

Appendix 2, CIL LOCALLY FUNDED SCHEME - REDLANDS 20MPH ENHANCEMENTS: RESULTS OF CONSULTATION

UPDATED: 04/01/2021

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

Summary	Feedback received
	<p>Summary of responses: Objections - 19, Support - 27</p>
1) Support	<p>We totally welcome and support the plans. It's a pity there are no plans for safe road crossing facilities on Redlands Road close to the the Christchurch Road junction. This will continue to be a hazardous road to cross as there is not even a pedestrian interval for the traffic lights.</p>
2) Support	<p>Great to see the council activity taking action to reduce local speeding. I would just like to suggest some improvements for the Allcroft road [REMOVED] 1) The proposed traffic island with junction with Kendrick road. My worry is that speeding motorists coming down Kendrick road into Allcroft road will still cut the corner with a traffic island. As the southern side of the road is very wide, it will allow motorists to go on the wrong side of the road and traffic island, potentially leading to a head on crash with very a potential for very serious accidents . The opportunity for this to occur could be reduced if the kerb on the southern side (Christchurch road) of the junction was built out to make it more of a right angle and like the other side of the junction. 2) On the Redlands road side of Allcroft road it is very difficult to exit Allcroft road as its impossible to see up Redlands road far enough to see speeding vehicles coming down the road. So currently you see a small amount of Redlands clear and pull out only to be faced with the possibility of the speeding vehicle crashing into the side of your car when turning north up Redlands road. This could be improved by widening the pavement on Redlands road and moving the stop white lines further into Redlands road. 3) Some build-outs on the northern side (London road side) of Allcroft road , would help reduce the straight line drive as fast as possible down Allcroft road in addition to the proposed humps in the road Just to say Allcroft road is now being used as a pick up and drop off for parent with children at the Abbey schools. which is making the road very busy at drop off and pick up times. as parents are parking on the residential bays and spaces between bays reducing passing spaces for through traffic.</p>
3) Support	<p>Not sure anything will actually work for those drivers who cannot ease their foot off the accelerator. [REMOVED] I hold my breath at the speed done even though the road is narrow with cars either side [REMOVED] many a wing</p>

	mirror is knocked off.
4) Support	<p>Great to see positive action to slow down vehicles driving at up to 70 mph in East Readings residential area. I am a bit worried about the traffic island on Redlands road between Allcroft and Addington road. As i believe it's very dangerous as it is. On the West side, coming down the road, due to the alignment of the road, and the camber of the road . As a pedestrian standing on the pavement waiting to cross huge lorries and buses are heading directly towards you, only when at the crossing do they need to change direction, and given the road slopes steeply towards the pavement , i would be far to easy to be hit by a large vehicle even if you are standing on the pavement. The proposed build out further up the road, would only made things worse by making the traffic come more directly towards the pednestrians waiting to cross the road at the island. There needs to be a traffic island on Redlands road between allcroft road and upper redlands road, to allow pednestrians / students and children on there way to and from school (Redlands st joseph's college Maiden erliegh in Reading and the abbey) to cross easlier as this is a very fast and busy roads during school opening and closing times. Children should be able to cross in safety rather than dice with death on the way to local schools</p>
5) Support	<p>Please make the zebra crossings on upper Redlands road and Alexandra road more obvious or do something to slow cars down. Many times I've been on the crossing [REMOVED] and cars have driven straight past -[REMOVED] The worst is cars travelling up the hill on Alexandra road. Lots of children walk this way to Redlands primary school- please do something before an accident happens.</p>
6) Support	<p>More needs to be done to slow cars on Upper Redlands road. There is also low visability for pedestrians crossing the elmhurst road junction towards St Joes. Make the pedestrian crossings on Upper Redlands and Alexandra Rd more visible for cars as cars often fail to slow or stop.</p>
7) Support	<p>We support your efforts to reduce the dangerous speeding traffic , by some drivers , in this area. We would ask that the speed cushions at the Northern end of Redlands Road(close to Christchurch Green)be replaced by a build out by a "build out" which could be positioned slightly closer to the end of the road. We feel that speed cushions may cause some vibration [REMOVED] We have met with local councillors on this matter and our views have been taken into consideration.</p>
8) Object	<p>[REMOVED] I object to having a speed cushion placed outside the house. We already suffer from constant shaking and vibrations from passing traffic, and I feel this would only exasperate the problem if a cushion were placed there. I absolutely support traffic calming in the area, which is very much required, and I have two suggestions which I feel would work better all round. Firstly, between [REMOVED], we have parking bays outside our houses, on the main raid of which none of the residence dare use due to 3 cars being written off while parked in the past 5 years. You could build a barrier/ pinch point [REMOVED]/ junction with Christchurch road. This would create a barrier and security for our vehicles to be parked [REMOVED] and create a natural pinch point by reducing the road to single lane for a short distance. Priority would be given to vehicles coming down the hill, and i believe this would ensure the smooth flow of traffic. At the moment, cars traveling toward the lights, block the traffic coming down the hill while cars are parked outside the houses. We also suffer with cars driving too quickly towards the</p>

	lights, trying to get through before they change to red, therefore the second, and cost-effective measure would be add filters or louvres to the traffic lights. Therefor the vehicles driving up to hill towards the lights would need to be a lot closer to see what colour they were, thus stopping them from racing towards them from a distance.
9) Object	Apart from the high cost where money would be better spent in repairing the roads in this area, inserting bumps and tables increase the damage to vehicles and encourage stop-go driving that increases fuel consumption and thus pollution. Little can be done about the minority who wilfully speed, other than better enforcement. For the majority it is far more cost-effective to have speed-sensitive reminders and ensure that signage is maintained..
10) Object	I feel physical addition of measures will not provide the intended result except for additional 20mph signs and perhaps speed camera signs. But beyond that I believe it's a waste of money.
11) Object	<p>I object to the addition of any speed humps/speed cushions, chicanes or anything else that will cause traffic to repeatedly speed up and slow down because this increases air pollution and noise. I would like to know what evidence there is to suggest our roads are dangerous; what is the 85th percentile speed? If you want to stop the minority driving at dangerous speed, but a speed camera in. If you want to add something that motorists will take note of, put a speed camera in, not more of the signs that are already here. Cameras have the obvious advantage that if they work, then they work, and if they don't then at least they raise money to pay for themselves. Cameras also have the advantage of creating no discomfort, inconvenience or noise to their neighbours or motorists who are already obeying the speed limit.</p> <p>I don't think more signs are helpful, and it doesn't seem to fit with recommendations: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/43525/tal-reducing-sign-clutter.pdf</p> <p>I wouldn't argue that removing all markings or signage is helpful e.g. the central line is helpful as many motorists have no idea where the centre of the road is, but the roads here are already extremely cluttered; signage, roundels, crossings, speed bumps, parked cars, chicanes, bus lanes, cycles lanes, pot holes, frequent roadworks it cannot be safer or easier for anyone to navigate by adding more!.</p>
12) Support	These measures seem eminently sensible in view of the continued speeding seen in the affected roads. I've seen several near-misses with both vehicles and pedestrians at the junction of Allcroft Road and Kendrick Road; a traffic island there will enforce more appropriate cornering and provide security (real and perceived) to those on foot. Road narrowing/build outs/speed humps and choke points all appear well-placed..
13) Support	<p>I hugely support a 20mph zone enhancement in Redlands. The ward has seen a dramatic increase in speeding over the past 2-5 years and speed calming is a long time coming. It is a very residential area with a lot of foot fall from students, school children, elderly, residents, dog walkers, mobility scooters. Christchurch Rd is in need of the biggest speed limitations. The speed at which vehicles go down this road is frightening. I certainly no longer feel safe walking on Christchurch Rd and would feel less so as a cyclist, in spite of the newly painted roundels. As a driver I have also been overtaken for doing 30mph on Christchurch Rd.</p> <p>I am disappointed to not see Whitley Park Lane included in the 20mph measures and request that the Lane be included as part of this scheme. It is a very residential dead end lane coming directly off Christchurch Rd, and has</p>

	<p>an open entrance into Cintra Park (no decent barriers to prevent people being run down by vehicles). Whitley Park Lane is regularly used by school children, pedestrians, children, dog walkers, elderly & cyclists yet the speed at which vehicles go up and down the Lane is incredulous. There is a constant flow of vehicles speeding up and down Whitley Park Lane due to Top Gear Tyres business and increasingly more so since Domino's Pizza was granted a license on Christchurch Rd. Their delivery vehicles use the Lane as their personal race track to get to and from the back of the shop for collections. We also experience an overwhelming volume of articulated lorries delivering supplies to the back of Christchurch Rd shops going at break neck speed down Whitley Park Lane. Residents cars have been pranged and Top Gear Tyres has had part of their wall knocked down by oversized and fast moving trucks. We also experience a lot of speeding and sudden breaking by drivers using Whitley Park Lane for U-turns to get back out on to Christchurch Rd or just for joy riding.</p> <p>We notice that The Mount is afforded painted 20mph speed limit signs as well as other road signs yet despite Whitley Park Lane's position and park situation it does not have one single speed limit sign or even a notice advising there is a park, or any signs making it clear that there are children and elderly crossing.</p> <p>Redlands needs to be made to feel safe again for the community and whilst I am pro reducing the speed limit in the area I am also of the opinion that without proper enforcement many of the initiatives will fall short in achieving speed calming. There are roads already painted with 20mph roundels that are completely ignored by motorists. In parallel the Council should consider more speed humps, (I read this is a consideration though the report doesn't specify which roads), and speed cameras, or similar effective methods. 20mph signs are willingly ignored by motorists who are very aware that Police resources are low to non-existent in tackling speeding in the area and thus motorists take advantage..</p>
14) Support	<p>I am a resident [REMOVED] of Redlands Road. I fully support the 20mph speed limit. It is much needed due to the high speeding that already happens on the road. It is a narrow road which now has far heavier traffic than it was ever designed for. Cyclists do not feel safe on it which means they often use the pavement instead. The pavements are also narrow which is a risk to pedestrians when traffic, especially buses and large vehicles come past at speed. There are residents with small children who are scared when letting them out onto the front path and then pavement.</p> <p>HOWEVER...</p> <p>The proposals for calming measures are a concern. [REMOVED] houses in this terrace shake violently when buses or lorries drive past. We have each had to spend considerable money on our houses this year due to repairs needed which will have been exasorbated by the vibrations from traffic. We worry about having speed humps/cushions outside these houses as they will add to the shaking.</p> <p>There are new speed cushions which remain soft if driven over at 20mph and go hard at anything over that. Is this something the council is looking into?</p> <p>One of our neighbours had the idea of a pinch point before the terrace [REMOVED] which would allow for us to also park outside our houses again [REMOVED] (3 cars written off in the last few years outside our houses so are too worried to park there now. I would like very much to be able to park outside my house [REMOVED]) Having cars</p>

	<p>parked is also a traffic calming measure and it would be sensible to put yellow hatching adjacent to the residents parking so that cars on the other side of the road do not obstruct.</p> <p>We recommend speed cameras but I know that there are not the powers to enable this.</p> <p>People do very little to adhere to the 20mph signs on the road or illuminated ones.</p> <p>If you drive at 20 you are hassled or overtaken.</p> <p>We are mindful this is one of the main routes for ambulances and a bus route so safety for them is also important.</p> <p>The road is also in a bad condition, I don't remember when it was last resurfaced. The iron work in the road also sinks and has to be redone to lessen the thudding from traffic.</p> <p>Some of the local residents met with two of our Redlands Ward councillors and they will also be able to advocate for us..</p>
15) Support	<p>They seem to well thought out BUT due to vibrations already felt I think a speed bump between New Road and Marlborough Road would make the effect heavy traffic cause even more vibrations. The road is narrow here and very close to houses.</p> <p>Otherwise a good plan which is certainly needed - thanks..</p>
16) Support	<p>We have needed considerable costly work to our house which - not helped by the fact the house shakes and cracks appear.</p>
17) Support	<p>Speeding is definitely a problem in this area so I appreciate the concern and commitment these proposals represent. Tricky, though, when you factor in accommodating ambulances, bicycles, public transport, bus stops and pedestrians - especially in the Redlands Road/Christchurch Green Junction area.</p> <p>For this particular stretch road humps may not be the best solution for the following reasons:</p> <ol style="list-style-type: none"> 1. Road humps would add to the hazard for pedestrians and cyclists. Manoeuvring along the heavily cambered and very narrow stretch of pavement is already difficult. When it's crowded, pedestrians step into the road. To add another hazard, ie a road hump, to would make it extra hard for elderly, disabled or pushchair users. 2. The noise of heavy vehicles is already very intrusive for people living near this stretch. Gear changing and revving, idling engines and car radios are often so loud, windows have to remain shut even in the hot summer. Speed humps would increase this problem. <p>Likewise the affects accompanying the above point can be seen by the deterioration of the brickwork in adjacent properties so humps would do nothing to ease this.</p> <p>Some form of chicane might provide a better answer.</p> <p>The parking spaces for those people living at the top end of Redlands Road, just before the junction, provided a traffic calming effect . If this idea was developed into a more formalised arrangement it might ease the situation.</p> <p>The bus stop also contributes to traffic calming but often infuriates other more impatient road users which adds to the stress in this area.</p> <p>The traffic lights often cause confusion with motorists who sometimes move forward from Elmhurst Road on a green light then wait by the second set of lights (for Redlands Road) blocking the middle section.</p>

	There must be an easier solution which would ease the whole set of problems. I really look forward to the next step.
18) Support	<p>Upper Redlands Road and Elmhurst Road are both areas where the 20mph speed limit is routinely ignored, creating unsafe conditions for children (both accompanied and unaccompanied) walking and cycling to school at St Joseph's College, Redlands Primary School, Alfred Sutton Primary School and Maiden Erleigh School. If you survey the area you will notice that pupils from all above mentioned schools use Upper Redlands Road and Elmhurst Road to reach the bus stop on Christchurch Road. Some of these are unaccompanied primary school age children.</p> <p>I would encourage the Council to add speed limit signage, especially on Upper Redlands Road and Elmhurst Road. There is currently no indication of speed limit when turning onto Upper Redlands Road from Elmhurst Road or Alexandra Road. The signage would preferably be on poles as signs on the ground have questionable efficacy, as clearly demonstrated by the current situation on Kendrick Road and Elmhurst Road.</p> <p>I would also encourage the Council to re-allocate some of the funding to improve the speed humps on Upper Redlands Road (between St Joseph's College and the University of Reading's Mackinder student halls). The existing speed humps are ineffective at slowing traffic down, causing dangerous crossing conditions at school drop off and pick up times. This directly impacts children attending St Joseph's College and Redlands Primary..</p>
19) Support	Concerns with the speed of traffic on Redlands roads, I support the changes proposed..
20) Support	I'd like to make a plea to have a pedestrian crossing where Addington Road meets Redlands Road at the top of the hospital. It is so difficult and dangerous crossing there. Cars coming down Redlands Road turn quickly in front of cars coming up the road without paying attention to people trying to cross. It is used by students and people accessing the hospital and is an accident waiting to happen.
21) Object	<p>I am hugely supportive of the 20mph zone and horrified how few cars observe the speed limit frequently making the pavements unsafe. Cycling often is alarming too.</p> <p>Monitoring and fining even for a short period would surely be the fix that is needed. As well as the introduction of speed sensors .</p> <p>However, the proposals for speed bumps at the top of Redlands Road will increase the already horrendous vibrations and shaking from buses and heavy vehicles that wake up residents, and cause items to fall off shelves. They have needed considerable costly work [REMOVED]which will not have been helped by the fact the houses shake and cracks appear. .</p>
22) Object	<p>We cannot see that the value of the proposed speed cushions at the top of Redlands Road. Currently, at busy times, traffic will already have been slowed down to a standstill all along the final stretch of road, waiting in line for the traffic lights to change. The proposal to install cushions all along the length of Redlands road, in combination with two give way priorities, will inevitably mean that traffic speeds approaching the top of the road will be even slower than at present- presumably the purpose of the scheme.</p> <p>These restrictions will still be effective in off-peak times, though it is possible that some vehicles may be tempted to speed up as they get to the lights at the top of the road. However, they will learn with experience that increasing their speed from 20mph to 30mph over a stretch of 100-200 yards will save them 3-6 seconds.</p>

	<p>So placing speed cushions at the top of Redlands Road will have no impact on the on the speed of the bulk of the traffic along the final stretch of the road . Instead it will lead to extra noise and vibration to the houses at the top of the hill , where residents already suffer significant noise and damage to their properties from the steady heavy traffic flows outside their houses.</p> <p>We strongly urge you to remove these speed cushions at the top of Redlands Road from your proposals</p>
23) Support	<p>In the area there live a lot of students and it's good to make it as safe as possible. Many also walk to and from schools, the university campus and the main station, so the speed limit is welcome by a resident like me..</p>
24) Support	<p>Agree with traffic slowing measures and please also improve visibility of pedestrian crossings on URR and Alexandra Road. Cars often fail to slow down and stop and both crossings causing near-accidents and distress to parents of children walking to local primary school. Perhaps speed bumps on the approach from both directions would help? .</p>
25) Support	<p>Although in the main text we see:</p> <ul style="list-style-type: none"> • Priority-Flow Traffic Islands (Redlands Road) • These features are designed to slow motorists by breaking the traffic flow, requiring motorists to look ahead and slow, or even stop, to let opposing traffic pass. The proposals intentionally provide two such features with opposing priorities. <p>When we look at the drawing, both of these features give priority to traffic flowing northwards down the hill. Which is intended? .</p>
26) Support	<p>The proposals are highly laudable. [REMOVED] The existing pin cushion calming restrictions have been in place for many years but have done little to calm the traffic because of their nature. Unfortunately, as this is on a bus route the restrictions are as they are. Since the recent resurfacing of Addington Road, many of the cushions have effectively been flattened out. The 20mph speed limit introduced later has done relatively little as it's not policed at all. The fact that Addington Road is a long piece of very straight road doesn't help and there is an argument for additional restrictions in the form of pinch points. The pedestrian crossing at the bottom of Hatherley Road has always struck me as being somewhat vulnerable. The more so recently. Such measures would undoubtedly go some way to slow the traffic down and help avoid events such as the unnecessary death of a cyclist on Addington Road during lockdown when the little traffic that was around appeared to be travelling at speeds more appropriate to the A329M..</p>
27) Support	<p>No comments provided to online survey.</p>
28) Object	<p>I am in agreement with speed humps on Redlands Road that aren't directly outside houses. The ones suggested nearest to the traffic lights at Christchurch Green are unnecessary as the traffic lights slowdown traffic and they are too close to several houses. Noise levels will increase for these occupants.</p> <p>I do agree with the 'build out with priority restriction' between NewRoad and Upper Redlands Road and the same near Allcroft Road.</p> <p>I feel that speed cameras would have a big impact.</p>
29) Support	<p>[REMOVED]We object strongly to a speed hump outside our houses. The noise and disturbance would be intolerable. Our concerns re the impact on our houses is well documented.</p>

	<p>However we are very very anxious to support 20mph as the speeding traffic, lorries and buses has a detrimental effect on the fabric of our buildings [REMOVED], on our well being, and on our safety. We would suggest a pinch point to slow traffic coming round the corner from Christchurch/Shinfield Road [REMOVED]We would urge the council to come and see exactly what we go through and discuss further. This portion of road is extremely narrow, and the pavements are very narrow. The pedestrian footfall is high given the proximity to the University and hospital. The safety of cyclists and pedestrians is of great concern.</p> <p>Thank you for the opportunity to consult. We welcome visits from the Council to meet us. Cllrs Jones and Absolom have already done so.</p>
30) Support	<p>We support actions to imolent the speed limits. Most drivers ignore the 20mph limit, some going more than 30mph as well. We are shocked that even professional drivers, taxis/buses, ignore the limit as well. Why would anyone else observe a limit when those that are mostly on the roads don't!</p> <p>We are worried that speed cushions outside our properties are not the most appropriate . We are worried this will resrtict our parking and also be structurally harmful to our old house. Maybe priority build outs would be a better idea.</p> <p>We fully support extra signs..</p>
31) Object	<p>Ward Councilor's David Absolom and Tony Jones reported to officers that there was strong local objection to the proposed speed cushions on Redlands Road, toward its junction with Elmhurst Road. The objections were due to concerns about noise and vibration that these features would cause and appear to have been reflected in some of the objections received in this appendix.</p> <p>It was instead suggested that a 'build-out feature' (as per those proposed on Kendrick Road) at the approaching end (north-west direction) of the parking bay could be an appropriate alternative.</p>
32) Support	<p>Is there a way of dipping the lights at the top of Redlands Road. As residents we regularly witness drivers driving up the road at speed to try to get to the lights when they are green to avoid having to stop at a red light. If the traffic light colour were not visible to cars at say Upper Redlands and New Road then that might lessen the speeding..</p>
33) Object	<p>Speed humps I feel are inappropriate for Ambulances and even buses causing vibrations.</p> <p>The speed limit of 20mph if adhered to, would solve a good deal of the problems and certainly the 'reminder' flashing signs are really effective for most drivers who just need that reminder.</p> <p>A speed camera of course would be the very best solution...even just one . .</p>
34) Support	<p>Limiting the speed of vehicles in Redlands will bring community safety and environmental benefits..</p>
35) Object	<p>Currently, it does not seem that local residents, who would bear the brunt of such schemes nor can it be said that residents have been thoroughly consulted. The solutions seem like a piecemeal approach rather than a carefully thought through traffic management scheme (? is this reactive rather than proactive).[REMOVED]</p>
36) Support	<p>Hi I support the introduction of physical speed control measures as outlined. Thanks</p>
37) Support	<p>Hello Thank you for running a consultation on this scheme and the clear explanation of the different elements published on the website. [REMOVED]Compliance with the 20mph limit is very low and I see many drivers travelling at over 30mph on these roads; I therefore support the overall scheme of traffic calming measures to improve</p>

	<p>compliance with the 20mph limit. However, I would like to raise concerns about the proposed design and positioning of the two Priority-Flow Traffic Islands on Redlands Road on the grounds that they will make cycling on this road more dangerous.</p> <p>The detail of the staggered build out near the Allcroft Road junction is difficult to distinguish on the drawing, but there appears to be a cycle bypass between the island and kerb for southbound cyclists riding uphill against the priority flow. However the position of the island means that the route onwards is very likely to be obstructed by parked cars, especially as this parking bay tends to fill up from the northern end which is nearer the hospital. After passing the island cyclists will have to immediately move towards the centre of the road to avoid parked cars. This will put them in the path of oncoming traffic (which has priority) at a point where that traffic has also moved towards the centre of the road, to avoid the build out in the northbound lane. Please reconsider the position and layout of this staggered build out.</p> <p>The drawing of the other priority build out near the junction with New Road does not appear to show a cycle bypass between the island and the kerb in either direction. Without this protection, cyclists riding uphill in the direction of priority will have to ride towards oncoming drivers not knowing whether they will slow down and give way to a bicycle. Unfortunately many drivers will accelerate towards a pinch point rather than allow cyclists to pass safely through first. A bypass in the direction of priority, similar to the island pictured below on Surley Row near Highdown School, would reduce this risk. Thank you for considering these comments.</p>
<p>The following feedback was received after the closure of the consultation, however, they have been included in the ‘Summary of responses’ figures.</p>	
<p>38) Object</p>	<p>I welcome the intention to slow down traffic in Redlands, particularly in Kendrick Road and Allcroft Road. However, I object to the plans because I believe that the proposed measures would:</p> <ul style="list-style-type: none"> • Not be effective as the proposed speed humps on Kendrick Road and Redlands Road are too narrow to slow down large 4X4s and delivery vans and humps as well as cushions will cause additional acceleration and braking as well as noise and vibrations; and • Add a significant amount of ugly street furniture that will have a negative impact of the conservation area on Kendrick Road in particular. <p>May I suggest that the council investigates the introduction of an average speed check system instead? All what is needed is a camera at each entrance and the exit of the 20-mph zone. Just 6 cameras would cover the area of the proposed changes, please see attached map.</p> <p>In my view, this solution would have numerous advantages:</p> <ol style="list-style-type: none"> 1. It works: Average speed checks have been introduced across the country for short distances and 20-mph zones (e.g. Trewennack in Cornwall, Tower Bridge in London); 2. The costs of such a system are now below £100,000 within the available budget; 3. No expense on speed humps and further street furniture is required; 4. The beauty of the area is not compromised except the 6 cameras at the entrance to the 20-mph zone;

	<p>5. The council can create income from fines to cover maintenance costs; and</p> <p>6. The result is a steady traffic flow, no additional acceleration and braking as well as noise and vibrations.</p> <p>I understand that my proposal is different to the established standard approach to the problem of speeding cars in residential areas practised by councils across the UK but I hope that the council has an open mind when assessing new solutions.</p>
39) Object	<p>You've seen previous emails from me over the years on traffic calming in Kendrick Road. I support [REMOVED] proposal below [See line 38].</p> <p>If the budget isn't available, please consider another that also has wide support locally, namely, the integration of a speed detector into the traffic light in front of Abbey School, so that it turns the light red for 20 seconds when it detects vehicles approaching at 30mph or faster. If a camera was integrated to record all vehicles who run the red light, I think it is likely to raise sufficient revenue to pay for the installation and maintenance of the facility.</p> <p>As you've seen, there is a shared concern locally that traffic calming measures do not impair the visual appeal of the street.</p>
40) Object	<p>I object against any humps or cushions to be built on Allcroft Road. The reason are follow Hump cushion when large van will travel over them they will cause extra noise.</p> <p>Our road is used for ambulance short cut so they be slowing emergency ambulances.</p> <p>Allcroft Road is a narrow Road if there are cars parked on one side normally drivers have to slow down to give way to other coming vehicles so there is no need for hump.</p> <p>Allcroft Rd is a Beautiful Road with grass Verges hump cushion will ruin the look. Also braking will ruin the surface.</p> <p>Our road has been accident free.</p> <p>We dearly object on having humps or cushions you can have a temporary speed van or have fake road speed markings instead.</p>
41) Object	<p>As a resident at Allcroft road I totally disagree with the new idea of speed humps and more. The road built already narrow as it is clearly does not allow road drivers to speed anyways as they have to give way to one another in both directions. The road is constantly used as a traffic free route for emergency vehicles to get by as quickly as possible to both sides of Reading. The speed humps will slow them down even more and they may alternatively have to join traffic queues while trying to attend emergency calls. If anything the road needs tarmac done to both sides as you enter the road as the pot holes damage our vehicles and slow us down as it is. I totally disagree with the idea of these speed humps. They will also cause an eyesore to such a beautiful heritage road which I have seen develop all my life and can cause a decrease to our house price. Instead of not utilising tax payers money properly please use our money to repair the pavements on the road which causes complete disruption to our pedestrians and young cyclists. Please also look after the grass on the road and maintenance of the trees. I am totally against this speed hump idea. If you would like to contact me back feel free to do so on this email and we can definitely have a more detailed chat of what really needs to be sorted out.</p>

42) Object	<p>I have lived in the same house in Kendrick Rd for [REMOVED]. I live in a [REMOVED] I found it impossible to use my garden this summer due to the stationary traffic and cars parked outside my house with their engines running while they wait .</p> <p>Christchurch Rd Kendrick Rd Allcroft Rd were regularly blocked for hours on end. This changed with the opening of th new A33. It has increased but with the increase in population that is unavoidable the parking on both sides of the road has resulted in narrowing the road. I have watched cyclists trying to navigate the narrow road outside my house and I am amazed that they haven't been badly injured. Motorists are not the most unselfish people on the earth and they show little concideration for pedestians and cyclists. I find it very difficult to cross Kendrick Rd because parked cars prevent me from seeing approching vehicles</p> <p>Narrowing the road and putting in speed bumps will only increase fumes and tempers I would have thought cameras that record car numbers and speed would do more to stop speeding cars and the road would still be wide enough to allow cyclists to ride safely along the highway.</p> <p>In veiw of the excessive fines that have been imposed on the council tax payers of Reading by an incompetant council another means of raising money might be acceptable</p>
43) Object	<p>We wish to comment on the measures proposed to be taken for traffic calming in the Redlands area as contained in the consultation on the Council website, in particular in Kendrick Road.</p> <p>Our concerns about the proposals are as follows:</p> <ul style="list-style-type: none"> • Conservation Areas (CAs). The area bounded by Kendrick Road and Redlands Road is an area recognised for its special character and this is demonstrated by the Council’s identification of four Conservation Areas that cover this part of Reading - Kendrick, Christchurch, Redlands and The Mount CAs. Kendrick CA itself includes virtually the whole of Kendrick Road and a significant part of Redlands Road, while the rest of Kendrick Road is covered by Christchurch CA and much of the rest of Redlands Road is covered in the Redlands CA. It is important to note that the assignment of a CA to a part of Reading means that it is desirable to preserve or enhance its character. • Use of Kendrick Road. This is a main route between London Road and Christchurch Road for all forms of traffic into the town and onto the west and east routes and from the town to the south for Whitley, Shinfield Road and the M4. Under normal circumstances it is a fairly busy road all through the day. It is also a route for coaches to and from Abbey School during morning and afternoon peaks and their minibuses moving students between the Senior and Junior schools during the day, for buses on a 24-hour basis and for ambulances going via Allcroft Road at any time of day or night. • Speeding. There is occasional fast speeding by a few vehicles (a couple of cars, a quad bike and one or two motorbikes) that are generally well known to local residents by sight - very often these swing round the junction of Kendrick Road with Allcroft Road and it generally happens when traffic is light during the day or evening. If these

could be stopped then this danger to road users and pedestrians could be removed as it would act as a deterrent to others.

- Congestion. During morning and afternoon busy periods, even in these COVID times, traffic in Kendrick Road becomes congested, partly because of difficulties getting onto Christchurch Road (which creates a build-up back along Kendrick Road), partly because of large coaches dropping off or picking up Abbey School students then leaving the school in numbers that, with other traffic, fill the road and partly because of parking bays already along the road causing difficulties for traffic especially buses and coaches to move along the road. This is exacerbated by many parents waiting in, or even outside, parking bays to pick up their Abbey School student children. It is certain that when life becomes what we know as 'normal' again and there is more traffic on the roads, the congestion will become much worse.

Conclusions.

- The introduction of more speed controls like humps, cushions, islands and rubber kerbs will only serve to worsen the congestion already experienced in Kendrick Road at busy times. This will consequently increase the pollution created in the area at these times affecting residents, pedestrians and trees.
- Humps and cushions will cause vehicles to slow down as they are approached and then accelerate afterwards which increases fuel usage and air pollution as well as noise and vibration caused through braking. They will also cause a problem for emergency ambulances trying to get through from RBH via Allcroft Road and Kendrick Road.
- If the drivers of the vehicles that cause the main speeding problems could be stopped by the authorities then the risk in these roads would be all but eliminated and extra measures would not be required. It would certainly be a most beneficial enhancement to have an island at the junction of Allcroft Road with Kendrick Road to prevent vehicles cutting off the corner.
- Because these roads are in Conservation Areas any changes should be made only when they are absolutely necessary and must be in keeping with the character of these Areas. Introducing more street furniture, street islands and brightly-coloured rubber kerbs must be avoided at all costs, particularly as speeding is not as much of a problem as the increasing congestion in Kendrick Road, and will severely impact on the character of, and views through, these Areas.
- If an average speed check system, now commonly used in many parts of the UK, could be introduced at a relatively low cost such that travel times end-to-end in Kendrick Road and Redlands Road could be measured, this would be a much simpler method of controlling vehicle speeds and would eliminate the need for the complex and unsightly measures proposed in the consultation and thus their side effects of increased pollution, noise, congestion, etc.

We hope it will be possible for you to reconsider the measures proposed for dealing with occasional speeding problems in the Redlands/Kendrick areas as the proposed approach will increase already high levels of congestion

	<p>and pollution at busy times of day. Even in present COVID conditions, it is possible to smell the air pollution indoors in peak periods and it is necessary to keep windows closed.</p>
<p>44) Object</p>	<p>Please accept my apologies for the lateness of these comments - I am afraid I did not see the notice of intention within the consultation time frame.</p> <p>[REMOVED] moved to Allcroft Road in [REMOVED], since then this road and those surrounding it are much more congested and the motorists do speed sometimes.</p> <p>While understanding the need for measures to improve motorist compliance to the existing 20mph zone in Redlands Ward, (noting that Kendrick Road is also partially in Katesgrove Ward), I am also concerned that the proposed road markings and street furniture alongside the '20mph enhancements' may detract from the beauty of this environment rather than enhance it. I appreciate that it is about striking a balance between road safety and appearance.</p> <p>My concerns about the proposed Redlands 20mph zone enhancements are as follows:</p> <ul style="list-style-type: none"> • potential detrimental impact on the character and appearance of the area and in particular the Kendrick Road conservation area • potential loss of amenity for neighbours in terms of harm to outlook, noise and disturbance, vibration, dust and fumes and smell <p>Potential Detrimental Impact on Character and Appearance of the Area</p> <p>Reading Borough Local Plan Objective 6 'Maintain and enhance the historic, built and natural environment of the Borough through investment and high quality design, and capitalise on these assets to contribute to quality of life and economic success;'</p> <p>Reading Borough Local Plan Heritage 4.2.23 'The Council is committed to protecting and where appropriate, enhancing, Reading's historic environment. New development in the vicinity of historic assets or at the edges of conservation areas should be sympathetic.'</p> <p>Reading Borough Local Plan Heritage EN3: Enhancement of Conservation Areas 'The special interest, character and architecture of Conservation Areas will be conserved and enhanced. Development proposals within Conservation Areas must make a positive contribution to local character and distinctiveness.'</p> <p>Reading Local Transport Plan 6.19</p>

Our objectives for neighbourhood enhancements include ‘to better manage the impacts of transport on neighbourhoods; to enhance local quality of life; and to build more attractive and sustainable local environments.’

Local Cycling and Walking Infrastructure Plan vision

‘To transform our cycling and walking network to be safe, clean and green and better connect people to places to support healthy lifestyle choices and inclusive growth, where everyone benefits from Reading’s success’.

Redlands 20mph Zone Enhancements Overview

‘The proposals include speed humps, which are one of the most effective measures for reducing vehicle speeds. They also include speed cushions, where it would be inappropriate for full humps due to the streets being on scheduled bus routes.’

On the Allcroft Road and Morgan Road drawings it details proposed speed ramps - are these the same as speed humps?

Redlands 20mph Zone Enhancements Overview, with regard to Kendrick Road

‘It is proposed that a number of small build-outs be introduced in appropriate locations where traffic is approaching these parking bays. These build-outs will be supplemented by a reflective bollard and hatched road markings on approach. It is expected that these features, while being visible to oncoming traffic, will be aesthetically low-impact in the area.’

Proposed Kendrick Conservation Area Character Appraisal

‘At the southern end of Kendrick Road, the 164 ft high spire of the grade II* listed Christ Church (1861-2 by Woodyer) towers above the tall avenue of plane trees, centred directly on the midpoint of the road as part of a deliberate piece of Victorian town planning. At its northern end, the view along Kendrick Road is stopped by no. 39 London Road. Views of these two historic buildings, framed by the mature avenue of street trees, create an urban street of special historic and visual interest.’

Kendrick Road is a road of extraordinary beauty which has been preserved in a very attractive conservation area near the town centre for people to walk around, encouraging them to make healthy lifestyle choices in line with the Local Cycling and Walking Infrastructure Plan.

Within this plan is Table 5.2 Walking Route Design Principles which details ‘minimise street clutter’ as one of the measures for each walking route and footway. For Prestige Walking Routes it identifies a further measure of ‘high quality public realm and amenity space’.

The Kendrick Road drawings on the Reading Borough Council consultation overview do not detail the build-outs. However the Agenda (item 6) for the Traffic Management Sub-Committee meeting of 12 November 2020 gives detailed drawings and a helpful image.

I appreciate that 20mph restrictions need to be clearly visible; however they also need to be sympathetic to the character of this conservation area. I am concerned that the Kendrick Road build-outs and in particular the reflective bollard and hatched road markings, may not be 'aesthetically low impact' enough in this area. Once these are in place they will irrevocably change this view, identified in the Conservation Area Character Appraisal of 'special historic and visual interest'.

For Kendrick Road in particular please continue to investigate other technologies and perhaps reconsider speed activated signs that could capture vehicle details for use by the Police in issuing warning notices to encourage 20mph compliance.

I would like to view an image of the junction island (Allcroft Road) as I have similar concerns about the aesthetic impact this will have on the street scene. The Reading Borough Council consultation overview details 'a relatively small island' - please could you provide the dimensions of this.

I would also like to see images of the road markings and associated bollards etc in relation to humps/cushions/ramps, priority flow traffic islands (Redlands Road) and pinch-points (Redlands Road).

Potential Loss of Amenity for Neighbours

Reading Borough Local Plan Policy CC8: Safeguarding Amenity

'Development will not cause a detrimental impact on the living environment of existing residential properties, in terms of: Harm to outlook; Noise and disturbance; Vibration; Dust and fumes and Smell'

Reading Borough Local Plan Safeguarding Amenity paragraph 4.1.36

'One of the key concerns of planning is to ensure that new development does not reduce the quality of the environment for others, particularly where it would affect residential properties.'

I would hope that the proposed Redlands 20mph zone enhancements will not cause a detrimental impact to the living environment of existing residential properties, in terms of harm to outlook from additional street furniture and road marking, along with potential noise, disturbance, vibration, dust, fumes and smell from vehicles responding to the proposed zone enhancements.'

	<p>Please consider the proposed enhancements alongside other technologies and traffic calming features, in the context of Reading Borough Local Plan (Heritage and Amenity), Reading Local Transport Plan and Reading Local Cycling and Walking Infrastructure Plan, to ensure that this amazing part of Reading’s historic environment is not compromised and road safety is improved.</p>
<p>45) Object - Reading Conservation Area Advisory Committee</p>	<p>Apologies for missing the deadline for comments on the traffic calming measures on Kendrick Road. Unfortunately Reading CAAC was not aware that the consultation had started and although notices were posted people are not out and about as much at the moment during the pandemic.</p> <p>Reading CAAC does not wish to contradict the need for speed restrictions on this road or forsake road safety on the altar of heritage but is there not a better way of achieving the compliance with the speed limit that is required?</p> <p>We are aware that local residents are concerned about the impact of the proposals on the appearance of the street and we share those concerns.</p> <p>Kendrick Road is a wonderful straight tree lined avenue described in the Kendrick Conservation Area Appraisal: At the southern end of Kendrick Road, the 164 ft high spire of the grade II* listed Christ Church (1861-2 by Woodyer) towers above the tall avenue of plane trees, centred directly on the midpoint of the road as part of a deliberate piece of Victorian town planning. At its northern end, the view along Kendrick Road is stopped by no. 39 London Road. Views of these two historic buildings, framed by the mature avenue of street trees, create an urban street of special historic and visual interest. It is clear that the introduction of the proposed traffic calming measures: built out bays; humps, cushions or tables and flashing 20mph warnings will have a major negative impact on the view up and down the road. As a consequence it will have a negative impact on the character and appearance of the conservation area.</p> <ol style="list-style-type: none"> 1. Flashing warning signs. Are the flashing warnings going to be sufficient to slow the traffic down or are they going to be an additional piece of street furniture cluttering up the street without speed enforcement to back them up? 2. Build-outs to parking bays. I believe that parking bays along Kendrick Road were well used before the introduction of parking meters and time limits. Does the revenue from parking, even in pre-Covid times, justify the retention of these meters? Would a return to ‘free parking’ increase parking, reduce existing street clutter and negate the need for additional intervention? 3. Cushions. Motorists do not like cushions and take avoiding measures and those proposed on Kendrick Road would have to be adapted for use on a bus route. They are a trip hazard for pedestrians

	<p>and are unlikely to be popular with cyclists who may decide to ride up and down the pavements instead. Any mitigation of the risk of cyclists using the pavement is likely to result in additional street clutter.</p> <p>The road is particularly congested at school drop-off and pick-up times with pupils arriving by car, bus and coach. We would like to be assured that the proposed measures have taken the impact of this traffic into account in assessing the workability of the proposals.</p> <p>The introduction of traffic calming measures on Kendrick Road will also prevent its use as part of the Reading half marathon route.</p> <p>Please reconsider these measures.</p>
46) Object	<p>I am a ratepayer and resident of Kendrick Road, but I only became aware of your proposals to make further so called 'improvements' in Kendrick Road from a notice tied to a lamppost, which I only noticed and read after the deadline of 17th December given in the notice. I have subsequently learnt that there has been correspondence with a Redlands neighbourhood watch group but no attempt to contact the residents of Kendrick Road who are in Katesgrove Ward, despite a brief acknowledgement of the fact that we might be concerned, in the first paragraph of your 'Overview', which I have now tracked down.</p> <p>I also note that if the notices were indeed posted on the lampposts on 2 December, you only allowed 15 days, not 21 days for feedback. I therefore request that you should take my objections into account on you return from the Christmas/New Year holiday.</p> <p>I am particularly concerned about your proposal to add 'Rubber Kerbing' build outs at the ends of the parking bays in Kendrick Road. 'Rubber Kerbing' build outs such as these constitute a hazard to pedestrians and cyclists alike. Furthermore, placing them at the end of a parking bay will make parking in the bay more difficult and lead to more manoeuvring of cars in the road, more noise, and more pollution from exhaust fumes.</p> <p>The effectiveness of the new parking bays have not really been tested as traffic levels and parking have been generally reduced due to the effects of the pandemic, since they were installed. Even so, during the peak hours, the flow of traffic has been affected, and the queues of traffic waiting for the other side of the road to clear have increased, with the attendant increases in noise pollution and pollution from car exhausts.</p> <p>The problem is that if you over react to the irresponsible behaviour of a few tearaways (there was one particular car this summer that behaved as if he was on a racetrack most nights) you risk making life unbearable for responsible motorists during the working day, and the residents. I doubt if the tearaway would have taken much notice of your further calming measures if they had been in place, but his unintended interaction with them might have been even more dangerous for nearby pedestrians and cyclists.</p>

