

## APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME 2022A

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

UPDATED: 05/09/2022, following the end of the statutory consultation period.

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

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

f. Emmer Green - Tenby Avenue	<p><i>Request for parking restrictions at the junction of Tenby Avenue and Galsworthy Drive due to parked cars and hindering the visibility.</i></p> <p>Officers visited site and note that vehicles were parked on both approaches to Tenby Avenue on the southern side. Visibility is extremely hindered when exiting Tenby Avenue in a westerly direction towards Lowfield Road making vehicles travel on the wrong side going against the flow of traffic. Officers recommend installing the standard 10 metres of No Waiting at any Time restriction around both sides of the junction but increase the restriction by 20 metres in the westerly direction to protect the sightline as seen in drawing WRR2022A/EG3.</p>
g. Norcot & Tilehurst - Dee Road	<p><i>Request made via ward Councillor. Request to extend the double yellow lines on Dee Road at the junction with Taff Way toward the zebra crossing. This was requested to aid flow of buses and general traffic during school drop-off/pick-up times.</i></p> <p>We recommend extending the no waiting at any time, no loading at any time, as seen in drawing WRR2022A/NO_T11. This will improve the traffic flow and road safety at the zebra crossing on Dee Road during the school drop-off/pick-up times.</p>
h. Norcot - Shaftesbury Road	<p><i>Request to review the loading bay on Shaftesbury Road, as it hardly gets used and takes up valuable space for residents to parked on a very congested road.</i></p> <p>We recommend removing the "No stopping Mon-Sat 7am-7pm, except 10am-4pm, loading or unloading max 20 mins" restriction as seen in drawing WRR2022A/NO2. This loading bay is no longer needed for nearby businesses and removes valuable parking spaces within Shaftesbury Road.</p>
i. Redlands - Upper Redlands Road	<p><i>Following a discretionary permit request, Traffic Management Sub-Committee permit appeals panel recommended a request for additional properties to be added into the permit zone 15R and for the traffic regulation order to be amended. There was no identifiable reason for these properties not to be eligible for the full entitlement of permits.</i></p> <p>Officers recommend that the properties be included in the existing permit zone as shown in drawing WRR2022A/RE6.</p>
j. Southcote - Hogarth Avenue	<p><i>Request for parking restrictions on Hogarth Avenue, near its junction with New Lane Hill to prevent pavement parking, which hinders the visibility.</i></p> <p>Officers visited the site but did not witness any inconsiderate parking. Officers have however agreed to recommend increasing the length of the existing No Waiting at any Time restriction to the standard 10 metres around both sides of the junction to improve any hindered sightlines. This can be seen in drawing WRR2022A/SO2.</p>
k. Tilehurst - Dunstall Close	<p><i>Request made via ward Councillor. Request for parking restrictions on the bend between 26-30 Dunstall Close to prevent vehicles parking partially on the pavement and blocking pedestrians.</i></p> <p>We recommend installing no waiting at any time on the bend, as seen in drawing WRR2022A/TI2. This is to improve the visibility within the Close and prevent pavement parking that is hindering pedestrians.</p>
l. Tilehurst - Poole Close	<p><i>Request for extension of double yellow lines on the southern side at the junction with Elvaston Way due to school pick up/drop off traffic within the road. This is to prevent issues where the road gets blocked by parking at times.</i></p> <p>We recommend extending the existing no waiting at any time no loading Mon-Fri 8am-9.15am and 2.45pm-3.30pm, this can be seen in drawing WRR2022A/TI3. This should improve the visibility and further protect this wide junction.</p>
1. Objection	<p>RBC is killing Reading and it's businesses with its draconian parking measures. There are a huge number of people for whom it is impractical to use public transport not least of those are those who work. They can afford neither the cost to park or the time to use public transport when a 10 minute car journey is in excess of an hour by bus. Worst of all is stealing from motorists that try to park anywhere near the RBH that is flooded with parking wardens as a nice earner when those wardens are never seen where there are actual problems caused by illegal parking. Stop punishing those who are already unfortunate enough to have to visit the hospital due to either themselves or relatives being ill. If it hadn't been for RBC refusing permission to build a second multi story car park on site the hospital parking would not be the nightmare it is for both patients and staff!</p> <p><b>Officer Comment:</b> We have confirmed with the respondent that they are responding to all the proposals within the proposed Traffic Regulation Order.</p>

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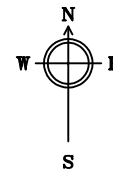
KEY

EXISTING RESTRICTIONS

||| No Waiting and No  
Loading At Any Time

PROPOSED RESTRICTIONS

As Labelled



BRIDGE STREET

FOBNEY STREET

TAXIS

TAXIS

EXISTING: No Waiting At  
Any Time Except Taxis

PROPOSED: Reduce length  
of 'No Waiting and No  
Loading At Any Time'  
and extend length of  
Taxi bay to 18m.

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Project

WAITING RESTRICTION  
REVIEW 2022A

Drawing

BRIDGE STREET

N.T.S

Date  
MAR 22

Drawn JT

Checked JT

Approved JP

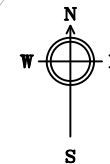
Drawing No.

AB1\_BRIDGE STREET

# KEY

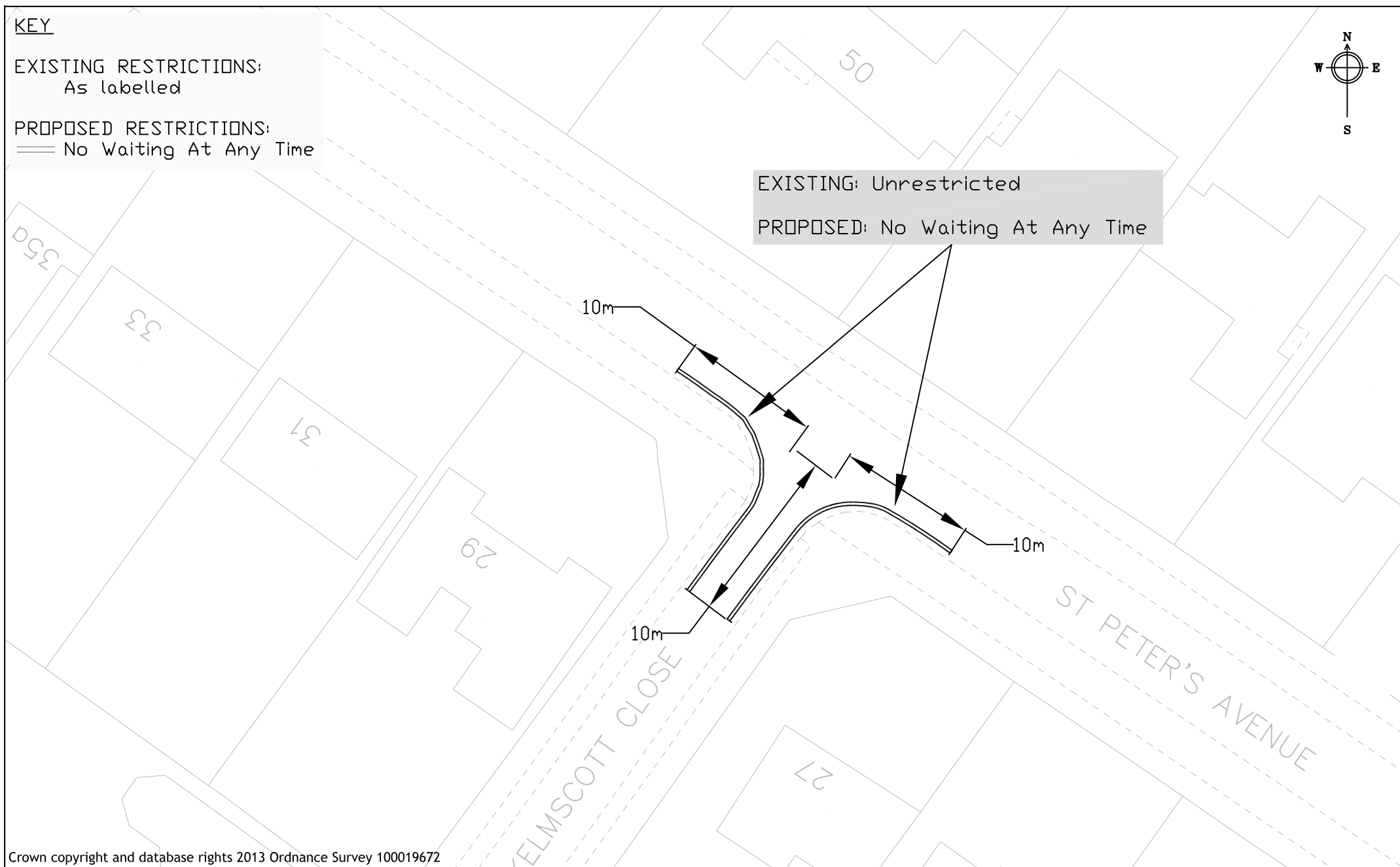
EXISTING RESTRICTIONS:  
As labelled

PROPOSED RESTRICTIONS:  
= No Waiting At Any Time



EXISTING: Unrestricted

PROPOSED: No Waiting At Any Time



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WAITING RESTRICTION  
REVIEW 2022A

Drawing

KELMSCOTT CLOSE

Scale  
NTS

Date  
MAY 22

Drawn GM

Checked JT

Approved JP

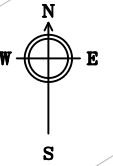
Drawing No.

CVH1\_Kelmscott Close

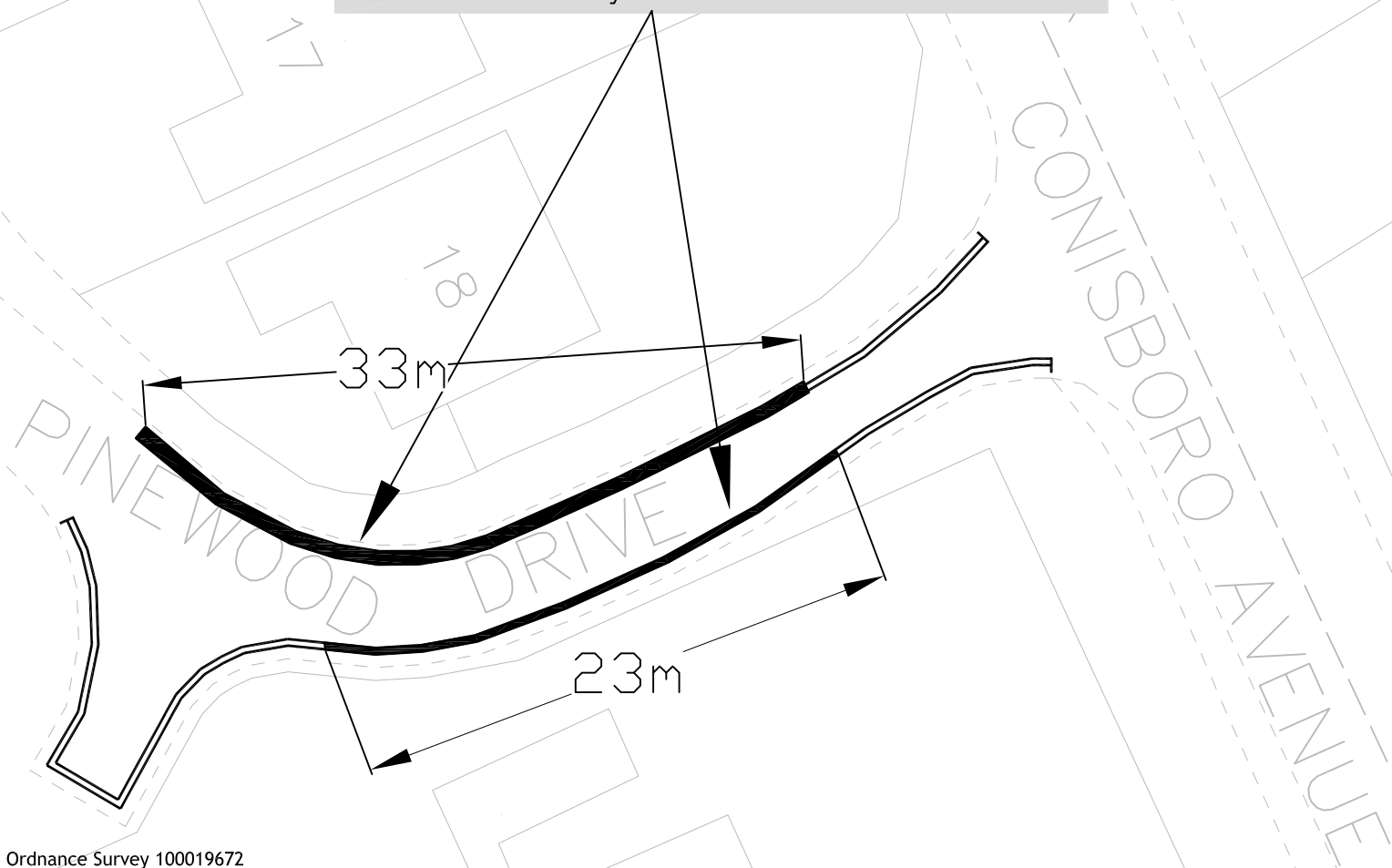
**KEY**

EXISTING RESTRICTIONS:  
As labelled


PROPOSED RESTRICTIONS:  
As labelled



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

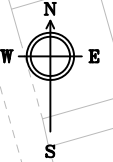


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 <div><b>Reading</b> Borough Council <i>Working better with you</i></div>	Transport Civic Offices Reading RG1 2LU	WAITING RESTRICTION REVIEW 2022A	Scale NTS	Drawn GM
			Date MAY 22	Checked JT
		Drawing PINEWOOD DRIVE	Drawing No. CVH2_Pinewood Drive	
		Approved JP		

# KEY

PROPOSED RESTRICTIONS  
As Labelled



STAVERTON ROAD

103

172

8

29

BIGBURY GARDENS

5m

5m

5m

EXISTING:  
Unrestricted

PROPOSED:  
No Waiting at Any Time

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WAITING RESTRICTION  
REVIEW 2022A

Scale  
NTS

Drawn JC

Date  
APR 22

Checked PC  
Approved JP

Drawing

BIGBURY GARDENS

Drawing No.

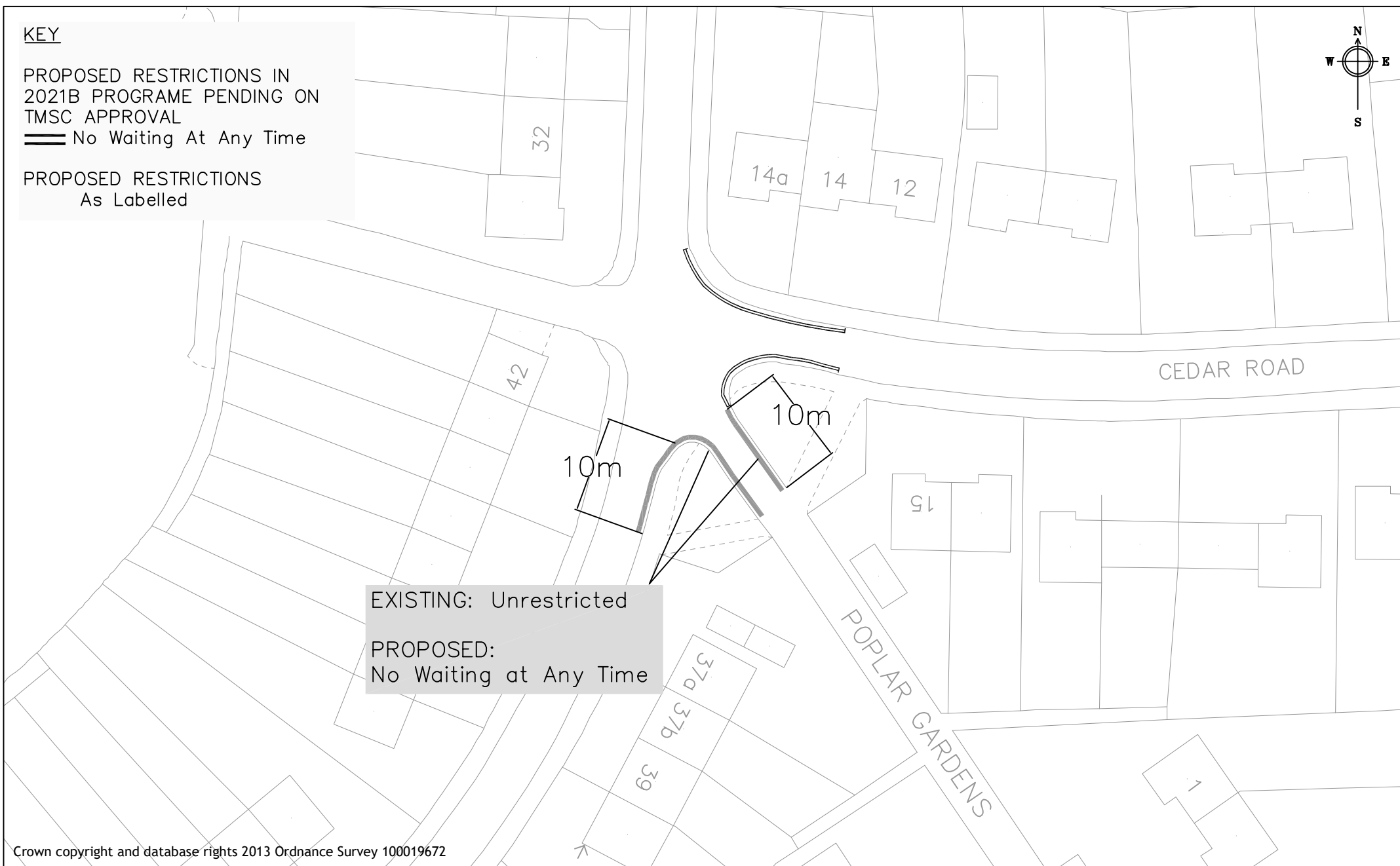
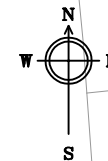
CH1\_Bigbury Gardens

## KEY

PROPOSED RESTRICTIONS IN  
2021B PROGRAME PENDING ON  
TMSC APPROVAL

== No Waiting At Any Time

PROPOSED RESTRICTIONS  
As Labelled



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Waiting Restriction Review 2022A

Drawing

Poplar Gardens

Scale  
N.T.S

Date  
MAY 22

Drawing No.

Drawn JC

Checked PC

Approved JP

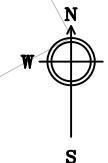
CH2\_Poplar Gardens



# KEY

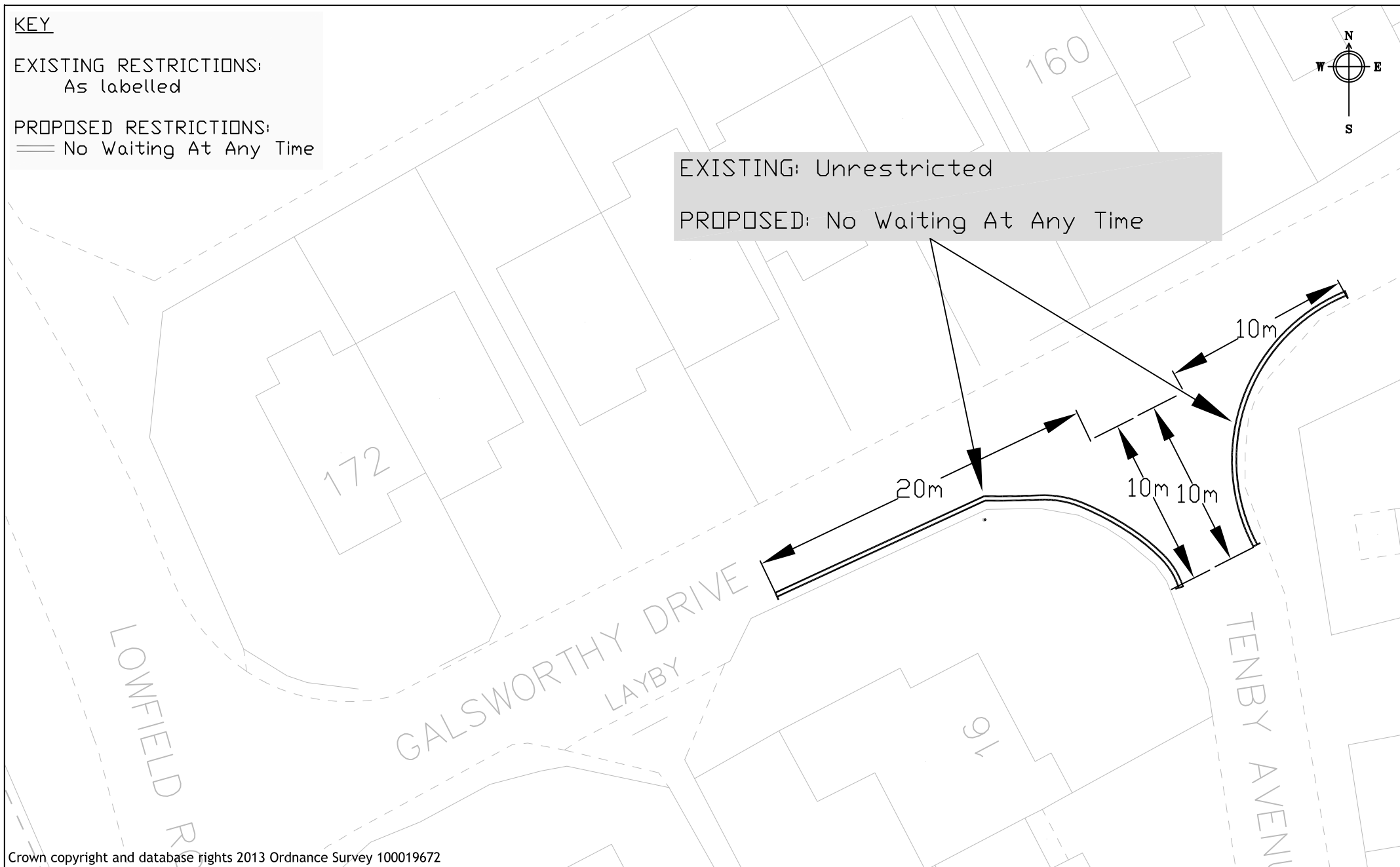
EXISTING RESTRICTIONS:  
As labelled

PROPOSED RESTRICTIONS:  
= No Waiting At Any Time



EXISTING: Unrestricted

PROPOSED: No Waiting At Any Time



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WAITING RESTRICTION  
REVIEW 2022A

Drawing

TENBY AVENUE

Scale  
NTS

Date  
MAY 22

Drawn  
GM

Checked  
JT


Approved  
JP

Drawing No.

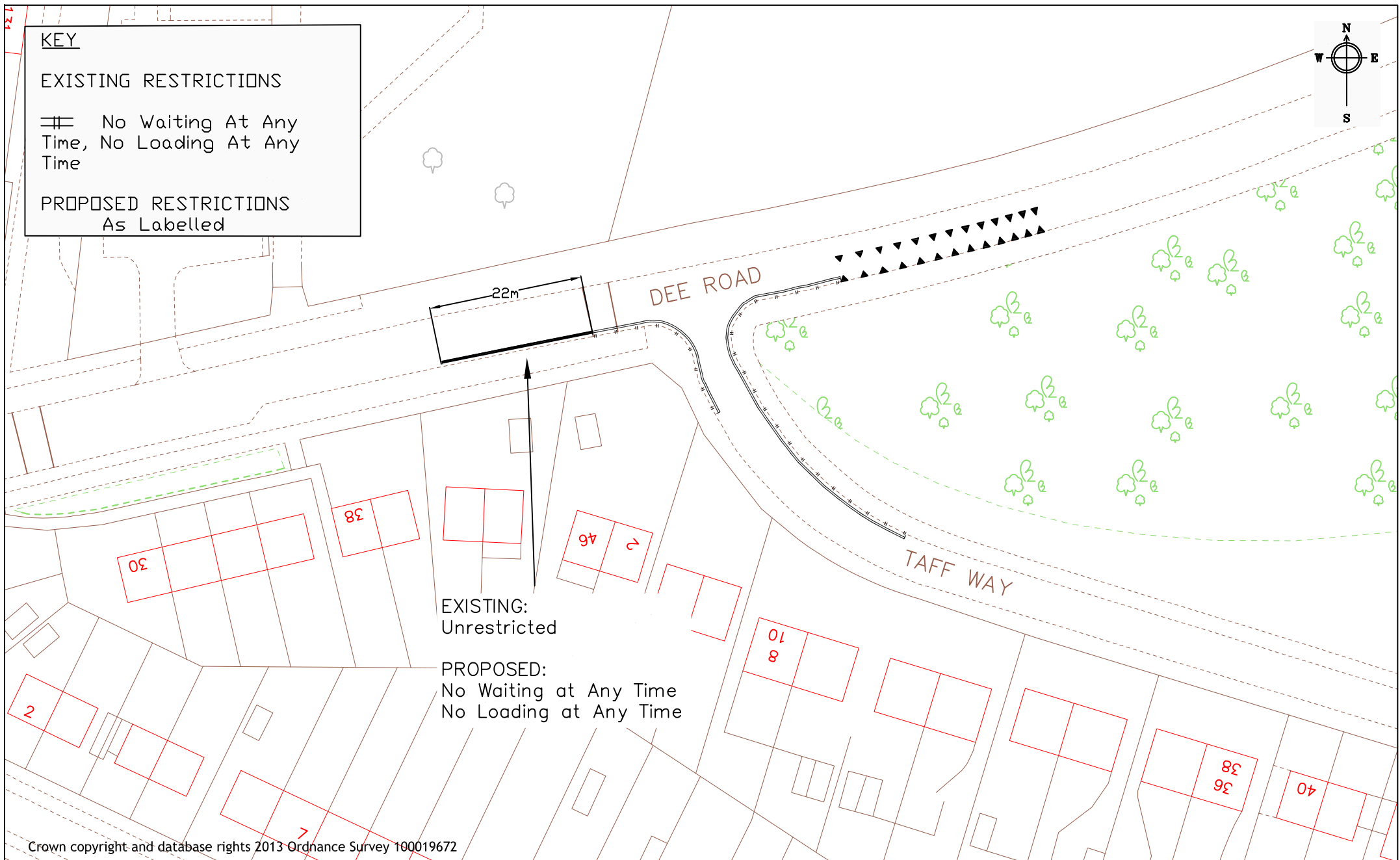
EG3\_TENBY AVENUE

# KEY

## EXISTING RESTRICTIONS

 No Waiting At Any Time, No Loading At Any Time

PROPOSED RESTRICTIONS  
As Labelled



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WAITING RESTRICTION  
REVIEW 2022A

Drawing

DEE ROAD

Scale  
N.T.S

Date  
APR 22

Drawn PC

Checked PC

Approved JT

Drawing No.

NO\_T11\_Deer Road

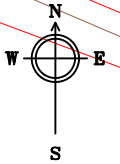
KEY

## EXISTING RESTRICTIONS

- No Stopping At Any Time

## PROPOSED RESTRICTIONS

As Labelled



## Westgate Court

Hotel

OXFORD ROAD

## Shelter

EXISTING:

- ✓ No Stopping Mon–Sat 7am–7pm, expect 10am–4pm, loading or unloading max 20 mins

PROPOSED:

- Remove loading bay to become unrestricted

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WAITING RESTRICTION  
REVIEW 2022A

Scale
N.T.S

Drawn	PC
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Checked	PC
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Date  
APR 22

Approved	JT
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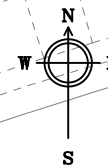
Drawing

SHAFTESBURY ROAD

Drawing No.	
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N02\_Shaftesbury Road

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



UPPER REDLANDS ROAD

35A

37

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REVIEW 2022A

Drawing

UPPER REDLANDS ROAD

N.T.S

Date  
MAR 22

Drawn JT

Checked JT

Approved JP

Drawing No.

RE5\_Upper Redlands  
Road

# KEY

## EXISTING RESTRICTIONS:

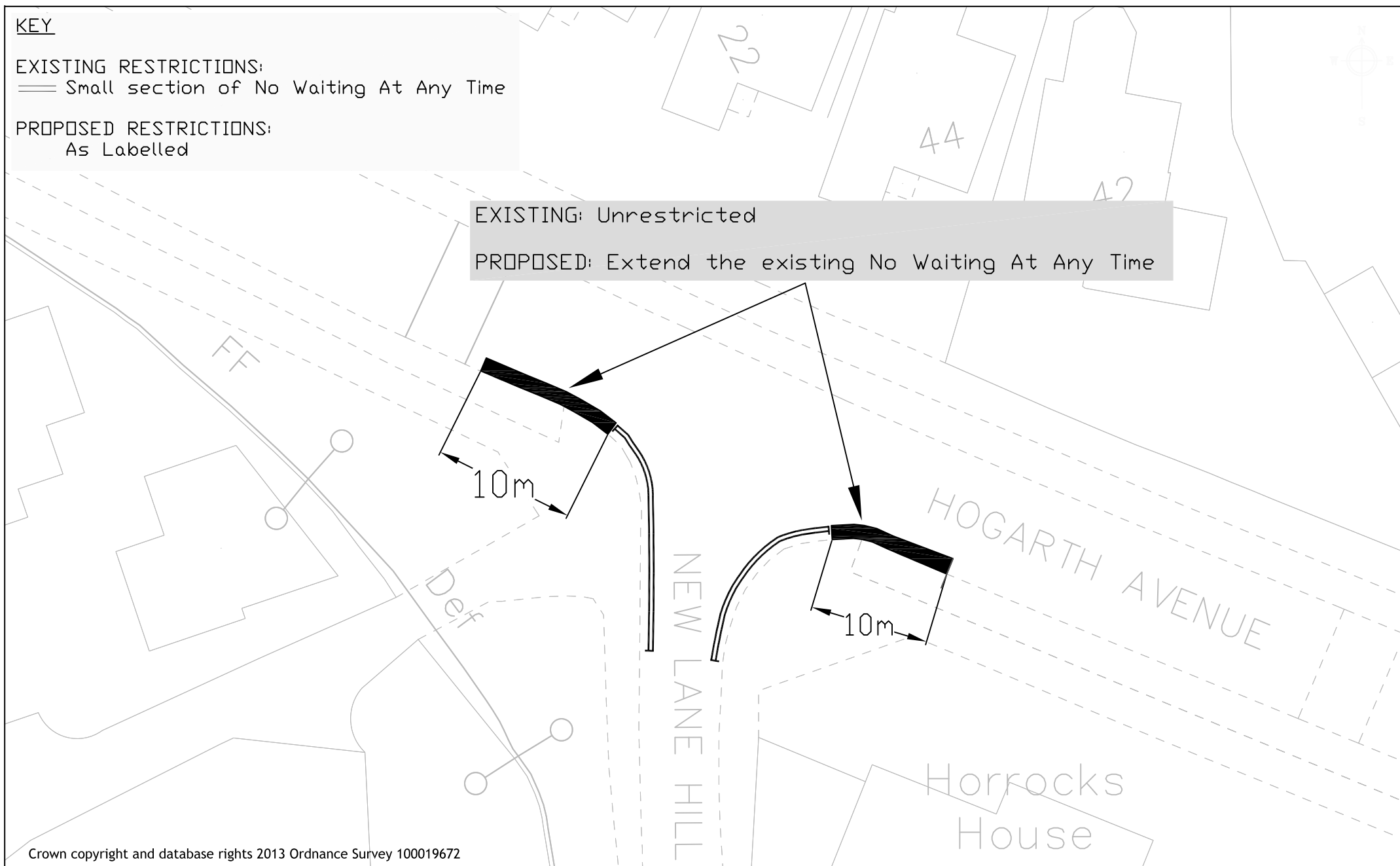
== Small section of No Waiting At Any Time

## PROPOSED RESTRICTIONS:

As Labelled

EXISTING: Unrestricted

PROPOSED: Extend the existing No Waiting At Any Time



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REVIEW 2022A

Drawing

HOGARTH AVENUE

Scale  
NTS

Date  
MAY 22

Drawn GM

Checked JT

Approved JP

Drawing No.

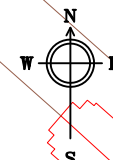
S02\_HOGARTH AVENUE

# KEY

## EXISTING RESTRICTIONS

— No Waiting At Any Time

PROPOSED RESTRICTIONS  
As Labelled



23m

EXISTING:  
Unrestricted

PROPOSED:  
No Waiting at Any Time

DUNSTALL CLOSE

Car Park

SCHOOL ROAD

+ 93.7m

Library

Police  
Station

Clinic

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WAITING RESTRICTION  
REVIEW 2022A

Drawing

DUNSTALL CLOSE

Scale  
N.T.S

Date  
APR 22

Drawn  
PC

Checked  
PC

Approved  
JT


Drawing No.


T12\_Dun stall Close



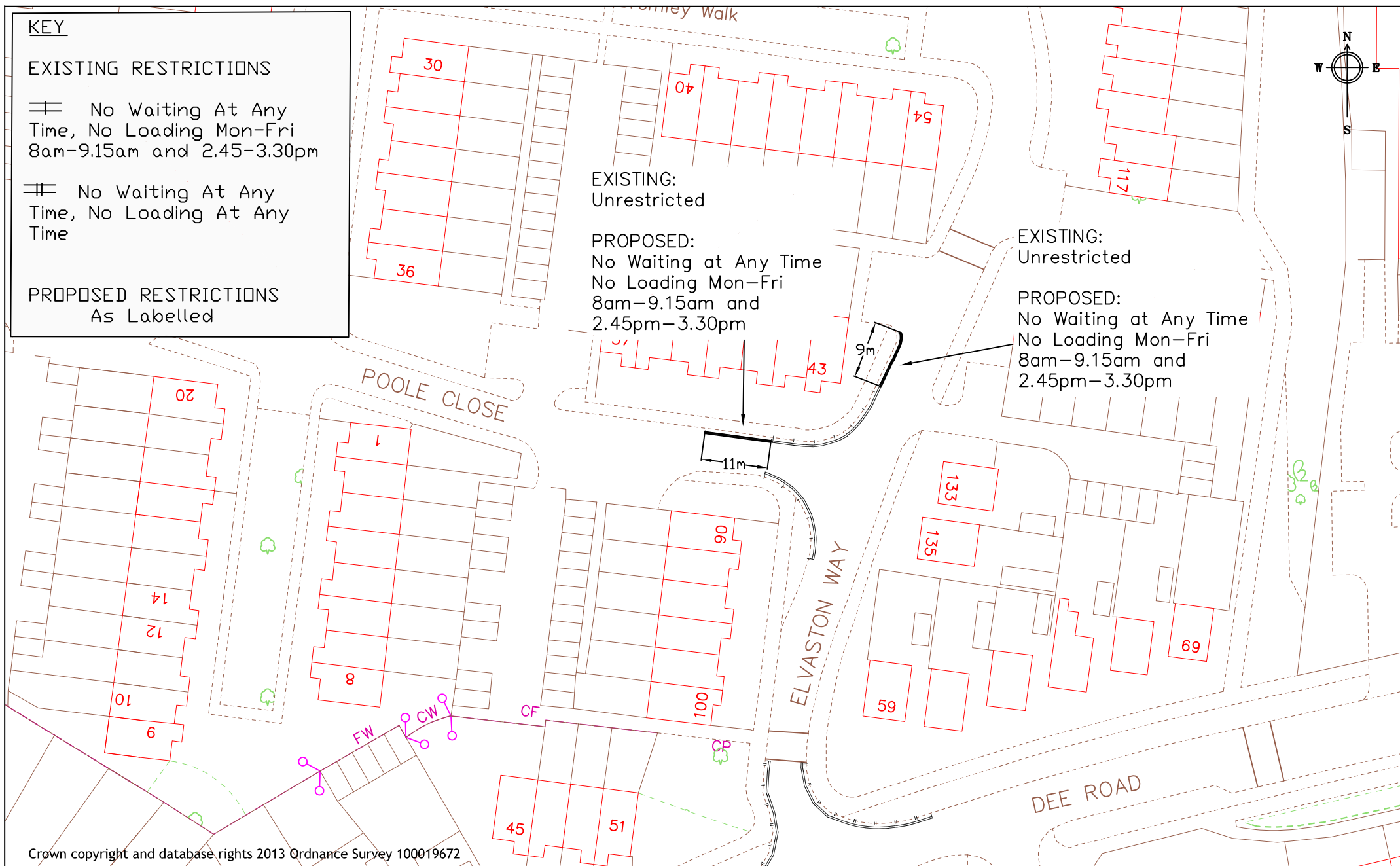
# KEY

## EXISTING RESTRICTIONS

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

 No Waiting At Any Time, No Loading At Any Time

PROPOSED RESTRICTIONS  
As Labelled



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WAITING RESTRICTION  
REVIEW 2022A

Drawing

POOLE CLOSE

Scale  
N.T.S.

Date  
APR 22

Drawn PC

Checked PC

Approved JT

Drawing No.

T13\_Poole Close

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

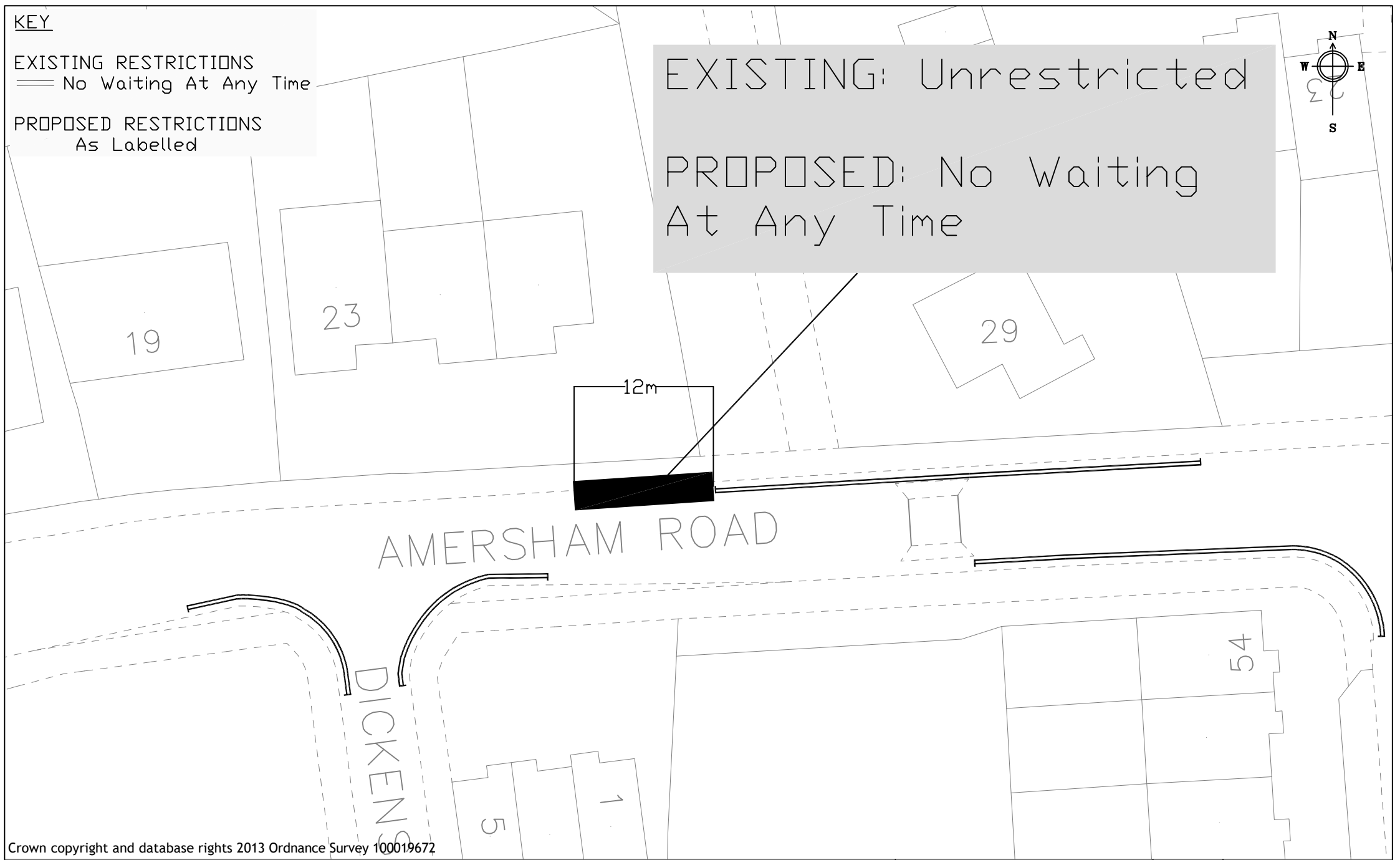
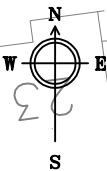


KEY

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

EXISTING: Unrestricted

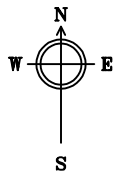
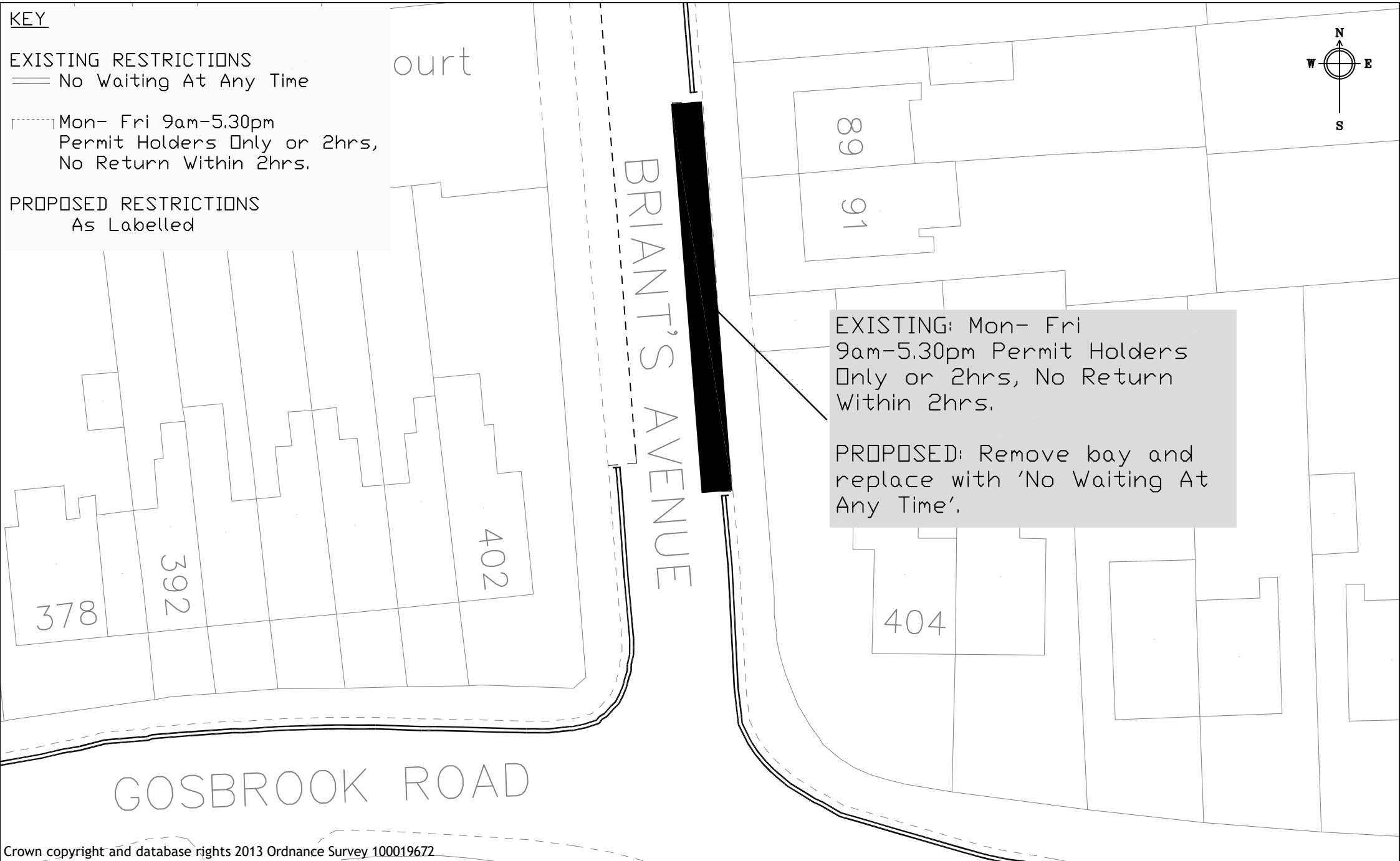
PROPOSED: No Waiting  
At Any Time




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

Street	Summary of Original Request	Feedback received
Caversham & Thames - Briants Avenue	<p><i>To review the bays on Briants Avenue for potential reduction or removing to aid larger vehicles and traffic flow within the road.</i></p> <p>Officers recommend that the bay on the east side of the road be removed to address the issues raised by residents. This is shown in drawing WRR2022A/CATH1. The reduction in spaces will not have a significant impact on the permit scheme as the 02R zone is at 67% and is therefore not oversaturated.</p>	Summary of responses: Objections - 2, Support - 2, Neither support nor object - 0.
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	I support this fully. These bays cause problems and build up of traffic accessing mini-roundabout. This is well overdue and should have been looked at previously. This bay shouldn't have been installed with the introduction of parking bays all along this road.	
3. Objection	<p>I am writing to strongly object formally to the proposal to remove parking area in Briants Avenue, Caversham and replace it with double yellow lines and No Waiting at Any Time. The rationale you are giving is 'avoiding danger to persons or the traffic using the road'. I am absolutely certain that should your proposal be implemented it will actually dramatically increase the danger to persons and traffic!</p> <p>As a resident of Briants Avenue we have old people and families with young children living on the road and having to cross it. Briants Avenue is already a very very busy road particularly with large HGV's, coaches and buses. Any removal of parking bays will lead to an increase in the speed of the vehicles using the road, and we know that any increase in speed has an exponential effect in the scale of injuries should an accident occur. A significant proportion of road users on Briants Avenue already exceed the 30 mile an hour speed limit and this is certain to increase if parking spaces are removed to increase the traffic flow.</p> <p>In our [REDACTED] who regularly visits our house at [REMOVED] and it is important that [REMOVED] can get out of the car on the side of the road you propose removing the parking area, as it would be too dangerous for [REMOVED] to cross the road from the other side. The same is true with [REMOVED], where it is much safer for them to get out of the car on the side they are crossing the road and avoid having to cross a road with busy and fast moving traffic.</p> <p>In summary we cannot emphasise more how much we object to this proposal and will fight the proposed implementation with all the legal powers available to us. It really is a very poorly thought through proposal which will have the opposite effect to its intention and almost certainly lead to serious injuries and possibly deaths if it is put in place.</p> <p>I would also suggest that implementing a 20mph speed limit on Briants Avenue would be a much more effective way of 'avoiding danger to persons or the traffic using the road'.</p> <p>I look forward to hearing your response to my objections'</p> <p><b>Officer Comment:</b> This objection was received via an MP enquiry.</p>	



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

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

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

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

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

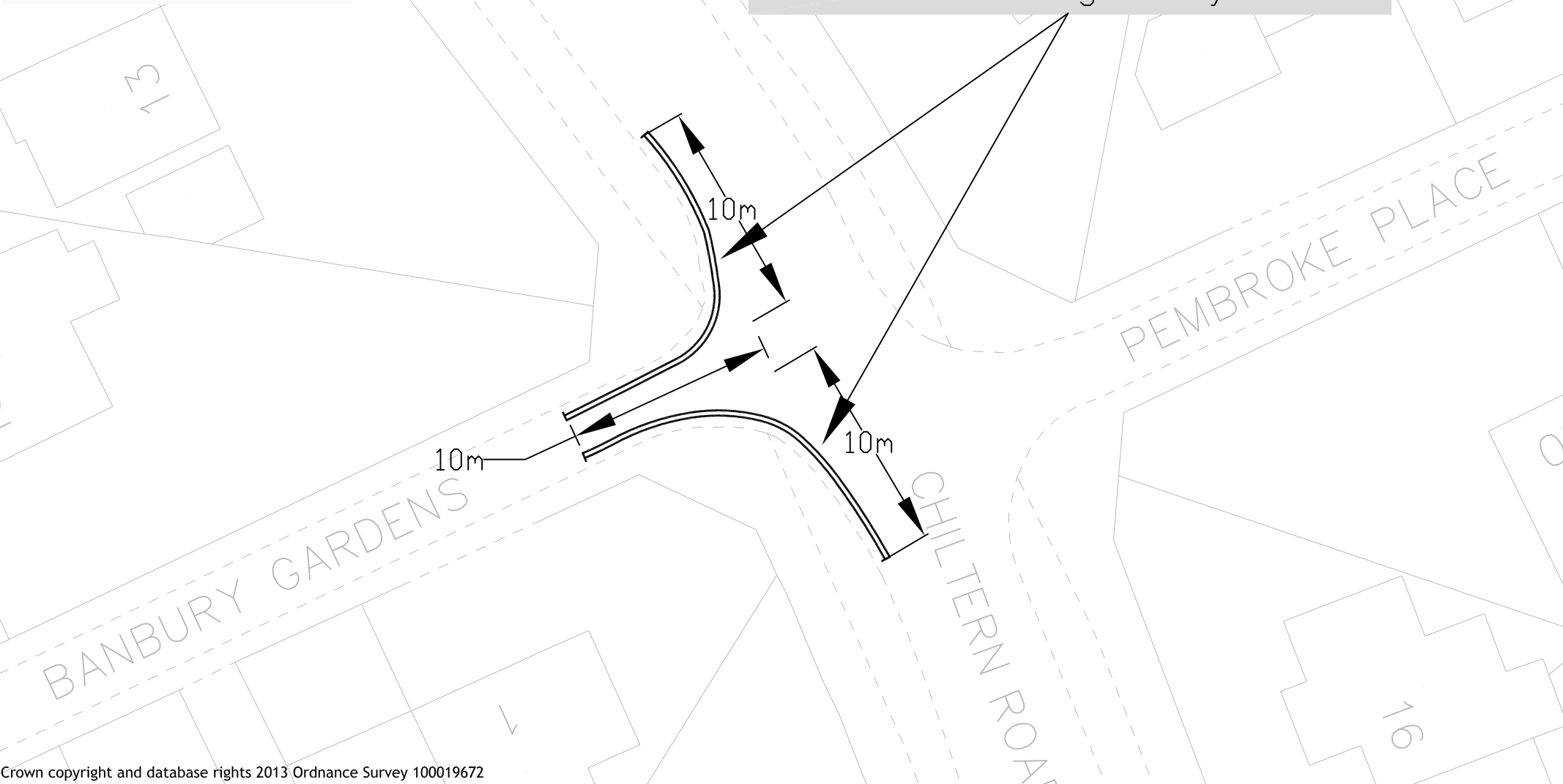
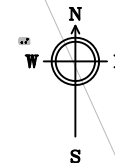
# KEY

EXISTING RESTRICTIONS:  
As labelled

PROPOSED RESTRICTIONS:  
= No Waiting At Any Time

EXISTING: Unrestricted

PROPOSED: No Waiting At Any Time



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WAITING RESTRICTION  
REVIEW 2022A

Drawing  
CHILTERN ROAD

Scale  
NTS  
Date  
MAY 22

Drawn GM  
Checked JT  
Approved JP

Drawing No.  
CA2\_Chiltern Road



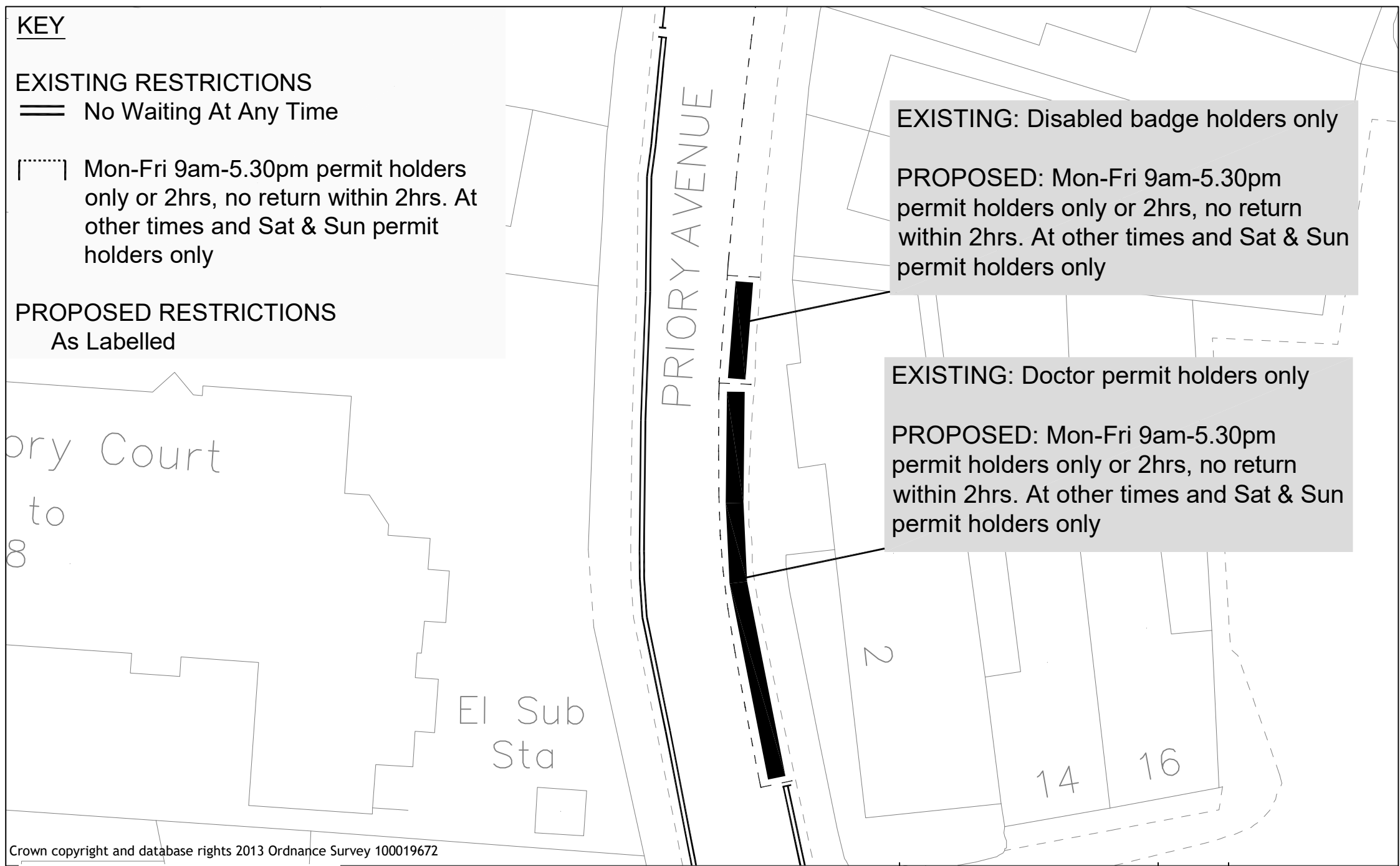
Street	Summary of Original Request	Feedback received
Caversham - Priory Avenue	<i>Request to convert the doctors and disabled bays to a resident permit shared use bay, in line with the rest of the street. These markings are no longer required to support the adjacent surgery, which has now closed.</i>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

KEY

EXISTING RESTRICTIONS

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

PROPOSED RESTRICTIONS  
As Labelled



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

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

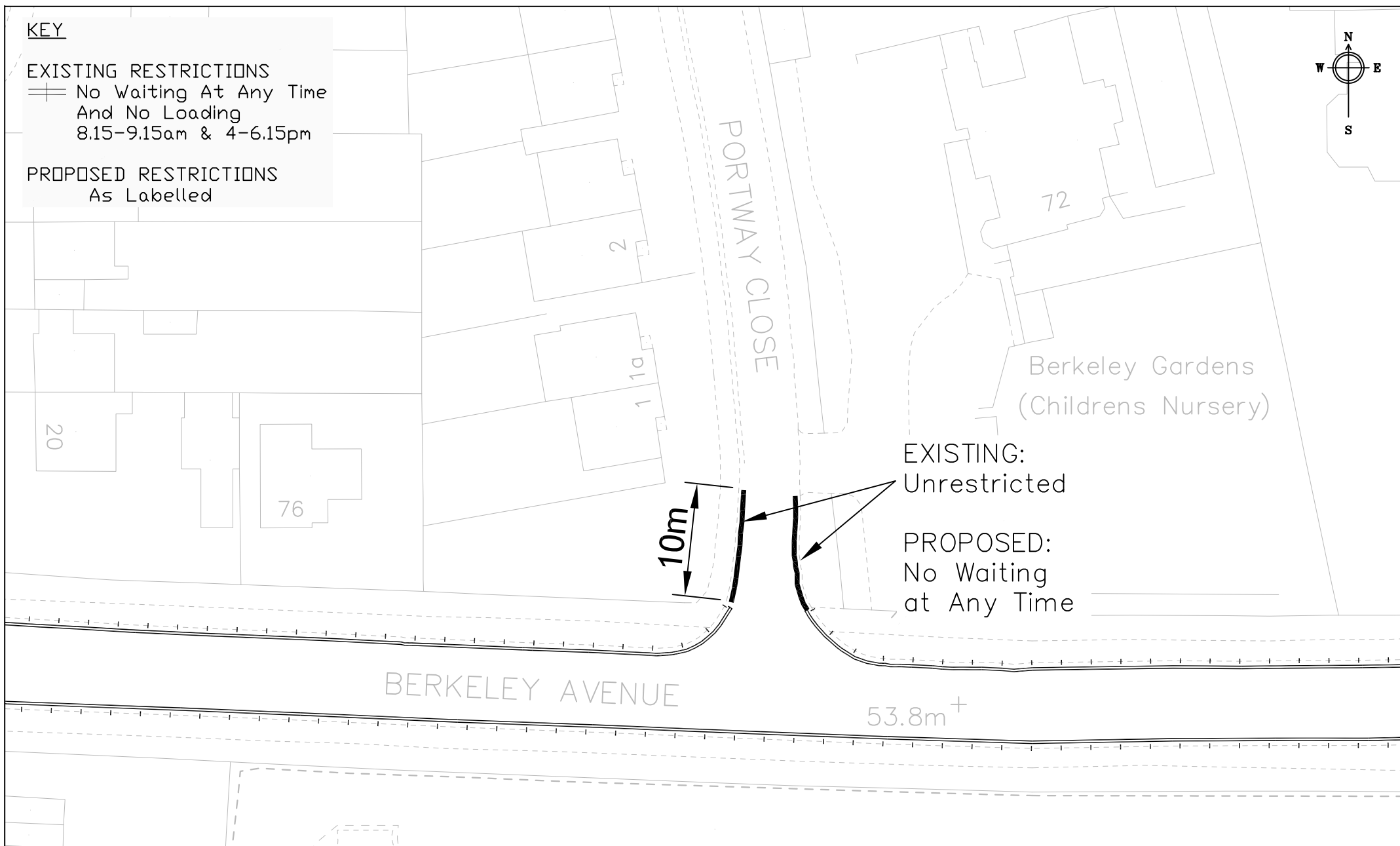
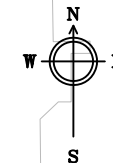
# KEY

## EXISTING RESTRICTIONS

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

## PROPOSED RESTRICTIONS

As Labelled



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

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

# KEY

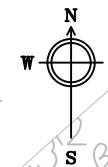
EXISTING RESTRICTIONS:  
As labelled

PROPOSED RESTRICTIONS:  
= No Waiting At Any Time

St Martins  
RC Primary School

PENDENNIS AVENUE

CAVERSHAM PARK ROAD



68m

EXISTING: Unrestricted  
PROPOSED: No Waiting At Any Time

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WAITING RESTRICTION  
REVIEW 2022A

Drawing  
PENDENNIS AVENUE

Scale  
NTS  
Date  
MAY 22

Drawn  
GM  
Checked  
JT  
Approved  
JP

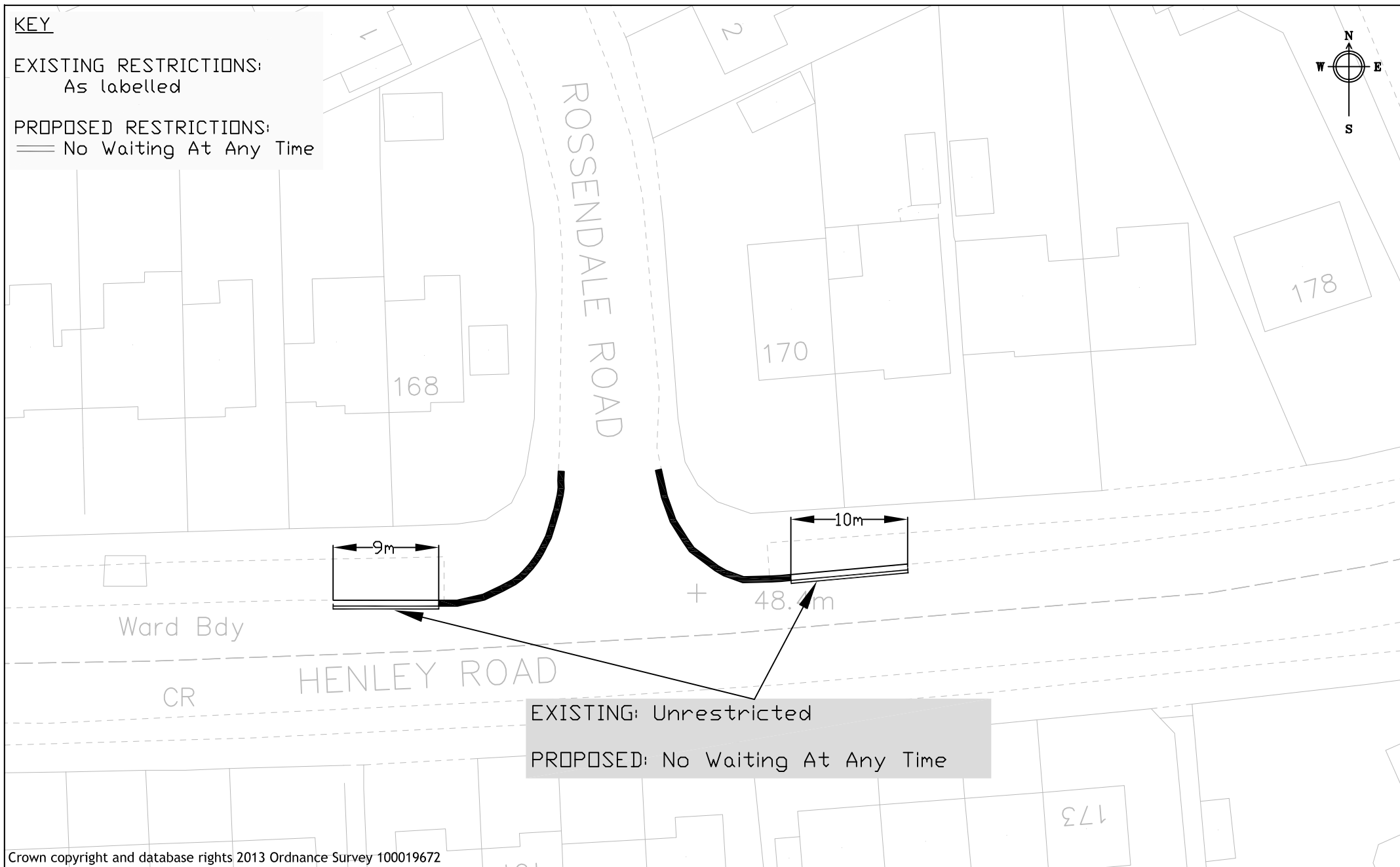
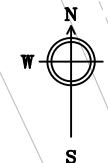
Drawing No.  
EG1\_PENDENNIS AVENUE

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

# KEY

EXISTING RESTRICTIONS:  
As labelled

PROPOSED RESTRICTIONS:  
= No Waiting At Any Time



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WAITING RESTRICTION  
REVIEW 2022A

Drawing  
ROSSENDALE ROAD

Scale  
NTS  
Date  
MAY 22

Drawn  
GM  
Checked  
JT  
Approved  
JP

Drawing No.  
EG2\_ROSSENDALE ROAD



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

# KEY

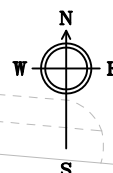
## EXISTING RESTRICTIONS

== No Waiting At Any Time

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

## PROPOSED RESTRICTIONS

As Labelled



CRADOCK ROAD

39.6m

6

Works

Depot

47

45

EXISTING:  
Unrestricted

PROPOSED:  
No Waiting  
at Any Time

BOULTON ROAD

20

EXISTING:  
Unrestricted

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

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CAD DRAWING LOCATION:



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Reading  
RG1 2LU

project

WAITING RESTRICTION  
REVIEW 2022A

drawing

BOULTON ROAD

drawn  
JC

checked  
PC

approved  
JP

date  
APR 22

scale  
NTS

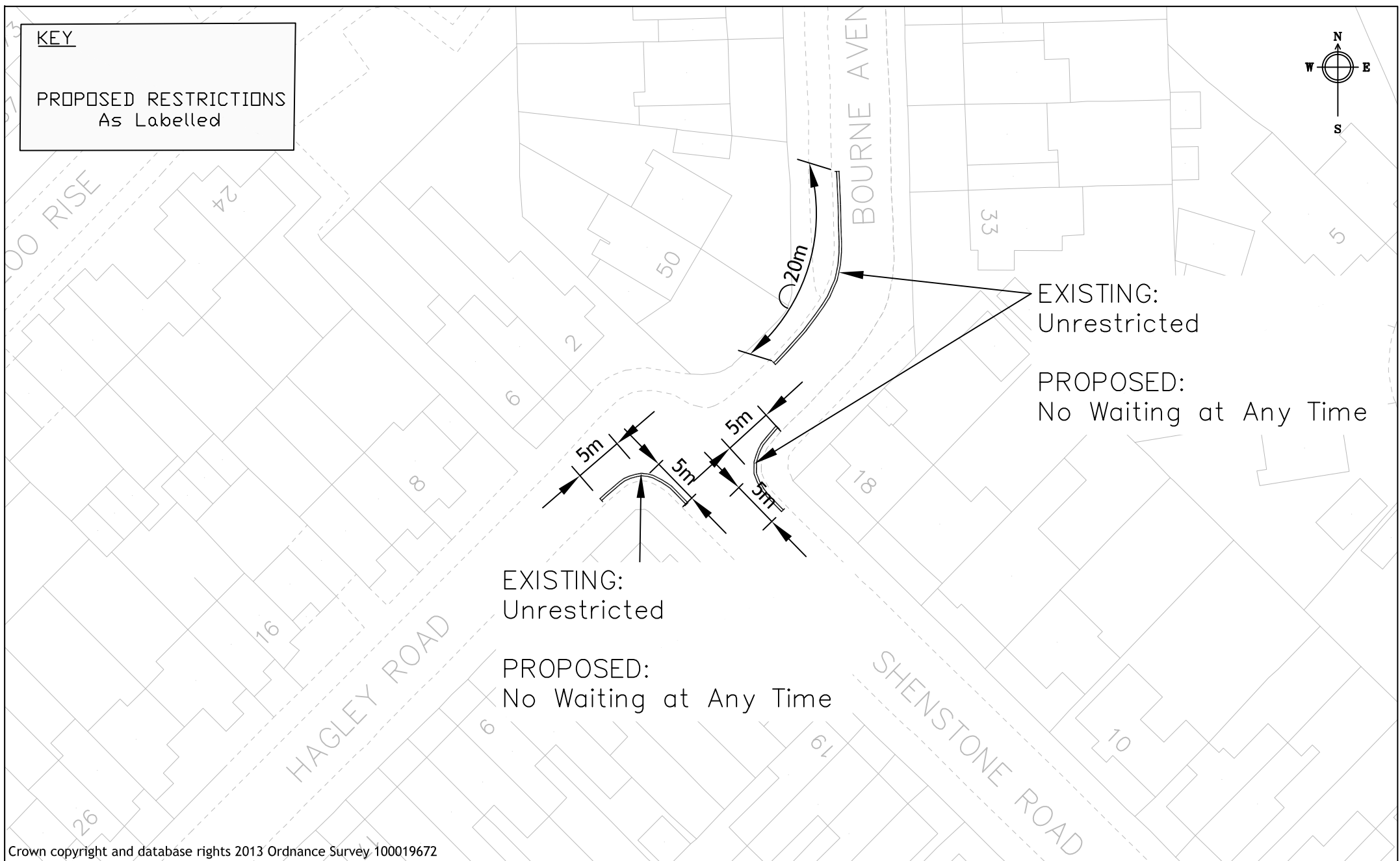
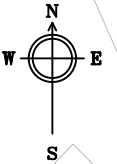
drawing no.  
KA1\_Boulton Road

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

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

PROPOSED RESTRICTIONS  
As Labelled



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

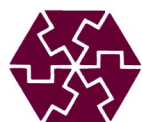
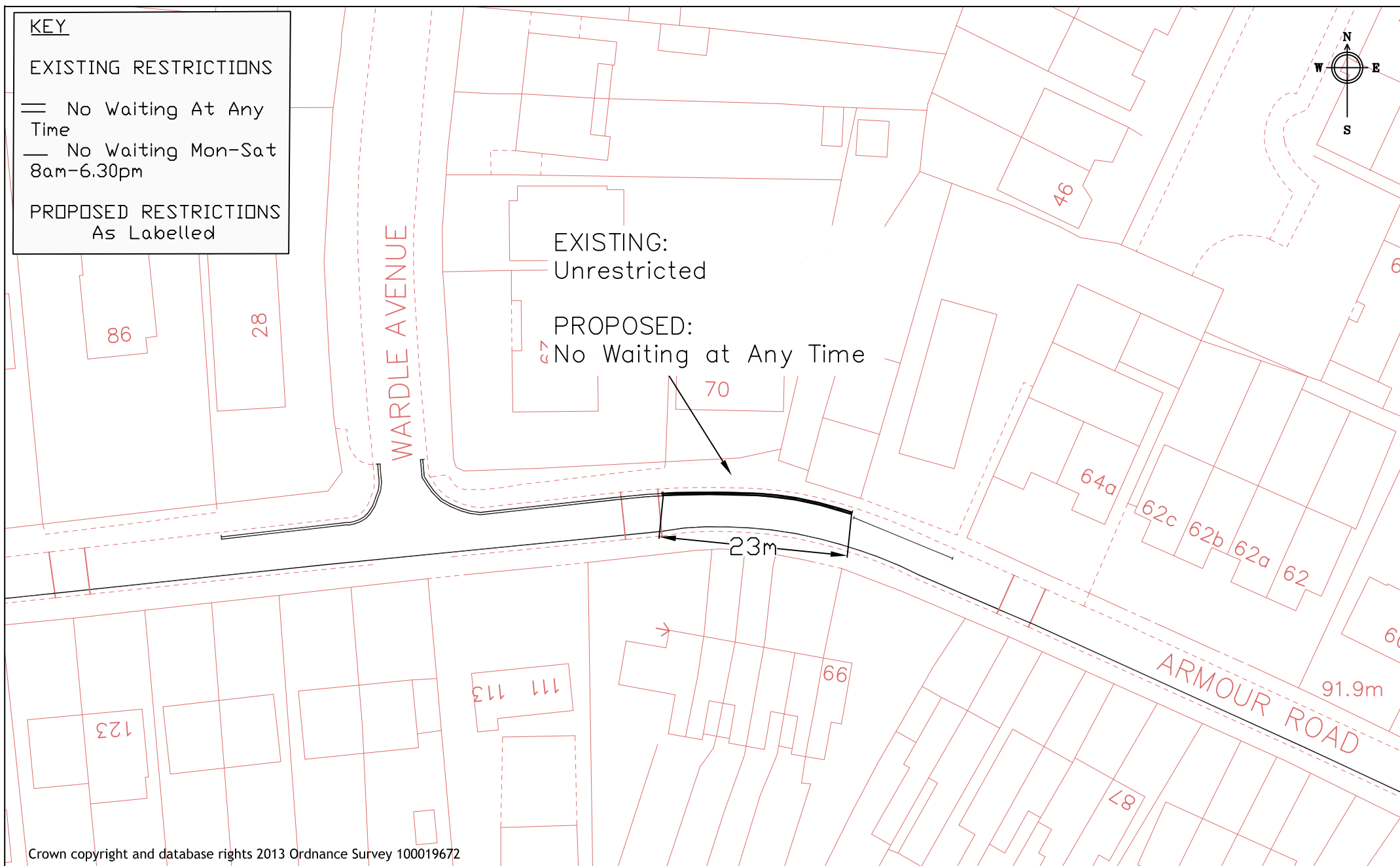
Street	Summary of Original Request	Feedback received
Kentwood & Tilehurst - Armour Road	<p><i>Request made via ward Councillor. Request for parking restrictions on the bend of the road between its junction with Wardle Avenue and Lower Armour Road to improve visibility and reduce safety risks caused by parking.</i></p> <p>We recommend extending the existing double yellow lines as seen in drawing WRR2022A/KE_TI1. This will improve the visibility and road safety on the bend.</p>	Summary of responses: Objections - 3, Support - 3, Neither support nor object - 0.
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Support	<p>I think it was a great ideal of putting double yellow line on armour road [REDACTED] but the thing is it might not stop them as their no one round to sort it I should thing put a traffic wardens on armour road as well and book people who park blocking my [REDACTED] a fine then we be finally sorted</p> <p><b>Officer Comments:</b> We have needed to remove a relatively large section of text as the level of personal/identifiable information that it contained will have made the remaining text unreadable if redacted. This text contained background information to their personal situation as additional justification for their response.</p>	
3. Support	It is very difficult when queuing at the traffic lights and cars are parked in Armour Road it can cause obstructions and cars going up onto the pavement and then difficult for cars to turn onto Armour Road from the properties waiting for an accident to happen. Could some parking be transferred to a let in on Kentwood Hill?	
4. Objection	<p>Far too many restrictions being imposed by Reading Council on car drivers often for little good reason.</p> <p>I particularly object to the Armour Road proposal which will drive cars into neighbouring roads such as Kentwood Close which becomes increasingly congested with people parking their cars to use the Tilehurst Club and spectators for the children's football matches over the weekend.</p>	
5. Objection	The residents along this stretch do not have enough parking on their runs and need somewhere to park - they will just end up parking in Waedle Avenue if they can't park along the road. This would cause even more issues	

# KEY

## EXISTING RESTRICTIONS

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

## PROPOSED RESTRICTIONS As Labelled



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### Project

WAITING RESTRICTION  
REVIEW 2022A

### Scale

N.T.S

### Date

APR 22

### Drawn

PC

### Checked

PC

### Approved

JT

### Drawing

ARMOUR ROAD

### Drawing No.

KE\_TI1\_Armour Road

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



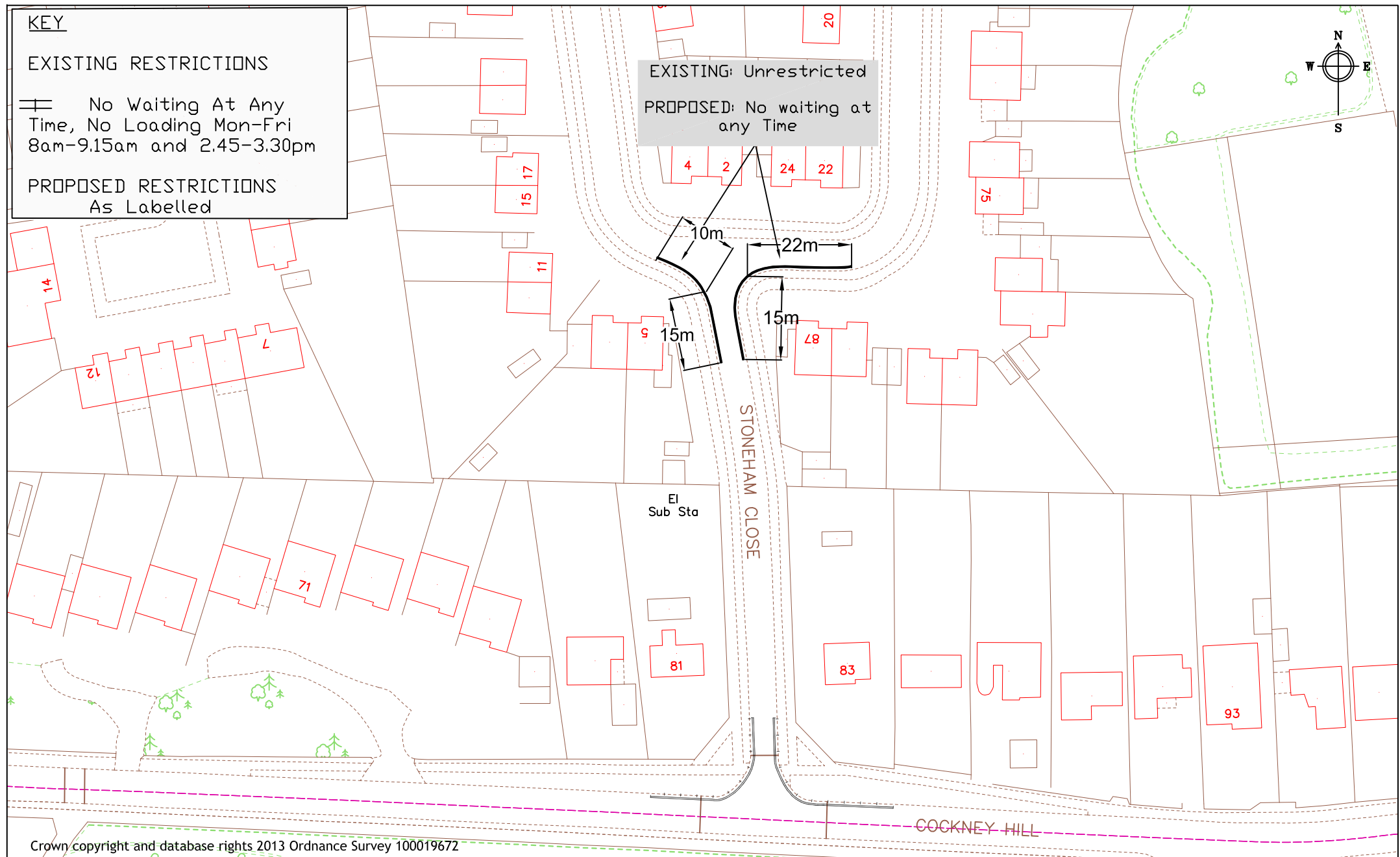
# KEY

## EXISTING RESTRICTIONS

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

PROPOSED RESTRICTIONS  
As Labelled

EXISTING: Unrestricted  
PROPOSED: No waiting at any Time



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Project

WAITING RESTRICTION  
REVIEW 2022A

Drawing

STONEHAM CLOSE

Scale  
N.T.S

Date  
MAR 22

Drawn PC

Checked PC

Approved JT

Drawing No.

NO3\_Stoneham Close

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

KEY

- EXISTING RESTRICTIONS
- == No Waiting At Any Time
  - - - Shared use permit bay
- PROPOSED RESTRICTIONS
- As Labelled

EXISTING: Unrestricted

PROPOSED: No Waiting At any Time



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

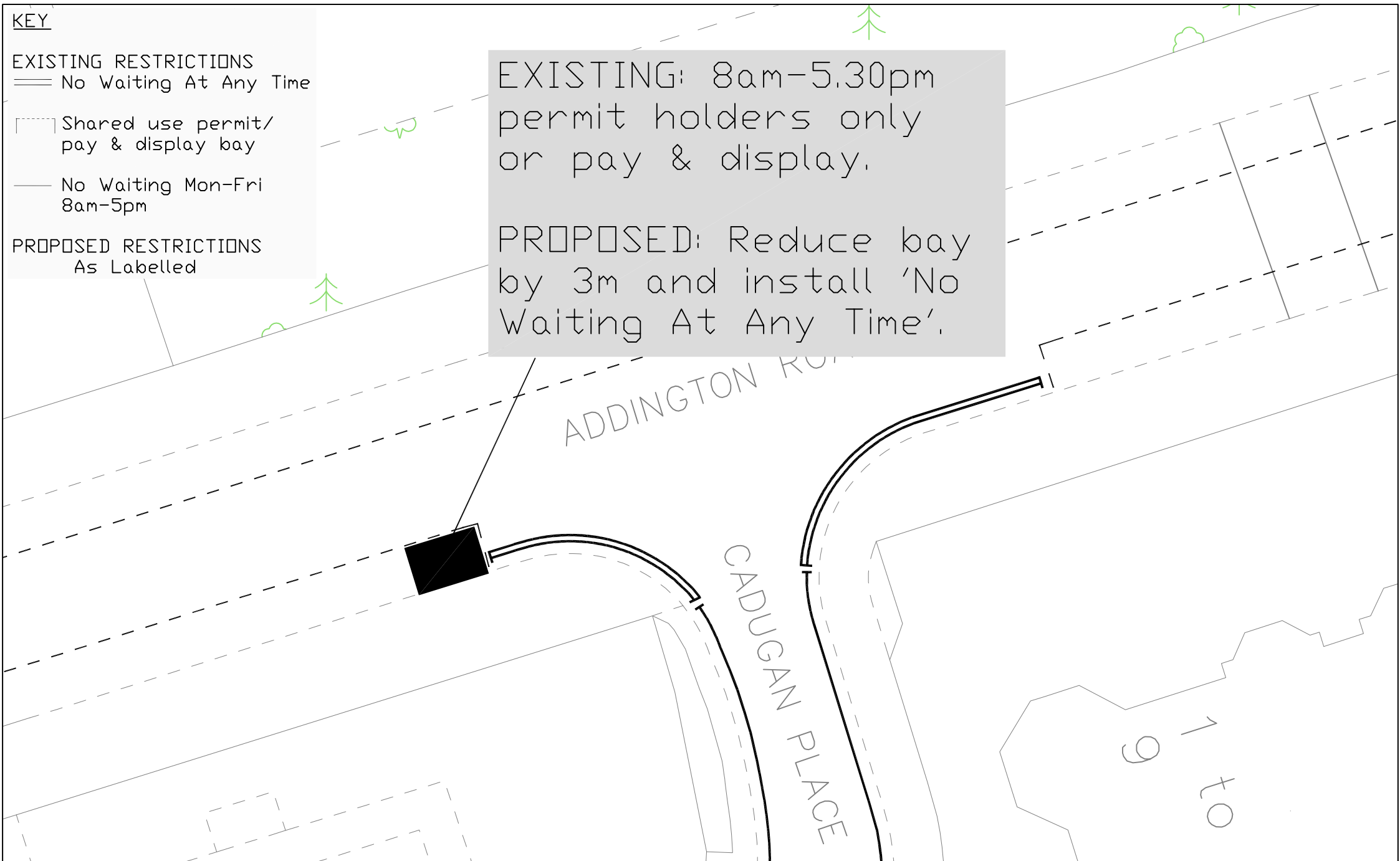
Street	Summary of Original Request	Feedback received
Redlands - Cadugan Place	<i>Requested by Officers involved in waste collection. Request to extend the double yellow lines at the entrance of Cadugan Place onto Addington Road due to cars parking close to the access road. This has been requested to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

KEY

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

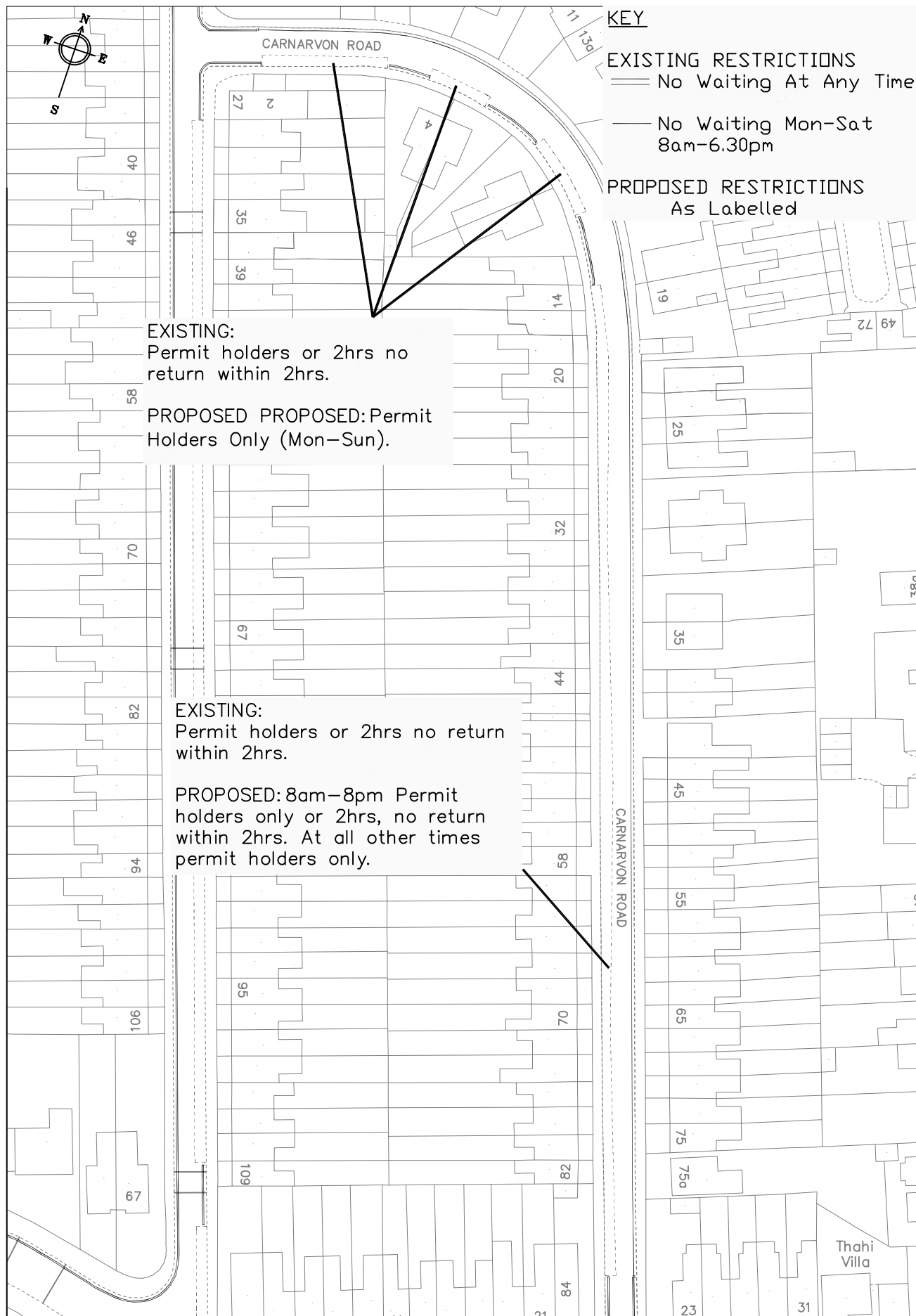
EXISTING: 8am-5.30pm permit holders only or pay & display.

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



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

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



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**CAD DRAWING LOCATION:**

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

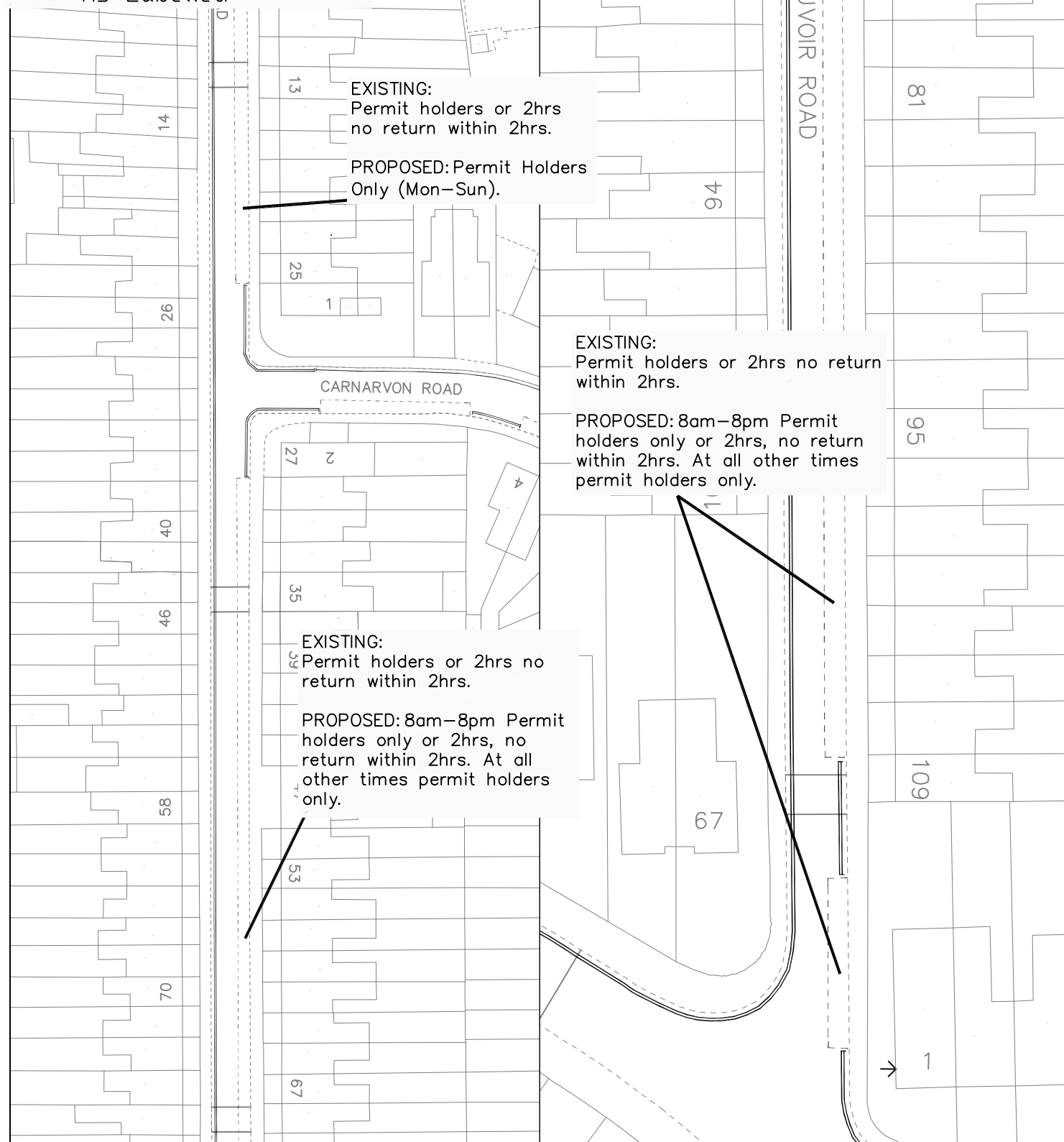
## KEY

### EXISTING RESTRICTIONS

— No Waiting At Any Time

### PROPOSED RESTRICTIONS

As Labelled



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CAD DRAWING LOCATION:

project

WAITING RESTRICTION REVIEW 2022A

drawing

DE BEAUVOIR ROAD

drawn

JT

checked

JT

approved

JP

date

APR 22

scale

N.T.S

drawing no.

RE3\_DE BEAUVOIR ROAD



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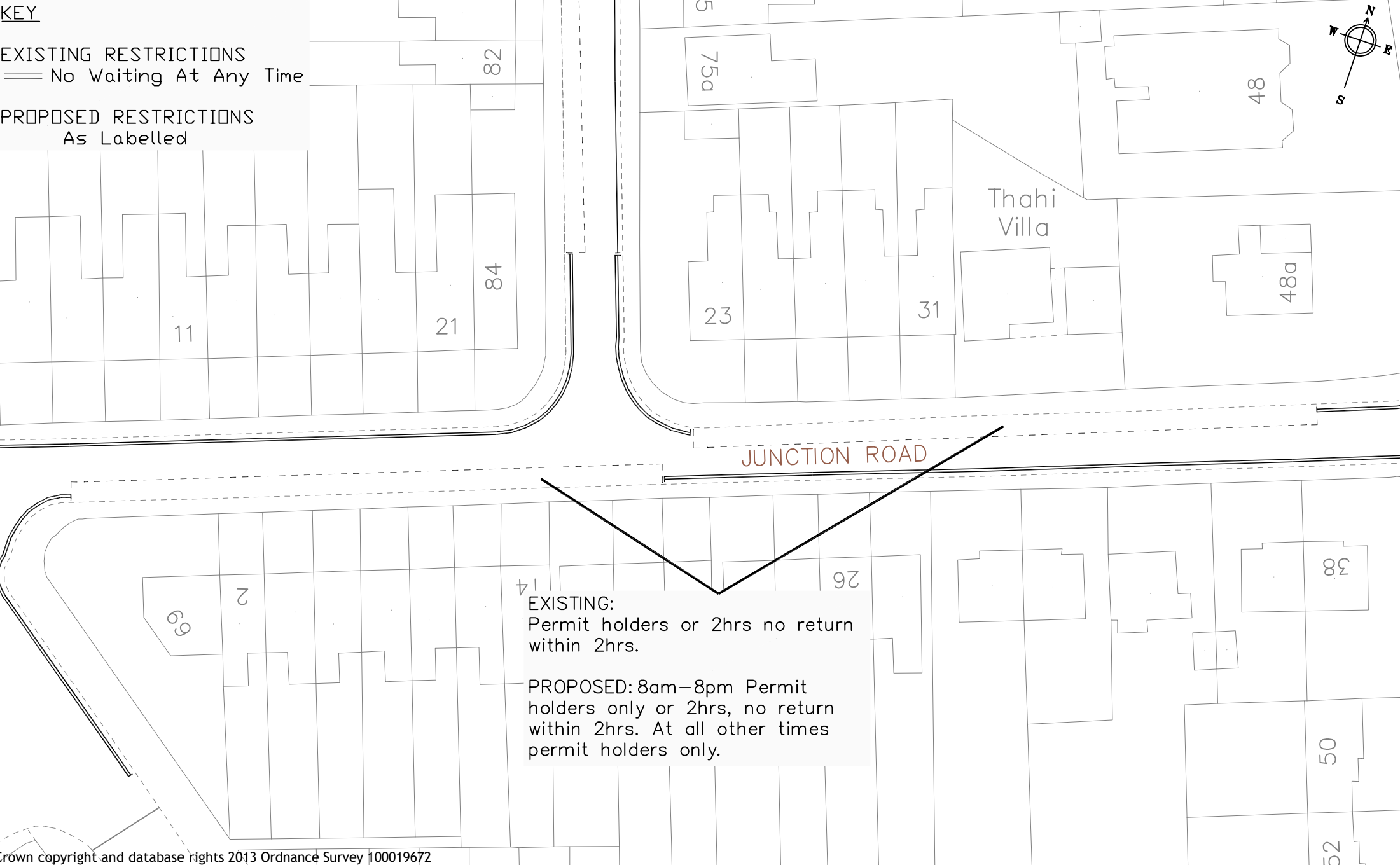
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KEY

EXISTING RESTRICTIONS  
= No Waiting At Any Time

PROPOSED RESTRICTIONS  
As Labelled



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

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

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

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

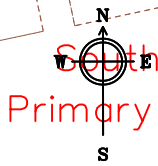
KEY

EXISTING RESTRICTIONS: Unrestricted

PROPOSED RESTRICTIONS: As Labelled

otment Gardens

UTHCOTE



EXISTING: Unrestricted  
PROPOSED: No Waiting At Any Time

EXISTING: Unrestricted  
PROPOSED: No Waiting At Any Time

86m

Lamp column  
Gully

CIRCUIT LANE

HATFORD ROAD

LB

SHEPLEY DRIVE

GLENNON CLOSE

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Project	WAITING RESTRICTION REVIEW 2022A		Scale NTS	Drawn GM
			Date MAY 22	Checked JT
Drawing			Approved JP	
	CIRCUIT LANE		Drawing No. S01_CIRCUIT LANE	

Street	Summary of Original Request	Feedback received
Southcote - Silchester Road	<p><i>Request made via ward Councillor. Request to review (with consideration for removing) the double yellow lines on the southern side of the road, broadly between No.2 and just beyond No.4, which have removed a large amount of on-street parking (c. 5 cars). Many of the residents of Silchester Road do not have driveways. Moreover, although the lines on the northern side help to prevent people blocking driveways, this does not apply on the southern side. A request for the extension of the existing double yellow lines was investigated in WRR2020. The decision was made to implement them.</i></p> <p><i>Further enquiry received via ward Councillor to consider whether sections of the double-yellow-lines on the northern side could be changed to single-yellow-lines, to apply restrictions only during morning and afternoon school drop-off / pick-up times to reduce the impact on resident and visitor parking availability at other times.</i></p> <p>Officers visited site and separately received feedback from the Southcote Councillors. Officers recommend removing a 50 metres section of No Waiting at any Time restriction from the southern side of Silchester Road broadly between No.2 and to just beyond No.4. The removal of these restrictions will enable approximately 5 vehicles to stop and drop off and pick up at school times as agreed with by the Councillors. This can be seen in drawing WRR2022A/SO3.</p>	<p>Summary of responses: Objections - 17, Support - 4, Neither support nor object - 1.</p>
1. See 'All proposals' Objection x 1 Support x 1	See the entry for 'All proposals' for full feedback. These have been added to the above figures.	
2. Objection	<p>With reference to the proposed plan to reduce the yellow lines on Silchester Road, we would have to strongly object. We are [REDACTED]. Our drive was impossible to get out of before the lines were In place, the roads just too narrow. We also have a [REDACTED] which needs to be reversed in and this again was extremely difficult with cars parked opposite. Before the lines were installed, the road was full of parked cars all the time, not residents or visitors but cars from circuit lane and surrounding houses. They were often left unmoved for long periods. This caused a number of issues in Silchester Road such as school traffic blocking driveways and even parking on private drives! The lines have made such a difference, making access far easier for residents who's drives back on to Silchester Road. We do not want to go back to this as it caused a lot of distress before the lines were put down. It has also eased issues with the school parking, which has also been much better since the lines have been down.</p>	
3. Objection	<p>I write to object very strongly against removal of the double yellow lines on Silchester Way. Since they were put there, they have</p> <ul style="list-style-type: none"> <li>- Helped to provide a much safer and healthier environment for everyone.</li> <li>- Allowed residents to be able to get in and out of their homes</li> <li>- Provided a clearer route for ambulances that attend to the vulnerable on this road.</li> <li>- Helped drivers to see the one way signs easier.</li> <li>- Provided a much safer place for the children of Southcote School to come and go from school.</li> </ul> <p>This would all be undone if you were to remove these double yellow lines. I am confident that Reading Borough Council wants the safest option for the children and the residents? Therefore, why not make it a SCHOOL STREET? You have an article in your latest magazine indicating that the 4 current ones in Reading have been a great success!</p>	

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

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



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

# KEY

## EXISTING RESTRICTIONS:

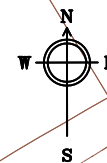
— No Waiting At Any Time

## PROPOSED RESTRICTIONS:

Reduce No Waiting At Any Time

EXISTING: No Waiting At Any Time

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



CIRCUIT LANE

SILCHESTER ROAD

50m

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Project

WAITING RESTRICTION  
REVIEW 2022A

Scale

NTS

Drawn GM

Date

MAY 22

Checked JT

Approved JP

Drawing

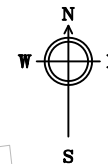
SILCHESTER ROAD

Drawing No.

S03\_SILCHESTER ROAD

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

As Labelled



EXISTING:  
Unrestricted

PROPOSED:  
No Waiting  
at Any Time

EXISTING:  
Unrestricted

PROPOSED:  
No Waiting at Any Time

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Project
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WAITING RESTRICTION  
REVIEW 2022A

Drawing

DURHAM CLOSE

Scale	NTS
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Date  
APR 22

Drawn	JC
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Checked	PC
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2	Approved	JP
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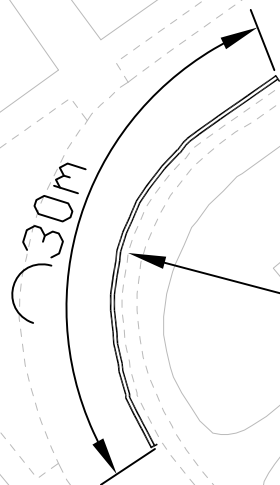
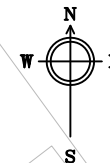
	Drawing No.	

WH1\_Durham Close

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

KEY

PROPOSED RESTRICTIONS  
As Labelled



EXISTING:  
Unrestricted

PROPOSED:  
No Waiting at Any Time

SHIRLEY AVENUE

MORTIMER CLOSE

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Project

WAITING RESTRICTION  
REVIEW 2022A

Drawing

SHIRLEY AVENUE

Scale  
NTS

Date  
APR 22

Drawn JC

Checked PC

Approved JP

Drawing No.

WH2\_Shirley Avenue