

WAITING RESTRICTION REVIEW 2020 - OBJECTIONS TO TRAFFIC REGULATION ORDER APPENDIX 1

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

UPDATE: 24/02/2021

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

Street	Objections/support/comments received.
AB1_Barry Place	<p>Summary of responses: Objections - 1, Support - 0, Comment - 1, Mixed Response - 0.</p>
<p>1) Resident objection/ comment</p>	<p>1) Dear Sir's I am a [REDACTED] resident Swansea Road [REDACTED] and would like to object to the above proposals on the following grounds. All-though there is a certain amount of miss-use of the parking facilities by nonresidents (which may be alleviated by a residents parking only area), this benefit will be totally negated by placing double yellow lines along the N.E. side of Barry Place (and effectively removing 6 car parking spaces). On a personal level I currently park my [REDACTED] on the hard standing in Barry Place having been refused a parking permit due to size of vehicle (length 5.36 m, height 2.7 m width 2.15 m (within the 2.2m width of parking bays). A resident opposite me owns [REDACTED] for which he was issued a permit. [REDACTED] If Barry place is therefor to be made a resident only zone and you cannot prevent me from owning a camper van, I will be expecting you to allow me to purchase a permit or offer me an alternative solution</p>
<p>2) Resident comment</p>	<p>2) Dear M Graham. As a resident of Barry Place for [REDACTED] I now find myself being gradually pushed out with nowhere to park, with residents now owning two cars each and one even has four. Please could someone tell me how the proposed permit will work ? and does it mean that Swansea rd. and Cardiff rd. can also park in Barry place? Could it be possible for each resident of Barry place to have one allocated space marked on the rd. so, there will be No conflict. as I'm sure arguments will occur. please help me to understand how this is going to work, I'm very happy to pay for permit but only if it guarantees me parking in Barry place. I look forward to hearing from you. yours sincerely,</p>

Street	Objections/support/comments received.
<p>AB3_Princes Street</p> <p>1) Resident, Comment</p> <p>2) Resident, Objection</p> <p>3) Resident, Objection</p>	<p>Summary of responses: Objections - 6, Support - 0, Comment - 1, Mixed Response - 0.</p> <p>1) The proposed change to introduce the “no waiting at any time” would be a significant change for the better. It would provide enough room for vehicles to turn without having to use the pavement and prevent damage to parked cars or resident’s railings or walls. Turning safely is an issue on this road. At the top of the road there isn’t a lot of room which is made worse by vehicles parking on the double yellow lines causing an obstruction. Little or no space is left to turn and access to my driveway [REDACTED] is often obstructed and when it is free it is used to as additional room to turn. There has been damage to residents’ walls and railings where vehicles have hit them when trying to turn. [REDACTED]. Other damage to the railings opposite and at the top of the road seems to be as a result of other vehicles trying to turn. Vehicles prefer to turn at the top or the road rather than the layby near number 2 due to the sloping uneven road surfaces, the bollards and the proximity of the cars parked opposite. Having at least one area on the road that provides enough room to turn safely at all times would be a huge improvement as the road is very busy for a narrow side street. It would also mean that that vehicles wouldn’t have to reverse down the road to the layby to turn on a very uneven and potholed road surface. To ensure that the “no waiting at any times” is effective in practice it would be necessary to have yellow kerb dashes and / or signs on plates. Blue badge holders routinely park and obstruct the top of the road usually whilst visiting the chiropodist opposite on St John’s Street as well as delivery vans who park up and deliver to several of the neighbouring streets knowing that they won’t be ticketed. Having the traffic wardens enforce the parking restrictions would ensure there is enough room to turn. Many Thanks.</p> <p>2) I have recently moved to [REDACTED] princes and it is already extremely challenging to find a parking space. I am an [REDACTED] and often struggle to find a space on my side of the street after work[REDACTED].. I pay for a parking permit and it's already difficult enough. My partner is due to move and the parking difficulty is likely to increase further. I'm aware it's only a small space but it's likely to cause problems for residents. Furthermore, I have on multiple occasions managed to reverse and turn a 7.5 ton ambulance in this road, it isn't that difficult.</p> <p>3) Hi, I am writing to object to proposals to reduce the parking spaces at the north end of Princes Street. Parking for residents is already limited due to excessive non-residents 2 hour parking spaces. Many residents cannot find parking spaces especially in the evening and have to park in other roads. The real solution here would be to make ALL of princes street residents only at both north and south ends, this would allow ample parking and then perhaps your proposal might get some support. So to be clear I</p>

<p>4) Resident, Objection</p> <p>5) Resident, Objection</p> <p>6) Resident, Objection</p> <p>7) Resident Objection</p>	<p>object to this proposal, as a resident [REDACTED].</p> <p>4) Dear Mr Graham I am writing to strongly object to the proposed works. We do not have enough parking spaces at the moment without losing any more. We already share with other streets, which causes problems. When my partner arrives home late there is no where to park and has to walk from the next street in the dark, which I feel is unsafe. Furthermore, people visiting hospital and doctors surgery also use two hour bays. Kind regards PS: we already have a turning point.</p> <p>5) Many thanks for you for your letter sent on 15th February, 2020. Please accept this as an objection to your proposed plans. Firstly, I am surprised that this matter is only having a consultation period of just over a week, but more importantly, it does not explain the rationale behind your proposed expense. I appreciate that Princes Street is a cul-de-sac, but at times, I have had to drive through to the end, ironically looking for a place to park, only to find that none were available and having to reverse back. I don't see this as a problem which necessitates reducing the amount of what is already limited amount of parking. If you are one of the lucky individuals who can be home by, say 5:30 pm, then parking in front of your home on Princes Street, is not a problem. Unfortunately, for me, I work in [REDACTED] I'm able to be home by 7 pm at the earliest. By this time, there is hardly any parking spaces left on Princes Street. So, as you can see, the suggestion that this parking space should reduce further is quite distressing to me. I would much rather that money is actually spent on implementing an electrification infrastructure, clearing the water drains that are frequently flooding our homes and resurfacing the road which Princes Street is in desperate need for. Furthermore, I am concerned that the council is out of touch with its residents in continually attempting to reduce the amount of parking spaces that are available to its residents. Yours sincerely,</p> <p>6) To whom it may concern, I currently live in Princes street, and as such feel I cannot agree with the planning application to enlarge the turning head at the end of the road. Even with a clear road, with no cars parked, the end of the road is too narrow to allow a car to turn around without making many manoeuvres. There has been a railing fence and a brick wall knocked down at the narrow end of the road, but a car parked was not the cause, the road is just too narrow after the slight bend to the right. A natural turning point is the area just where the road bends. There is space here and a lowered kerb for the garages in this space. Locals direct vans to reverse into this area with very little trouble. Again, I repeat my assertion that to create a turning head at the end of the road would be a mistake. Yours sincerely,</p> <p>7) I wish to object to the proposal to the parking amendment at the north end of Princes Street. As a resident the loss of parking spaces puts more pressure on us as it is difficult to park at the best of times, as visitors to the hospital and doctors park in residents bays when the 2Hr zone is full. So to pay</p>
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	for a permit and have spaces to park taken away seems a bit unjust.
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Street	Objections/support/comments received.
CA3_Star Road	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, support	1) I write, not to object, but to support the proposal for the unloading / loading bay but would like to further request bollards [REDACTED] as the pavement is regularly mounted by vehicles, even across my lawn at times.

Street	Objections/support/comments received.
CH4_ Tamarisk Avenue	Summary of responses: Objections - 4, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, support	1) Hopefully, if introduced this proposal will help reduce the number of vehicles parked in the road by a local car dealer and a taxi/minicab business both operating from flats above the shops located on the south side of the Shinfield Road/ Whitley Wood Road traffic lights. Also, a car repair business operating from [REDACTED] Whitley Wood Road. These companies use Tamarisk Avenue as their business forecourt for storing vehicles that are often untaxed, uninsured and without MOT. The proposal will also help ease the problem of the above-mentioned vehicles causing access issues for traffic including residents of Tamarisk Avenue and waste collection vehicles safely getting in and out of the street with their vehicles.If introduced it will also help reduce further damage to the footpath in the road caused by vehicles constantly parking on the pavement.
2) Resident, objection	2) I do not think that it is reasonable to increase the no waiting zone as described, though I accept that parking in these spaces is abused by non residents. I would heartily support allocating this additional space to resident only parking.
3) Resident, objection	3) We are contacting you regarding the proposal in consultation on Tamarisk Avenue and have a couple of questions concerning the proposal to extend the no waiting restrictions. We are hoping you are able to put a perspective with an explanation to the reasons behind them to help our understanding before the consultation ends on the 24th Feb. I have tried calling the contact numbers on the notification to discuss as it would of been easier but have been unable to speak with anyone yet. Our current concerns and questions are: What are the identified dangers to persons or traffic that have been referenced in the statement of reasons? Our concern would be that the traffic into/ out of the cul-de-sac would be

	<p>traveling faster as a result of the proposal and therefore result in danger to persons further into Tamarisk avenue and the road crossing from faster moving traffic. The current road markings are comparable to roads in the area. We are interested to know where will the cars park that currently use this road to park? Not an easy question but our concern is that they will park further into the cul-de-sac and only cause additional dangers and congestion further into the residential area where children play. Currently cars sometimes park all over the pavements restricting the access on the public pathway for buggies and wheelchairs especially on bin collection days. I think this will become more of a hazard if the parking availability is reduced. We also have [REDACTED] Tamarisk avenue on the right passed the proposed road markings. The current proposal is not clear on the distance and potential vehicle parking spaces that will be left before the dropped curb and access onto [REDACTED] Whitley Wood Road. My concern is that if there is space for 2.5 vehicles then inevitably 3 will try to squeeze in and be blocking safe access on to my property on a regular basis. Can this be considered please. The drawing layout used to represent the proposal shows an inaccuracy in the property's boundaries. This are not consistent with property title deed or recent council planning approvals. When was this drawing updated and who could I speak with regarding this? It is not ideal that Tamarisk Avenue is used as an overflow car park for the surrounding HMO's and business's but in my opinion parking has been an oversite and something that needs to be addressed in this area for these properties/ business's but maybe there are other options that doesn't impact the residents in Tamarisk avenue or have right of access within the street. We appreciate that it is probably a common issue the council are battling and we are undecide in our view but we would very much like help with our questions and concerns above. I would be happy to speak with somebody to discuss these points but like i said it has been difficult reacing anyone on the available numbers. Thank you. Regards.</p>
4) Resident objection	<p>4) The displacement of up to 5/6 vehicles by introducing further double yellow lines will further frustrate the entering and exiting of Tamarisk Ave, by moving these vehicles further into the residential area where each house has a dropped kerb, therefore increasing the actual length of parking, thus causing a single carriageway, between Whitley Wood Road and the T section of Tamarisk Ave, frustrating traffic entering and leaving.</p>
5) Resident objection	<p>5) Our current concerns and questions are: What are the identified dangers to persons or traffic that have been referenced in the statement of reasons? Our concern would be that the traffic into/ out of the cul-de-sac would be traveling faster as a result of the proposal and therefore result in danger to persons further into Tamarisk avenue and the road crossing from faster moving traffic. The current road markings are comparable to roads in the area. We are interested to know where will the cars park that currently use this road to park? Not an easy question but our concern is that they will park further into the cul-de-sac and only cause additional dangers and congestion further into the residential area where children play. Currently cars sometimes park all over the pavements restricting the access on the public</p>

	<p>pathway for buggies and wheelchairs especially on bin collection days. I think this will become more of a hazard if the parking availability is reduced. We also [REDACTED]. The current proposal is not clear on the distance and potential vehicle parking spaces that will be left before [REDACTED]. My concern is that if there is space for 2.5 vehicles then inevitably 3 will try to squeeze in and be blocking safe access on to my property on a regular basis. Can this be considered please.</p>
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Street	Objections/support/comments received.
KA1_Waldeck Street	<p>Summary of responses: Objections - 1, Support - 1, Comment - 0, Mixed Response - 0.</p>
1) Resident support	<p>1) I support the proposal as traffic in and out of that part of Waldeck street is not particularly busy, which would require a dedicated passing place. In contrast, the need for parking place on that stretch of road is much greater. I always felt that it was unnecessary to give up valuable parking places for an area that is hardly ever been used. Cars parked too close to the top of Ruskin obscure visibility around a sharp corner and can hamper queueing for the traffic lights.</p>
2) Resident objection	<p>2) This space is also important to be able to turn around as the road is narrow and difficult to reverse (especially at night).</p>

Street	Objections/support/comments received.
KE2_Ledbury Close	<p>Summary of responses: Objections - 2, Support - 3, Comment - 1, Mixed Response - 0.</p>
1) Resident, support	<p>1) Fed up with people parking in the close entrance that don't live in the area.</p>
2) Resident, support	<p>2) Permits should be issued to Pangbourne Street residents. The reason there is an issue with parking is the number of vehicles that park on the street, but do not live there</p>
3) Resident, support	<p>3) I Support This As Long As They Also Are Stopped Parking Within Ledbury Close Parking Bays [REDACTED] As They Take Up All The Spot When They Can't Park On There Road. And Support This As Long As It Don't Require [REDACTED] To Have To Pay For A Permit Too.</p>
4) Resident, comment	<p>4) Whilst I understand the reason for the restrictions the area is beyond saturation point with vehicles in Pangbourne Street. The reason being that residents in the Oxford Road have no parking facilities, a lot of them used to park in the hotel before they started charging. We also get vehicles from Tidmarsh Street and Iydyene Road parking here, it also doesn't help when some properties have been turned in to flats which also means extra vehicles. A lot of the vehicles are commercial vans rather than private</p>

<p>5) Resident objection</p> <p>6) Resident objection</p>	<p>vehicles. We need a solution to be provided for the area whether that be an arrangement with the hotel to allow local residents to park for free or not I don't know. The provision of 8 flats also being built at the junction of Pangbourne Street and Oxford Road will only make the situation worse. I [REDACTED] would like to be able to park close to home [REDACTED], however that is virtually impossible now with losing the space for 8 vehicles. Regards</p> <p>5) I would like to raise my objections to the proposal for parking restrictions at Ledbury Close.</p> <p>6) I [REDACTED] already find it difficult on occasion to find a parking space, due to many people who do not live in the street parking their personal vehicles plus large work vans here. [REDACTED] This in turn has led me to have to park across the road which you are wishing to make 'no waiting' leaving me with no parking space. I was looking forward to parking permits being a possibility in 2019 in the hope it might help the situation. To now hear that a number of parking spaces are going to be taken away is really disappointing.</p>
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Street	Objections/support/comments received.
MA2_Pinewood Drive	<p>Summary of responses: Objections - 3, Support - 2, Comment - 0, Mixed Response - 0.</p>
<p>1) Resident objection</p> <p>2) Resident objection</p>	<p>1) Good Afternoon we live in [REDACTED] pinewood drive. the house [REDACTED]. we have had never had an issues with people parking in this area and have to ask why has this waiting restriction review proposal been submitted? to restrict parking in the proposed area as per drawings would cause visitors to our house a problem in terms of parking in the short to medium term. also when [REDACTED] will not be able to park outside our home or in area close by. also what will it potentially look like? to mark the road with any sort of coloured line would undoubtedly affect the look and the character of our house and the other residents in this quiet cup de sac. again we have to ask why this proposal has been submitted?</p> <p>2) have been a resident of Pinewood Drive for [REDACTED] and in all of that time I can not recall any incidents where access to Pinewood Drive has been materially affected by vehicles parking in the area proposed to be 'No Waiting At Any Time. Occasionally we have to walk round vehicles that park half on, half off the pavement but these are the exception, not the rule and normally associated with workmen working on properties in Pinewood Drive or infrequent visitors to homes on the street. Whilst our house [REDACTED] space for 3-4 vehicles this is not the case for other properties in Pinewood Drive and the introduction of parking restrictions will materially inconvenience those properties on a regular basis, [REDACTED] in my opinion the benefit of removing a very infrequent, low level</p>

<p>3) Resident objection</p>	<p>inconvenience where vehicles occasionally park in the proposed restricted area is totally outweighed by the frequent, material inconvenience which would be caused to residents of Pinewood Drive through the removal of the ability for visitors to park in a considerate manner in the proposed restricted areas. I would therefore ask that the "No Waiting At Any Time" restriction is not introduced on Pinewood Drive.</p> <p>3) I have lived in Pinewood Drive [REDACTED]. At no point in that time have I ever considered that double yellow lines are necessary for this street. That is still my view. I am vehemently opposed to this unnecessary proposal for the following reasons: There is no evidence (nor has there ever been) of anyone parking in this street in order to use the shop or the bus stop for travel into town. There is no abuse of the street for parking by persons not living in the immediate vicinity. The only vehicles that park on the road from time to time are those of delivery drivers, persons providing services (telephone, water etc) to the residents and private visitors to those residents. Any on-street parking is short-term in nature and of very little (if any) inconvenience to anyone. I am very lucky in that I live in a house that [REDACTED]. Others in the street do not have that advantage. I am absolutely opposed to causing unnecessary inconvenience to other residents in the street and their visitors from time to time (who may include elderly persons or young children) by forcing them to find alternative parking on Conisboro Avenue, or further afield. The painting of road markings on such a small side road as this one would be very detrimental to the street scene. They would simply be unsightly, an unnecessary eye-sore. Bright yellow lines and other road markings are necessary for busy roads, town centres and so forth with high traffic volumes. They are not necessary for quiet little residential cul-de-sacs such as this. In a time of very constrained public budgets, this would be an extraordinary waste of valuable council budgets and resources. Much better to spend the money on improving cycle safety throughout Caversham and Reading. Any painting of double yellow lines in the proposed locations in Pinewood Drive would simply result in either or both of: more parking obstruction on Conisboro Avenue where it could potentially result in more inconvenience and danger for road users as well as more inconvenience to residents of Conisboro Avenue. It is also noted that Conisboro Avenue is a bus route and the bus is often held up here temporarily for inconsiderate or excessive on-street parking as the situation currently stands.</p> <p>b. on-street parking obstruction on dropped kerbs etc to driveways of residents in Pinewood Drive causing genuine and regular inconvenience and delay. Enforcement. A few years ago, the Council painted double yellow lines around the junction of Conisboro Avenue and Uplands Road. I supported that decision and believed it to be very sensible, given the level of traffic to the corner shop (Conisboro Stores) and the related amount of parking that contravened the Highway Code for parking near a road junction. However, without enforcement, the yellow lines are often pointless as they are simply ignored by many, 'just popping into the shop for a few minutes' or result in people parking in dangerous places such as the western side of Conisboro Avenue directly opposite the junction with Uplands Road. The relevance of this point, is that double yellow lines in Pinewood Drive would become substantially pointless if not enforced. The cost of enforcing the double yellow lines would obviously be an utterly</p>
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	ridiculous waste of the Council's budget. Please do not proceed with putting double yellow lines in Pinewood Drive. It is attempting to solve a problem that does not exist and would result in material inconvenience to others and would be an everyday eyesore on a pretty street scene. Please save the money and invest it in the very many, much more worthy demands on the Council's budget in Reading.
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Street	Objections/support/comments received.
NO2_Drayton Road	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, objection	1) To whom it concerns. I would like to register my objection to the proposal as it directly effects accessibility to our property [REDACTED] in Drayton Road. I have attached some notes* to explain my objection, and my suggested modifications. Yours Faithfully

***Notes can be found at the end of this report**

Street	Objections/support/comments received.
PE1_Fraser Avenue	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, support	1) [REDACTED]We have looked at the notice and studied the map. Whilst in agreement 'in principle' with the proposal, it is unclear where the restrictions finish - ie do the restrictions go past our property such that our driveway and the place we park our 2nd vehicle is within the restrictions? From our study of the map we believe this to be the case and would therefore like to ask what consideration is given to residents facing potential new restrictions which affect their property and where they park their vehicles in this proposal? We would welcome the opportunity to talk to you please. Apologies, but please could I add a point to my previously raised point? [REDACTED]I have written in before asking for double yellow lines because of people who park inconsiderately on the junction. This can be delivery drivers, utility vehicles, and people parking to visit Clayfield Copse. the effect of this is that the junction is dangerous [REDACTED] because it is awkward and unsafe to leave our driveway and also because they block our driveway or park right in front of it. When challenged/questioned, people aren't always kind and see the effect on us they cause and there has been upset in the past [REDACTED] We have also had SGN/electricity/Thames Water vehicles park inconsiderately to us (along similar lines to delivery drivers). And also the Police - but we didn't mind them as they were kind and pleasant. The point I have already raised is what consideration will be given to residents under these proposals who have more than 1 vehicle and a driveway that cannot accommodate both vehicles. [REDACTED] If this proposal is brought into force without consideration to residents and their parking, [REDACTED] have also telephoned into your offices to express our concerns, although in principle we agree with the proposal it is the consideration to residents that causes our concern. We look forward to hearing the outcome. Best wishes

	<p>curb, lorries are unable to get around the corner into or out of Kirkham Close, this includes your dustbin lorries. It forces them up onto the grass verge as there are no pavements, which is very dangerous, as the driver may not see the person waiting on the verge. In the past, lorries have also driven into my planters and into my fence post whilst trying to turn out of Kirkham, navigating a vehicle parked opposite. By making these changes, you will be forcing people onto our street and as we, the residents, rarely find a spot to park as it is, where do you think the people from Kingsway will park? Clearly on Ilingwothrth Avenue! I cannot stress enough how dangerous this will be for us and the children that play around here, and all it will be is “an accident waiting to happen”. If you wanted to make changes, the best palace to do that would be as you come off of the main Caversham Park Road into Kingsway. There are regularly cars parked just on the entrance, making it very dangerous when entering or leaving Kingsway. I hope you will consider my appeal.</p>
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Street	Objections/support/comments received.
PE5_Ruskin	<p>Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.</p>
1) Resident support	1) Very necessary!
2) Resident support	2) Cars parked too close to the top of Ruskin obscure visibility around a sharp corner and can hamper queueing for the traffic lights.

Street	Objections/support/comments received.
RE1_Corbridge Road	<p>Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.</p>
1) Resident, support	<p>1) To whom it may concern, I’m responding to the consultation about double yellow lines on Corbridge road bus stop. I do sincerely hope this will happen as the buses are parking [REDACTED]- not at their allocated stop-[REDACTED] The no.5 buses are so frequent and every couple of minutes [REDACTED]buses run 24/7.[REDACTED]noise nuisance[REDACTED] It’s unbearable and something needs to be done ASAP. I have a lot of evidence to support my claim. I look forward to hearing from you soon and hope you will look into this. Kind regards</p>
2) Resident, support	<p>2) Let's hope it's not going to be like all the other projects in Reading, you do your best to improve things, but no maintains, no point putting down yellow lines and then not in forcing penalties for the law breakers.</p>

Street	Objections/support/comments received.
RE2_De Beauvoir Road	Summary of responses: Objections - 8, Support - 6, Comment - 0, Mixed Response - 0.
1) Resident, objection	<p>1) I would like to object to the proposal on altering parking restrictions in De Beauvoir Road. [REDACTED] I have been struggling for years to park my car after coming back from work. This is most usually the case because there's quite a few visitors parked on the road. This proposal will not only not resolve the issue but actually exacerbate it. Visitors who would normally park their cars on both De Beauvoir and Carnarvon Roads, will now be left with the option of only parking their cars in Carnarvon Road. What consideration has been given for the residents of Carnarvon Road? Honestly, it feels like the people that raised this alteration only considered De Beauvoir Road and gave zero consideration about the neighbouring roads and the effect this change will have on them. But here we are discussing altering the parking restrictions on De Beauvoir and Carnarvon Road while Eastern Avenue remains literally empty of cars all year round. Let's try and optimise the two busiest roads in the neighborhood while there is a road adjacent to them that is completely empty and would take the pressure off both Carnarvon Road and Junction Road. I'm sure you'll have a ton of reasons why changing the Eastern Avenue permit cannot happen but the fact remains. Eastern Avenue is empty all year round. Maybe focus your efforts on fixing that? Or at least make both De Beauvoir and Carnarvon Road permit holders only so visitors are excluded from both? The proposer's incompetence is monumental. I urge the council to reconsider their proposal. You do not have my support and if you make my parking life worse than it already is I'll make sure to remember that in the next local elections.</p>
2) Resident, objection	<p>2) I disagree with the proposed plans. [REDACTED] if there is only permit spaces on De Beauvoir then all the visitors to houses on that road will park on my road which already has too little spaces. It's bad enough for me to get a space when I get home from work as it is and your plans are going to make it ten times worse.</p>
3) Resident, objection	<p>3) While I support the introduction of restricted parking I would prefer that you make it a timed resident permit zone rather than 24 hour. [REDACTED]</p>
4) Resident, objection	<p>4) [REDACTED] I'm aware of parking problems in this area and to our permit zone and cannot object strongly enough to making De Beauvoir permit only as this will have a massive impact to the parking on Junction and Carnarvon Rd. The option you are proposing will shunt more cars onto these 2 roads and in</p>

<p>5) Resident, objection</p> <p>6) Resident, objection</p> <p>7) Resident, objection</p> <p>8) Resident, objection</p>	<p>doing so you are not solving the problem of parking but creating a huge one in these two neighbouring ones. I believe that Junction and Carnarvon should also be made a permit only zone. We have already lost the ability of being able to park in a section of Eastern avenue which is empty of cars most days and a complete waste so this makes having more visitors cars on our roads very worrying. But failing this option 2 of the proposals would be the best one for all concerned.</p> <p>5) I object on the grounds that restricting parking along the entire length of De Beauvoir Rd to permit holders at all times without changing restrictions on adjoining Carnarvon Rd and nearby Junction Rd[REDACTED] will simply encourage waiting short-term visitors to park on the other nearby roads, therefore simply shunting the issue onto other roads rather than dealing with the underlying cause (which is the number of vehicles needing or wanting to use the streets for parking, not where they can park).As this proposed change was stated as being initiated due to the concerns of a handful of residents with people using the northern sections of De Beauvoir and Carnarvon Roads to park to visit shops on Cemetary Junction, I don't see how changing the restrictions along the entire length of De Beauvoir Rd would tackle this problem. If you want to restrict people using the streets immediate to Cemetary Junction to park in then restrict waiting in those immediate areas (the northern ends of De Beauvoir and Carnarvon) instead of restricting the entire length of one road but with nothing on other one.[REDACTED] Nothing outlined in the WRR2020 does much, in my opinion, to tackle the underlying issues with parking in our area.</p> <p>6) Regarding the proposed changes to parking regulations in the De Beauvoir /Junction and Carnarvon Roads area - I would prefer Option 2 of the previous suggestions - i.e removing visitor parking at the bottom of De Beauviour Road (London Road end) rather than for the whole road. In my opinion this would put even more pressure on parking in Junction Road.</p> <p>7) I am happy with the current road parking and the 2-hour slots, i object the other option</p> <p>8) We have no permanent car but we have frequent need of parking for short periods. This proposal would effectively mean that the 'have cars' own the street and we would not be able to function. For instance, we had to move in very quickly (arranged 2 days prior) owing to the virus and there was no visitor permit available at the house in De Beauvoir Road we were moving into. I tried several times to get through to the council but could not get through. The proposed rules would have made our task impossible. I also have a lot of deliveries - drivers will not want to complete a permit for a 2-minute dropoff so what do we do then? It will all become overly bureaucratic and restrictive. And why shouldn't people use the parking spaces if they are empty and they are staying only a short while? If there are 10 permit spots all empty all day, why shouldn't others use them? If people want off-road parking or their own private driveway then they should buy a house that has that and stop trying to</p>
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<p>9) Resident, support</p>	<p>force others to live with fewer rights and freedoms. We pay our council tax too and should have the right to use the road and parking. WE VOTE STRONGLY TO LEAVE THINGS AS THEY ARE</p> <p>9) I strongly support making De Beauvoir Road permit only for a number of reasons:De Beauvoir Road is different to the surrounding roads as it is an access road from the London Road to the Redlands area, so has significantly higher traffic footfall. This consequently results in much more non-permit parked vehicles on De Beauvoir Road, than either Carnarvon Road and Junction Road. De Beauvoir Road is used frequently by non-permit vehicles than surrounding roads due to access to shops at Cemetery Junction (on the London Road end) and the Co-op and Café Yolk on the Erleigh Road end. Introducing a restriction of 8am-8pm 2 hours only will not solve the parking issue, as residents are usually home before 5 or 6pm, which is when they want to find a parking space. Additionally, [REDACTED]traffic wardens, they do not largely enforce along the street beyond 7pm. Ultimately this makes the permit only parking beyond 8pm unenforceable. Compared to surrounding streets, De Beauvoir Road only has 1 side of the road with parking bays, nothing else, and consequently has much less space for residents. Despite having terraced housing on both sides of the road. Neighbouring streets have driveways on one side, or single yellows with parking from 6.30pm till 8am. Consequently De Beauvoir Road has far fewer parking options than neighbouring streets, but for the same amount of residents. Due to the above points, I strongly believe that the only way to solve parking issues on De Beauvoir Road is to make it permit-only parking.</p>
<p>10)Resident, support</p>	<p>10) [REDACTED], it has become noticeably harder to find parking over recent years. I believe that changing the parking to permit-only is the best way forward and strongly support the proposal. Any parking restrictions more relaxed that 'permit-only' will not go far enough to help the residents on De Beauvoir Road.</p>
<p>11)Resident, support</p>	<p>11) I support the proposal. There is not enough parking on the street and permit only parking will help address this and protect the residents. De Beauvoir Road in particular struggles with parking as people use the street to go shopping in Cemetery Junction and using cafe Yolk. There is also more people per parking space than on any other streets nearby. Other streets either have private driveways or double-sided parking. De Beauvoir Road does not have this. Any other form of parking restriction will not do enough to solve the serious lack of parking. This is why I support the permit only parking proposal.</p>
<p>12)Resident, Support</p>	<p>12) Remove the visitors' hours from the London Road end of Carnarvon Road to make it less convenient for non-residents to park to visit the shops at Cemetery Junction.- time-limit the visitors' hours at the Erleigh Road end of Carnarvon Road so visitors can only park for free without a permit for up to 2 hours between 8 AM and 8 PM. We constantly have people parking to go to the shops[REDACTED]multi occupancy houses on this stretch of the road that is almost 50%. [REDACTED]This needs to be looked</p>

13) Resident, Support	<p>into urgently. Also less than 50% of these are actually registered as HMO's.</p> <p>13) Option 2 Permit holders only from 1 - 25 Debeauvoir Road and 2 - 26 Debeauvoir road. Too many shoppers parking on this end of Debeauvoir Road and the top end. Never able to find a spot. Permit holders only between 8pm and 8am on the rest of the Road. We have put so many complaints in about the parking over the last 3 years and its now time something changed. We have Particularly complained about the lack of traffic wardens so with these new restrictions in place we do sincerely hope this will improve otherwise there is no point in changing what already in place.</p>
14) Resident, Support	<p>14) I agree with making De Beauvoir Road permit holder only - there are not enough spaces to share with temporary parkers. Also, increase the number of speed bumps and pave the road, marks out the spaces better as people are racing through the street.</p>

Street	Objections/support/comments received.
RE5_Elmhurst Road	<p>Summary of responses: Objections - 3, Support - 1, Comment - 0, Mixed Response - 0.</p>
1) Resident, support	<p>1) We are very much in favour of the new proposed parking restrictions in Marlborough Avenue. I just want to check the existing white lines in front of the garage doors on the side where there will be "no waiting", will be preserved.</p>
2) Resident, objection	<p>2) The existing parking arrangements are quite adequate for most of the roads residents. These proposals have been put forward to satisfy the concerns of a minor of residents who don't want to use guest parking vouchers for their visitors. The proposals put forward leave the road very open to non-residents at weekends - Marlborough Ave will now be at the mercy of visitors to the University who are looking for a free place to park. I also note how the parking bays that are proposed for relaxation cut across a number of driveways and garages - this is likely to cause problems for those residents at weekends if visitors can park in front of them. All in all this seems like an idea that satisfies a few of Marlborough's residents but will leave the majority worse off. This proposal should be voted down please.</p>
3) Resident, objection	<p>3) I don't think this plan is needed. Most residents are quite happy with the current parking bays and times. I know there are some residents that want to change it but I am not one. I don't want students and nurses parking all over my road like they used to. I am not happy that this new idea has been pushed through by a few residents who live at one end of the road and that the rest of us just have to do what they say. I don't think this is fair. I want to keep my road for residents only and visitors need to</p>

4) Resident, objection	<p>use a ticket just like they do already. I don't like this new plan and I don't want the parking to be changed. Please don't change it as its good the way it is now.</p> <p>4) Why are the council doing this? I think the parking on Marlborough is fine how it is. I like my road nice and quiet and I don't want lots of other people parking outside my house. Please don't change anything on Marlborough Avenue.</p>
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Street	Objections/support/comments received.
S05_Silchester Road	Summary of responses: Objections - 1, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident, objection	<p>1) [REDACTED]. I'm very familiar with the issues that have given rise to this proposed change to the parking restrictions in Silchester Road - congestion, obstruction of driveways and damage to the grass verges. My experience is that problems over parking arise mainly, if not exclusively, at the beginning and end of each school day, i.e., not at weekends and not in the holidays. Therefore to have permanent a restriction of 'no parking at any time' seems excessive to me. [REDACTED]I would like to suggest that, instead of placing the restrictions on both sides of Silchester Road, they should be on the North side only, to stop the problem of driveways being obstructed at certain times of the day and to preserve the grass verges, as it is on this side of the road that the majority of the damage to them has occurred. This would leave the South side unrestricted, as it is now, and available to local residents to use for their own or their visitors' parking at all times. (To have restrictions in place outside school times seems unnecessary to me.)I hope these observations are useful and that they will be taken into consideration.</p>

Street	Objections/support/comments received.
T11_Beverley Road	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, support	<p>1) With regard to the proposed Restrictions at the Tee section of Beverley Road we FULLY SUPPORT proposal.[REDACTED]this Junction has never been more dangerous than at present. There is nightly parking directly across the Junction causing severe hazard and in the past Thames Valley Police have moved vehicles. In fact, I would recommend EXTENDING the 25m section to be longer say 30m as this would benefit traffic turning.[REDACTED]for safety please go ahead with our full support.[REDACTED]</p>

Street	Objections/support/comments received.
T12_Elvaston Road	Summary of responses:

1) Resident objection/ comment	<p>Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.</p> <p>1) Closing these roads from parking down will leave multiple homes with nowhere to park in an already poor situation increased during a period of lockdown when people are at home and being told to stay inside. Notification is not clear as to what roads are being closed, poor representation will leave residents confused as to what roads are expected to be closed. Should be represented on a map to allow fair review. Unless cancelled or parking for residents created within sensible distance, Reading council will yet again be proving they just want to penalise people and obtain income through fines.</p>
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Street	Objections/support/comments received.
TH2_Hemdean Road	<p>Summary of responses: Objections - 25, Support - 4, Comment - 0, Mixed Response - 0.</p>
1) Resident objection	<p>1) I'm writing to strongly object to the proposals at Hemdean Road to introduce a No Waiting Time to a 218m section of the road. As a resident, this would cause issues for myself and many neighbours with car parking and cause more cars to park on the opposite side of the road especially during school times. I'm not aware of any issues currently with the existing markings/restrictions, which had not prevented access for traffic including buses - if not broken don't fix it! I would rather the money is spent on reducing the speed limit to 20mph for the whole road.</p>
2) Resident objection	<p>2) Thank you for considering the parking and driving situation in Hemdean Road, ref PT/016105 As a resident I would like to object however to your proposals. Losing any waiting and parking space will be highly impractical for us residents as we often use this side of the road to park, offer parking spaces to the postman/ delivery drivers and guests (post Covid!) Taking this away feels like a huge restriction. [REDACTED]now worried about where to park our car. [REDACTED]It just throws up chronic problems for residents. On another note, very worried about the speeding of cars if the road becomes empty. Especially around the corner of the bus stop. At the moment parked cars break the speed of cars. It would have to become a 20 mile road to secure the safety of children living there as well as children walking to school.I think there is one small area that is problematic in terms of parking and pavement obstruction which is next to Oakley Road. The pavement there is always blocked so maybe you could add a yellow line there. Other than that I don't see which problem you are trying to address.Thanks for all your efforts, and hope you reconsider your view points.</p>
3) Resident objection	<p>3) The lack of parking spaces available (even to parents on the scho run) is evident already. To force residents to park miles away is just unfair and clearly a lack of thought has gone into this strategy without surveying the residents on the road. Please do not go through with this.</p>

4) Resident objection/ comment	4) [REDACTED]they park on the road behind my car. If this was not available they would have to walk for some distance. I have no objections to making it no waiting at school drop off and pickup time and just to have the very end no waiting near the Oakley Road roundabout.
5) Resident objection	5) The bus route carries 2 - 3 persons per bus... because public transport is now a significant health hazard those at high risk from corona virus. Therefore a car is absolutely necessary to attend vaccination, hospital and doctors appointments. Caters attending houses need parking outside the property. A car is now an essential life saver to those working who have to travel to work and avoid the same risk to their health from public transport reduced social distancing. These are facts not suggestions. Public transport use must be minimised on recommendations of national government and the NHS. There are a number of disabled residents in the toad who need their cars outside their house for access with minimal contact to others and to preserve social distancing. Deliveries to properties for essential food and supplies is now critical. We do not want someone who does not live in Hemdean road telling us how to live our lives.
6) Resident objection	6) I would like to object to the proposal to amend parking restrictions on Hemdean Rd on a number of grounds. The purpose and benefits of this proposal have not been clearly or adequately explained. I do not see how this proposal is supposed to alleviate a problem when it only covers parking on one side of the road and not the other. This has not been explained adequately and appears arbitrary rather than evidence led. Insufficient evidence has been presented as to why this proposal has been made. As one of the residents affected by this change I have not been consulted prior to the proposal being made. And anecdotal evidence suggests that none of the other neighbours affected has been spoken to about it either. If the purpose of the proposed changes is to alleviate an issue, then it would be better to have the courtesy to take the time to actually engage with the residents affected prior to submitting proposals which are then posted on an A4 sheet of paper on a sign post. This does not allow residents with a visual impairment or other disability, an adequate method of being properly informed, engaged and consulted about the process. There is a link to the RBC website but not all of the residents affected have access to the internet. My [REDACTED] neighbour does not have access to the internet and is therefore unable to fully engage in this consultation process. This process therefore discriminates against people who are unable to engage in the proposal by not making other methods to respond readily available. The response time limit given for the consultation is totally inadequate for people who have to receive information and send responses to the proposals via a method other than via the internet. This again discriminates against them. I live in a property which has a sign post outside it. If I am no longer going to be able to park outside my house I will need to park in my what is currently my front garden. To do so I will need to have the sign post moved. I would not expect to have

<p>7) Resident, objection</p> <p>8) Resident, objection</p>	<p>to pay to have this sign post moved, and would fully expect RBC to pay and arrange for this to be done should this proposal go ahead. This seems only fair and reasonable to me. If I am no longer going to be able to park outside my house I will have to pave over my front garden and have the kerb dropped. This is going to be an expense to me which I cannot afford. And it is damaging from an environmental perspective. Residents will be reluctant to park on the other side of the road for several reasons - firstly there will be great demand for spaces but limited availability. This will cause strife amongst neighbours as they vie for spaces. Residents will also be wary of having to cross the road when having to bring young children into and out of the car. Can you please provide all evidence, including the decision making process and research which has preceded this formal proposal being made. I would also like to make an FOI request for this information so that it may be made readily available for residents to inspect via the RBC website - for those residents who have access to the internet. Kind regards</p> <p>7) Hi there, Whilst I can see something needs to be done about the traffic challenges on Hemdean Road I don't believe the proposed solution will actually help. My first observation is that you haven't stated what you are trying to achieve or why you are proposing these changes. I imagine the approach is designed to assist the bus in getting up the road? This needs more clarity. The second observation is, regardless of what you do enforcement is actually the challenge. People just ignore the current yellow lines at school drop off and pick up time at present. More yellow lines won't help. My third observation is, I agree that traffic calming measures need to be put in place. I believe your proposal will actually increase speeds on the road as people will have a clearer run through, thus making it more dangerous. Can you provide more details of what the changes are designed to do. We have a group for the road and are happy to have a meeting to discuss this properly. Thanks</p> <p>8) I am a resident of Hemdean Road and wish to object to the consultation ref PT/016105 for two reasons. Firstly and generally the Statement of Reasons covering all parts of the borough is extremely vague and does not make a compelling argument for placing additional restrictions and changes upon each of the areas included in the consultation relative to other areas in the borough. Statement of Reasons: The introduction of restrictions and changes to existing waiting restrictions is necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. While I fully support avoiding danger to persons and other traffic using the roads, this is a blunt objective and I cannot understand how it can be the reason for imposing the specific restrictions proposed. You could equally apply this reasoning to restrict waiting, etc., on all roads and indeed use of motorised transport more generally. As such you are not treating all residents fairly and instead placing an unfair burden and inconvenience on an unfortunate few. You need to be more specific in your rationale for the proposal, so we can understand whether the proposal meets the objective. Secondly I wish to object to the one specific consultation, namely "Hemdean Road, West side From its junction with Oakley Road to a point 218 metres southeast of that junction.". I live</p>
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<p>9) Resident objection</p> <p>10) Resident objection</p>	<p>[REDACTED] and do not find it particularly dangerous even relative to other sections of Hemdean Road. In fact I find the section from Hemdean Hill to Victoria Road, and particularly between Hemdean House School to Victoria Road, to be more dangerous than this section of road. Furthermore the proposed restrictions would inhibit the enjoyment of my property as deliveries and visitors would not be able to access my property conveniently if they arrive by vehicle. There is insufficient parking on one side of the road for all residents of both sides currently. More importantly it would increase the number of pedestrians in the road by making them cross to get to their cars. It would also likely push parking to Oakley Road, which is a narrower road with faster-moving traffic and more dangerous. These issues would more than offset any benefit of the proposed plan. A better solution in my opinion for this road would be to apply a 20 mph limit from Oakley Road to Hemdean Hill. Certain residents have mentioned in our local Facebook and Whatsapp groups that there is an issue with parking during the school drop-off times. This is neither the subject of your consultation, nor does your solution address it specifically (being to restrict waiting from 8am to 5pm). I would be happy to share views on this should it become a part of a future consultation. Kind regards</p> <p>9) When our elderly grandparents come to visit, there is nowhere else for them to park except outside our house. If these restrictions are put in place, they will not be able to see their visually impaired daughter or grandchildren.</p> <p>10) The proposed parking plans for Hemdean Rd to Oakley Rd are over-restrictive and excessive for residents who live along that section of road, preventing their visitors from being able to park in daytime, and hampering pickups and deliveries all day. There will not be sufficient space for this activity on just 1 side of the road impacting residents considerably on enjoyment, amenity and serviceability of their properties. It is also of concern the knock on impact the measures will have with parking in surrounding roads that already have an issue with parking. The council have not been clear in this "consultation" what they are intending to achieve with the restrictions. If it is to try to prevent the school gridlock and parking issues, then waiting restrictions could just be for a short period around those busy times of the day for say 30-45 mins at most as this will address the congestion then but it certainly need not apply all day. Residents moved to properties near to the school on understanding there would be a little disruption in week days around school start and end times (these are tolerable and not an issue for us) but we did not expect nor want such draconian parking and waiting restrictions to be in place. The restrictions will create a severe parking problem as only one side of the road will be available for day time parking, when currently both sides are needed. Also, we consider it will make cars travel faster along that stretch of road since it will be clear and encourage impatient drivers to speed. We also consider very little attempt has been made to bring these proposed restrictions to the attention of residents. Details could have been posted in affected houses letterboxes very easily but this was not done, some notices are now attached along the road but only recently, as far as we are</p>
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<p>11) Resident objection</p> <p>12) Resident objection</p>	<p>aware. In addition the information about Hemdean Road plans is completely buried amongst a host of other proposed measures around Reading, and so very confusing and easily missed and misunderstood. Much more effort should have been made to alert residents in Hemdean Road of the Council's plans risking them being adopted without full and informed consultation. We would be in favour of leaving roads exactly as they are, but if restrictions are considered necessary to bring some order at busy school start and end times then restrictions should be weekdays, term-time and last no more than 45mins at those 2 times only, (commencing 8.15 and 3pm) minimising impact on local residents.</p> <p>11) I object to the length of the no waiting zone. It would be understandable to introduce one near Victoria Road and another by the Rotherfield Way roundabout but these should be roughly 4-6 cars long and not the entire length of the road. I live at one of the houses covered by the proposed changes and I do not have an issue with parents using the curb outside of our house. I'm also concerned that if there are fewer cars parked on the road then drivers are more likely to speed and that delivery drivers and tradespeople will not be able to park.</p> <p>12) I've tried ringing both phone numbers on the notice, but unfortunately have not received an answer or a call-back from one (after leaving a message), and on calling the second I was advised that they couldn't answer my question: namely, why and on what basis is this measure being proposed? There isn't any justification in the proposal documents, and without this it is difficult to understand any legitimate purpose behind the proposals. Without the answers to this question I feel I have to submit an objection, which I have detailed below, along with suggested modifications if indeed some restrictions are legitimately required (although, as I note, I have not seen the justification or evidence for why they are.) For context, we live in this proposed "no waiting at any time" zone, in a terrace on the west side of Hemdean Road. (I assume given the lack of mention of it that there would be no exemptions, residents permits etc., as have been used elsewhere on Hemdean Road, to at least enable residents to be able to park across their own driveways...)- Whilst there are always residents' cars parked on the western side of Hemdean Road here, and I agree that there are some generic and low level risks posed by cars parked on roads, I wasn't aware that there were any serious, significant, or abnormal problems in this area being caused by the parked cars to either pedestrians or road users, nor of a large number of accidents or near misses. Even though residents do park cars half on the pavements, the pavements are generally relatively wide, and this style of parking eases potential problems with traffic flow by widening the road, making it wider than it is in many places further down Hemdean Road - even with buses and relatively heavy traffic using the road, things always seem to get through fine (the greatest risk of jams tends to be when buses take the mini roundabout and they get the corner wrong and have to reverse, or when other road users do not give them enough space to make the tight corner - nothing to do with parking on the road.) - In contrast I would suggest that the greatest traffic problem we have here is speeding - lots of people come round the mini roundabout on the junction with</p>
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Oakley/Rotherfield and accelerate rapidly after the speed bumps, heading southwards, whilst others accelerate from the speed bumps by Caversham Primary School, speeding up to the roundabout. Removing parked cars from one side of this area will only serve to further encourage speeding on what is a densely populated residential street, which has families with children living in many of the houses, and many other families with children using the street to access the primary school and the recreational areas at Balmore Park and Buggs Bottom. As a result the speeding here is particularly dangerous, and it is clear to me that this issue will get significantly worse without parked cars hindering and discouraging them. Of course alternative solutions, other than parked cars, should be introduced to combat the speeding, e.g. traffic calming chicanes with give way signs (which the parked cars currently serve as), more speed bumps, more severe speed bumps, or a speed camera. The proposed parking restriction measures will cause the opposite, making the speeding problem worse. Prior to any change I feel a proper traffic survey with a radar gun should be carried out to assess the current level of speeding, and the locations of incidents of speeding relative to parked cars noted. - Most of the houses on this western side of the road, at least at the northern end, are terraces, and as such have very limited off-road parking - most only one space, and several houses none at all. Removing all roadside parking would mean a relatively large number of cars needing to be parked elsewhere in the vicinity, where they would cause difficulties for other Caversham residents and traffic - this change would simply be moving any problems elsewhere. At the same time this non-solution would seriously inconvenience residents in the "no waiting" zone, particularly any elderly or mobility-affected residents, or families with small children, which accounts for most of the properties. Residents would now have to walk some distance to and from their cars, carrying children, car seats, prams, shopping, bags, or anything else they need to move. Similarly any residents in this area who might have family or guests to visit, for instance to help with childcare, or tradesmen round to do work on their houses, would now need to ask them to park some distance away, again causing similar issues of accessing transport, and simply moving any (perceived) problems on Hemdean onto other roads, rather than solving them. - Whilst the proposed "no waiting at any time" zone on the western side of the road affects many terraced houses, the eastern side of the road opposite them has semi-detached houses with much larger drives, nearly all with a minimum of two off-road car parking spaces. If there is a genuine need to remove parked cars from the road here (which, again, I've not seen the evidence for), it would make far more sense to make this eastern side of the road "no waiting at any time" for the first 150 or so metres south of the roundabout, rather than the western side, as this will give the same outcome to the traffic flow whilst negatively affecting far fewer residents, since the terraced houses have significantly less off-road parking. Further along the road there are a number of maisonette flats on the eastern side, with semi-detached properties on the western - here it might make sense to switch the zone to the western side (as proposed) to allow the maisonette residents, who have zero off-road parking, to park. - Many residents park their cars with two wheels on the pavement - along most of the road this doesn't cause problems, as the pavement is wide enough for

<p>13) Resident objection</p>	<p>wheelchair-users/prams still to get through, and helps traffic flow on the road. This could be made "official" by demarcating lines on the pavement showing how far onto it people could park, to ensure enough space is left for pavement users. Admittedly at the very northern end of this stretch on the western side of the road, near to the roundabout junction, parked cars do cause an issue for wheelchair users/prams for about 10 metres of pavement, and I agree something could be done to address this. However, I don't believe this justifies restrictions for the full 218 metres proposed.</p> <p>13) I object to the proposed no waiting at any time on one side of Hemdean Road. Firstly the reasons backing this proposal are not mentioned anywhere. As residents who will be affected by such measures should be given the opportunity to clearly understand and view the reasons behind this proposal. It is quite disappointing from the council that they have not informed us with a letter explaining this proposal and one notification only has been signposted on one post before the Oakley Road roundabout. I was always under the impression that Reading Borough Council could do better notifying and informing its residents but this has not been the case. The proposal it's self is very restrictive and will impact greatly the residents of the area. Parking spaces will not be enough on one side of the road as there is already plenty of properties that don't have their own off road parking. As you are aware more and more people work from home meaning that cars do not move during the daytime creating insufficient parking spaces on one side of the road and impacting the serviceability and amenity of the resident's properties. Our visitors will be impacted as it will be extremely difficult to find a place nearby to park. Deliveries will be a big problem especially on heavy goods. Furthermore, I worry that such changes will also create a heavy traffic area with speedy driving something that the council should not overlook especially as schoolchildren use and cross this road. I generally disagree with these measures and believe that double red lines may be appropriate in areas of main roads and heavy traffic but this is a heavily residential area with a primary school on its doorstep where parking is an absolute necessity for some that live further away and will still need to drop and pick up their children from school. Myself and family and all residents I have spoken to object to the proposed restricting changes and will not be happy to accept these being adopted by the council without informing us the reasons backing this and giving us the opportunity to make our suggestions. I hope the above will be taken under consideration.</p>
<p>14) Resident objection</p>	<p>14) We park [REDACTED] near the Oakley/Hemdean Road roundabout, there are no other places we can park our car. The council can't block parking vehicles on Hemdean Road without giving residents proper notification! Where do you suppose we park our car in such case? Whoever come up such "brilliant" idea is totally lost touch with reality and not fit for office! Ridiculous, and there's no proper consultation - as owners in one of the house on Hemdean Road, we never receive this consultation until someone found out by chance and mass emailing knowing residents!</p>

15) Resident objection	15) Caversham Primary has a large number of kids with physical and educational special needs whereby the safety of getting children into school requires close access to the car from the school gates My sons [REDACTED] and access to school and the ability to get him to the school gates whilst managing other siblings - safely- due to his lack of road awareness relies on parking near the premises.
16) Resident objection	16) I am very concerned and worried about the proposed changes to street parking on Hemdean Road. This will lead to:A/ No access for Carers, Delivery drivers and many of the vital services that we rely on. We have [REDACTED] B/ speeding cars with the new proposed changes endangering pedestrians and in particular school children in Caversham Primary school. It is very disappointing to receive no reasons for this big change that will have a significant impact on our lives. Neither there was any attempt to reach out to residents or consultation on any changes. For example the Council could consider a limited change towards the roundabout opposite the bus stop, as this would likely make the biggest improvement with minimum impact on residents. I trust you would take this into consideration and engage with Hemdean Road inhabitants before imposing such radical change to the road and to our lives.
17) Resident objection	17) There are many residents with second cars which will make parking for parents very difficult, also for residents who may not be able to access their driveways if blocked in by parents dropping off children. And for special needs children who require access to the school and may have to walk further.
18) Resident objection	18) There will be nowhere for parents dropping and picking up children at school to park as the other side will be filled with residents cars. Residents will not have enough spaces to park as many don't have driveways. It will create large problems. I have [REDACTED] where it's already hard to find a space near the gates to pick up and drop off. This will make matters much worse as there are no disabled parking spaces anywhere. My [REDACTED]
19) Resident objection	19) We live on hemdean road. Some people don't have driveways and the other side of the road people with 2 cars will be using the very limited spaces. It will make accessing our homes very difficult and congestion else where.
20) Resident objection	20) There are little to no provisions for parking for the school as it is. The road can be a very busy dangerous one for crossing as it is, by removing the ability to park cars will drive even faster down this road. Residents without drives will have nowhere to park.
21) Resident objection	21) There is not enough parking if you remove it from one side of the street to will be worse.

22) Resident objection	22) There is a primary school on this road which already has very limited parking for drop off and collection of school children. This is in addition to the council/school not providing adequate measures for school children requiring more help and support at drop off and pick up (ie those with physical or mental difficulties). There are no dedicated spaces for these children's carers. Removing cars from parking along this road will encourage drivers to drive faster, which is a danger to the school children.
23) Resident objection	23) I strongly object to the proposal to limit parking along the west side of Hemdean Road. I live [REDACTED] where there are [REDACTED] and as such we require [REDACTED]. There is not enough space in the small driveway for [REDACTED], so I must park mine [REDACTED]. If this proposal goes ahead, I will have no where to safely park my car.
24) Resident objection	24) As a resident [REDACTED] of Hemdean Road and directly affected by this proposal, I would like to object on several grounds: The Statement of Reasons is too vague. It does not precisely state the nature of the problem, and so it is impossible to judge whether the proposal might be successful in solving it. If the perceived problem is parents parking to drop off children at Caversham Primary School, this is an issue that is known and accepted by residents (who communicate on the Hemdean Road Facebook and WhatsApp groups). It is only a problem at very limited times in the day, and imposing all-day no-waiting would be using a sledgehammer to crack a nut. It would be better to impose a time-limited restriction and issue unlimited parking permits to residents. Even then it will only push the school drop-off problem onto other streets such as Oakley Road or (even worse) Rotherfield Way. The real solution is for the Heights Primary School to relocate to Caversham Heights / Mapledurham, so that children are not travelling so far to school. A no-waiting restriction would cause incredible inconvenience to residents. Not all the properties on that stretch have wide drives on which to keep multiple cars, and some of the houses have no drive at all. Residents would have no choice but to park on other streets instead some distance away. More people would decide to concrete over their front garden, which is bad for the environment and water drainage. Many people are working from home at the moment, and some will probably be continuing to in the future, so it cannot be taken for granted that there will be fewer cars at home during the working day. If the Council wants to discourage car usage, it needs to make it easier for people, not more difficult, to leave their car at home. At least one of the residents operates [REDACTED] business from home with occasional clients on-site, and this would cause great difficulties for client parking. It would be almost impossible for postal and delivery drivers, which are necessarily very frequent at the moment (and this will only continue with the growth in online shopping). There is often no parking space available on the other side of the street, and vans would end up double-parking on the east side. If one side of the road is completely clear of parked cars, it will be too tempting for cars (and, even more dangerously, buses and lorries) to drive faster, so increasing the risk of serious or fatal accidents. In short, the proposal does not appear to solve any problems, but rather creates big problems of its own for the people who actually live on the street. It is not supported

25) Resident objection	<p>by any residents I have spoken to.</p> <p>25) The reasons given for this change are vague and non-specific and means a fully considered “consultation” is not possible. The statement “in the interests of safety or in response to demand” raises obvious questions that need to be provided as part of the consultation - what safety interests? And what demand has there been? And made by whom? This haziness also applies to the “quality” of the detail concerning the proposed changes which are staggeringly poor. Relevant details are buried deep with pages of other changes, with the actual nature of the changes being very unclear - the Consultation in Progress note states “No Waiting at Any Time”.....and yet the map suggests that the restrictions in Hemdean Road will be “No Waiting Mon - Fri 8am -5 pm”....or does it? The key bares no resemblance to the markings on the very inadequate map. Are these deliberately designed to be confusing/misleading? These points, together with the fact that affected residents were not informed of the specific proposals directly by post suggests that this change was wanting to be hidden and instead introduced by stealth - and so is duplicitous For residents, the proposals are over-restrictive, unfair and unnecessary, particularly given that the only real congestion times are around school start and school end times after which the traffic soon clears. This in no way warrants the proposed changes. The effect of any proposed No Waiting zone causes considerable concern regarding safety. The current situation means that cars are forced to slow down along the stretch of road proposed for change. Should the no waiting zone be introduced, cars will pick up speed as they pass Victoria Road and will accelerate towards the mini-roundabout at the Oakley Road junction as they know the road will be free from obstruction. This will be a very real consequence - cars do this currently at night - that will bring increased danger, not less. There are also concerns about being able to reverse into a driveway - this will be harder/more unsafe with the overall faster speed of cars. And will waiting for a suitable gap in traffic be permitted in a no waiting zone? The effect of the changes will force residents to look to only park on one side of the road and will create a severe parking problem not only in Hemdean Road that will also be felt as a knock-on effect in all-ready busy surrounding roads. In short, this proposal is erroneous, ill thought out, unwarranted and firmly unsupported by the residents.</p>
26) Resident support	<p>26) I look forward to hearing further information about the proposals. We are a family who would support sensible measures to reduce the "tyranny of the automobile" in our town, and are ourselves taking steps to reduce our car use, but we don't feel the proposed measure will aid this - it will simply make residents' lives less safe, less healthy, and more difficult.</p>
27) Resident support	<p>27) The junction between Hemdean and Oakley Roads is very dangerous with buses/vehicles and pedestrians using the area. I agree that parking should be restricted in Hemdean Road but this will only lead to displacement parking in other parts of Hemdean, Sheridan and other roads. It was only a couple</p>

<p>28) Resident support</p> <p>29) Resident support</p>	<p>of years ago that the current restrictions were put in place. I would suggest that the whole of Hemdean Road parking needs to be reviewed and time restrictions put in place to discourage displacement parking.</p> <p>28) There was a similar consultation a year or so ago concerning junction Hemdean/Oakley Roads. To which I responded saying there should be no parking on the west side of Hemdean Road close to the junction with Oakley. Despite this parking has been allowed and it is only luck that has avoided a serious accident. I fully support the plan to cease parking on the west side of Hemdean junction Oakley and beyond.</p> <p>29) It is difficult for buses to round the corner, cars park up on the pavement obstructing pedestrians. I do wonder where those houses will park however??</p>
---------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

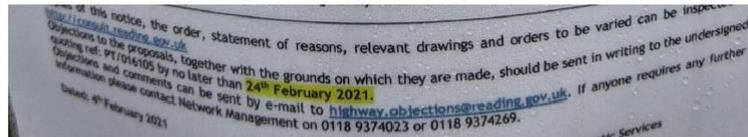
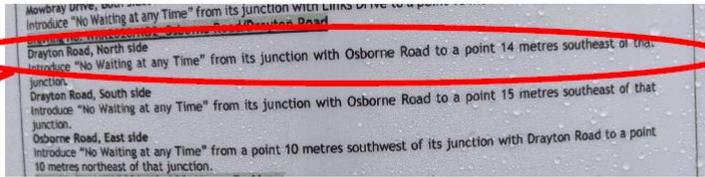
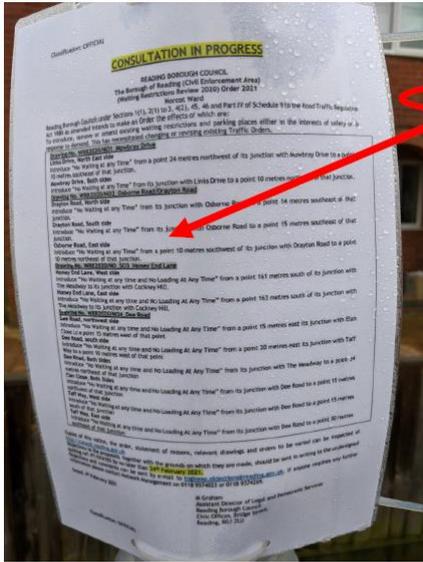
Street	Objections/support/comments received.
<p>TH3_The Ridgeway</p> <p>1) Resident support</p>	<p>Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.</p> <p>1) Too many people parking in the road who do not live in the road, making access to driveways difficult</p>

Street	Objections/support/comments received.
<p>WH1_Fair Isle Way</p> <p>1) Resident support</p> <p>2) Resident support</p>	<p>Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.</p> <p>1) Please implement the double yellow lines to reduce vehicles parking on pavements and causing obstructions for pedestrians and traffic</p> <p>2) All the roads in kennet island need double yellow lines at junctions at at emergency services access points. People continuously park over pavements blocking access and forcing pedestrians wheelchairs and children into the roads. And the blocking of junctions has caused numerous near misses with drivers having to cross over onto the wrong sides of the road while taking junctions and blocking views of oncoming traffic. There is a parking bay system with visitor bays on all roads proposed and through KI area</p>

Street	Objections/support/comments received.
WH2_Greenfields Road	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident objection	1) I am moved to write regarding the proposed “no waiting at any time” on Greenfields Road, relating to Drawing No. WRR2020. This proposes to reduce by 5m, approximately one vehicle, the parking in this area of Greenfields Road, where on street parking is already at a premium. There are often no available spaces near to the houses, particularly to the South-West of the junction with Farrowdene Road, where on street parking is reduced by the presence of the junction. Matters in this area are exacerbated by a large van that remains unmoved for many years parked where the proposed extension to the present double yellow lines [REDACTED]. As a resident of the area I am concerned that the proposed new restrictions will result in this vehicle being moved to create a further obstruction (either or perhaps to both access to off road parking or the pavement) and exacerbate the parking shortage in this area.

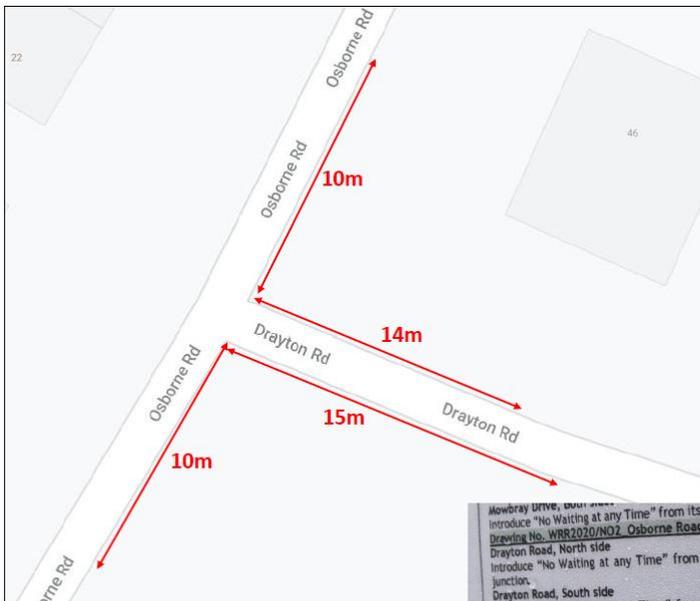
Street	Objections/support/comments received.
General comments	Summary of responses: Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.
1) Thames Valley Police, comment	Whilst Thames Valley Police do not enforce parking restrictions we do need to be able to park in all areas for both emergency and routine aspects of police work. Our staff will usually use police vehicles for patrol work and enquires, but there are times when their own personal vehicles are used. I would therefore request that this eventuality should be written into the TRO as an exemption to ensure that any vehicle used in connection with police or emergency services work is covered. I would also request that any signing used to convey restrictions to the public is clear and easy to understand. Thames Valley Police have no further comment.

Drayton Road comments

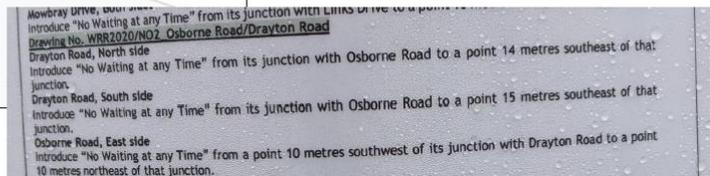


This is a photo of the "Consultation Notice" recently posted in Drayton Road

Highway.objections@reading.gov.uk

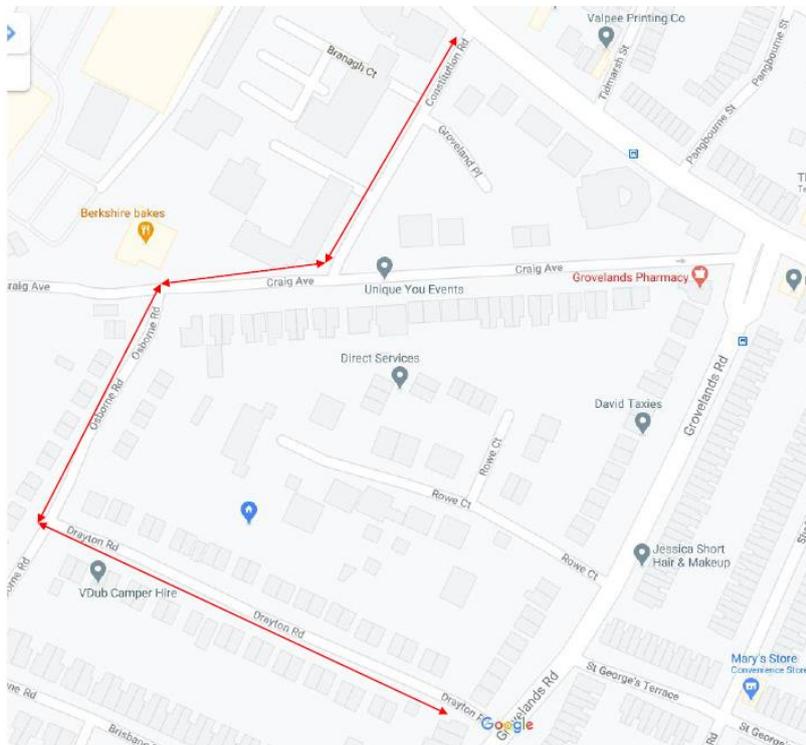


This is my interpretation on the "Consultation Notice"

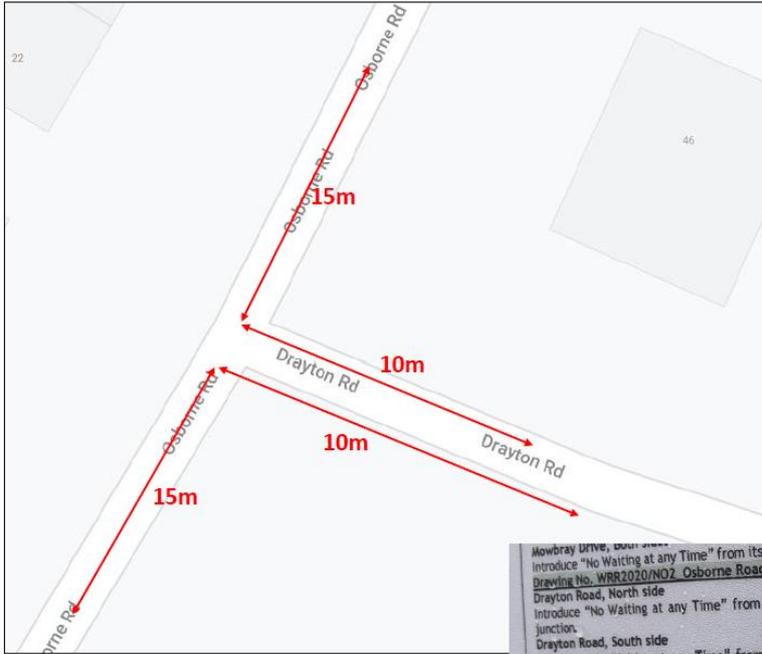




Cars are regularly parked all along here & obscure view for cars at the junction. It would be more effective to increase the 'no waiting' distance here to +15m rather than the proposed 10m



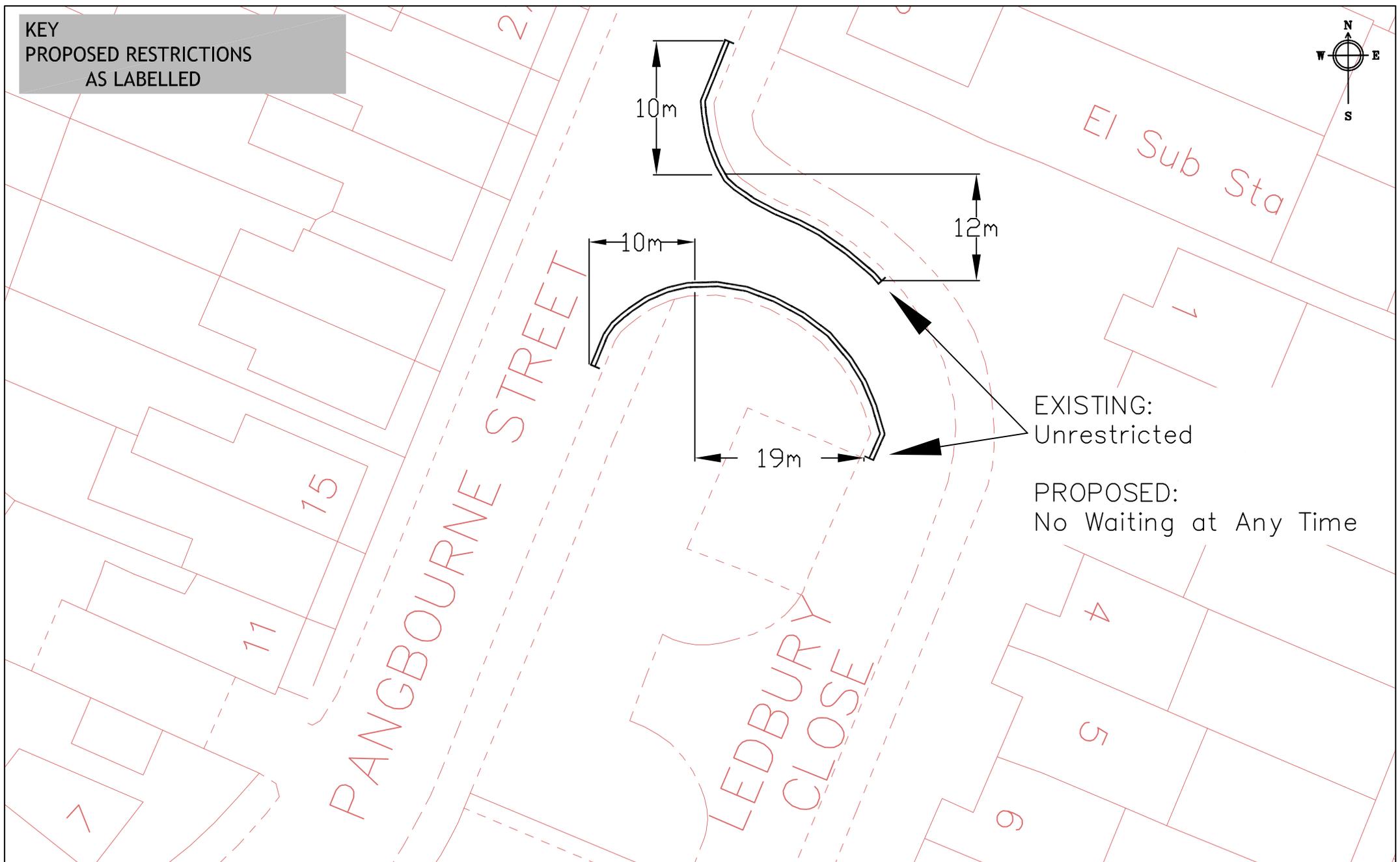
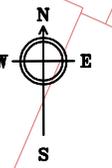
The volume of traffic past our home is artificially high as Drayton, Osborne, Craig Ave, and Constitution Roads are used as a "Rat-Run" for traffic trying to avoid the poor traffic control from the traffic lights at the junction of Grovelands/Oxford Rd that regularly cause traffic jams back up Grovelands, sometimes past Drayton, and as far as Brisbane Rd (and from the other direction as far as Norcot Roundabout)



This is my suggested amendment to the "Consultation Notice"

Howbray Drive, south side
 Introduce "No Waiting at any Time" from its junction with Links Drive to a point 14 metres southeast of that junction.
Drawing No. WRR2020/NO2 Osborne Road/Drayton Road
 Drayton Road, North side
 Introduce "No Waiting at any Time" from its junction with Osborne Road to a point 14 metres southeast of that junction.
 Drayton Road, South side
 Introduce "No Waiting at any Time" from its junction with Osborne Road to a point 15 metres southeast of that junction.
 Osborne Road, East side
 Introduce "No Waiting at any Time" from a point 10 metres southwest of its junction with Drayton Road to a point 10 metres northeast of that junction.

KEY
 PROPOSED RESTRICTIONS
 AS LABELLED

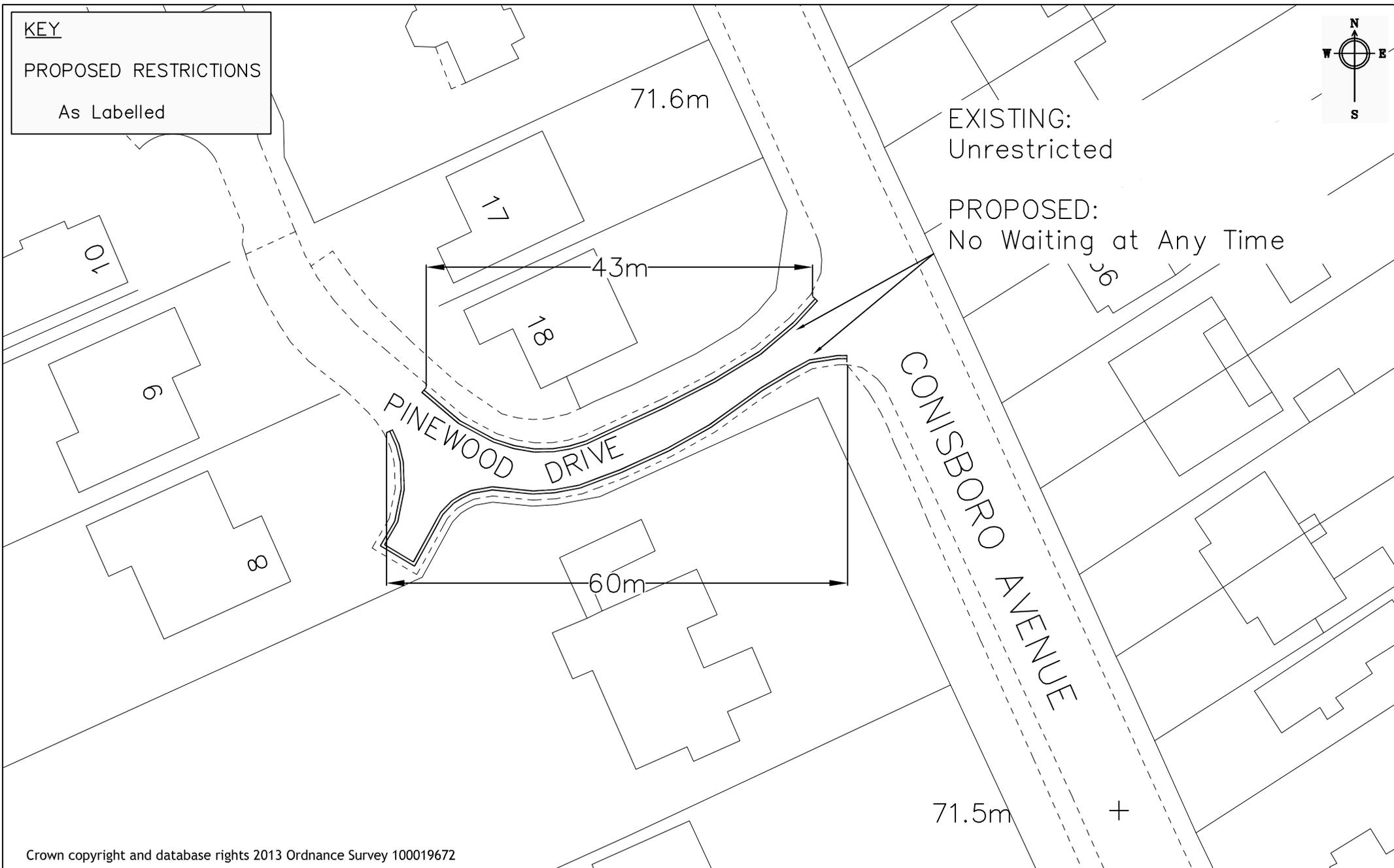
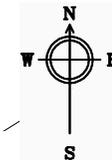


Project	WAITING RESTRICTION REVIEW 2020	Scale N.T.S.	Drawn MF
		Date NOV 20	Checked PC
Drawing	LEDBURY CLOSE	Approved JT	
		Drawing No. KE2_Ledbury Close	

KEY

PROPOSED RESTRICTIONS

As Labelled



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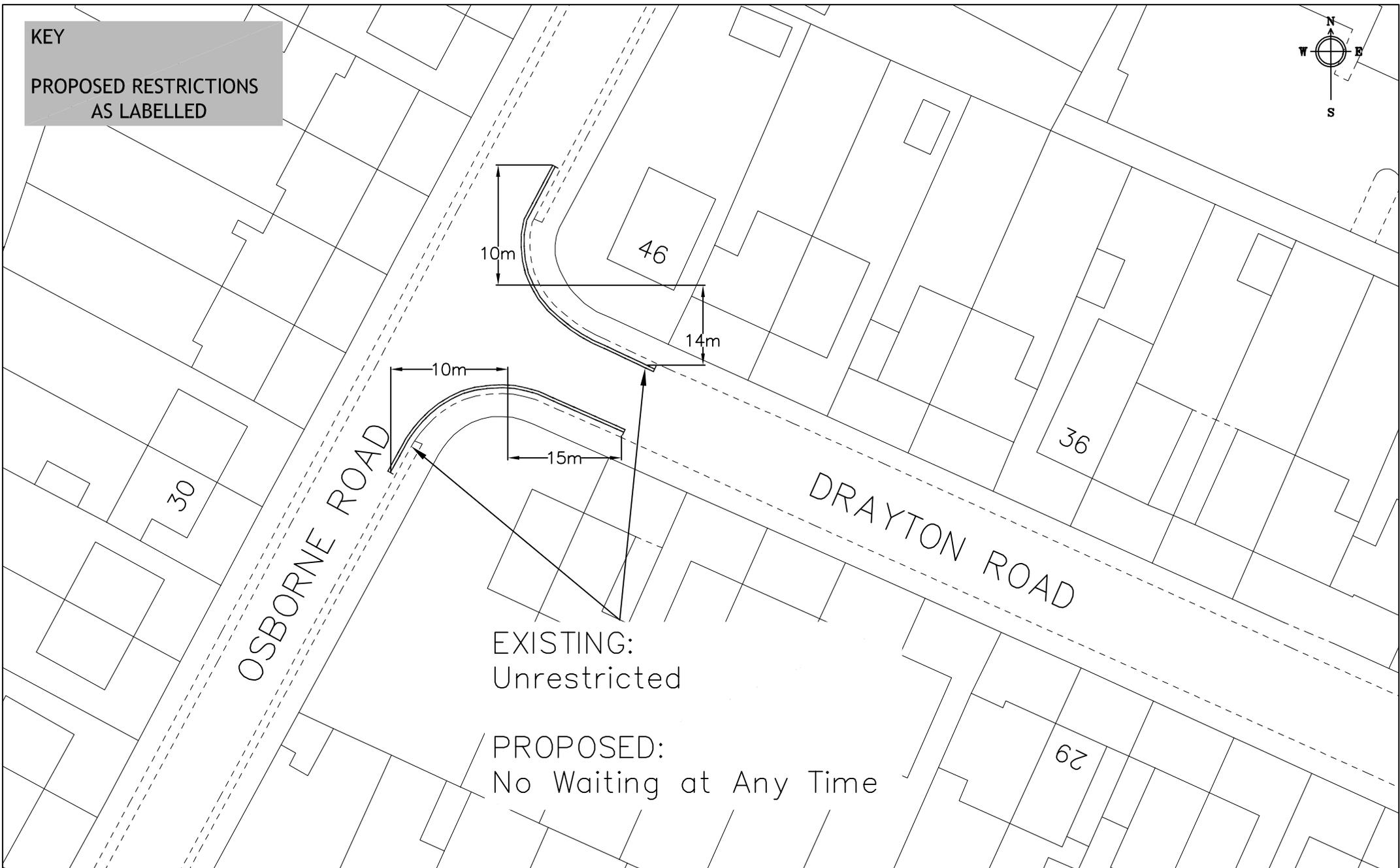
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Project	Scale	Drawn	PC
	N.T.S	Checked	PC
Drawing	Date	Approved JT	
	NOV 20	Drawing No.	
WAITING RESTRICTION REVIEW 2020		MA2_Pinewood Drive	
PINWOOD DRIVE			

KEY

PROPOSED RESTRICTIONS
AS LABELLED



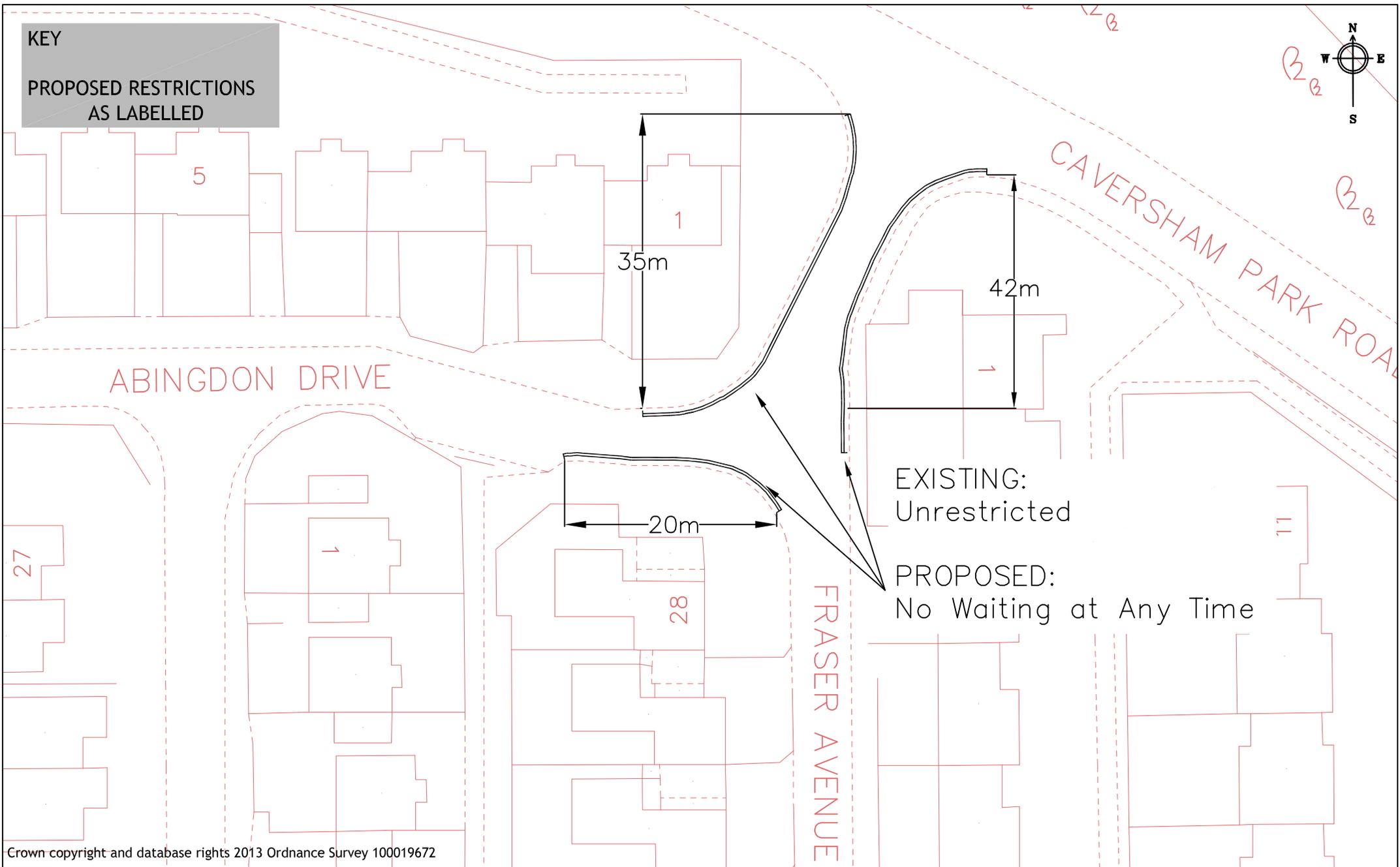
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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing OSBORNE ROAD/DRAYTON ROAD	Approved JT	
	Drawing No. NO2_Osborne Road/Drayton Road	

KEY

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Project
WAITING RESTRICTION
REVIEW 2020

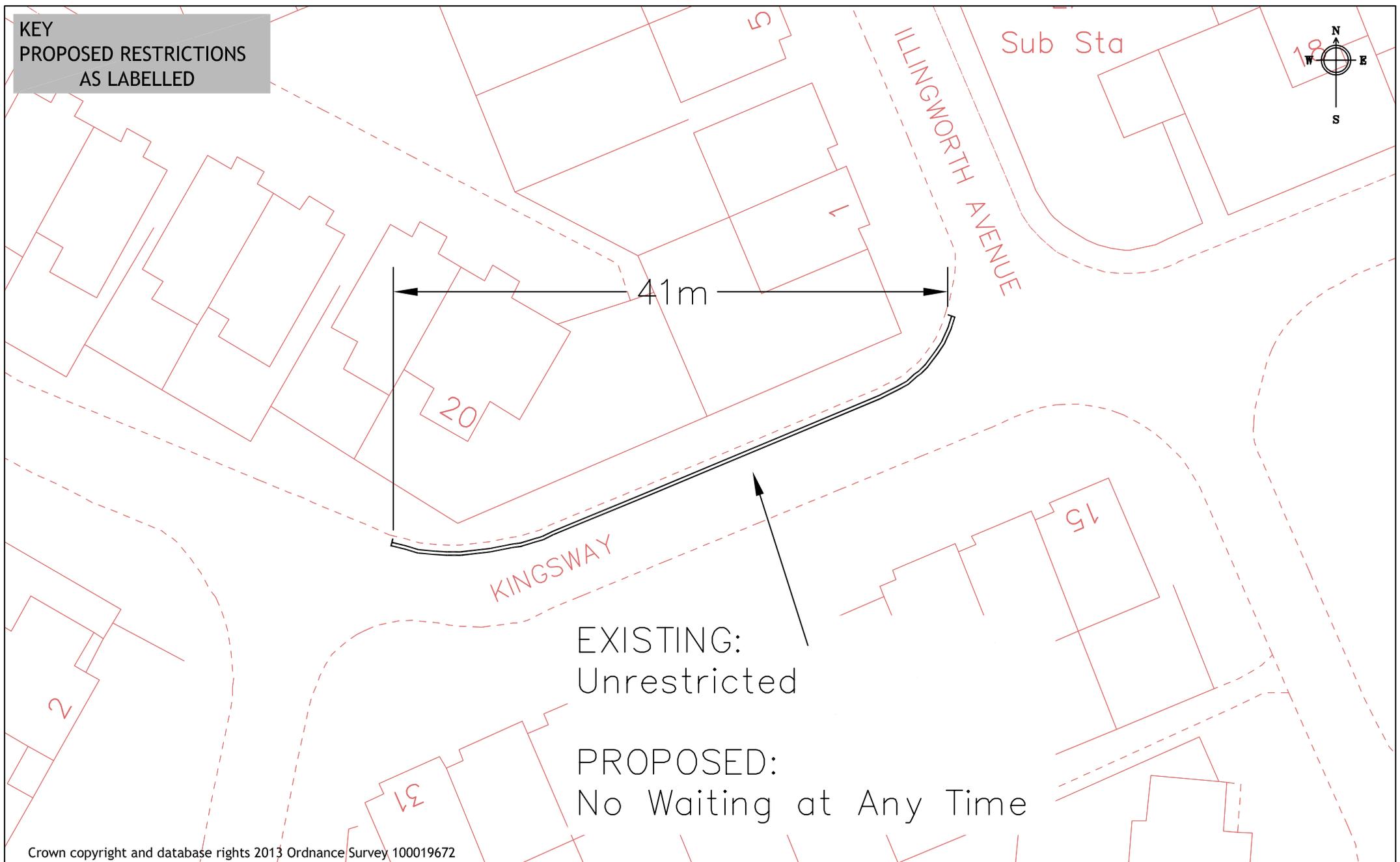
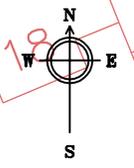
Scale
N.T.S
Date
NOV 20

Drawn MF
Checked PC
Approved JT

Drawing
FRASER AVENUE

Drawing No.
PE1_Fraser Avenue

KEY
PROPOSED RESTRICTIONS
AS LABELLED



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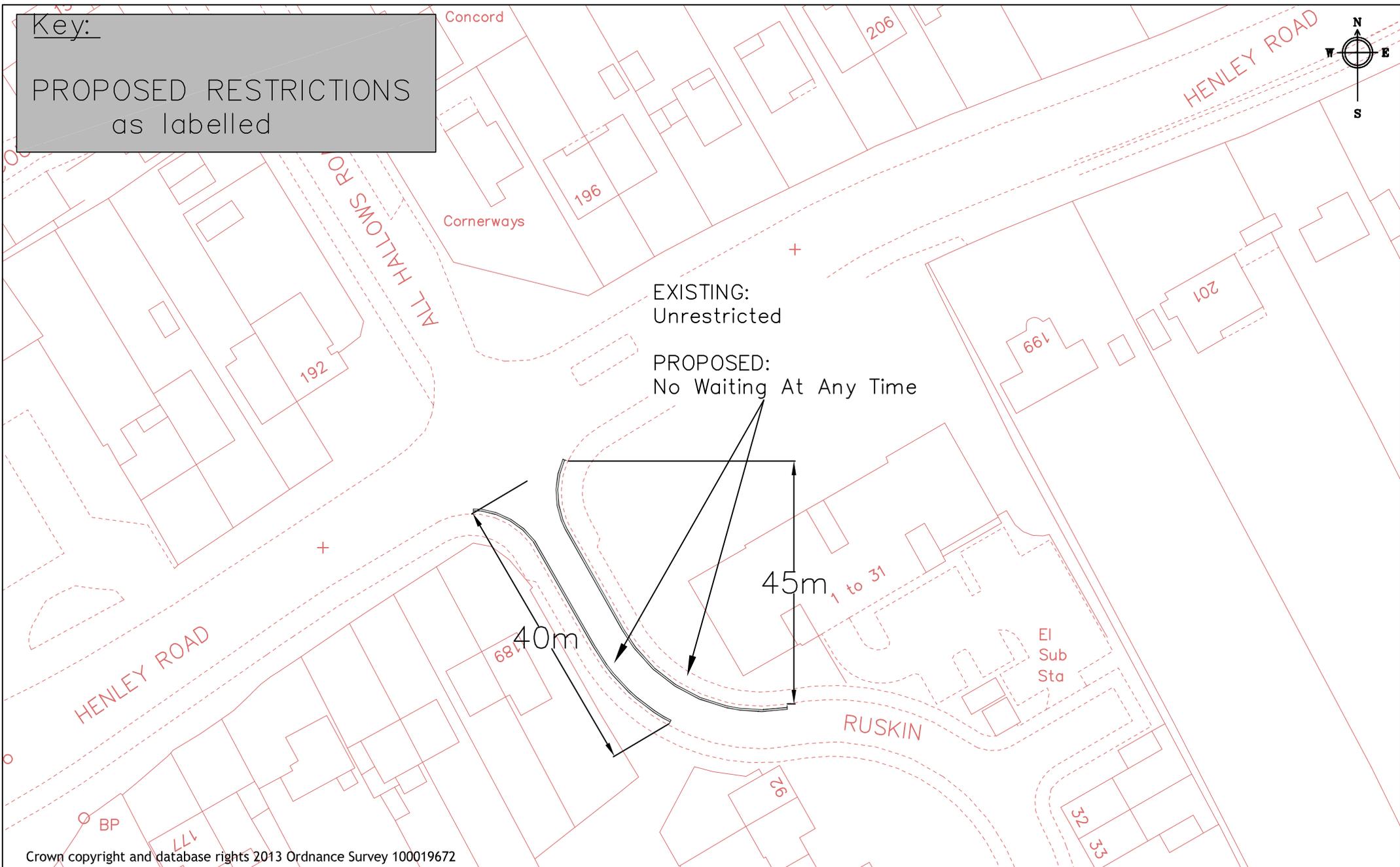


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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing KINGSWAY	Approved JT	
	Drawing No. PE3_Kingsway	

Key:

PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time

45m

40m

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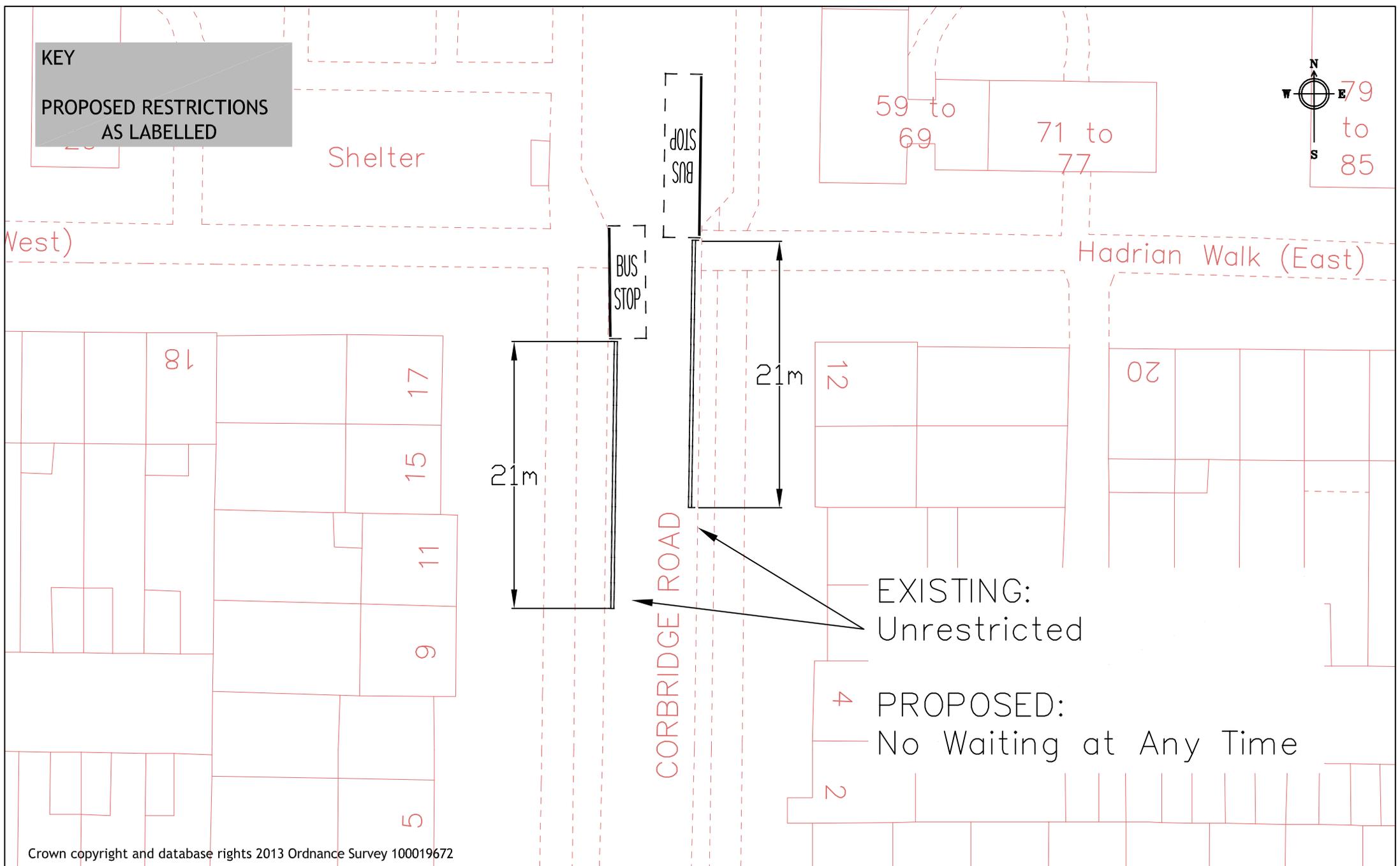
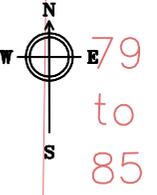


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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn PC
	Date NOV20	Checked PC
Drawing RUSKIN	Approved JT	
	Drawing No. PE5_Ruskin	

KEY
PROPOSED RESTRICTIONS
AS LABELLED

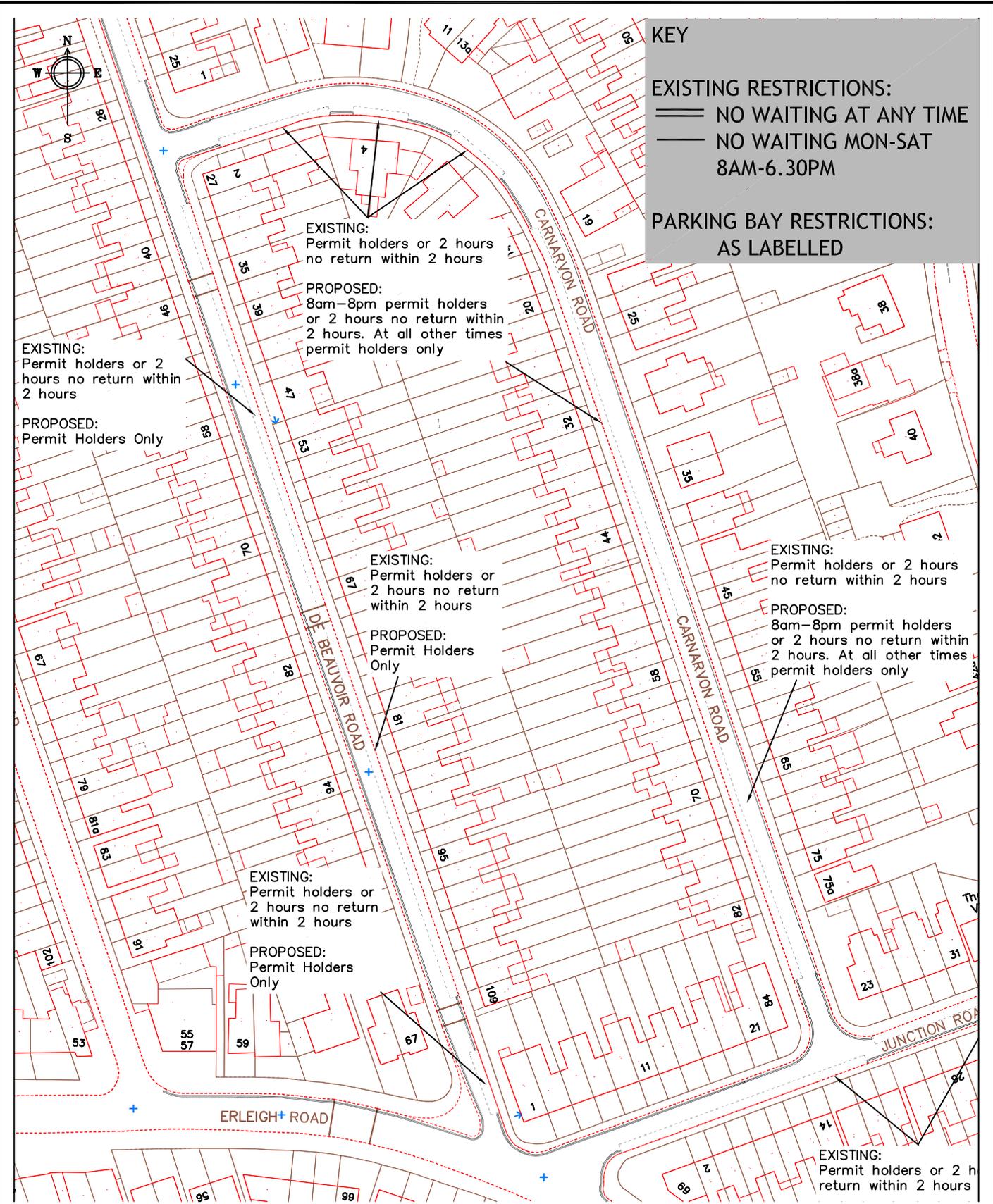


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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV20	Checked PC
Drawing CORBRIDGE ROAD	Approved JT	
	Drawing No. RE1_Corbridge Road	

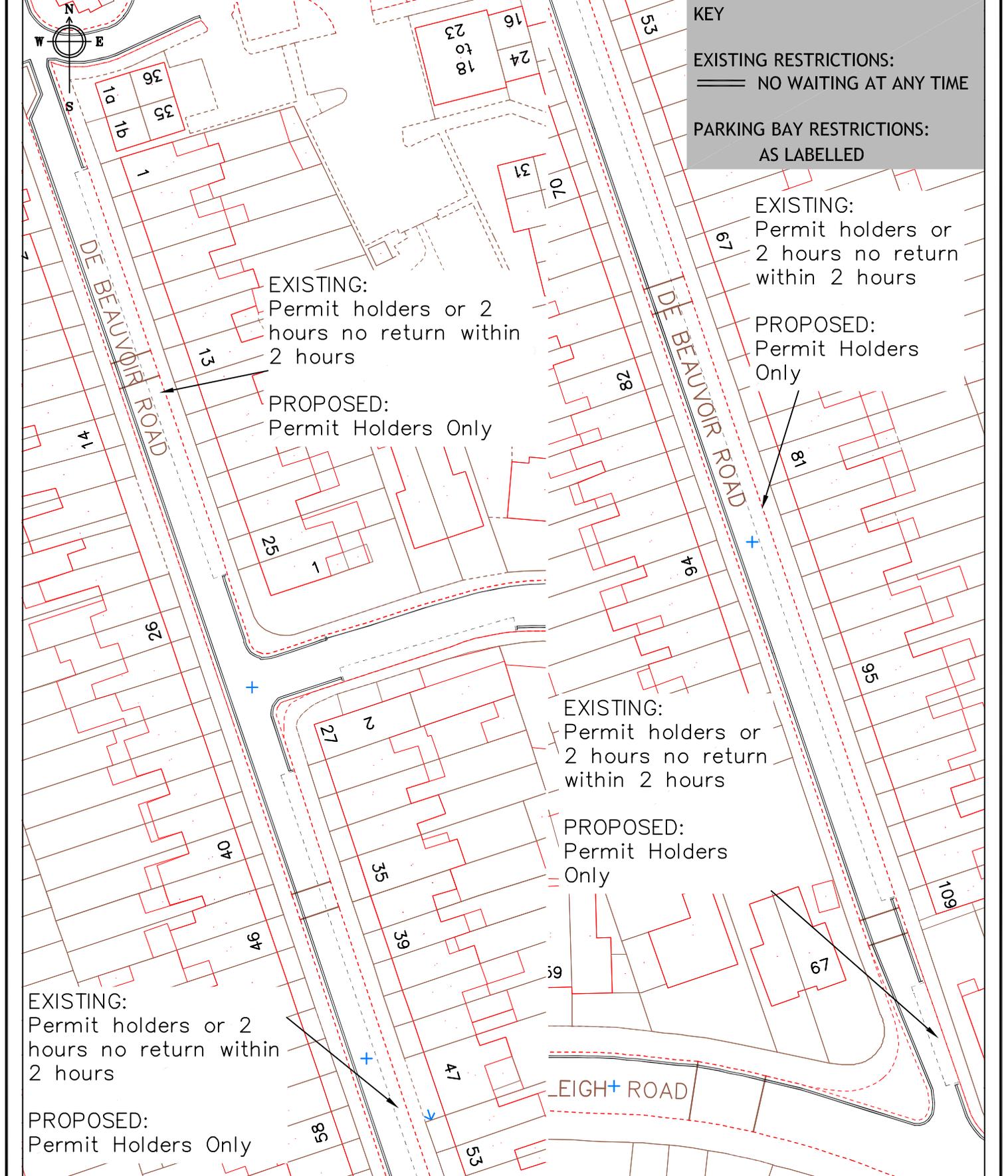


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CAD DRAWING LOCATION:			
project	WAITING RESTRICTION REVIEW 2020		
drawing	CARNARVON ROAD		
drawn	checked	approved	date
PC	JT	JP	DEC 20
scale	drawing no.		
NTS	RE2_Carnarvon Road		



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project				WAITING RESTRICTION REVIEW 2020			
drawing				DE BEAUVOIR ROAD			
drawn	checked	approved	date				
PC	JT	JP	DEC 20				
scale			drawing no.				
NTS			RE2_De Beauvoir Road				

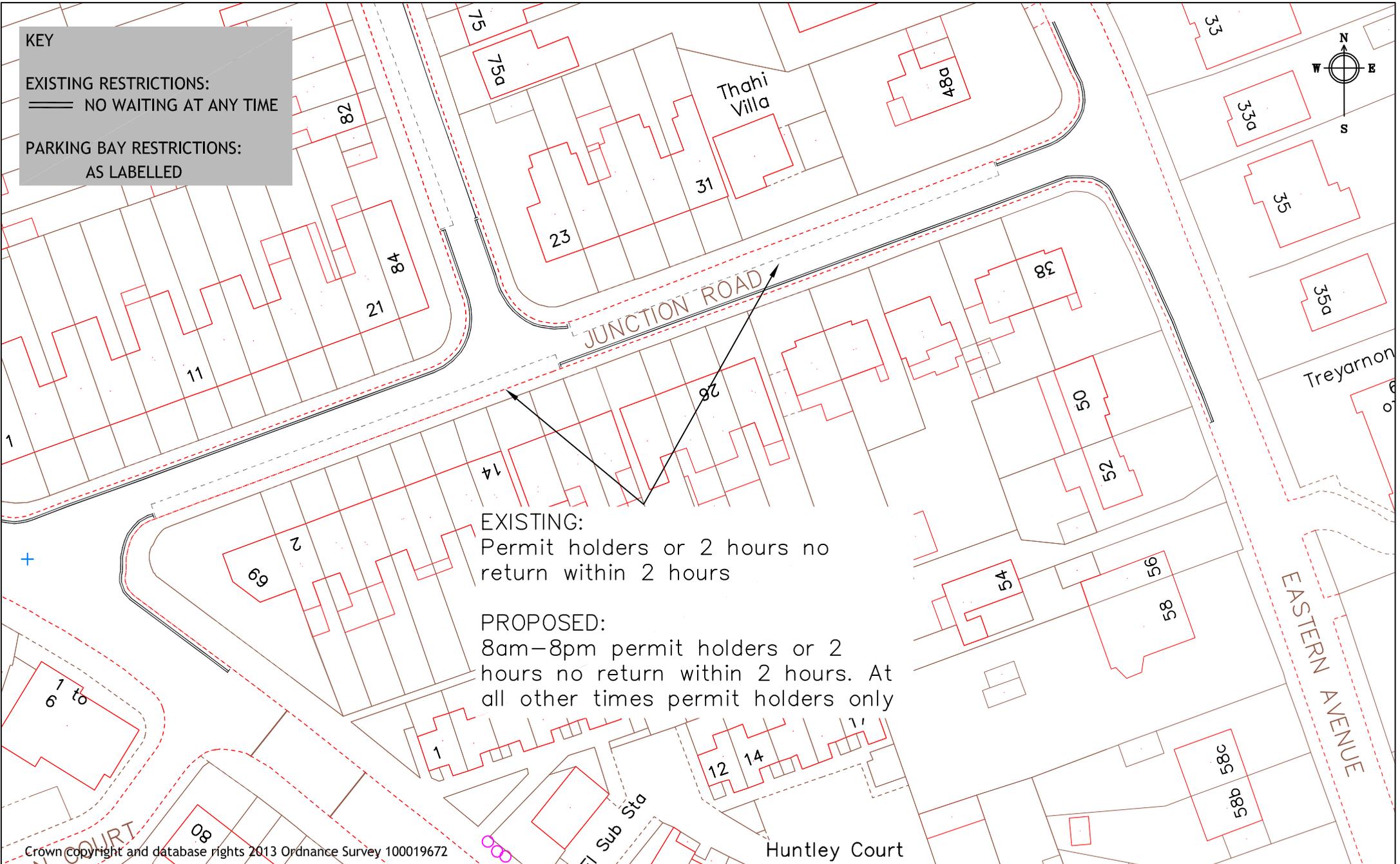
KEY

EXISTING RESTRICTIONS:

— NO WAITING AT ANY TIME

PARKING BAY RESTRICTIONS:

AS LABELLED



EXISTING:
Permit holders or 2 hours no return within 2 hours

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

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Project	Scale	Drawn
	N.T.S	PC
WAITING RESTRICTION REVIEW 2020	Date	Checked
	NOV 20	JT
Drawing	Approved	
	JP	
JUNCTION ROAD	Drawing No.	
	RE2_Junction Road	

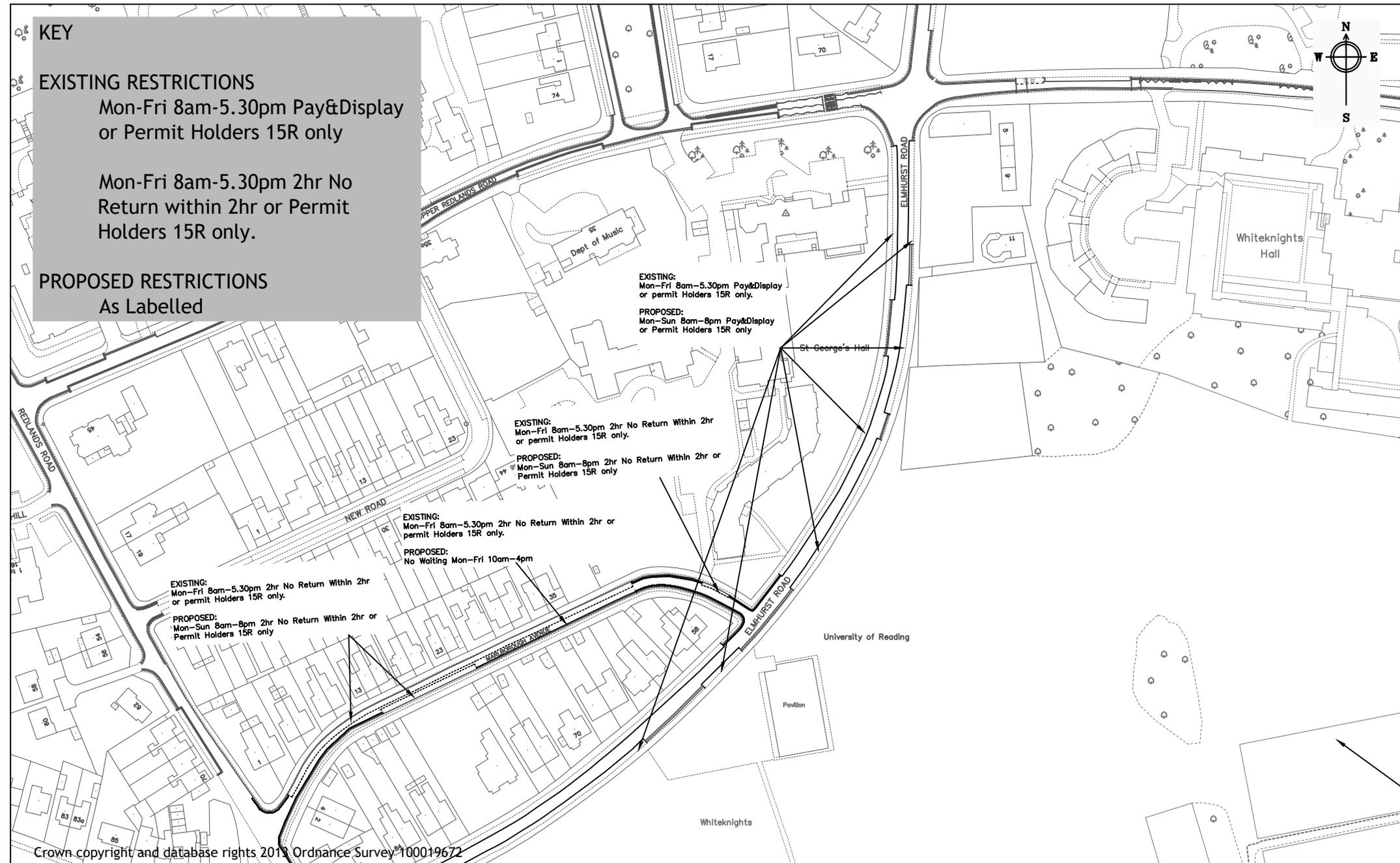
KEY

EXISTING RESTRICTIONS

Mon-Fri 8am-5.30pm Pay&Display
or Permit Holders 15R only

Mon-Fri 8am-5.30pm 2hr No
Return within 2hr or Permit
Holders 15R only.

**PROPOSED RESTRICTIONS
As Labelled**



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Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	MF
		Date	NOV 20	Checked	PC
Drawing	ELMHURST ROAD	Approved		JT	
		Drawing No.	RE5_Elmhurst Road		

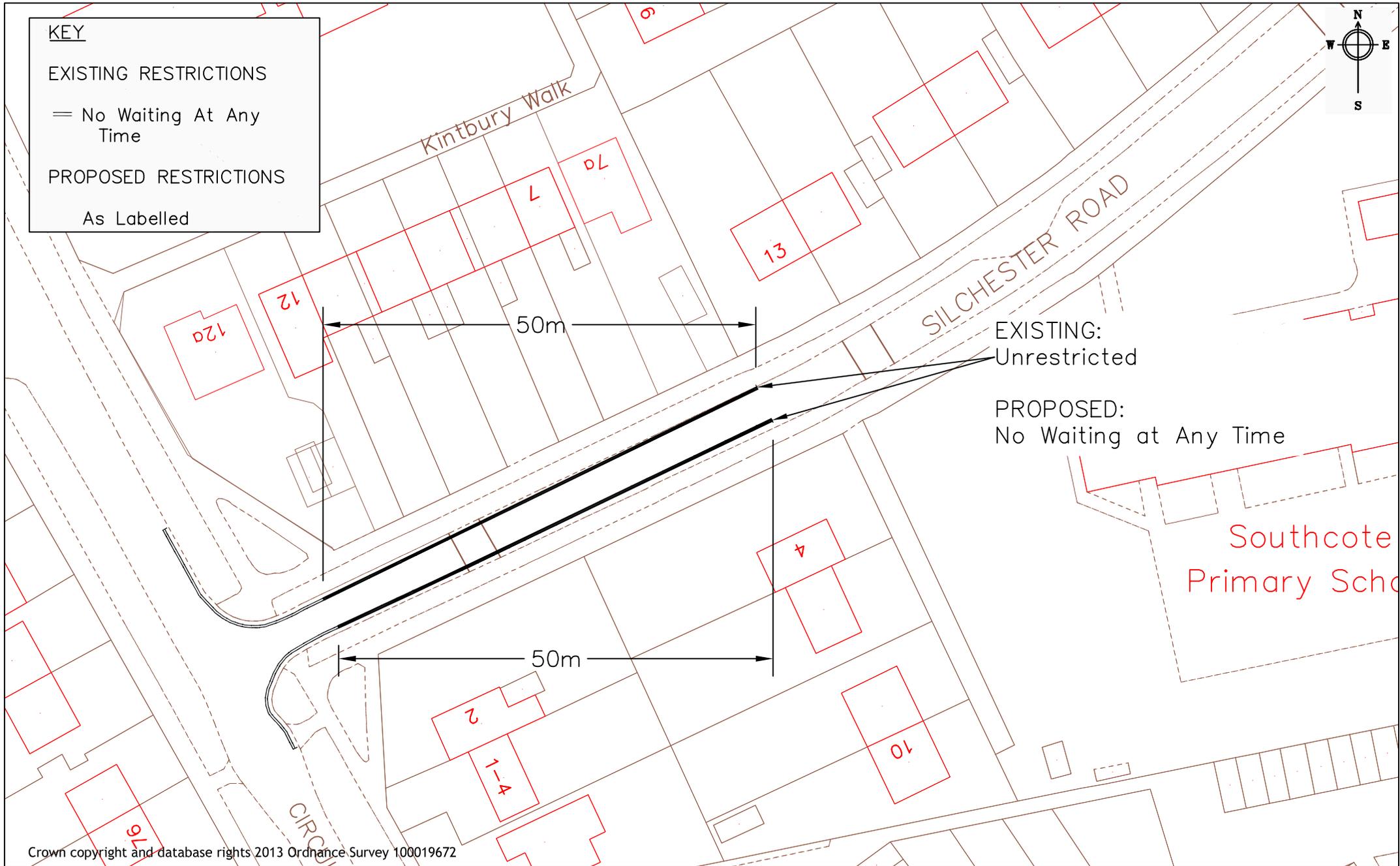
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EXISTING RESTRICTIONS

= No Waiting At Any Time

PROPOSED RESTRICTIONS

As Labelled



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Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	MF	
		Date	NOV 20	Checked	PC	
Drawing	SILCHESTER ROAD	Approved				JT
		Drawing No.		S05_Silchester Road		

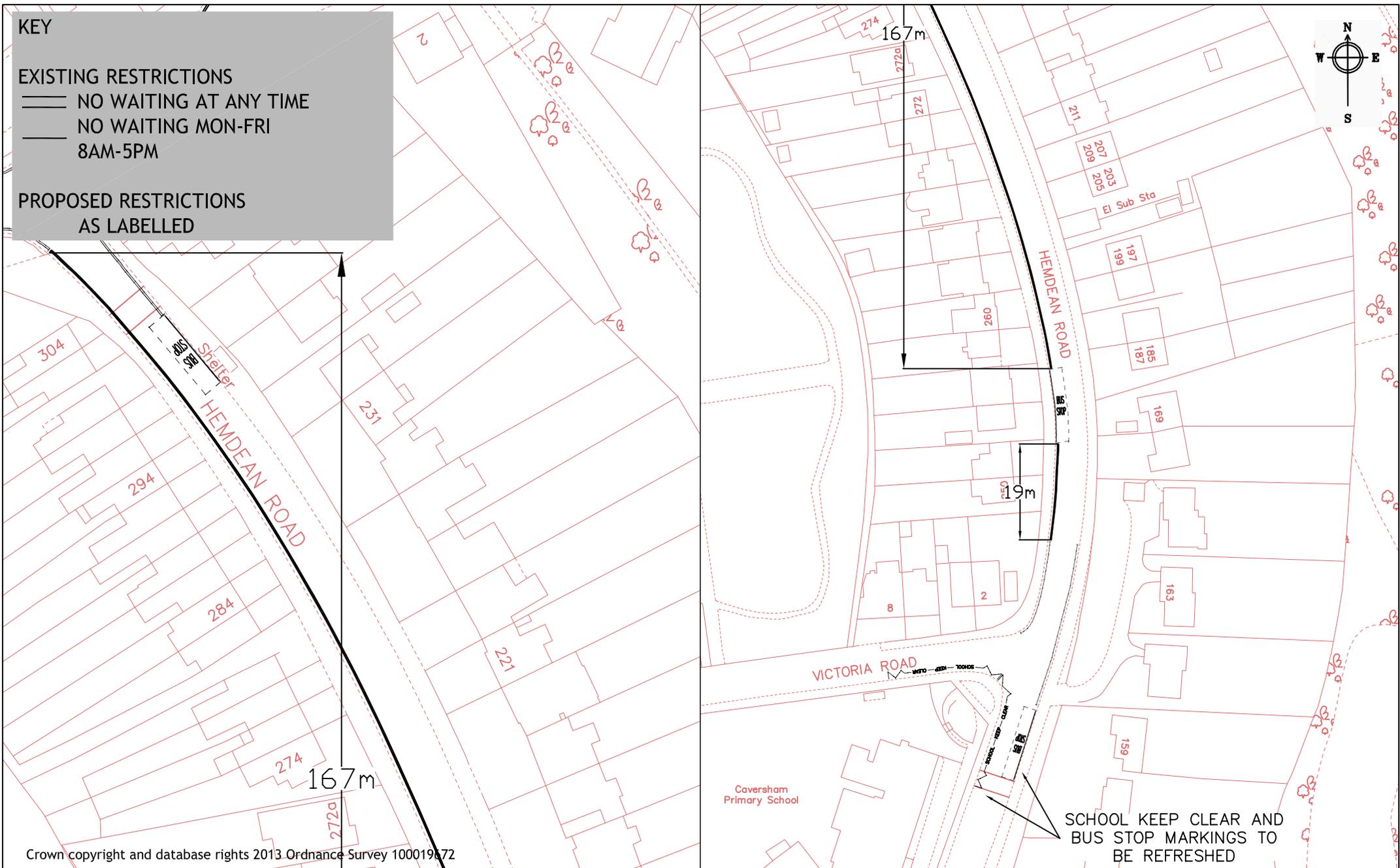
KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

— NO WAITING MON-FRI
8AM-5PM

**PROPOSED RESTRICTIONS
AS LABELLED**



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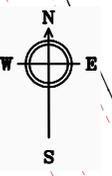
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Project	WAITING RESTRICTION REVIEW 2020	Scale	Drawn
		N.T.S.	PC
Drawing	HEMDEAN ROAD	Date	Checked
		JAN 21	PC
		Approved	JC
		Drawing No.	TH2_Hemdean Road

KEY

PROPOSED RESTRICTIONS

As Labelled



EXISTING:
No Waiting Mon–Fri 1–2pm

PROPOSED:
No Waiting Mon–Sat
8am–5pm in turning head

EXISTING:
No Waiting Mon–Fri
11am–noon

PROPOSED:
No Waiting Mon–Sat
8am–5pm in turning head

EXISTING:
No Waiting Mon–Fri
1–2pm

EXISTING:
No Waiting Mon–Fri
11am–noon

Core Walk

THE RIDGEWAY



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Project
WAITING RESTRICTION
REVIEW 2020

Scale
N.T.S
Date
NOV 20

Drawn PC
Checked PC
Approved JT

Drawing
THE RIDGEWAY

Drawing No.
TH3_The Ridgeway

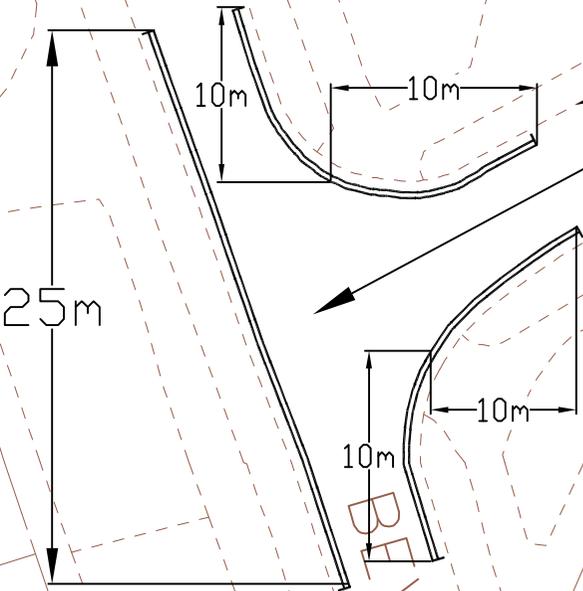
KEY
 PROPOSED RESTRICTIONS
 As Labelled



BEVERLEY ROAD

EXISTING:
 Unrestricted

PROPOSED:
 No Waiting at any Time



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Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	PC
		Date	NOV 20	Checked	PC
Drawing	BEVERLEY ROAD	Date		Approved	JC
		Drawing No.		T11_Beverley Road	

KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



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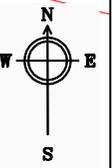
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RG1 2LU

Project	WAITING RESTRICTION REVIEW 2020	Scale	N.T.S	Drawn	PC
		Date	NOV 20	Checked	PC
Drawing	ELVASTON WAY	Drawing No.		T12_Elvaston Way	
		Approved		JT	

KEY

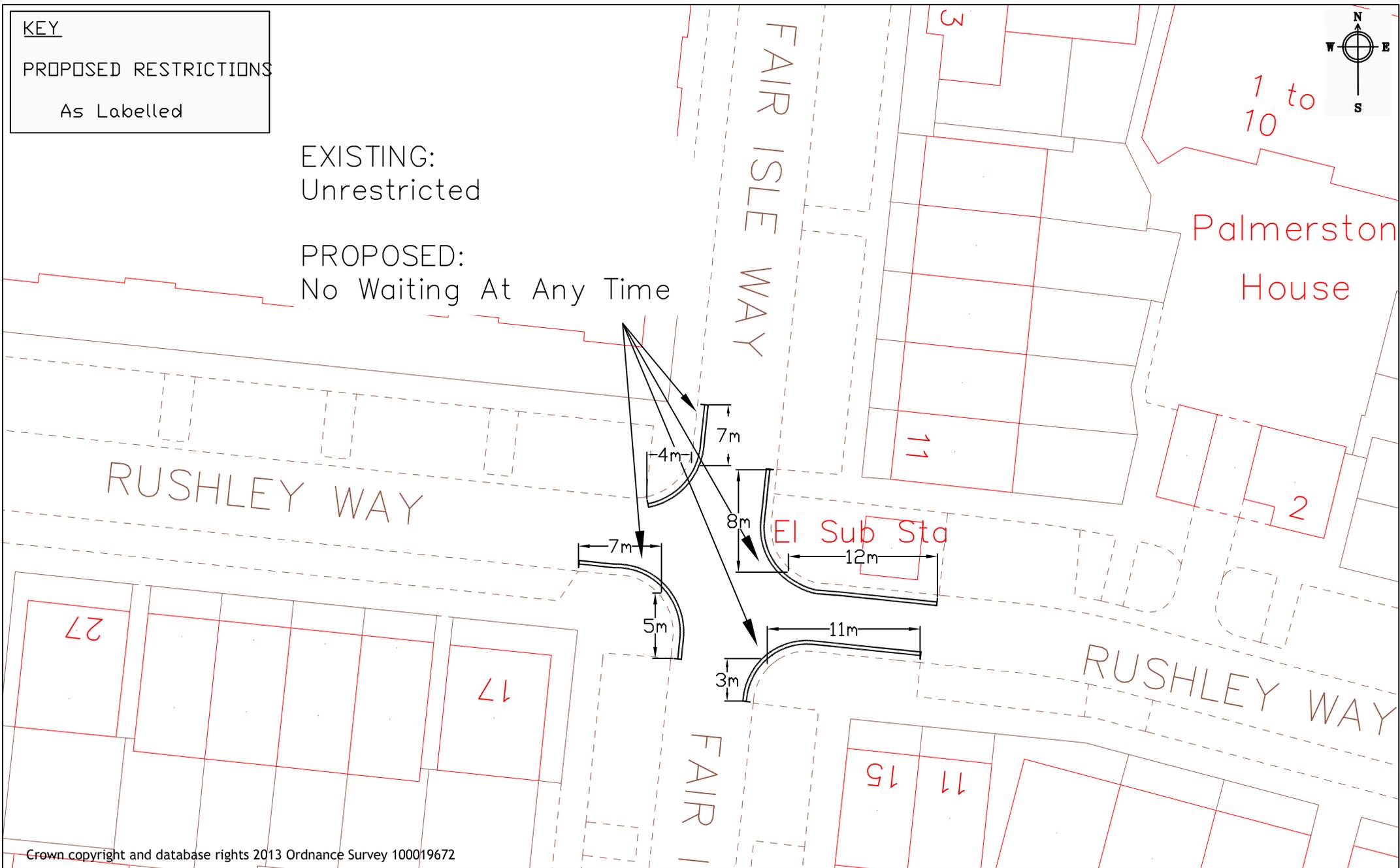
PROPOSED RESTRICTIONS

As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time



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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn PC
	Date NOV 20	Checked PC
Drawing FAIR ISLE WAY	Approved JT	
	Drawing No. WH1_Fair Isle Way	

KEY

EXISTING RESTRICTIONS

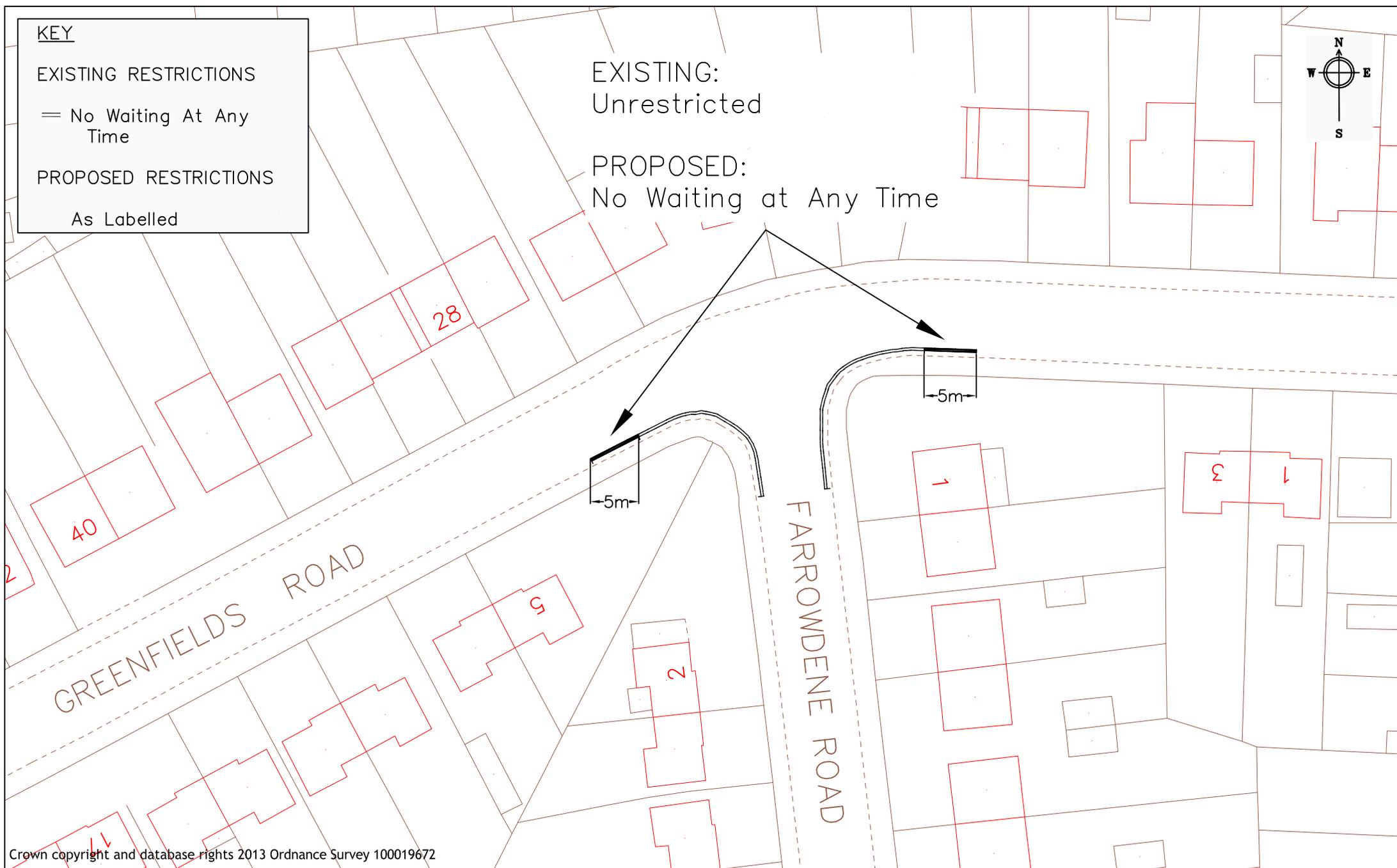
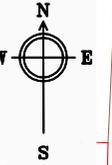
= No Waiting At Any Time

PROPOSED RESTRICTIONS

As Labelled

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time



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Transportation & Streetcare Services
Civic Offices
Bridge Street
Reading
RG1 2LU

Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn PC
	Date NOV 20	Checked PC
Drawing GREENFIELDS ROAD	Approved JT	
	Drawing No. WH2_Greenfields Road	

KEY

EXISTING RESTRICTIONS

= No Waiting At Any Time

PROPOSED RESTRICTIONS

As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting at any
Time

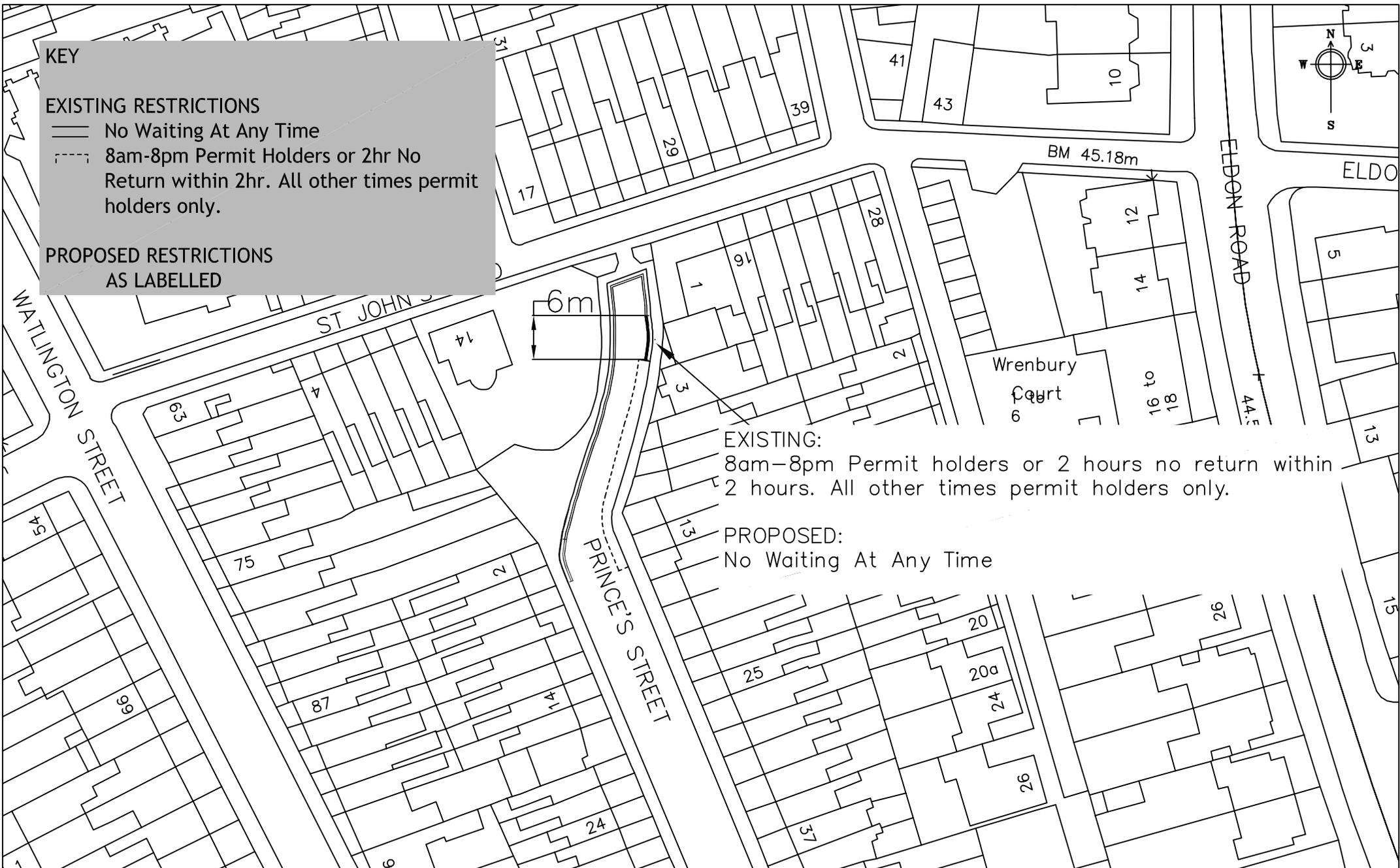
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Project	Scale	Drawn
	N.T.S	PC
Drawing	Date	Checked
	NOV 20	PC
		Approved
		JP
Drawing No.		
BARRY PLACE		AB1_Barry Place



KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - 8am-8pm Permit Holders or 2hr No Return within 2hr. All other times permit holders only.

PROPOSED RESTRICTIONS AS LABELLED

EXISTING:
8am-8pm Permit holders or 2 hours no return within 2 hours. All other times permit holders only.

PROPOSED:
No Waiting At Any Time



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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing PRINCE'S STREET	Approved JT	
	Drawing No. AB3_ Prince's Street	

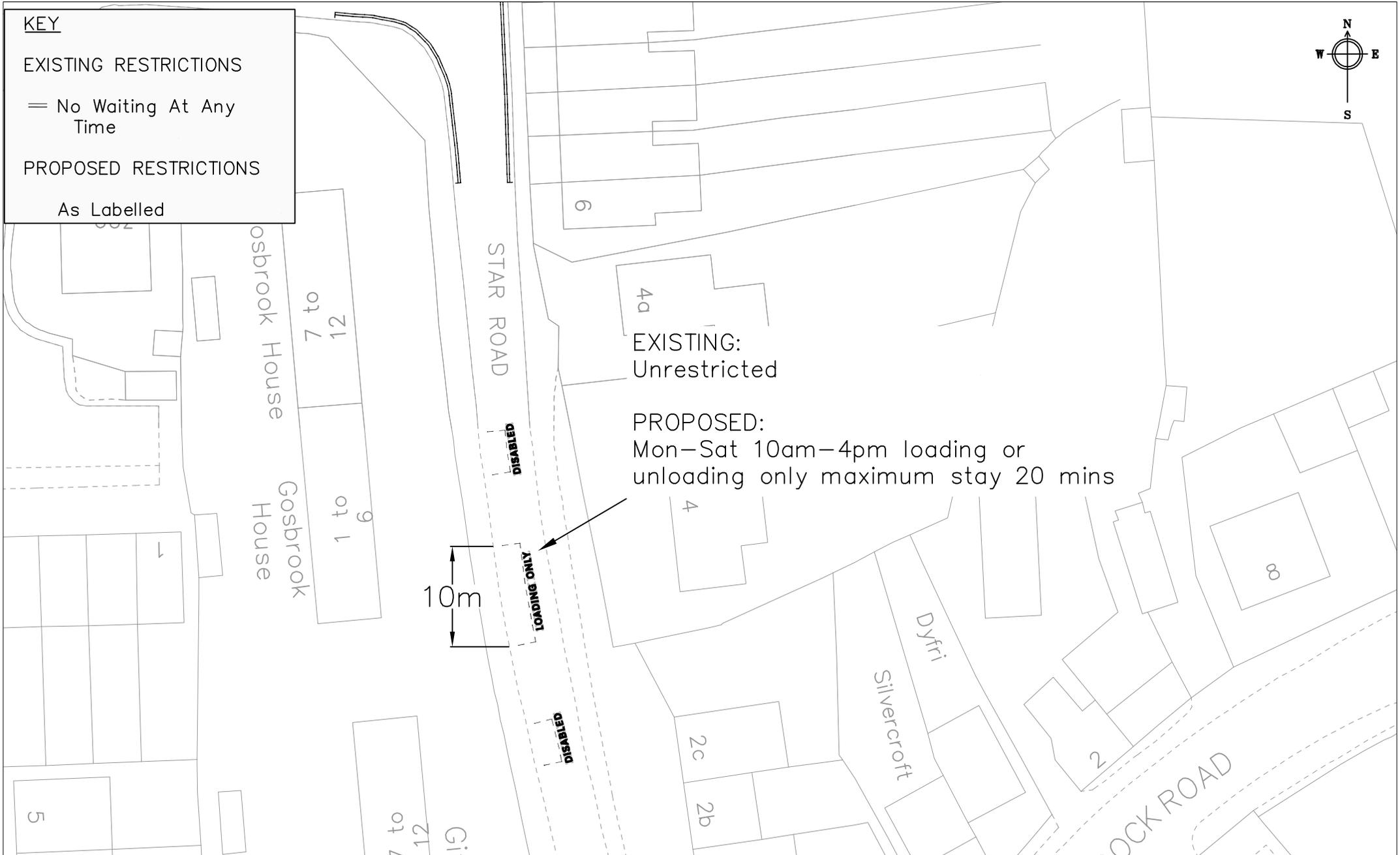
KEY

EXISTING RESTRICTIONS

= No Waiting At Any Time

PROPOSED RESTRICTIONS

As Labelled



Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing STAR ROAD	Approved JT	
	Drawing No. CA3_Star Road	

KEY
EXISTING RESTRICTIONS
 = No Waiting At Any Time
PROPOSED RESTRICTIONS
 As Labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time

White Cottage

1 to 10

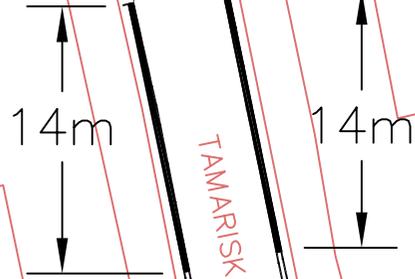
18

16

Pevensey Court

TAMARISK AVENUE

WHITLEY WOOD ROAD



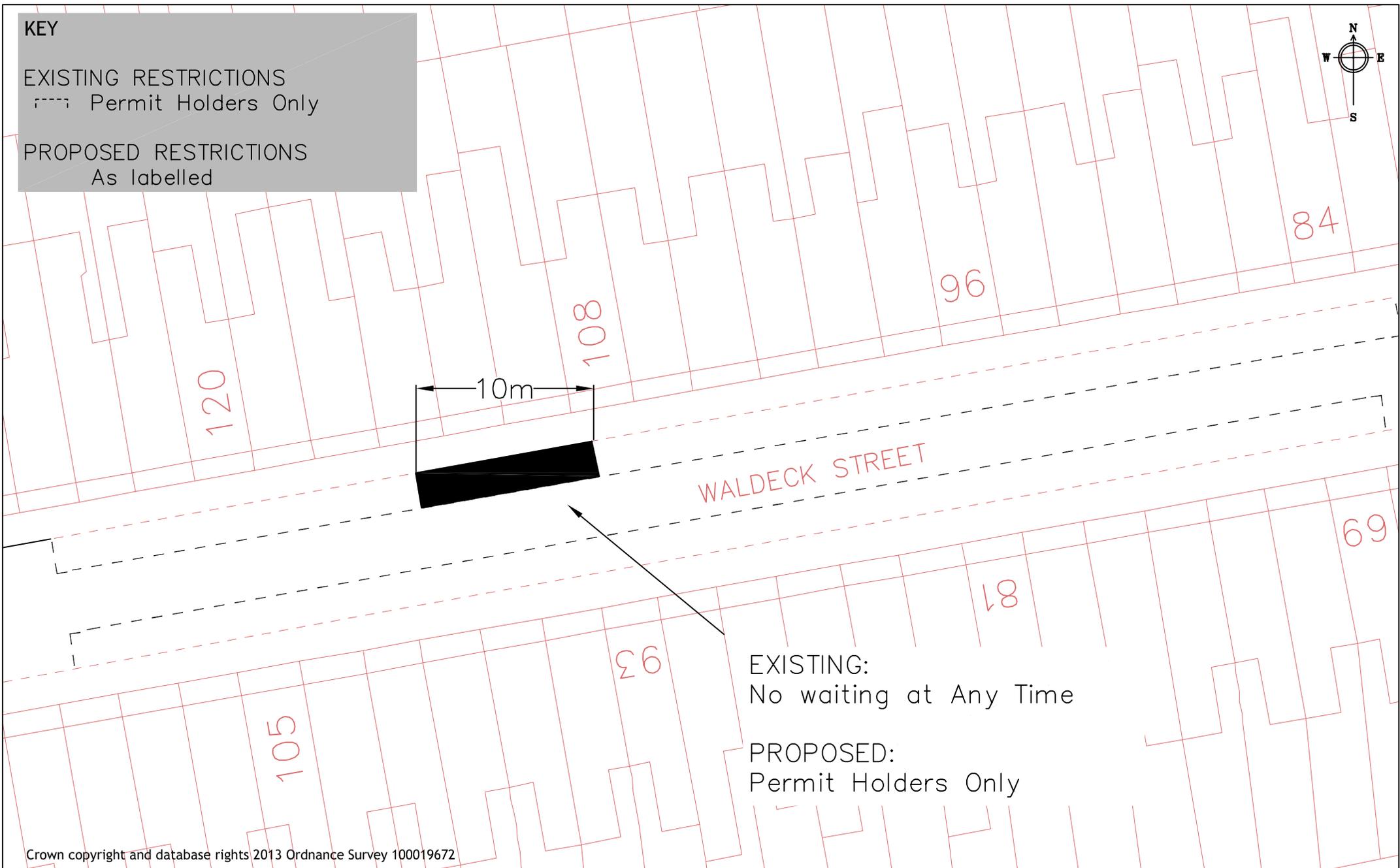
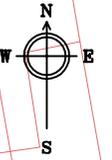
Transportation and Streetcare Services
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 Bridge Street
 Reading
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Project	WAITING RESTRICTION REVIEW 2020	Scale	Drawn
		N.T.S	MF
Drawing	TAMARISK AVENUE	Date	Checked
		NOV 20	PC
		Approved	JT
		Drawing No.	
		CH4_Tamarisk Avenue	

KEY

EXISTING RESTRICTIONS
- - - - Permit Holders Only

PROPOSED RESTRICTIONS
As labelled



EXISTING:
No waiting at Any Time

PROPOSED:
Permit Holders Only

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Project WAITING RESTRICTION REVIEW 2020	Scale N.T.S	Drawn MF
	Date NOV 20	Checked PC
Drawing WALDECK STREET	Approved JT	
	Drawing No. KA1_Waldeck Street	