

RESIDENT PERMIT PARKING UPDATE APPENDIX 4

KATESGROVE AREA: Summary of letters of support and objections received to Traffic Regulation Order

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

Summary	Feedback received
	Summary of responses: Objections -99, Support -17, Comment - 1
1) Objection	<p>It is being proposed that two sections of Clent Road are to be banned for parking. This is not a constructive proposal, for several reasons:</p> <ul style="list-style-type: none">1- Previously the northern section of the road allowed 3/4 cars to park. This minimum should be at least maintained.2- Parking should be allowed on the two sections for all non-resident cars . This would reduce pressure on the roads further south and north of Clent Road (i.e. Shenstone Road + Rowley Road + Bourne Av.). The parking situation on these roads are terrible.3- Allowing parking on the two sections will in no way interfere with the life and traffic of the houses that are on Clint Road.4- Many nearby houses on Basingstoke Road are HMO properties where the many residents reside for short periods. They, their associates and service companies would find it difficult to apply for parking permits. Clent Road parking for non-residents would help these people.5- There are no restrictions on Roads further north or south of Clent Rd. This practice should be maintained. Clent Rd should not become an exclusive area. <p>For the above reasons we appeal to the officials dealing with the proposal to please allow parking for non-residents on Clint Road please. It would help the people who live in the area. It would reduce pressure on the neighbourhood. Please do not allow such an opportunity to go to waste. Please do not reduce parking spaces for the neighbourhood.</p> <p>The 54m on south side and 16m on the south side would should be made available for non-resident parking.</p>
2) Objection	<p>Permit parking is an additional cost on a household, both for the permit and for the visitor permits. Visitor permits are restrictive, meaning that you're tied to the particular times (8-2pm or 2pm-8am) and can burn through multiple tickets if, for example, you're given a 1pm appointment for a gas engineer, or a whole ticket for someone visiting for 30 minutes or an hour. The stress of going through permits for people visiting and not having enough to last the year is something that I've been glad to be away from.</p> <p>I used to live in permit parking in [REDACTED] and I don't agree that it makes it easier to find a parking space. Often we were left parking far down the road, a long way from the house, if we came back late at night. We are too far away from town or the station to have issues with non-residents parking here - all the cars I see around on Hagley Road are the same and are owned by the residents. Putting in specific bays also will reduce the amount of parking available, which will, if anything, increase the difficulty of finding a parking spot. People are allowed to have two cars per household (we</p>

	have [REDACTED]) and looking down the road, at least one person has two cars, which already take up a proportion of the street, and some houses are unoccupied and the people who move in may come with multiple cars. Permit parking won't solve that, and perhaps might make it worse.
3) Objection	Permits will not have any effect as it's still the same number of cars for the same residents. Other than people parking on street corners there are no parking issues on Bourne Avenue. This is purely another method of taxing us. Permitting works in city centres or town centres but this area of Katesgrove does not suffer from people parking here to get to town, we are too far out. So the only beneficiary of this scheme is this Labour run council. Another stealth tax where it is not required. Your candidate came door knocking and made it clear he thought all of Reading should be permitted, not because it's needed but it is an income stream. I moved out of town to get away from the restrictions of permitting and I'm a totally against permitting in my road. There is absolutely no benefit to the residents here, only restrictions and more payments to the council!
4) Support	The issue with Charndon Close is the unacceptable parking of commercial vehicles mainly in the evening / night by people outside the residential area of Charndon Close. It would be better if all commercial vehicles were banned from parking either in Charndon Close or the garage areas within Chardon close.
5) Objection	<p>I run my own Business [REDACTED]. I have [REDACTED] commercial vehicles [REDACTED] (none of which encroach on the house frontage of neighbouring homes). [REDACTED] This will be all the more difficult if they can not park. If you instigate this policy - I will struggle to pay my mortgage - effectively you will possibly drive me out of my home! It has long been understood that the flats built on the opposite side of Basingstoke Road were designed with inadequate parking so our road is used by residents from there - it would be far more helpful if they were helped to be provided with a car-park. My [REDACTED], also requiring a vehicle for work.</p> <p>OFFICER COMMENT: Some of the redacted comments suggest that there may be a need for additional vehicles to park on the road in the future.</p>
6) Objection	<p>I finally have my [REDACTED] following a long wait caused by the pandemic. I want to be able to drive to my work at [REDACTED] and park my car on the street where I live.</p> <p>[REDACTED] has to drive for work. He has [REDACTED] vehicles. I need a chance to be independent as well.</p> <p>We do have adequate parking without permits being introduced. If permits are introduced, we will have to dig up our front garden in order to concrete it for vehicles, which is environmentally detrimental and costly.</p> <p>Also, with [REDACTED]; a skip will be required in the drive. Please can you tell me where we can then put the vehicles from the drive and where the Trades can park with materials and tools during the day?</p>
7) Objection	I object because in all the nearly [REDACTED] of living in the Avenue, I have never not been able to park in the road near my property. So I'm actually not seeing a need for the restrictions in parking. Nearly every property in the avenue has its own drive for 1 or 2 vehicles. So now after your restrictions are put in place, when friends and family visit they will need a permit which no doubt will involve a fee.
8) Objection	No thought has gone into this at all. Most residents living in this area are in HMO house shares with more than 2 vehicles. This is another money making scheme for the council who continually fail to maintain the roads as is. This money will not be used in the correct manner. The reason the roads are congested in the first place is due to the permit schemes. Look at the surrounding areas around the hospital. They are empty now due to your ridiculous charges and penalty fees. All

	designed to make money. Your greed is disgusting.
9) Objection	<p>I object firstly because this initiative has been poorly communicated and poorly planned. 3 examples:</p> <ol style="list-style-type: none"> 1. What happens on the road outside properties with garages on Shenstone Road and Bourne Avenue? There are several such properties and your diagram does not show what markings will be there. How will you ensure the residents won't have someone else's car blocking the garage? 2. There are 2 disabled parking spaces on Shenstone Road. What will happen to these? Your diagram does not say. 3. It is not clear how many parking permits each home will be given? Several residents have more than one vehicle. <p>Secondly I object to the increase in double yellow lines on Shenstone Road. This will considerably reduced the amount of parking space available.</p> <p>I do not believe these proposals will improve the parking situation for residents. They will result in even fewer available spaces for residents than there are now.</p> <p>Thirdly I object because this plan will add more burden to the council, cause more admin, and more enforcement. It will add more admin to the residents, particularly when they have visitors or change cars.</p> <p>Fundamentally it will be a waste of everybody's money and time and will not improve the parking situation for residents, notably those on Shenstone Road.</p>
10) Objection	<ol style="list-style-type: none"> 1. Extra and unnecessary admin. I object to this proposal because it will be costly for the council to administrate, and will introduce extra admin for residents when it comes to sorting out permits, changing vehicles, having family to visit with their vehicles etc. 2. Disabled parking and garages. How will disabled bays for the disabled people in our street, and access for people with garages, be managed within the new proposed scheme? 3. I object to further double yellow lines in the street, again these seem like they will introduce extra barriers for residents here to simply be able to park where we live. How will they impact the disabled bays and garage access? Overall they will not make it easier for people who live here to park here. 4. Waste of time and resources. Overall I object to this scheme because it uses up precious council time and resources which I would prefer be channeled into literary anything else. It feels divisive and petty.
11) Objection	Parking restrictions on Rowley Road will have an effect on business on Basingstoke Road unless there will be part of Rowley Road with a 2 hour parking limit 8am to 6pm and no restrictions after
12) Support	<p>I support the proposal since it becomes near impossible to find parking near my residence on most days .</p> <p>My visitors are also unable to park so permits for guests with help ..daily Blocking of my driveway Excessive illegal parking on double yellow lines and footpaths making disabled access impossible on certain times . Constant parking by non residents of rowley Rd namely Residents living in Surrey Rd, Winchester Rd where parking permits are required. Abuse of parking laws by [REDACTED].</p>
13) Objection	hi we are in clent rd [REDACTED] permanent residents no [REDACTED]. i have spoken to them and we object letting residents letting out rooms on basinstoke rd with no parking and we need clent rd ourselves for our vehicles and visitors no [REDACTED] clent rd is let but has off rd parking .
14) Support	I am only supports this project if owners will have possibility to have permits for more than one car. I am leaving here for [REDACTED] and I am required to have 2 free permits for my cars.
15) Objection	Parking is not a problem on the street where I live. Parking restrictions seem to be creating unnecessary complications and a way for RBC to make money from permits, visitor permits and parking fines.

16) Objection	No need to pay more taxes for a council that doesn't improve roads
17) Support	Fully supportive of the proposals. This safeguards residents rights to park and also provides welcome relief to the road (Bourne Avenue) from congestion and dangerous parking leading to inaccessible pavements.
18) Objection	No comments provided.
19) Objection	Dont want to pay for residential parking
20) Objection	We object to having to pay £42pa to not benefit in any way. In fact you say there are 13 spaces available in our stretch, but you can only fit 11 at a push but more realistically 10. We are happy for increased double yellow lines especially on the corners of roads and think this is a very good idea.
21) Objection	In respect to Park View we already have parking management that is provided within our tenancy agreement. Adding another permit would mean we would have to have two permits per car within the estate, Also it would permit people from outside the estate to park thus creating parking problems within the estate
22) Objection	I do not feel these changes are needed, as parking is available on both sides of the road if needed. The option to limit parking would also incur heavy charges per year.
23) Objection	I object to the proposals as I feel this will just create a problem in private roads. There are too many cars to find legal alternative parking.
24) Objection	I have lived here for [REDACTED] years and do not think there is any parking problem in Waterloo Rise. The problem I see is the dog walking business monopolising the parking in Harley Road. Other than that all is ok. It is just a money making exercise. This will just cause problems for residents and their visitors.
25) Support	Too many company Van's and other vehicles belonging to people that dont live in the road stopping residents from being able to park in their own road. Multiple times I have had to go out in the evening and not been able park again and had to park several roads down from where I live, this is not acceptable. All roads being considered must be made permit holders only otherwise the situation will become worse.
26) Objection	I am a resident of Bourne Avenue,[REDACTED] and i'm NOT supporting this proposal as i owe more than [REDACTED] cars and financially speaking inevitably will affect my family budget!! I live on Bourne Avenue for more than [REDACTED] and i haven't got any issue with the other neighbours when it comes to parking issues neither with other people which ar parking on this roa even if they are not residents!!If you wanna go ahead with this scheme do it but free of charge as we are paying high council tax band and the council services are very poor!!!You are not doing nothing with Reading's road!They are destroyed and full of holes and we are damaging our cars and no one it's doing nothing!!!
27) Objection	We pay so much council tax so I think it's a little to expensive for us. At least they should make pay the people that are not residents on this road.
28) Objection	We have 3 cars,is not fair to pay for.
29) Support	I think it will be a great way to solve the overparking problem on Bourne Avenue RG20DU. This has been a significant problem, especially over the last few years.
30) Support	It would be useful to understand why Shenstone road's permit hours significantly differ from the surrounding streets. I still support the move to parking permits, but longer term would like to see Shenstone road restrictions to be in line with neighbouring streets.
31) Support	Having previously lived in East Reading, I've seen how useful permit parking is for a residential area. And seeing some of the awful and, quite frankly, dangerous parking in some areas of Katesgrove, the increased presence of parking wardens

	that comes with permit parking should hopefully help reduce that problem, too.
32) Support	No comments provided
33) Support	No comments provided
34) Support	No comments provided
35) Support	No comments provided
36) Support	No comments provided
37) Objection	Permit parking scheme will mean we at Bourne Avenue will still have the same number of cars parked as mostly the residents in the area park here so there is no benefit and in turn will make it difficult for me to have any visitors
38) Objection	<p>In the plans you have proposed to double yellow line most of Mount street currently there are about 15+ cars which park in this area. Not all of the houses in Mount street have drives for their own cars. Which means based on the proposals these cars would be allowed to park along the Collis Street road and take one of these parking permits.</p> <p>At the moment in Collis Street the cars which park along this road are resident which live on this road, if you then add back in the lost mount street parking this starts to reduce the parking for residents that actually live on Collis Street.</p> <p>Have you thought about possible alternative parking solutions which could be offered to these residents? Have you thought about offering support/grant to encourage these people to convert their gardens into drives, where possible?</p> <p>On Collis Street you have proposed potentially 39ish parking spaces for residents (but 60ish house holds). But in reality 2 of these spots are already disabled spaces which have been allocated to specific houses on the street. Based on this and to make it fair there should be a allocated bay space for each house.</p> <p>It is also unclear on the overnight visitors staying with residents on the street would work? some of the families here have people visiting most weekends so a resident visitor pass probably would not work as I understand these only have limited uses which would have to constantly be replaced which would add another financial burden on the young families which are depending on this additional help.</p> <p>The only issue we really have with parking in this area is the commercial vans, buses & lorries which people park here which take up 2 parking slots and cause the congestion. If we can have a ban in place for these it would make life easier. But otherwise I don't feel that a parking permit scheme is required here. And if we do have to have one it should be an allocated parking bay linked to the house rather than a free for all situation.</p>
39) Objection	There is no issue with parking in the area at the moment and this scheme is just designed to create a parking problem where none currently exists.
40) Objection	I live in [REDACTED] on Basingstoke Road and it isn't the only one in the area. People living in [REDACTED] will find it very difficult to park if the area is turned into permit only. Our house has [REDACTED] tenants.
41) Objection	<p>I somewhat agree with Schedule 2 - the double yellow no waiting zones at the corners of the streets up adjoining Hagley Road, but only on the junctions themselves. I have no complaints about people parking opposite the junctions. However, if people actually observed the Highway Code, there would be need for this. So I only half agree with Schedule 2 BUT...</p> <p>I do NOT agree to Schedule 4 - permit parking only for the rest of the street, especially if residents have to pay for parking. Hagley Road is generally quiet during the days and only gets busier when residents return. Therefore this can only be seen as a revenue generating scheme from the council. Also, it prevents people visiting residents during the evenings if parking is only available for permit holders after 8pm</p>

42) Objection	<p>First of all, nobody contacted me regarding this matter before you going ahead with this and if it wasn't for the Green Party who just dropped a leaflet I would still be non the wiser about this matter.</p> <p>I have no idea if my family and/or friends, or workmen, will be able to come to visit me or to repair anything that I might need doing at home.</p> <p>How do I know if by any chance my road is full and there is no parking available I will be able to park round the corner or the next road without being fined.</p> <p>As I said, I think this is high handed and that nowhere near information, in my case none, has been given to the residents about this</p>
43) Support	<p>The whole scheme must be approved or rejected,because if partially implemented, cars and vans will migrate to roads left out of the scheme.</p> <p>My [REDACTED] is objecting to the scheme only because [REDACTED] has a drop kerb,so has a pretty guaranteed parking space. Which I think is unfair.</p> <p>Company vans should not be allowed to park in small terraced streets,especially in roads like Rowley Road where there are 2 disabled bays as well.</p>
44) Objection	<p>I have been a resident hear for over [REDACTED] years .</p> <p>This labors fault for giving all the multi occupancy on the property's in and around this area.which you have not kept under control for years.the Basingstoke road is making this area look like the the slums . This not what visiting people want to see when coming to our town</p>
45) Objection	<p>Quote ref: PT/017331</p> <p>Everybody in the neighborhood is against this plan, so we object as well.</p> <p>We admit, that sometimes is hard to find a parking place, but the permit-parking scheme will not solve this problem.</p>
46) Support	<p>The parking situation in Collis St [REDACTED] as I am so worried about not being able to park when I get home. At least with this scheme I am hoping that if I cannot park in my road I will be able to look in adjacent areas even if it is on Elgar road.</p> <p>I would however like you to re look at the length of the double yellow lines, they went in years ago and we asked for them to be shortened and they burnt some of it off. When the road was re-surfaced the original length was painted back on.</p> <p>I also believe it would be a good idea to have the one corner of Collis St/Mount st as a single yellow line. I would also like you to re-consider more of the street being permit only and not the 2 hour option as published.</p> <p>I really hope this fixes the parking issues. Otherwise my suggestion would be to get rid of as much of the garage parking and turn them into spaces as most people do not use the garages or just park in front of them and that is a lot of space.</p> <p>Thank you</p>
47) Objection	<p>The parking problems in bourne avenue are primarily caused by local businesses with multiple commercial vehicles. The parking problems are not caused by residents and yet the proposed RP scheme penalises the residents - adding cost and inconvenience. Several residents are pensioners reliant on family and friends being able to visit freely. So no scheme is better than a permit system that impacts residents in the way proposed.</p>
48) Objection	<p>I do not think in our area we have enough spaces for everybody living in area. I do not want to pay for permit and then park three streets away for that. It will happen definetly if you will decide for 2hour visitor area (which should be just in case someone want to have visitors). The other thing street is not wide enough it is causing problems to people not</p>

	feeling good with parking and at the end they taking more space they should. I cannot imagine paying quite a lot of money for such a thing
49) Objection	Hi, I don't agree with parking, why don't you ask the residents what they think about it? in my opinion there is no need for street parking.no Permit parking please Thanks
50) Objection	I don't think that permit parking would be a terrible idea in our area. However I do believe that the pricing is outrageous, we have 3 vehicles in our household for work purposes. Having to pay £500 per year just to park these vehicles remotely close to home seems ridiculous and frankly quite unaffordable. Not to mention that with the proposed area being so large that we are essentially being forced into getting the permits as there is no where close that we could safely and legally park our vehicles without having to pay for them.
51) Objection	Poor consultation strategy - no info received since initial survey request, and results of survey not conveyed to residents. Controlled parking schemes are expensive to set up and run, thus is evident that charges for residents will only increase. In the [REDACTED] years we have lived here (Collis street), have always been able to park on the street and still can, parking scheme is unnecessary. What are the provisions for if we have a permit and aren't able to park on our street - will we get a refund?
52) Objection	My objection is based upon the grounds of perceived discrimination against certain vehicle owners who park on and around the outlined areas of Katesgrove ward. The proposed permit scheme such as it is, allows no provisions for commercial vans which may be in the use of home owners within the area, however does allow an exemption for company cars. I would like clarification as to whether company vans will be afforded the same exemption? I believe this is reasonable to be highlighted as discrimination against those with manual jobs/those perceived to be of lower socioeconomic class. This should be very much against the ideals of the labour voice so recently elected to a council seat in this area. I have further objections to the validity of the plan as a whole; while this proposal will cause a reduction in vehicle parking in this area, it will simply move the problem to the nearest streets with unrestricted parking. This is in fact what has caused the outlined areas of the ward to become congested with parking in the first place. I urge the council to reconsider it's strategy to combat problematic parking as what is suggested will cause problems for local tradesmen/businesses, potentially lead to greater environmental impact due to increased vehicle use while having little positive outcome.
53) Objection	Permit parking will only concentrate traffic to the nearest unpermitted areas. While this may be of benefit to the Katesgrove area specifically, it does not address congestion which would form on the borders of the permitted area.
54) Objection	My family and I have had no problems with our area, when it comes to parking. I truly believe that this is a money making scheme for the council. Elgar road already has a parking scheme and there is no need to introduce this scheme, especially on Waterloo road, when there are already properties that have driveways. Some families are no longer in work and therefore can not afford for a permit. This is absolutely ridiculous.
55) Objection	While I agree that some form of parking scheme is needed to reduce the amount of parking by non-residents in the area, introducing a parking scheme like this will just shift the problem onto another nearby area. More importantly, the inability for residents to have their commercial vans covered under the scheme when company cars are fine seems rather discriminatory and assumes that everyone in the area must be an office worker, rather than a skilled tradesman. This seems counter to the idea of equality

56) Objection	Doesn't want to pay the prices to park on the road, and doesn't feel that by implementing these parking changes it will change anything
57) Objection	I live on Collis Street and own a car. I can usually park on the street, however if it is particularly busy then I need to park on Mount Street or Waterloo Road. Adding double yellows to Mount Street and Waterloo Road will make the current problem worse as permanent parking spaces on Mount Street, and temporary parking provision on Waterloo Road will be lost. There will be no alternative locations to park which is very concerning. I can see proposals exacerbating the current issue - which is currently manageable.
58) Objection	I live on Collis Street and am particularly concerned about the proposals for double yellow lines on Mount Street and Waterloo Road. When Collis Street is busy, these roads are the fall back for finding a space which is usually possible when busy, but still a challenge. Reducing the permanent parking in the area is going to make the parking issue worse - not better (even with the introduction of permits).
59) Objection	<p>I am the owner of [REDACTED] Waterloo Rise. Having looked at the proposals for the new parking structure I feel careful consideration has not been done. For starters, looking at page 14 of 16 on the map, it seems a new parking space will be created 15m in length for three cars from 61 to 71. I can assure you if cars are parked there, it will be much more difficult for [REDACTED] to turn right out of [REDACTED] to try and pass the parked cars. If a van is parked there near [REDACTED] will be completely blind to see to the right. Waterloo Rise is quite a narrow road as it is and cars do not park where your proposal suggests cars may park.</p> <p>There isn't an issue with parking on this particular road, we have adequate space for residents and visitors. The old saying, "If it aint broke don't try and fix it" comes to mind. This is a complete waste of tax payers money.</p> <p>Also as part of the parking consultation notice it states that in schedule five, Waterloo Rise, odd numbers 67 to 105 will need resident parking permits. When I [REDACTED], therefore on no account should I need to purchase or require a parking permit.</p> <p>I hope you will consider these points.</p>
60) Objection	I object the proposal for Katesgrove permit parking. There should be at least one car parking available for each house for free and second car or visitors car should be chargeable
61) Objection	<p>There are not enough parking spaces for the residents as it stands currently.</p> <p>In Elgar Road South - proposed parking bay for approximately 13 spaces.</p> <p>I do not believe the proposed amount spaces in my road is a realistic number.</p> <p>Would be interested on how the number of spaces are calculated?</p> <p>Many of the properties in this area are rented and a number of these are HMO (House in Multiple Occupation) with 5 or more tenants many of whom have vehicles of their own, which further add to the existing parking pressures</p> <p>I'm not convinced the proposed permit parking scheme will improve the parking issues in the area. I completely understand the road safety aspect of the scheme and the planned improvements outlined in the proposal - but the number people/vehicles who need to park in the area will STILL need to park somewhere.</p> <p>The impact of the proposed scheme will also have a huge impact on residents with families who wish to visit. The proposed restrictions don't appear to have considered how this will affect genuine visitors to the area.</p> <p>As a resident who rarely manages to park outside my property or even on my road, I'm seriously struggling to accept that I will soon have to pay for a 'parking permit' for a scheme that still does not guarantee me a space outside property or on my road. I also believe the planned restrictions in the adjoining roads and other areas within my permit zone will</p>

	make it increasing difficult to find a parking space.
62) Objection	<p>As the family of a tradesman and a home owner in the area of the proposed scheme, I highly object to the fact that [REDACTED] will be unable to receive a permit to park [REDACTED] supplied van on the road near our home during evenings and weekends . I feel this is discriminatory against tradespeople, and feel that Reading Council should amend the policy regarding company issued vans for those of us without the privilege of a driveway.</p> <p>Not only is it of major inconvenience, but it also has environmental implications, in that tradespeople will be forced to travel to their work offices by car where the company vehicles are kept, and head out to their jobs, thus adding the pollution from the extra car journeys to their emissions.</p>
63) Objection	<p>I do not know of any parking problems in the area around Elgar Road South, and having spoken to my neighbours about it, I have not heard that they've ever had a problem parking here either. The scheme feels like a unnecessary money-making scheme for the council, at the expense of the residents.</p>
64) Objection	<p>There is no issue with parking in Elgar Road South. This feels like a mercenary money-making scheme by the council who so far don't even send parking wardens to confirm compliance with double yellow line parking.</p> <p>This will just make it more expensive for residents to park where they currently park and fixes no issues.</p> <p>Extending the double yellow lines seems pointless as well as there doesn't appear to be any issues with access.</p> <p>Maybe the council could address the speeding cars that use the road as a drag race and actually help the residents rather than costing them more for no extra service.</p> <p>Feels like a typical council money grabbing scheme.</p>
65) Objection	<p>I previously supported the proposals but now object. In the top part of Collis Street, it is rare that someone who doesn't live here parks here. The reason I previously supported it was that I thought it was stop the individual who lives at [REDACTED] Collis Street from parking cars that [REDACTED] on the street. The local councillors tell me that he will simply be able to use visitor's permits to park the cars while [REDACTED]. So it will be expense and hassle for no gain, from my point of view. Also, it is my understanding that the permits will allow anyone from the permit area to park on Collis Street. The problem we do have is that people from Waldeck Street and Charndon Close park on Mount Street, which means it can't act as an overflow for Collis Street. So the permits won't solve that problem either,</p>
66) Objection	<p>I have lived at [REDACTED] Basingstoke road for over [REDACTED] years now and have parked on rowley road all this time.</p> <p>As I understand the current proposal my flat is not even able to apply for a permit.</p> <p>So the proposal would require me to have to move which I don't want to do.</p> <p>I'm perfectly happy to pay the £40 and support the project if I was able to acquire a permit.</p> <p>My landlord has also been in touch to try and resolve this problem.</p> <p>Please advise how I can proceed and get a permit if this goes ahead.</p>
67) Objection	<p>This seems as though it's a money making opportunity from the council. Also it's disappointing to find out all of this by stealth, there was no discussion or reasoning just some boards put up all of a sudden. Also for Clent road I'm disappointed it's not confined just to the residents of Clent road. Basically you're allowing ppl from other streets to park Here which is highly disappointing.</p>
68) Objection	<p>I object this plan because you are proposing those on Basingstoke road will be given permits to park on clent road. I feel</p>

	there is just about enough parking for the clent road residents on the street. It's evident now that there are no markings on the road, how Basingstoke cars are lining to park on clent road! They are just going to take all our spaces and we will left without any space!
69) Objection	I would have supported a permit scheme if only clent road residents were able to park in clent road.
70) Objection	Telephone call received from resident of Waterloo Road who wanted to object to the new proposals as he drives a [REDACTED], if the new parking scheme comes in to force he will not be able to take the [REDACTED] home as it doesn't meet the necessary vehicle requirements.
71) Objection	I have [REDACTED] to shenstone road and I would like to strongly object to this proposal. It's madness to remove 15 meters of parking on both end of the street on north and south side with double yellow lines. Particularly if the are codes are only valid for this one short street shenstone road, or even the surrounding streets. Some people have 2 cars per house what do you expect them to do ? This seems like a terrible idea to me and I would lokw to object and for it not to happen.
72) Objection	I've [REDACTED] Shenstone Road and would like to object to the current permit parking proposals. A huge amount of parking space will be removed from our short road if the projected plans come into place which will impact us and our neighbours. Where will our friends and family park when they visit? Our roads are pretty quiet and while there is some dodgy parking on the corners I cannot see the need for this; it will negatively impact a lot of people.
73) Objection	Please can you advise in relation to the proposed parking permts for Katesgrove area whether Rowley road will have parking allowed on both sides of the road as this is unclear from the diagrams ? Will all other roads such as Bourne avenue and Hagley road also be parking on both sides apart from on the corners ? We live on Shenstone road and have [REDACTED] and are concerned that our road will have too many people parking on it for a short stay when we need to be close to our house when arriving home with [REDACTED] in the car. I can see from the diagram that this road is one that is ear marked as green as opposed to blue. There are indeed many benefits to the proposed scheme but we just want to understand how this will affect us and not be left walking a long distance with her as our road could be always full up. Please can you also advise how much the visitor permits will cost too ?
74) Objection	We already went to everyone house with 3 councillors of this area and 95% people doesn't want that parking restrictions including me. Please remove this we like how it is. [REDACTED] Bourne Ave Please do not force on people.
75) Objection	I am writing with reference to the recent Consultation in Progress notices posted in my road Collis Street & also Mount Street & Waterloo Road, Reading. By way of background I have lived in Collis Steet now for [REDACTED]. The parking used to be fine but I'll agree it has become far busier over the last couple of years, partly due to Covid & people working from home, [REDACTED]. It is at the point now where I avoid using my car during the week unless absolutely necessary, as often if it's the evening there will be nowhere to park when I return other than the single yellow line on Waterloo Road. However this then necessitates having to be up & out before 9:00 am to avoid a ticket. Similarly at the weekend I try and avoid going out on a Sunday for the exact same reason. However notwithstanding this I do have some serious concerns over the proposed changes to parking in my area. I'm terms of initial thoughts, my main concern is actually parking both overnight & at weekends. Having taken a look at the plans for the roads that affect me i.e. Mount Street, Collis Street & Waterloo Road, my first thoughts are this is going to reduce the parking space available compared to now. Don't get me wrong, it's not great now as alluded to above & I

avoid using my car when I can if I know I'm going to get back late. However the proposed double yellow lines on one side of Mount Street will eliminate c. 10-13 spaces; this is a substantial number in our area. Given our roads are a cul-de-sac & not a through road I am not aware of anyone having issues with cars being parked on both sides of Mount Street currently, in fact quite the opposite, we're all very grateful.

Then we have the proposed double yellow lines all down one side of Waterloo Road; this will also have a major impact. Whilst currently you can't park there between 9:00am -5:00pm Monday to Friday, you can park on the single yellow line overnight & at weekends. This is absolutely crucial as it alleviates the pressure when most people are at home & in turn need to park their cars.

Combine these 2 proposals (read restrictions) & I think it will mean some people will literally have nowhere to park of an evening/weekend. What do the Council propose in this situation? By way of example, I decide to visit some friends of an evening during the week, which I used to do but have had to stop due to the parking issues currently and I get back c. 10:30pm to find there are literally no parking spaces, what I am or one of the other residents in a similar situation to do then? Moreover we will of course be paying for a parking permit but may still have nowhere to park. I hardly feel this is fair, do you?

Personally I think the issue is there are just too many cars & making areas permit only & introducing double yellow lines will only compound the issue even further and make the situation even worse.

I do have a couple of questions if I may?

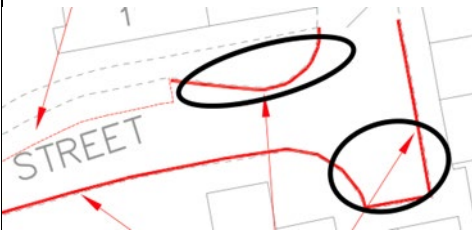
The first is do you the Council receive complaints about the parking in this area? I could legitimately complain to you about the situation but I know there isn't really an answer though so what's the point? As I said above the issue is there are just too many cars so the only solution then is to mark out a bay per household and allocate them specifically to each household - are you prepared to do that? I only [REDACTED] so would be happy with that as a solution but others with more than one car would have to fight over whatever space allocation was left.

The second question I have relates to the basis upon which you the Council have decided that the current parking restrictions need changing? I approach things in life in a methodical, logical way. Therefore if you can tell me that you the Council have studied the car registrations of those cars that currently park in Collis Street, Mount Street & Waterloo Road over a period of say 2 to 3 months, at all times of the day & night & can confirm, having cross referred said car registrations against the DVLA's database, that say 25-30% of the cars that currently park in these 3 roads are not actually registered to home owners/tenants in these 3 roads, then I would feel your proposals would make sense. The decision would then be evidenced based. However, being a little cynical, I suspect this is not the case & it is perhaps more just a decision to impose harsher parking restrictions in these 3 roads to a) generate income from parking permits & b) generate income from the inevitable parking tickets which will soon become a regular occurrence for homeowners & tenants in the area.

I don't understand how you can propose these changes without evidence to back them up, without knowing what the effects &/or consequences of their introduction will be or be able to guarantee they will solve the issue? As I have said I believe the proposed changes will in fact compound the issue & make it worse...

I accept that my opening paragraph effectively states the current parking situation is far from ideal & is already restricting people's' movements if they use a car however notwithstanding that I do believe the proposed changes will actually make it even worse.

My own personal view is you will not be able to solve the problem so if you accept that, you then have to work out the

	<p>best compromise. I would like to think that in arriving at your proposed solution you have undertaken a facts based study & the decision has been based upon actual evidence. Sadly I doubt this is the case, although I'm happy to be proved wrong and instead it is an income generating based decision. For what it's worth & accepting you will not actually ever solve the issue, my view would be to introduce permit parking where currently it is unrestricted (as per your proposals) but DO NOT introduce double yellow lines in Mount Street & leave it as is i.e. unrestricted on both sides & DO NOT introduce double yellow lines on one side of Waterloo Road & leave it as is i.e. a single yellow line effective between the hours of 9:00am & 5:00pm Monday to Friday. To me this is the best compromise for a problem that cannot actually be solved.</p> <p>If I am being totally honest I am more than a little concerned if you proceed with your proposals. I do sincerely hope you will factor my thoughts into your decision making process.</p> <p>Happy to discuss.</p>
76) Objection	<p>I am a resident on Collis Street, and wanted to make an enquiry about the resident permit scheme proposal/ consultation that is currently taking place. Overall I think the idea is a good one, so long as it is organised and enforced in the correct way. Therefore I have the below comments/ suggestions/ questions in respect of the proposal for Collis Street & Mount Street, which I assume will be the two roads that my permit would allow me to park on.</p> <p>1 - Parking zones</p> <p>On looking at the proposals, I don't believe the zones of parking proposed are making sufficient use of the area available/ is currently parked on. Please see the picture embedded/ attached below, which is specifically on the end of Mount Street, where the plans currently propose to have a lot of double yellows, however this area is already regularly surrounded by and parked on by cars.</p>  <p>I have drawn circles around the two areas that are currently regularly used, and I believe you should consider potentially removing double yellow lines and including them as parking areas. I appreciate that one of these circles is primarily paved area, however this paving is very wide and so could be reduced in size to make more road space available for parking.</p> <p>2 - Enforcement</p> <p>Currently we see very few parking officers in this area, and so I have concerns over how well the "no return within 2 hours" rule would be enforced. We have a number of people parking on both Collis Street and Mount Street who do not own properties on them, and so I believe we would need to see much more regularly visits by parking officers in order to enforce the rule and ticket them where appropriate.</p> <p>With the current planned parking zones we would be losing some of the total current parking capacity in the area, and so I do have concerns that without proper enforcement I may find times that I cannot park my car without putting it on a</p>

	<p>double yellow line or in an area that I do not hold a permit for.</p> <p>3 - Costs</p> <p>Could I please request what the cost would be for me to obtain a permit, and also what happens if I have somebody visiting my house for longer than a 2 hour period during the enforced times? Am I able to obtain a guest permit?</p> <p>I look forward to receiving a response from yourselves on the above points. As mentioned above, the scheme has the potential to be very beneficial, but I would encourage you to consider some of the points I have raised above.</p> <p>1 - I appreciate that Mount Street is too narrow to have a parking zone on both sides, and this is not what I requested. However I would encourage you to avoid thinking in such a narrow minded way about the turning head especially. Currently you have multiple cars parking in that area, as well as in the privately owned section, and this does not cause an issue for turning your vehicle around. Therefore there should be an increase in the number of vehicle parking spaces within the permitted area. I appreciate that to change these permit areas requires the process to go back to an earlier stage, however I think this is important to do as otherwise you're likely going to end up in a position of more permits having been requested than the total number of spaces available to residents, which is ABSOLUTELY NOT something we as residents, would be happy about and would look very poorly on you, the elected council.</p> <p>2 - I will observe the number of enforcers in the area and report should I feel that this is not being done to the increased levels that I would expect.</p> <p>3 - Thank you. Do you have any restrictions on the number of "extra" tear out books that people can request?</p>
77) Comment	<p>I'd like to raise some points and ask some questions about the above scheme (specifically the bits relating to Collis Street, Mount Street and Waterloo Road). I live on Collis Street but have an interest in how things go on Waterloo Road as I frequently have to park there when Collis Street is full (my points regarding Waterloo Road refer to the parts downhill from the Collis Street junction).</p> <p>I'm broadly in favour of more control of the parking in this area as it does get chaotic from time to time, and friends in nearby roads (Alpine Street and Francis Street) have mentioned that permits have improved the parking there. However, I believe that there is an issue with the current scheme (and I don't think it should be thrown out, just tweaked a bit): I don't think it provides enough spaces. The plan for Collis Street seems reasonable (although I wonder whether there might be space for a couple more vehicles at the far end of Mount Street).</p> <p>My main concern with the scheme as it stands refers to Waterloo Road. A number of properties on Waterloo Road have installed driveways since the plans were drawn up in November last year, so I think fewer spaces are available than was anticipated when the plans were drawn up.</p> <p>Instead of the plan for Waterloo Road drawn up in November last year (permits on the "residential" side and double yellow lines on the "industrial estate" side, I'd suggest one of the following options for consideration:</p> <p>1. Reverse it, so that the permit area is on the side where the industrial estate is, and the double-yellows are on the side where the houses are. That way, the permit area wouldn't be eaten up by driveway conversions, and those exiting driveways would have a clearer view of oncoming traffic and be able to make a tighter turn (these advantages would, I feel, overcome the disadvantage of those drivers driving off their driveways towards a row of parked cars).</p> <p>2. Just make both sides of Waterloo Road a permit area (I know I only park on the "industrial estate" side when no other spaces are available, and I imagine a number of other people feel the same), and monitor to see what the usage is like. I'm aware that there is precedent in Reading for removing some of the grass verge to improve parking (for example, on Wensley Road in Coley Park) so this might be an idea if it is felt that Waterloo Road is too narrow.</p>

	<p>I don't know whether you're able to answer questions on this topic, but if so, here are mine:</p> <ol style="list-style-type: none"> 1. Will there be any monitoring of the scheme after it's installed to see if further changes are needed? 2. Has any data been consulted regarding the number of vehicles registered in the area over time to ensure that there are enough spaces for the number of permit applicants? 3. Will the permit area be the same as the part of Elgar Road that joins the bottom of Waterloo Road (the signs were a bit faded when I looked this week so it was a bit hard to tell)? I note that there are usually quite a few spaces there, although I'm not sure I'd want to walk home from there late at night. <p>Thank you for your patience in reading this (long, sorry!) email. As I say, I don't think the scheme needs to be thrown out, just tweaked to ensure enough spaces.</p>
78) Objection	<p>I am emailing you to object to the issuing of parking permits for rowley road (PT/017331.</p> <p>I have been living here for [REDACTED] and believe that parking permits in this area will have very little impact on the current parking situation as everyone who lives in this road and needs to park here already do so with no problems.</p> <p>At this time, 13.44pm on a monday the road is half empty and very rarely is there no space to park somewhere in the rd so what exactly are we paying for?</p> <p>Therefore making this a permit only road will do nothing for the residents and only line the pockets of the council !!</p>
79) Objection	<p>I want to register an objection to the proposed plans for permit parking on Shenstone Road.</p> <p>The current proposed plan indicates a total of 41 parking spaces.</p> <p>However this does not take into account existing factors:</p> <ul style="list-style-type: none"> • There are at least 2 disabled parking bays. • There are 7 or 8 homes with driveways and garages and drop-curbs which mean the space in front of the driveway cannot be used for general parking. <p>Consequently the available parking space available in your plans has been over-estimated by at least 25%. This is an unacceptable oversight and requires re-planning.</p> <p>I also note that the additional double yellow lines in Shenstone Road further reduce the available parking space compared to what is available today.</p> <p>What evidence do you have that this plan achieves any benefits for the residents of Shenstone Road? I strongly suspect that the package of proposals makes the parking situation on Shenstone Road considerably worse for its residents and should be reconsidered.</p> <p>I look forward to your response.</p>
80) Objection	<p>ref: PT/017331. I object the new proposal on parking scheme at Bourne Avenue.</p>
81) Objection	<p>Recently the Reading Borough Council has proposed a new resident parking permit scheme in the Katesgrove area with the intention to create a managed parking scheme. I would like to have my say in this and disagree with the proposal of the council as personally for me, I have relatives that often visit me especially after the uplift of the Covid-19 restrictions and this may cause them mental harassment of not finding parking spaces around the area. My driveway has been a very good location for them to park and visit me. So I would like to have a vote on this matter by disagreeing with the council proposal and say no.</p>
82) Objection	<p>Objection to parking scheme on Hagley Road PT/017331</p> <p>I write to you in order to firmly object the proposed parking scheme on Hagley Road and other roads in the Katesgrove area. This objection is due to a number of reasons. First and foremost, I have lived on Hagley road for [REDACTED] and</p>

	<p>in that time there has never been any problems with residents parking. I have spoken to other residents on Hagley Road since the council first proposed a parking scheme who have all echoed my views that there has never been an issue with residents being able to park. My understanding from the proposed scheme indicates that there will be issues with parking if the scheme proceeds. The proposed permitted area will allow fewer cars to park on Hagley road meaning those who currently park will have to battle for space – something which has never once been a problem.</p> <p>My second reason for objecting is that this scheme is purely being proposed by the council to gain more money from residents. This is entirely unfair and completely unnecessary, why is the council wanting to punish residents on top of ever increasing council tax fees? Quite frankly, the parking measures have further pushed me to look to move outside of Reading due to the ridiculousness of the council.</p> <p>Thirdly, there has not been any meeting or consultation with residents regarding this proposal. I understand that COVID-19 affected proposed meetings in 2020 but this has not been rescheduled. Do the council think that residents are stupid? It certainly seems that the council are dealing with this matter in a very back-handed way in order to implement changes and charge residents extortionate fees to simply park their vehicle. Furthermore, the location and lack of notice (only 2 boards are located across the entire length of Hagley Road) shows me that the council are wanting to hide the parking scheme from residents and will suddenly hit us with notice that the scheme has been ‘supported’ by residents (I very much doubt!) and we must now pay. I thought the council was supposed to represent the residents of Reading. This council is not doing that. As a previous Labour supporter, this will definitely no longer be the case.</p> <p>The final objection I have is the proposed scheme does not even allow 2 hours of fee-free parking for guests. Why is this? I believe I am not mistaken in my understanding that other areas of Reading with permitted parking does allow free parking, why then is this not the case for the road I reside on?</p> <p>Ultimately, to reiterate my first objection stated here, there is absolutely no need for permitted residents parking on Hagley Road and residents have never had problems with the ability to park. The ridiculous proposed scheme will cause problems and reduce parking.</p> <p>I therefore wholly object to the parking scheme proposed for Hagley Road PT/017331.</p>
83) Objection	<p>A number of residents in Bourne Avenue seem against this scheme, and we haven't found anyone yet who is actually in favour.</p> <p>Presumably if any residents are actually in favour of this they have ample off-road parking and will not have to go through the admin and cost of getting a permit. If this is the case then this is quite selfish of them to request this scheme.</p> <p>Does a majority of residents have to be in favour of this to go ahead?</p> <p>If so can we have a vote?</p> <p>The cost of this seems OTT. The costs seem to be more about making the council money rather than benefiting the residents. You could use the money from the 3rd car costs to make 1st (and maybe 2nd cars) free to permit.</p> <p>Your website "www.consult.reading.gov.uk" is repeatedly unavailable despite your street signage.</p> <p>Look forward to your response before going ahead with this scheme.</p>
84) Objection	<p>Please see below the collective objections on behalf of [REDACTED] Whitley Rise.</p> <p>Proposed plans for red/yellow lines and permit only parking for Whitley Rise, Reading. Objection response on behalf of Reading Borough Council's Sheltered Housing Service</p> <p>Whitley Rise has two RBC owned Sheltered and Supportive Housing developments, Cedar Court which is an Extra Care</p>

Sheltered Housing development with 40 flats which houses vulnerable older adults, currently an average age of 88years. Phoebe Cusden House is a supportive living development with 11 flats, both properties have 24/7 support services. We see the proposed restrictions as having a significant negative impact on our residents.

Cedar Court and Phoebe Cusden House currently have 59 residents. 35 of them have a daily care package. Residents can choose between the onsite care team and any external care provider. Out of these 35 care packages, all of them have morning support (i.e. 7 am-10 am). Having this amount of care visits within both developments means many carers visiting. The proposed restrictions will cause the carers issues with parking and, when trying to find parking, delaying their care visits to some of the most vulnerable people within the borough. We have 9 residents at Cedar Court currently visited by the district nurse regularly. Our client groups' care and support needs mean that it is not only professional support but the support of family and friends that can be required at short notice and for varying time frames. This unpaid support is vital for our tenant well-being because the support hours they give could not possibly be match funded by RBC.

Cedar Court does have onsite allocated parking; there are 4 disabled bays and 5 standard parking bays for visitors. Currently, all disabled bays are allocated to residents of Cedar court; this leaves just 5 bays. Phoebe Cusden House has 2 parking bays for visitors.

Both developments have daily visiting nurses and GPs, external carers, Family and Friends - most providing unpaid carer services and RBC workers carrying out routine maintenance and repairs. There is also regular deliveries which can take time, such as medical equipment (i.e. NRS delivery a mobility aid can take an hour, as they need to set up and install the equipment).

Family and friends visiting is crucial for our residents, not just unpaid carer service but also for the reduction of social isolation. With proposed parking restriction we could see a decline in visitor numbers, impacting mental wellbeing of residents.

We have 5 bays allocated for the onsite team at Cedar Court, and Phoebe Cusden House has no allocated staff parking. On an average day, the onsite team consist of, excluding managers for the various departments visiting, about 50% of the team drive to work.

Cedar Court

- RBC Staff - 2x Housing & Support Officers and 1x Receptionist
- Restaurant - 1x chef and 1x front of house
- Onsite carers - 1x team leader and 4x carers
- RBC Cleaning team - 2x cleaners

Phoebe Cusden House

- RBC staff - 1x Housing & Support Officer
- Onsite carers - 2x carers
- RBC Cleaning Team - 1x Cleaner

In line with modernising the workplace ambitions of Reading, we are utilising spaces within Cedar Court as a hub for Reading Borough Council staff to be able to work, undertake meetings, access equipment (such as the network printers) for the provision of our services and welfare facilities. Having roadside parking is crucial for this to work, and proposed restrictions would several impact the ability for us to deliver the services.

Both developments have large communal spaces, and 51 dwellings mean many contractors visit regularly. The buildings

	<p>have maintenance and health and safety tasks completed by RBC and contractors, 3 times a week legionella services, reactive repairs and maintenance visits. The proposed introduction of reduced parking in the near vicinity could make these tasks more difficult or even impossible which could have a wider impact on the service.</p> <p>Cedar Court is also a community hub for the elderly isolated residents of Reading, when COVID restricts eased, services such as Age UK operate from Cedar Court, including a lunch club and assisted bathroom. Having sufficient parking is vital to ensure these services can remain in operation.</p> <p>In summary, restricting parking in residential areas is usually intending to benefit the local residents. We do not see the benefits to our residents at Cedar Court and Phoebe Cusden House. They do not have enough parking for the demands of a typical day. Many of our visitors, primarily professionals, need to use roadside parking. With plans to turn this into restrictions, it will be challenging. I feel the welfare of our residents is at risk with this proposal.</p> <p>Would you please be able to inform us if an alternative solution has been considered such as allowing short stay parking , this lesser restrictive option would allow some flexibility for tenants and visitors for our buildings and the surrounding area whilst still allowing Highways to monitor and control the parking which would improve from its current situationWe also cannot understand should the plans go ahead why another road in the area should be able to park there when there is already a capacity issue for carers, visitors and residents. Increased road traffic from other roads could also see emergency services access restricted.</p> <p>You propose permits which can only be purchased by some of the houses on Whitley Rise and other residents living on Basingstoke Road, we feel this does not proportional. The houses on Whitley Rise already have allocated off street parking and extra allocated bays for visitor parking.</p> <p>We propose a fairer restriction, rather than permit only parking, we see time limited parking, for example, 2-hour parking between core hours, would benefit the whole Whitley Rise community.</p> <p>From your proposal we would like to see double yellow lines outside [REDACTED] Whitley Rise. If cars park on this road side, it would block access to the off-street parking bays for Cedar Court. We would also request a double yellow lines to be installed on the dropped kerb used for the mobility scooter access point at Cedar Court on the north side of Cedar Court. Cars currently block this dropped kerb regularly causing distress to mobility restricted tenants.</p> <p>We look forward to your response to our objections raised and would welcome the opportunity to discuss this further with you.</p> <p>OFFICER COMMENT: There are additional permits available for non-residents such as visitor permits, tradesperson or carer permits. Under these proposals, this area will be part of a wider zone which will include some free 2hr parking which could benefit visitors as well as reducing the number of vehicles parked on-street. There are also a few privately owned parking places in Whitley Rise which would not be included in the permit zone.</p>
85) Objection	<p>I am writing to object to the proposed parking measures to be imposed on the residents of Hagley Road, Bourne Avenue and surrounding roads. These measures are being taken without consulting the residents, I have not had any positive feedback from any of my neighbours and none of them agree with these proposals. It seems to me as if these parking proposals are to be forced upon us by people who are not local and are just a simple money grab plan. Do the people who have dreamt up this plan have the same restrictions in their own roads or leafy cul-de-sacs?</p>
86) Objection	<p>I am writing to let you know that my partner, [REDACTED] and I, [REDACTED] do NOT support the proposed plans to make the Parking around the Katesgrove area a residents parking permit zone.</p>

	<p>We suspect that the council do not have the majority of support from other residence. Or if you do, we would like to see proof of this. As we believe that this is just another avenue to make money from us, the residents.</p> <p>All residents that we have spoke to from this area, are against this proposal. So far, none have been happy with the plans.</p> <p>Will there be a meeting to discuss this matter, where residents are able to put forward their views? If so, please can you notify me where and when this will be held.</p> <p>Also, I must add that the letter received today from Liam Challenger who knocked our door, is not accurate. The last point made regarding the tasks that were "successfully guaranteed" is not true. "Labour was the only party who have spoken up for residents on this issue"LIE! I have a letter here in front of me from the Green Party that is speaking up for my view and the view of all the residents around me that I have engaged with on this issue. Where have labour listened and spoke up for us? Please let me know, as I may have just missed it.</p> <p>My partner [REDACTED], is extremely concerned about the Party's tactics and is worried that these tactics will lose voters.</p> <p>I hope you are able to take our view into consideration.</p>
87) Objection	<p>I am writing to object to the proposed permit parking scheme in Katesgrove. The initial survey of residents in the area did not have a high response rate and did not indicate support for permit parking to be introduced across the area - yet the council has gone ahead with developing plans for the whole area anyway.</p> <p>It is completely unfair that residents in streets where there aren't endemic parking issues, nor support for permits, will be required to pay for parking permits. This seems very much like a way for the council to raise money, at a time when people are already under greater financial strain.</p> <p>The consultation process has been poor and not designed with accessibility in mind- a4 notices on a few lampposts which not all residents will be able to read, and which contain dense text and no explanatory images.</p> <p>However the proposed plans include making some dangerous areas no parking, including the corners at the bottom end of Bourne Avenue. These proposals for safety are very sensible and should be introduced without the permit scheme.</p>
88) Objection	<p>I am writing to you as the owner of [REDACTED] Basingstoke Road, Reading [REDACTED].</p> <p>We notice there are plans to allocate permits for parking on adjacent roads, i.e. Clent Road and Shenstone Road</p> <p>Notices put up state that permits will be issued for houses on Basingstoke Road (even numbers) but unfortunately there is no mention of [REDACTED] property.</p> <p>Could you please allocate parking permits for our property too.</p>
89) Objection	<p>I am a resident of [REDACTED] Bourne Avenue and I write in relation to the above ref petition.</p> <p>I would like to state that I am opposed to the proposal from the council to implement a pay parking zone. I have lived in this street for [REDACTED] years and have never had any problems with parking in that time. I believe that this is a money making scheme from the council and I would like to register my strong objection to this proposal.</p>
90) Objection	<p>I have been a resident of Waterloo Rise, [REDACTED] years and totally disagree with this road being made permit parking, I have never had a problem with other road users parking here and wish to stay parking permit free .</p>
91) Support	<p>Today we had a person from BOURNE AVENUE street, throwing in leaflets whose task is to convince the residents not to agree to the permit. This person has a driveway [REDACTED] and is very worried that he will have to pay for [REDACTED]. And [REDACTED] wants to convince the residents of SHENSTONE ROAD not to agree to a permin in our area to get this person free parking on [REDACTED] is street and we on Shenstone Road would have to still fighting and</p>

	counting on luck to get space for one car, how selfish is this, I hope permit in our area will go ahead. Below I attaching copy of this leaflet for you information.
92) Objection	Just letting you know what I think we don't need parking permit on bourne ave but if you tske collective decision from the roads and it looks like you will then we need 2 hour free parking. My 1st choice will be no parking permit please. Regards from [REDACTED] bourne avenue.
93) Objection	I am writing to you regarding the proposals for permit parking scheme on the road and surrounding areas where I live. I am very much against this because it hasn't been discussed with residents. I and many other people have not seen any proof of a majority of residents agreeing with this approval. Are you going to hold a residents meeting so we can at least discuss this matter? If so when and where?
94) Objection	I'm writing to object to plans for permit parking in Shenstone Road, Reading it is a disgrace to be charged £157.50 for a 2nd car just because your a resident at a property. The problem this council has caused is due to multiple occupancy in Basingstoke Road meaning more cars at each property. As a resident we shouldn't be charged to park in our street. This is purely greed on the council's part to make money. I pay car tax to the government for the right to park my car on the Road. I feel this move is totally unacceptable and a total disgrace there are not enough spaces in the road as it is for every residents cars. So permit parking won't make the situation any better as a council your just ripping off hard working residents. If you like to come to the area your see this for yourself what a state the Basingstoke Road properties are Inn. Bins overflowing with rubbish with none of the Basingstoke Road residents following house hold rubbish removal guidelines. This area to be honest is a slum and the council needs to address this issue immediately rather than introduce parking permits.
95) Objection	I would like to object to the proposed extension of the parking zone on Elgar Road South. I don't think it is needed on Elgar Road South as there is always plenty of parking, so I don't think the hefty prices for parking permits can be justified. Please can you let me know on the progression of this, as I don't think any of my fellow residents are in favour of permits on our road and the consultation time has been very short.
96) Objection	Objection to proposed introduction of parking permits in the Katesgrove area. My objection is based upon the grounds of perceived discrimination against certain vehicle owners who park on and around the outlined areas of Katesgrove ward. The proposed permit scheme such as it is, allows no provisions for commerical vans which may be in the use of home owners within the area, however does allow an exemption for company cars. I would like clarification as to whether company vans will be afforded the same exemption? I believe this is reasonable to be highlighted as discrimination against those with manual jobs/those perceived to be of lower socioeconomic class. This should be very much against the ideals of the labour voice so recently elected to a council seat in this area. I have further objections to the validity of the plan as a whole; while this proposal will cause a reduction in vehicle parking in this area, it will simply move the problem to the nearest streets with unrestricted parking. This is in fact what has caused the outlined areas of the ward to become congested with parking in the first place. I urge the council to reconsider it's strategy to combat problematic parking as what is suggested will cause problems for local tradesmen/businesses, potentially lead to greater environmental impact due to increased vehicle use while having little positive outcome.

	I would also like to highlight that the council attempted a similar proposal two years ago that was rejected, as there have been no major changes in the area I would like to question why this proposal has been put forward again?
97) Objection	Please stop this we do not want this money making scheme. not even 2 hours free parking. Regards Bourne Ave
98) Objection	I live on this street. We would not like to go ahead with this parking permit. We always get parking so we do not mind if some other people park here. When we go somewhere else we do park other people streets so it is ok. So it is NO sorry.
99) Objection	I am writing to object to the proposed permit parking scheme on Waterloo Rise. I find it quite remarkable that the council seem prepared to push ahead with these proposals despite not having fully consulted the local residents who will be adversely affected by this. The council claim that it is the wish of the residents to implement these restrictions however not one person I have spoken to about this actually supports it. I believe this to be a money generating exercise in a time that people can ill afford it. I have lived in Waterloo Rise for over seven years and there have never been any problems with parking. Everyone in the road respects each other and all observe parking etiquette. I have a few questions that I fear will not be answered and that the scheme will go ahead anyway. Is there really support from the majority of residents? If so please can the council publish their evidence for this as I do not believe it to be the case. Has there been an open meeting in which the local residents can question the council? If there hasn't then does the council intend to hold one? To reiterate, I would like to vehemently object to this poorly thought out proposal. I firmly believe that the majority of residents in Waterloo Rise would object to it as well.
100) Objection	I am writing to you with reference to the above consultation reference in Park View. I am a resident [REDACTED] Park View and I disagree with the need for permits on either side of the junction with Elgar Road South and the length of it. We are a two car household and will no longer have anywhere to park our second car. There has never been an issue with overparking at Park View and we do not get any unwelcome parkers. There are a number of residents who will be in the same situation here too. If permits are introduced is it possible to have a discretionary permit for our existing [REDACTED] car which is very much needed? Also, will the parking restrictions on Elgar Road South just outside Park View remain able to park after 6.30 for guests?
101) Objection	As owners and residents of [REDACTED] Elgar Road South, we are concerned with the proposed parking restrictions on Elgar Road South and the surrounding area. We have been told that this is down to 'known parking issues' in the area. We find this hard to believe, and have found no problems parking on our road since we bought the property. There is plenty of free parking areas available on Elgar Road South, at all times of the week. It seems to us that the council are simply looking to make money from residents' and visitors' parking permits in the area. We strongly object to the planned parking restrictions, as an unnecessary and mercenary money-making scheme. I would like to see evidence of the 'parking problem' in Elgar Road South and details of how, exactly, a restricted parking

	scheme would solve those problems.
102) Objection	<p>As a resident of Elgar Road South, I am concerned with the proposed parking restrictions on Elgar Road South. There is plenty of free parking areas available on Elgar Road South, at all times of the week. It seems to me that the council are simply looking to make money from residents' and visitors' parking permits in the area. We strongly object to the planned parking restrictions, as an unnecessary and money-making scheme.</p> <p>It would have been nice for some consultation to have taken place before the proposed changes were created to get the residents views on parking in the area.</p>
103) Objection	Objecting to the proposed permit parking on Elgar Road South
104) Objection	<p>We live at number [REDACTED] Bourne Avenue and find no reason for these parking restrictions to come in to place. We have been living here for many years without any problems and feel that the parking restrictions will cause more issues for residents and a nice revenue stream for the council.</p> <p>We have at no point been consulted by having a residents meeting and feel that this is all rushed and opinions of residents should be taken in to account.</p> <p>I would like to know the following and so do my neighbours.</p> <p>Does the Council have a majority of residents support for its proposal? And if so, may I be allowed to see proof?</p> <p>Does the Council intend to hold a residents meeting to discuss this matter?. If so, when and where?</p> <p>We are also working along with our local councillors who have shown similar feelings regarding this proposed plan.</p> <p>I fully object to these changes and would like further investigation into what the residents actually want as it just seems like a profiteering plan by the Council.</p>
105) Objection	<p>We object to this Permit parking scheme, and I am standing behind those in the neighbourhood who too oppose this scheme. May you reconsider adding this unnecessary charge to our neighbourhood.</p> <p>Resident of Rowley Road</p>
106) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the [REDACTED] Basinstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basinsgtoke Road, and this is my principal objection. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basinsgtoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
107) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the landlord of [REDACTED] Basinstoke Road, RG2 0EL which has [REDACTED] parking spaces and [REDACTED] people living together in the house. From time to time the residents of [REDACTED] Basingstoke Road do have cars and park them discreetly on Bourne Avenue. It is my opinion that a few extra cars from neighbours does not cause any issues to residents of Bourne Avenue. My second objection is that this scheme will mean that visitors to the residents of [REDACTED] Basingstoke Road will have nowhere to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
108) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am a resident of [REDACTED] Basingstoke Road, RG2 0EL which has [REDACTED] other residents. I would like to formally</p>

	<p>object to this scheme. It is my opinion that a few extra cars from neighbours does not cause any issues to residents of Bourne Avenue. My second objection is that this scheme will mean that visitors to the residents of [REDACTED] Basingstoke Road will have nowhere to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
109) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the a resident of [REDACTED] Basinstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basingstoke Road, and this is my principal objection, Although I object to the whole notion of a scheme on Bourne Avenue. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basingstoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
110) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331.</p> <p>I am a resident of [REDACTED] Basingstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basingstoke Road, and this is my principal objection. Although I object to the whole notion of a scheme on Bourne Avenue. If the proposal does go ahead, against my objection, then it is important that [REDACTED] Basingstoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors ro park.</p> <p>Please can you confirm receipt of this objection by replying to this email.</p>
111) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the [REDACTED] Basingstoke Road, RG2 0EL which has no parking spaces and [REDACTED] people living together in the house. From time to time the residents of [REDACTED] Basingstoke Road do have cars and park them discreetly on Bourne Avenue. It is my opinion that a few extra cars from neighbours do not cause any issues to residents of Bourne Avenue.</p> <p>My second objection is that this scheme will mean that visitors to the residents of [REDACTED] Basingstoke Road will have nowhere to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email.</p>
112) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331.</p> <p>I am the [REDACTED] Basingstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basingstoke Road, and this is my principal objection. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basingstoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email.</p>
113) Objection	<p>If the scheme does go ahead, please may visitors permits be available as well as the 2 assigned permits for the property.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
114) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the a resident of Flat [REDACTED] Basinstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking</p>

	<p>spaces. I have noticed that the proposed scheme does not include [REDACTED] Basingstoke Road, and this is my principal objection, Although I object to the whole notion of a scheme on Bourne Avenue. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basingstoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
115) Objection	<p>I am writing to object to the proposed permit parking scheme on Bourne Avenue ref PT/017331</p> <p>I am the a resident of [REDACTED] Basinstoke Road, RG2 0EL which has [REDACTED] flats and [REDACTED] parking spaces. I have noticed that the proposed scheme does not include [REDACTED] Basingstoke Road, and this is my principal objection, Although I object to the whole notion of a scheme on Bourne Avenue. If the proposed scheme does go ahead, against my objection, then it is important that [REDACTED] Basingstoke Road should be included. As there are [REDACTED] flats the [REDACTED] spaces are often not enough for as many as 10 people living in the same block of flats. It certainly provides nowhere for their visitors to park.</p> <p>Please can you confirm receipt of this objection by return replying to this email</p>
116) Objection	<p>PT/017331 KATESGROVE RESIDENTS PARKING 2021 WHITLEY RISE</p> <p>Regarding the above intention for yellow lines as scheduled, we support your regulations to improve sightlines, turning areas, stopping random parking currently hampering manoeuvring.</p> <p>However there is linked issue which will be exacerbated by your vehicle displacement. Whilst having only been at Cedar Court since [REDACTED], as [REDACTED] is on the 'North-South Section Western leg East side' we overlook this parking 24/7.</p> <p>DEDICATED / DISABLED CEDAR COURT PARKING</p> <p>We understand previous difficulty has been with Cedar Court parking being misused by drivers attending other addresses. Four of the 14 dedicated Cedar Court bays are disabled bays. We know from first hand experience and observation that of these 4, on a daily (often multiple times daily), after the disabled resident has driven off on an errand, often take that disabled bay as their right. Four types of drivers do this:- (1) Cedar Court visitors with Blue badge, (2) Cedar Court visitors without Blue badge, (3) Drivers attending other addresses, (4) Five delivery drivers. All 4 disabled residents have returned to find all 4 disabled bays occupied, causing totally unnecessary parking elsewhere and, consequently, a great distance from Cedar Court entrance.</p> <p>We understand demographic changes such as ageing / number of resident's driver changes. In the past we understand when only 1 disabled resident had need of the 4 bays, the other 3 bays were offered for disabled visitors / pick-up - drop off use. Now all 4 disabled bays are allocated to 4 residents who drive disabled, use by others should be discontinued. One or more of the Cedar Court bays might be a candidate for visitor parking?</p> <p>The whole point of dedicated resident parking is that it is there for them. This is no less true of dedicated disabled parking. And today we have a form of disabled benefit fraud. Last year your [REDACTED] acted against Blue badge fraud. Surely opportunity exists to dovetail your plans a cohesive solution?</p>
117) Support	<p>I am writing in regard to the consultation of permit parking on Shenstone Rd. I am <u>IN FAVOUR</u> of residents permit parking. For many years we residents have had to put up with commercial vehicles parking in these small residential roads and people who don't even live in the area are using the road as a free car park. I have a drive but cannot use it due to inconsiderate parking by others as mentioned above. I have to pay an increased car insurance because of this -</p>

	hardly right, I am sure you will agree. So I really want the residents permit parking to go ahead. Fingers crossed it will!
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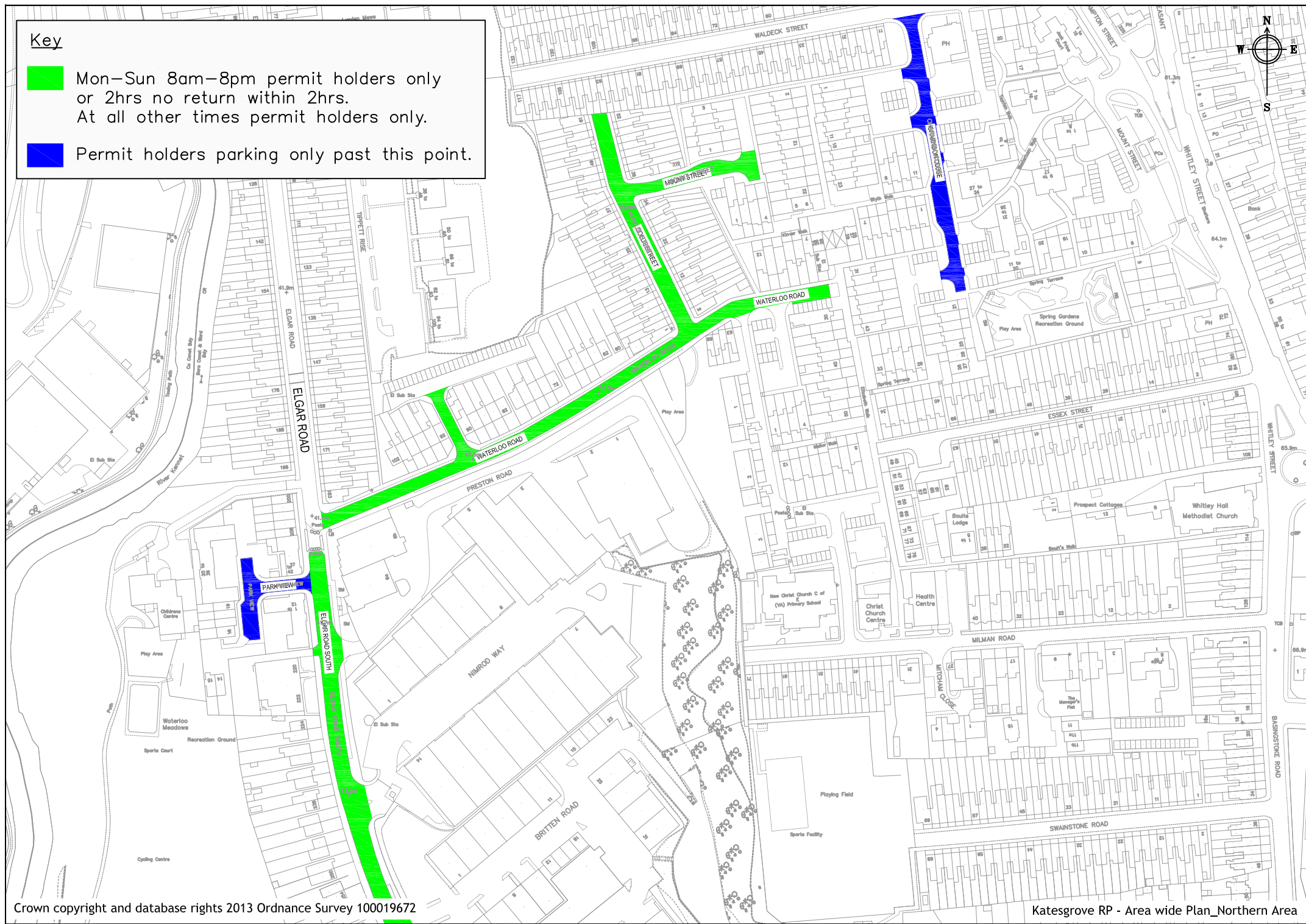
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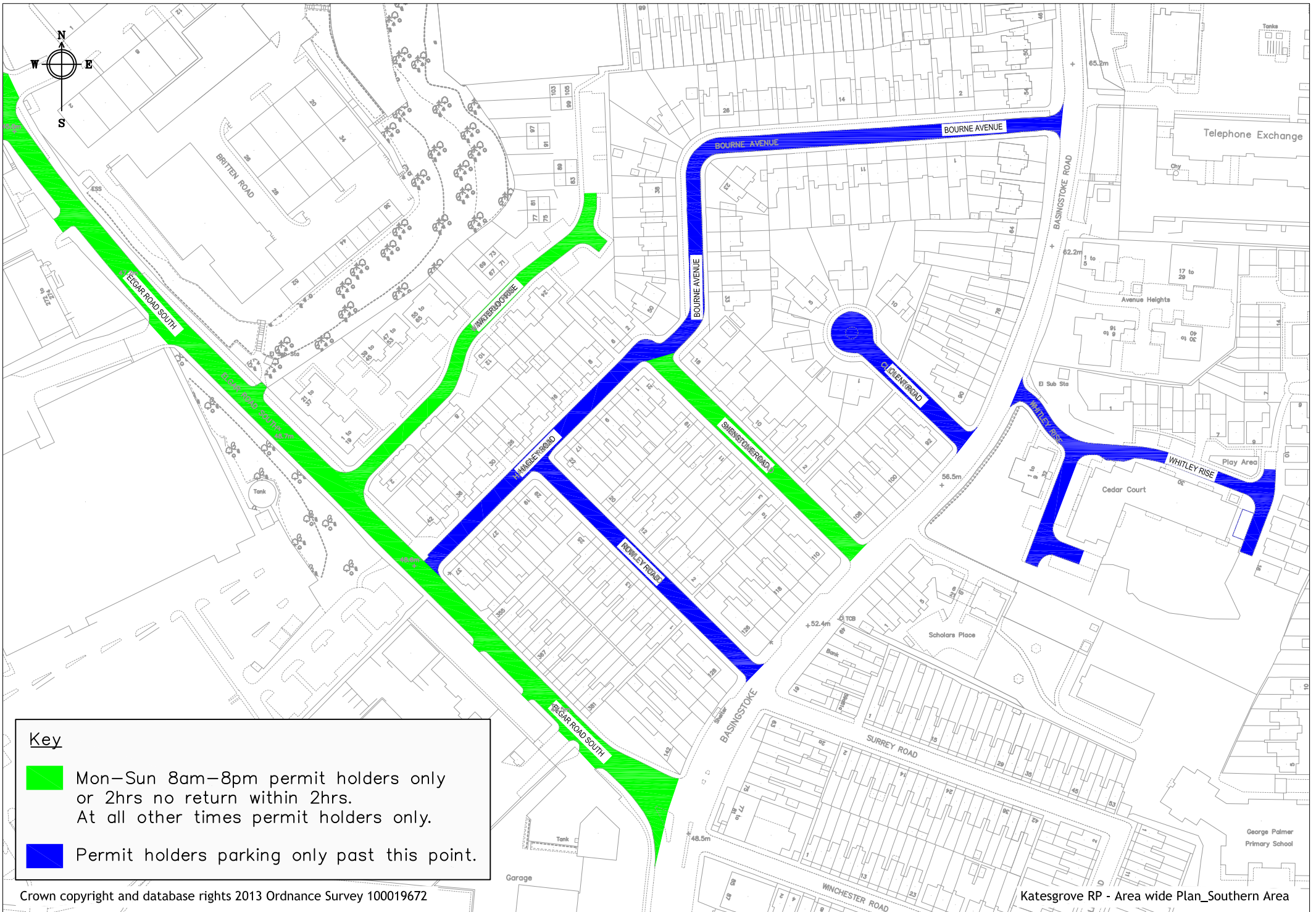


Mon-Sun 8am-8pm permit holders only
or 2hrs no return within 2hrs.
At all other times permit holders only.



Permit holders parking only past this point.





Key:

DYL Double Yellow Line



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Project
KATESGROVE RESIDENT
PERMIT SCHEME

Drawing
BOURNE AVENUE

Scale
N.T.S
Date
JUNE 21

Drawn GM
Checked JT
Approved JP

Drawing No.
KA_Bourne Avenue

Key:

DYL Double Yellow Lines

 Non Highway Land

WALDECK STREET 62.8m

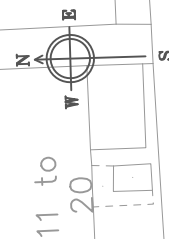
EXISTING: DYL

EXISTING: UNRESTRICTED
PROPOSED: PERMIT HOLDERS
PARKING ONLY PAST THIS POINT

CHARNDON CLOSE

Taynton Walk

Blyth Walk



Spring

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KATESGROVE RESIDENT
PERMIT SCHEME

Drawing
CHARNDON CLOSE

Scale
N.T.S

Date
JUNE 21

Drawn GM

Checked JT

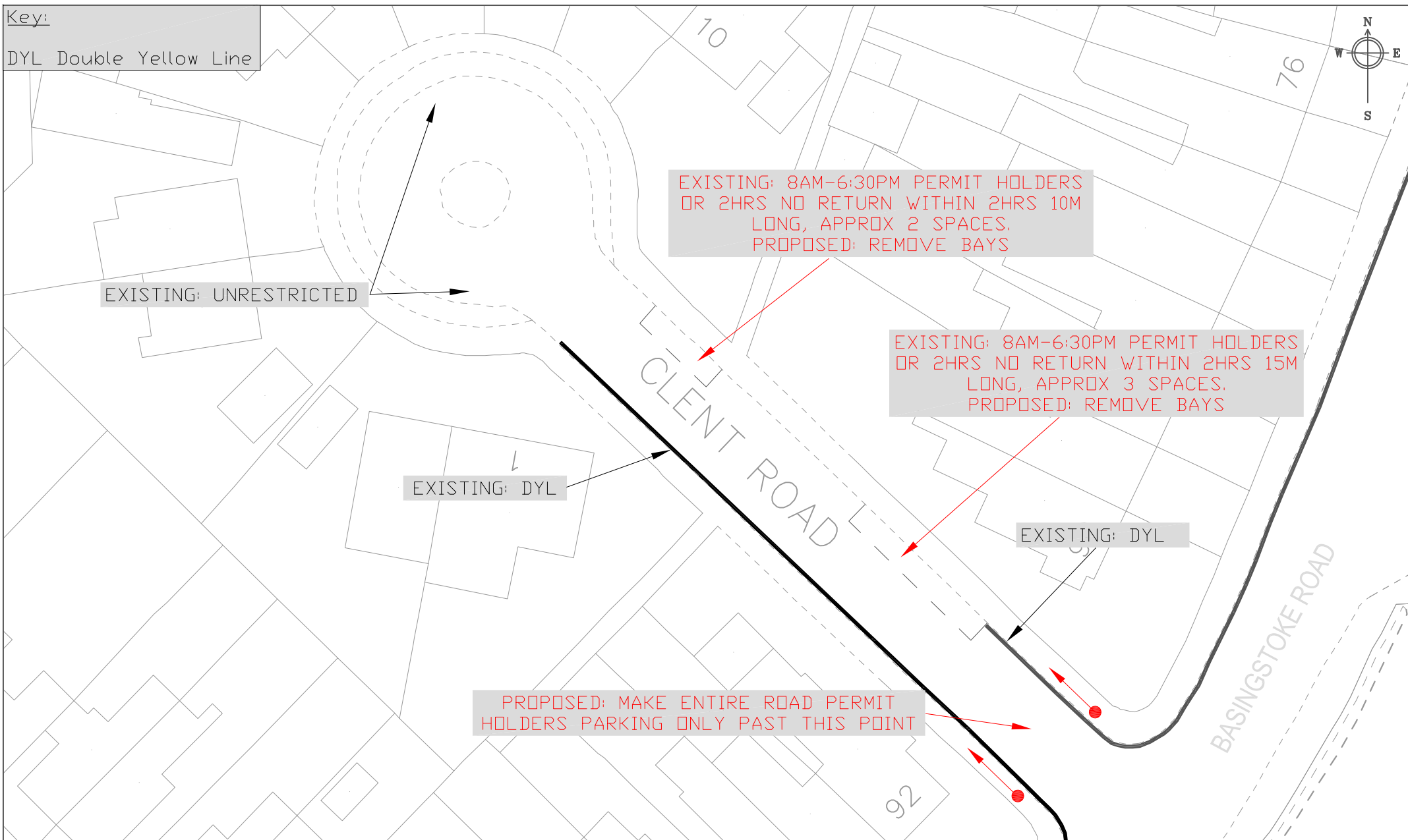
Approved JP

Drawing No.

KA_Charndon Close

Key:

DYL Double Yellow Line



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Project
KATESGROVE RESIDENT
PERMIT SCHEME
Drawing
CLENT ROAD

Scale
N.T.S.
Date
JUNE 21

Drawn GM
Checked JT
Approved jp

Drawing No.

KA_Clent Road

Key:

DYL Double Yellow Line

 Non Highway Land



EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM PERMIT HOLDERS
OR 2HRS NO RETURN WITHIN 2HRS.
AT ALL OTHER TIMES PERMIT HOLDERS ONLY
35M LONG, APPROX 7 SPACES

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM PERMIT HOLDERS
OR 2HRS NO RETURN WITHIN 2HRS.
AT ALL OTHER TIMES PERMIT HOLDERS ONLY
111M LONG, APPROX 22 SPACES

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM PERMIT HOLDERS
OR 2HRS NO RETURN WITHIN 2HRS.
AT ALL OTHER TIMES PERMIT HOLDERS ONLY
54M LONG, APPROX 10 SPACES

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM PERMIT HOLDERS
OR 2HRS NO RETURN WITHIN 2HRS.
AT ALL OTHER TIMES PERMIT HOLDERS ONLY
38M LONG, APPROX 7 SPACES

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EXISTING: UNRESTRICTED
PROPOSED: DYL

EXISTING: DYL

EXISTING: DYL

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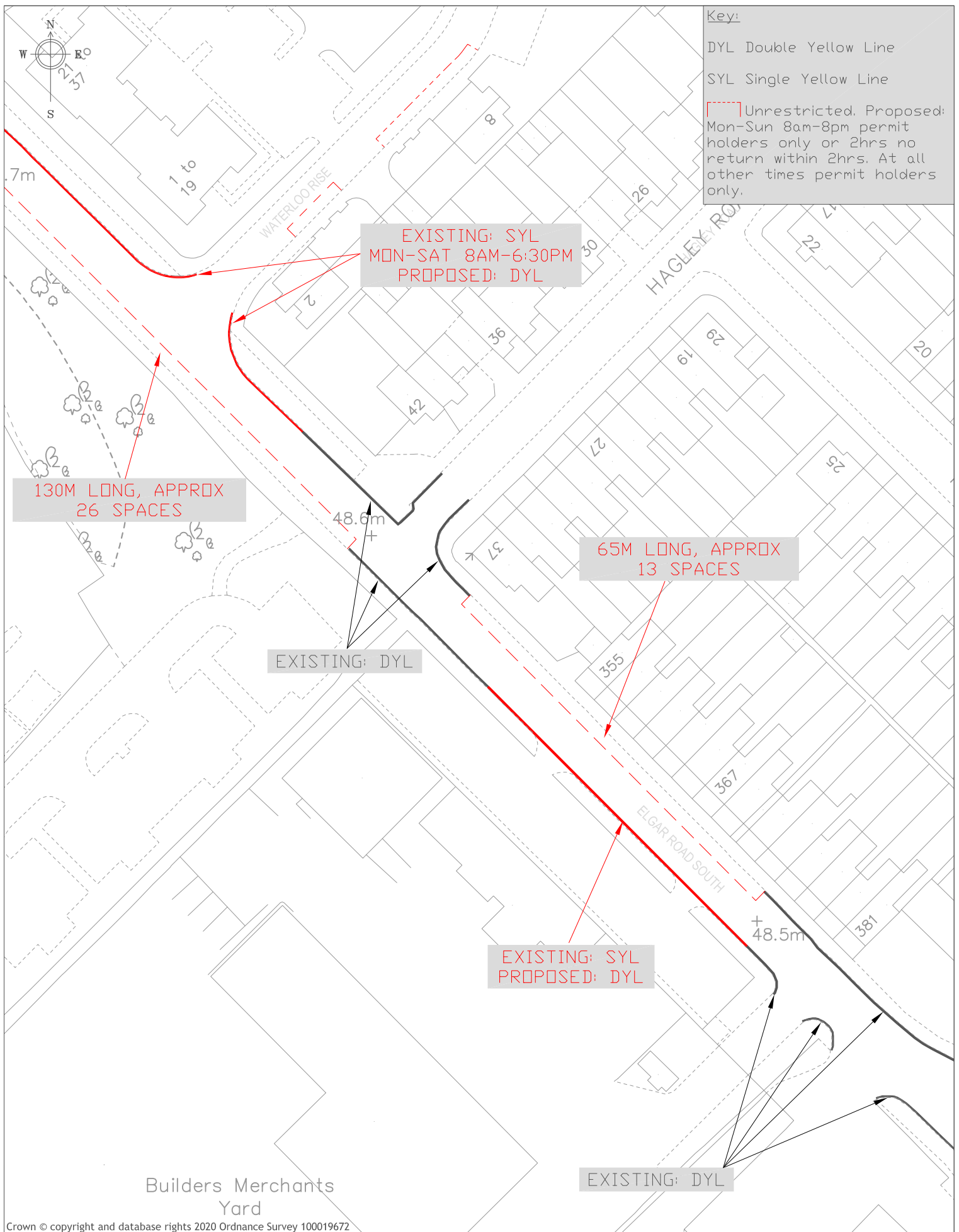
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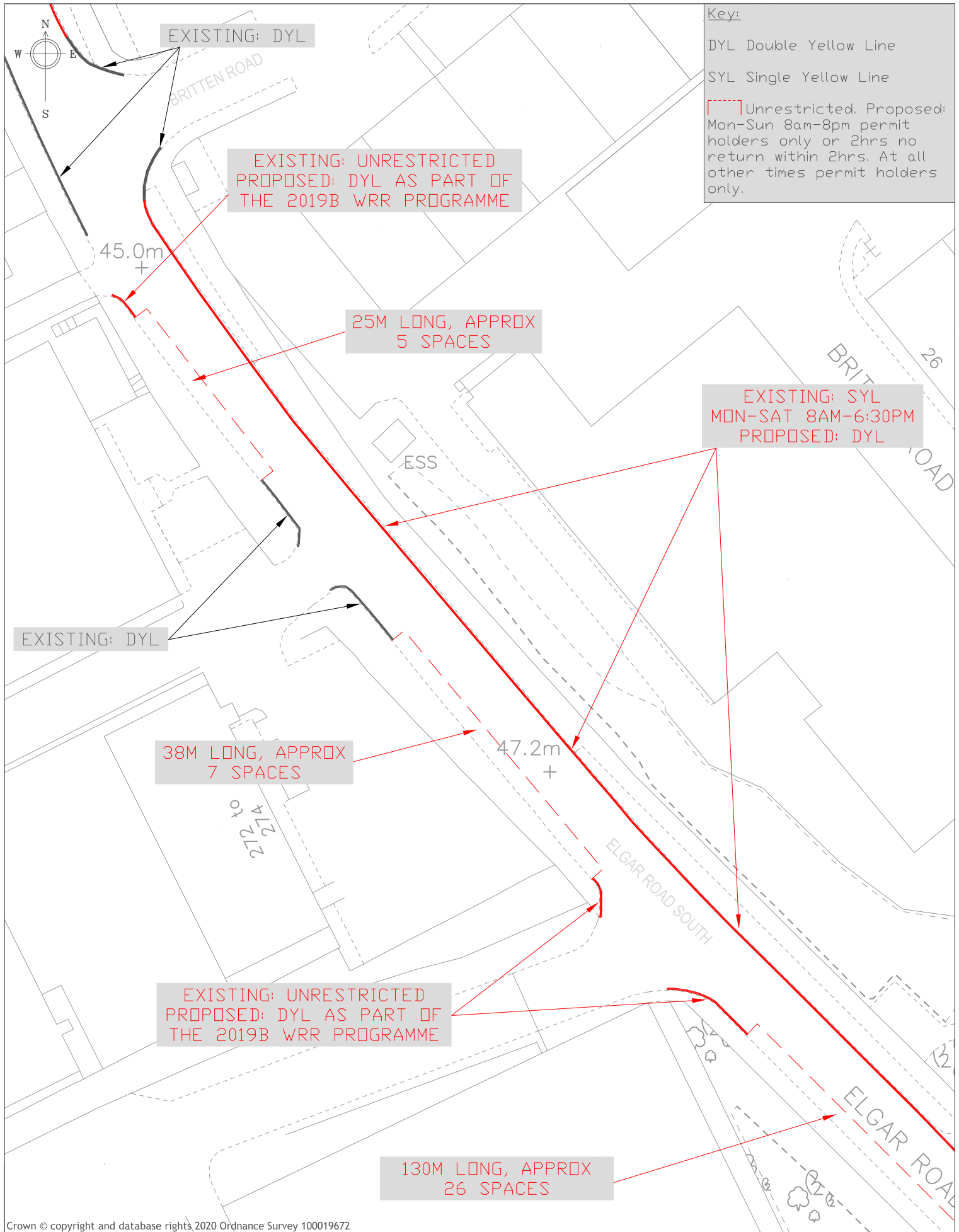
Project
 KATESGROVE RESIDENT
 PERMIT SCHEME

Drawing
 ELGAR ROAD SOUTH 1 OF 3

Scale
 N.T.S
Date
 JUNE 21

Drawn GM
Checked JT
Approved JP

Drawing No.
 KA_Elgar Road South 1 of 3



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Drawing
ELGAR ROAD SOUTH 2 OF 3

Scale
N.T.S

Date
JUNE 21

Drawn GM

Checked JT

Approved JP

Drawing No.

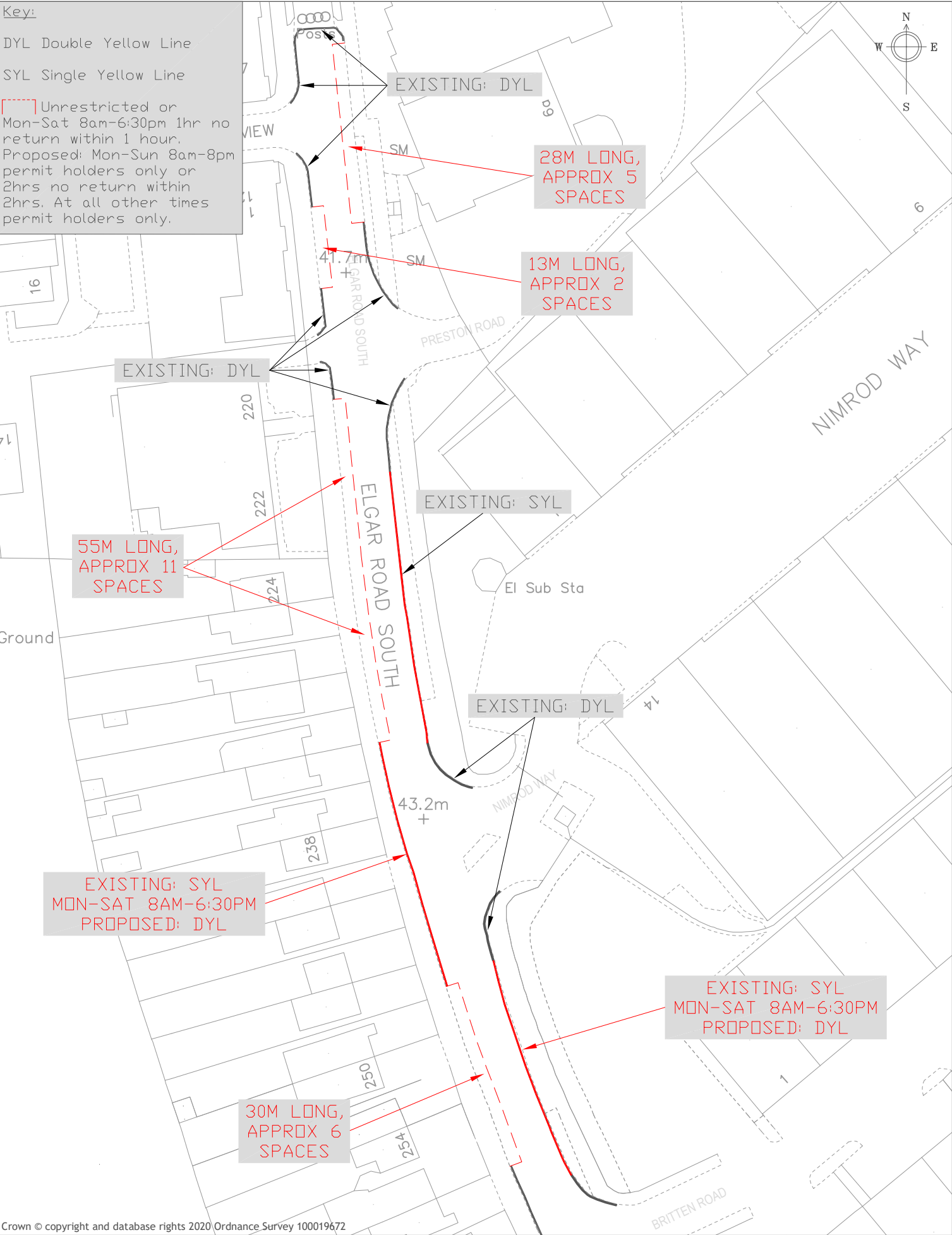
KA_Elgar Road South 2 of 3

Key:

DYL Double Yellow Line

SYL Single Yellow Line

[Red dashed line] Unrestricted or Mon-Sat 8am-6:30pm 1hr no return within 1 hour. Proposed: Mon-Sun 8am-8pm permit holders only or 2hrs no return within 2hrs. At all other times permit holders only.



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DYL Double Yellow Line



EXISTING: UNRESTRICTED
PROPOSED: DYL

EXISTING: UNRESTRICTED
PROPOSED: PERMIT
HOLDERS PARKING ONLY
PAST THIS POINT

EXISTING: UNRESTRICTED
PROPOSED: DYL

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EXISTING: UNRESTRICTED
PROPOSED: DYL

EXISTING: UNRESTRICTED
PROPOSED: PERMIT
HOLDERS PARKING ONLY
PAST THIS POINT

48.6m

EXISTING: DYL

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Project	KATESGROVE RESIDENT PERMIT SCHEME
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Drawing	HAGLEY ROAD
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Scale
N.T.S

Date
JUNE 21

Drawn	GM
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Checked	JT
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Approved JP

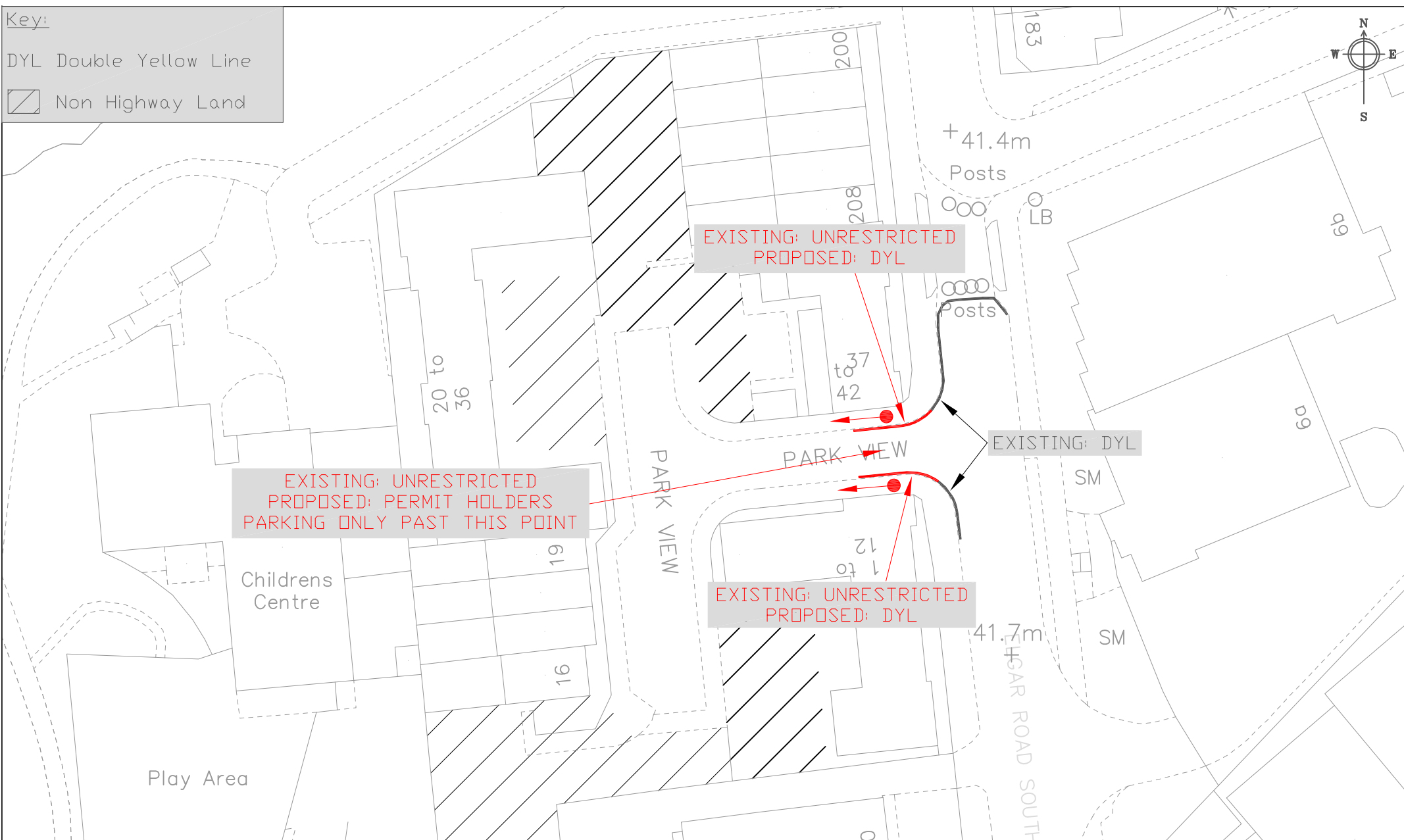
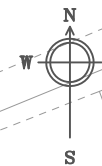
	Drawing No.	

KA_Hagley Road

Key:

DYL Double Yellow Line

 Non Highway Land



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Project
KATESGROVE RESIDENT
PERMIT SCHEME

Drawing
PARK VIEW

Scale
N.T.S
Date
JUNE 21

Drawn GM
Checked JT
Approved JP

Drawing No.
KA_Park View

Key:

DYL - Double Yellow Lines

EXISTING: UNRESTRICTED
PROPOSED: DYL

EXISTING: DYL

EXISTING: UNRESTRICTED
PROPOSED: PERMIT HOLDERS PARKING
ONLY PAST THIS POINT

EXISTING: DYL

EXISTING: UNRESTRICTED
PROPOSED: DYL

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Project
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PERMIT SCHEME

Drawing
ROWLEY ROAD

Scale
N.T.S
Date
JUNE 21

Drawn
GM
Checked
JT
Approved
JP

Drawing No.

KA_Rowley Road

Key:

DYL Double Yellow Line

BOURNE AVENUE

HAGLEY ROAD

BASINGSTOKE ROAD

EXISTING: UNRESTRICTED
PROPOSED: DYL

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM
PERMIT HOLDERS OR 2HRS NO
RETURN WITHIN 2 HRS. AT ALL
OTHER TIMES PERMIT HOLDERS ONLY.
100M LONG, APPROX 20 SPACES

EXISTING: UNRESTRICTED
PROPOSED: DYL

SHENSTONE ROAD

EXISTING: UNRESTRICTED
PROPOSED: DYL

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM
PERMIT HOLDERS OR 2HRS NO
RETURN WITHIN 2 HRS. AT ALL
OTHER TIMES PERMIT HOLDERS ONLY.
105M LONG, APPROX 21 SPACES

EXISTING: DYL

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Project
KATESGROVE RESIDENT
PERMIT SCHEME

Drawing
SHENSTONE ROAD

Scale
N.T.S

Date
JUNE 21

Drawn GM

Checked JT

Approved JP

Drawing No.

KA_Shenstone Road

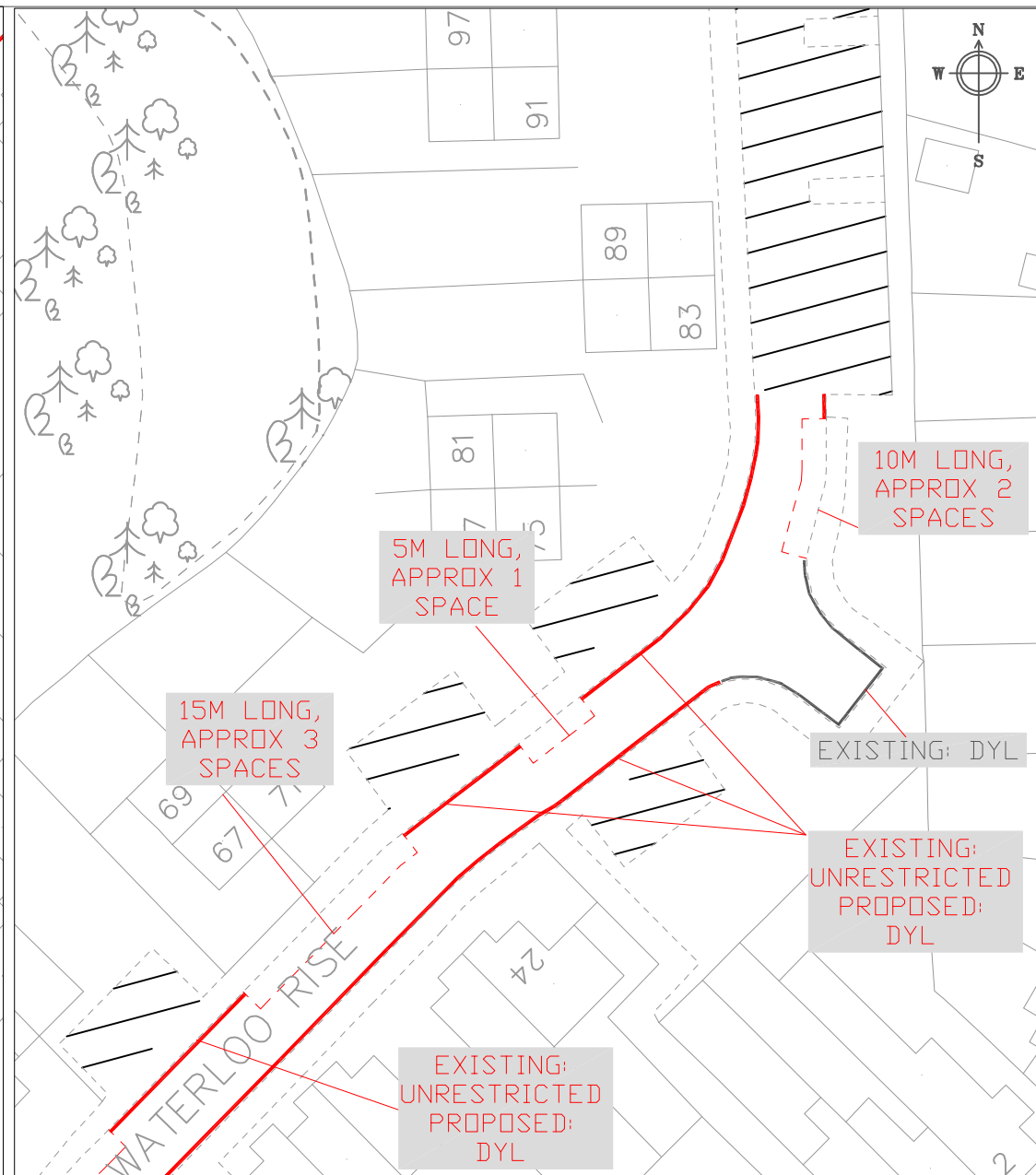
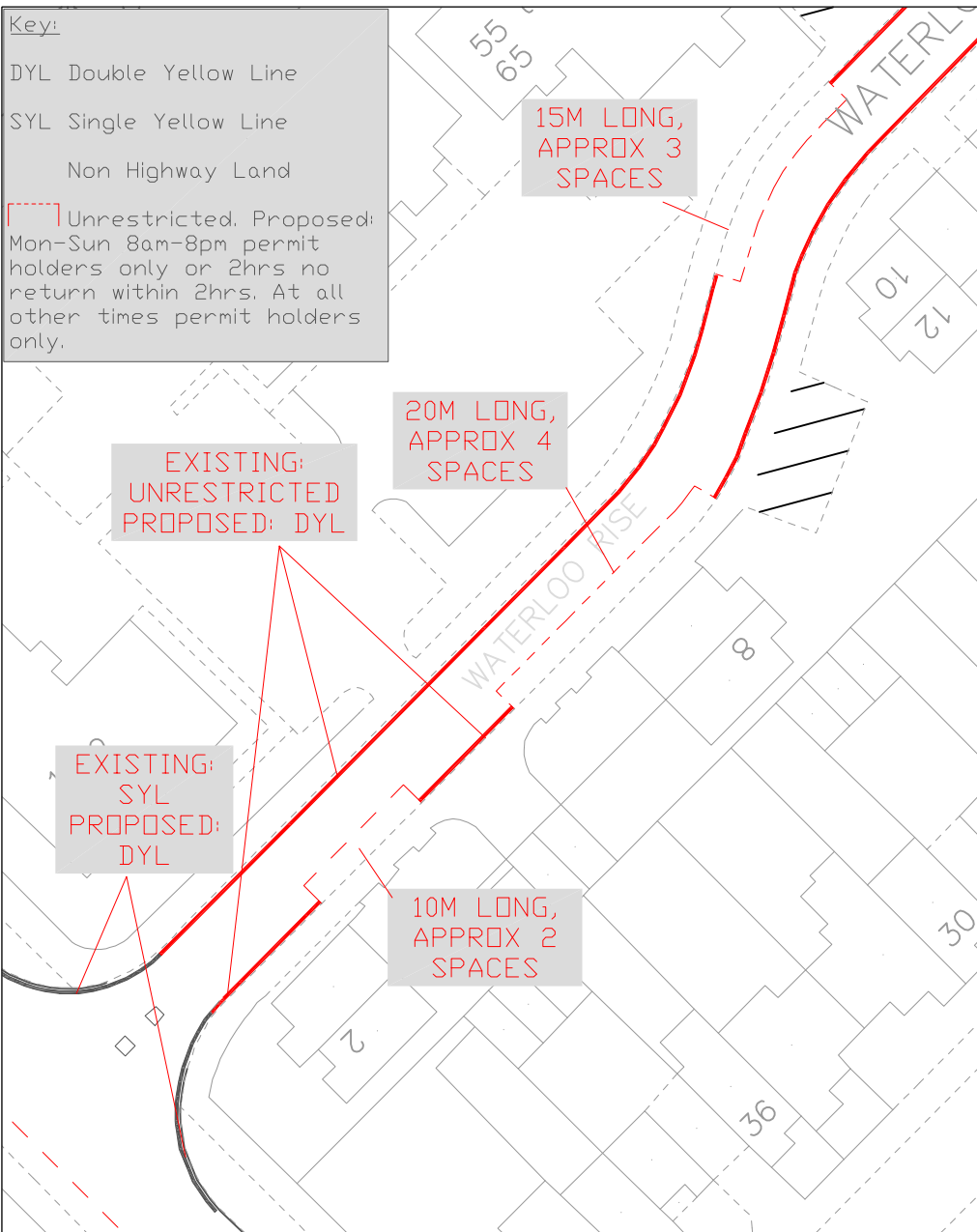
Key:

DYL Double Yellow Line

SYL Single Yellow Line

Non Highway Land

[---] Unrestricted. Proposed:
Mon-Sun 8am-8pm permit
holders only or 2hrs no
return within 2hrs. At all
other times permit holders
only.



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Project
KATESGROVE RESIDENT
PERMIT SCHEME

Drawing
WATERLOO RISE

Scale
N.T.S
Date
JUNE 21

Drawn GM
Checked JT
Approved JP

Drawing No.
KA_Waterloo Rise

 Non Highway Land

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM
PERMIT HOLDERS OR 2HRS NO
RETURN WITHIN 2HRS. AT ALL
OTHER TIMES PERMIT HOLDERS
ONLY, 50M LONG, APPROX 10 SPACES

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM
PERMIT HOLDERS OR 2HRS NO
RETURN WITHIN 2HRS. AT ALL
OTHER TIMES PERMIT HOLDERS ONLY.
110M LONG, APPROX 22 SPACES

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM
PERMIT HOLDERS OR 2HRS NO
RETURN WITHIN 2HRS. AT ALL
OTHER TIMES PERMIT HOLDERS
ONLY, 25M LONG, APPROX 5 SPACES

EXISTING: DYL

EXISTING:
PRIVATE
PARKING

EXISTING: UNRESTRICTED
PROPOSED: DYL

EXISTING: UNRESTRICTED
PROPOSED: DYL

EXISTING: SYL NO PARKING
MON-FRI 9AM-5PM
PROPOSED: DYL

EXISTING: UNRESTRICTED
PROPOSED: MON-SUN 8AM-8PM
PERMIT HOLDERS OR 2HRS NO
RETURN WITHIN 2HRS. AT ALL
OTHER TIMES PERMIT HOLDERS
ONLY, 66M LONG, APPROX 13 SPACES

EXISTING: DYL

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Project	KATESGROVE RESIDENT PERMIT SCHEME
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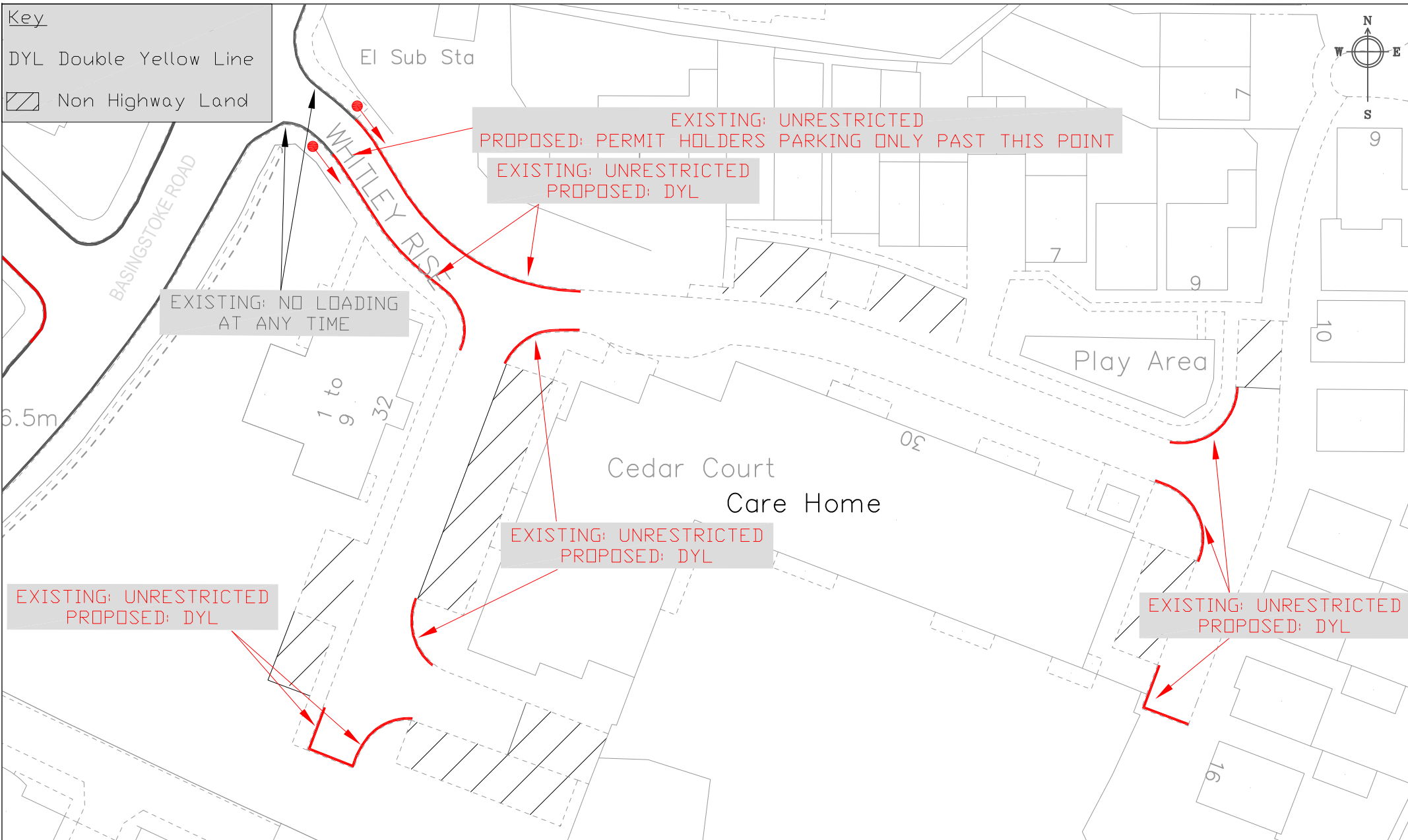
Drawing
WATERLOO ROAD

Scale	N.T.S
Date	JUNE 21

Drawn	GM
Checked	JT
Approved	JP

	Drawing No.	

KA Waterloo Road



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Project
 KATESGROVE RESIDENT
 PERMIT SCHEME

Drawing
 WHITLEY RISE

Scale
 N.T.S
 Date
 JUNE 21

Drawn GM
 Checked JT
 Approved jp

Drawing No.
 KA_Whitley Rise