properties, including disabled visitors. 4. The parking problems, such as they are, which those living on The Willows and St Stephens Close currently experience, will therefore simply be shifted down to Crendon Court whose own difficulty regarding parking space will be doubled. Indeed, their current difficulties are no worse than those which Crendon Court experience, are not out with the norm for urban dwelling and are quite manageable.

No.	Objections/support/comments received.
	5. In light of the above the proposal is unfair, unreasonable and unnecessary.



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Working better with you

Transport & Streetcare
Civic Offices
Reading
RG1 2LU

project	RESIDENT PERMIT SCHEME
drawing	PROPOSED RP - ST STEPHEN CLOSE & THE WILLOW

CAD Drawing Location:		
scale	drawn JC	checked JP
NTS	approved	
	date APR 2018	
drawing no.		