

APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME 2022B

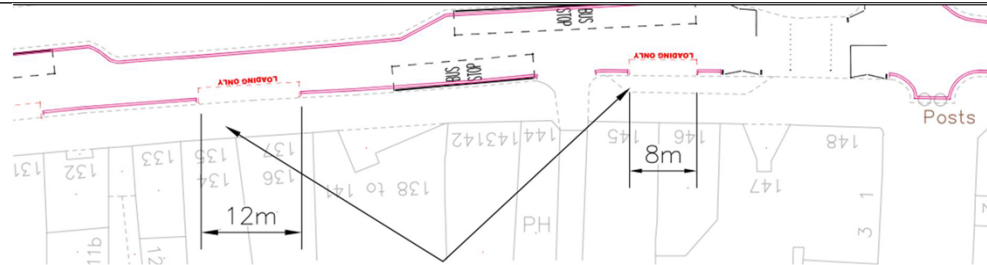
Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 05/06/2023, 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	N/A	Neither support nor object 1
Neither support nor object (From Thames Valley Police).	Thank you for the consultation on the parking restriction changes. At this time TVP have no objections to the proposals.	

Street	Summary of Original Request	Feedback received
Abbey - Friar Street	Developer has requested a change in time on the overnight loading bay on Friar Street outside WH Smith to better accommodate delivery requirements once complete. Officers recommended that this be considered holistically, alongside other loading bays along the street.	Summary of responses: Objections 1, Support 0, Neither support nor object 0
1. Objection	<p>[REDACTED] have been instructed on behalf of [REDACTED] regarding the recent consultation for the changes to loading restrictions on Friar Street. We have been made aware that the consultation for amending the loading restrictions opened on 23 February 2023 and that the reasoning for the review has been developer-led. Our client is in support of the extending loading period of 40 minutes and the extend time of 9pm-5am however, there are concerns of the logistics of servicing related to two sites on Friar Street which have recently been granted planning permission. These sites are located at 145-148 Friar Street (ref. 221232) and a hotel at 138-144 Friar Street (ref. 221235) which have been permitted for an apart-hotel and a hotel. There are concerns with the loading periods for the two loading bays located closest to these two sites and the impact the proposed times will have on the operational servicing requirements for the future operators of the hotels in the interest of providing a feasible servicing option. Given the permitted uses for both sites, there will be a requirement for the operator to efficiently service the hotel uses during daytime hours, particularly for laundry. The laundry supplier themselves will likely be subject to restricted daytime working hours because of their potential impact on the local area where they are located and therefore overnight / early morning servicing would not be feasible. Friar Street is open to traffic, eastbound, between 11am-4pm and other loading bays on Friar Street further west of the two hotel sites are not restricted in terms of the time period for loading whereby daytime loading is allowed. We kindly ask you to consider extending the loading period to 7am (i.e. 9pm - 7am) as well as providing a daytime loading period for at least one of the loading bays closest to these two hotel sites between 11am and 4pm. This would reflect the existing restrictions along Friar Street which is open to all traffic between 11am and 4pm as well as avoiding the peak periods. We could be very grateful if we could arrange a meeting to discuss this further as soon as possible and understand RBC's position and evidence-base for not proposing any daytime servicing hours given the recent planning permissions for hotel uses and the inherent servicing requirements associated with these uses. We look forward to hearing from you on this matter.</p> <p>OFFICER COMMENT: Another objection was sent to us from the same organisation, please see below.</p> <p>This letter formally objects to the proposed changes to the loading restrictions on Friar Street for the loading bays identified in Figure 1.</p>	



Although the driver for the consultation is suggested to be developer-led, consideration has not been given to the feasibility and viability of the operational requirements for the two recently permitted hotel uses on Friar Street (LPA ref 22/1235 and 22/1232) that was detailed during the consideration of the application. These two loading bays are the most appropriate for servicing the permitted hotel uses due to their proximity when considering goods will need to be trolleyed between the loading bay(s) and the delivery entrances to the permitted hotel uses. Whilst the extension to the loading period to 40 minutes is welcomed, the continued early morning restriction until 5am does not allow for the servicing requirements for the permitted hotel uses to take place. Laundry services in particular are a key component of the operation of the hotels which themselves are restricted to daytime operational hours. The typical laundry operation involves fresh laundry being delivered during the morning period whilst used laundry is collected, taken away and washed during the day, ready to be returned the following morning. Housekeeping can then change linens during the day. Evening collection of dirty laundry is not compatible and conflicts with how the laundry company operates as they would not be able to collect after 9pm to wash overnight, dry and press to return fresh laundry the following morning. Simply they do not operate in this manner nor make one sole pickup when all other pickups are during daylight hours. As such, restricting loading to 5am is not logistically viable and as such the restrictive loading on Friar Street is incompatible with a feasible servicing operation. The prospective operator of the hotels would welcome extending the loading period to 7am, or to provide a daytime loading period somewhere between the hours of 11am - 4pm. In this way, loading can take place away from the peak periods whilst continuing to comply with the existing westbound access restrictions on Friar Street (i.e. 7am - 11am and 4pm - 7pm).

By not allowing for any daytime loading on Friar Street in this location, Reading Borough Council are restricting any forthcoming approved development that reasonably requires daytime loading to operate. It is noted that there are alternative loading bays on Friar Street, but the distance to cart linen is significant - over 130 metres. Should the loading period not be extended to 7am or a daytime loading period not provided, there is no opportunity for a future operator for the hotels to take on the sites as the on-street delivery options are too restrictive to operate and function in an appropriate manner. As a result, the viability of the permitted development is significantly reduced. Furthermore, consideration needs to be given to overnight loading and the negative impact this would likely have on guest experience as well as residential amenity. There is an existing hotel (Novotel) on the opposite side of the road to the permitted hotel sites. There are residential flats at 1 Station Road and fronting on to Friar Street along with the forthcoming residential development associated with Station Hill that would also be impacted by overnight servicing. As such, extending the loading period to 7am and/or providing daytime loading to allow for more appropriately timed servicing would minimise impact on guest

experience and residential amenity. An approach needs to be taken where the highway on Friar Street takes on a dual purpose to allow not just bus access but to accommodate the delivery requirements of future development that has been permitted by Reading Borough Council. Between the hours of 5am and 7am, there would be minimal pedestrian movement at the signalised crossing due to the time of day and as such there would be minimal impact generated by the interaction of buses using Friar Street, the pedestrian crossing and vehicles utilising loading bay(s). Furthermore, bus service operation peaks post-7am when the peak hourly period starts to begin and as such if the loading bay(s) in question were occupied prior to 7am is considered that the extension of time to 7am would not have a detrimental impact on the operation on this section of Friar Street given the off-peak timings. There are currently circa. 6 buses utilising the westbound bus stop closest to the loading bays between the hours of 5am and 6am and 9 buses between the hours of 6am and 7am, equivalent to up to one bus every 7-10 minutes which is not considered to be significant. During these times, patronage would be relatively low given the off-peak early hours and as such the dwell time period and impact of the loading bay(s) being occupied simultaneously would be imperceptible. It is not until after 7am as the peak morning period begins when bus services become more frequent, at which point all loading requirements would be completed and vehicles would have left Friar Street. Should the loading period not be extended to 7am or a daytime loading period not provided, and despite further assessment with the proposed hotel operator, there is a significant risk that the prospective operator will not be able to take on these sites as the on-street delivery options are too restrictive to operate and function in an appropriate manner. As a result, the viability of the approved development is significantly reduced. We ask Reading Borough Council to strongly reconsider the loading times for the bays in question so that a viable servicing strategy can be achieved for the permitted hotel uses rather proposing loading periods which hinder and are not compatible with the efficient operational requirements of recently permitted development.

OFFICER COMMENT:

Friar Street is a very important town centre link for public transport, cycling and service vehicles during permitted times and is a street crossed by pedestrians at multiple points between the railway station (and north) and the shopping area. Prior to the Red Route implementation, the westbound bus lane was heavily congested with daytime loading and unloading, resulting in considerable delays to bus services (and resultant congestion), significant obstacles for cyclists and other permitted users and some pedestrian/vehicle intervisibility concerns.

Careful consideration was required for the Red Route design, to provide a compromise of facilities along Friar Street and improve the navigability of the street and intervisibility for pedestrians crossing the road. As a result, a number of time-limited loading bays were installed to ensure a good degree of turnover at all times of the day, with additional bays coming into operation during the quieter night-time period. These formed part of the 6month+ experimental period consultation, prior to the restrictions becoming 'permanent'.

This consulted proposal sought to assist with concerns being raised around some specific servicing requirements in the area, but officers considered the street holistically and in the context of the Red Route objectives and previous concerns with the street operation. The proposals provide additional loading/unloading periods along the street (from 20mins to 40mins), additional hours of operation for the overnight bays and provide a time limit for the bay at the north-east extent of the scheme, following concerns raised that some vehicles were remaining in situ for considerable periods of time with limited loading being undertaken.



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Project WAITING RESTRICTION REVIEW 2022B	Scale N.T.S	Drawn	PC	Checked	JP
		Approved JP			
		Date OCT 22			
Drawing FRIAR STREET	Drawing no. AB1_Friar Street				

Street	Summary of Original Request	Feedback received
Battle - Elm Park	Request for restrictions as vehicles are parking on the public pedestrian/cycle way obstructing the access between Norfolk Road and Elm Park.	Summary of responses: Objections 3, Support 1, Neither support nor object 0
1. Objection	I wish to object to double yellow lines being painted on the grounds that I feel this is a waste of public money. I live on Norfolk Road, I have done for almost [REDACTED] years, and I don't see that it's necessary for these changes to be made. I feel that money would be better spent elsewhere. Every single bin I have walked past in the last 6 months is overflowing, there is litter everywhere. There was a bag of rubbish dumped in the alley by where you wish to put in double yellow lines, I complained to the council twice , it took 6 months before it was cleared. I fear that with the double yellow lines in place, more rubbish will be dumped and fly tipped in this area. Reading as a whole looks terrible with rubbish everywhere as it is. There are not enough bins around the town and the ones that are there are not emptied nearly enough. People can still walk through this area safely, there is plenty of room. There have been no issues in the past [REDACTED] years I have lived here and none since the houses were built over 20 years ago, according to my neighbours, so what has changed now?	
2. Objection	I wish to strongly object to the plans of double yellow lines being placed here. The reason is that I live at number [REDACTED] Norfolk Road and [REDACTED]. If double yellow lines are put in, [REDACTED] have to park on the main road, this road is incredibly busy already and we would be forced to park far away from our houses by the time we get home from work/jobs. [REDACTED] it will put a huge strain on my physical health if I am forced to park out on the Norfolk Road and that's if I can find a space on the already busy road. That's not including the expense of having to buy a permit so I can do so, I [REDACTED] would struggle with the extra expense. [REDACTED]. Yes, it is a cycle path there but there is plenty of space for bicycles, pedestrians and delivery motorbikes that travel through from Elm Park to the Norfolk Road daily, I know this because I have lived here for roughly [REDACTED] years and I witness this every day. My neighbours at [REDACTED] have lived here since [REDACTED] has always parked car opposite with no problems.	
3. Objection	This is going to force more cars and traffic onto Norfolk Road. It is a busy road as it is, with too many vehicles parked. This makes it difficult to cross the road safely with [REDACTED]. I often walk through this area to Elm Park, its not an issue with cars parked there , there is plenty of space for me to walk through and others, it is quite safe and has been so for at least 20 years.	
4. Support	The land indicated for the change is public property and a shared walking and cycle route. It has been stolen by owners of private vehicles to park their private vehicles. This change is necessary to empower Reading parking enforcement officers to return the land to the public.	

KEY

PROPOSED RESTRICTIONS
As labelled



NORFOLK ROAD

97

PRIVATE
LAND

EXISTING: Unrestricted

PROPOSED: No Waiting At
Any Time (on highway
land only).

89

09

70

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Project

WAITING RESTRICTION
REVIEW 2022B

N.T.S

Date
OCT 22

Drawn JT
Checked JC
Approved JP

Drawing

Elm Park

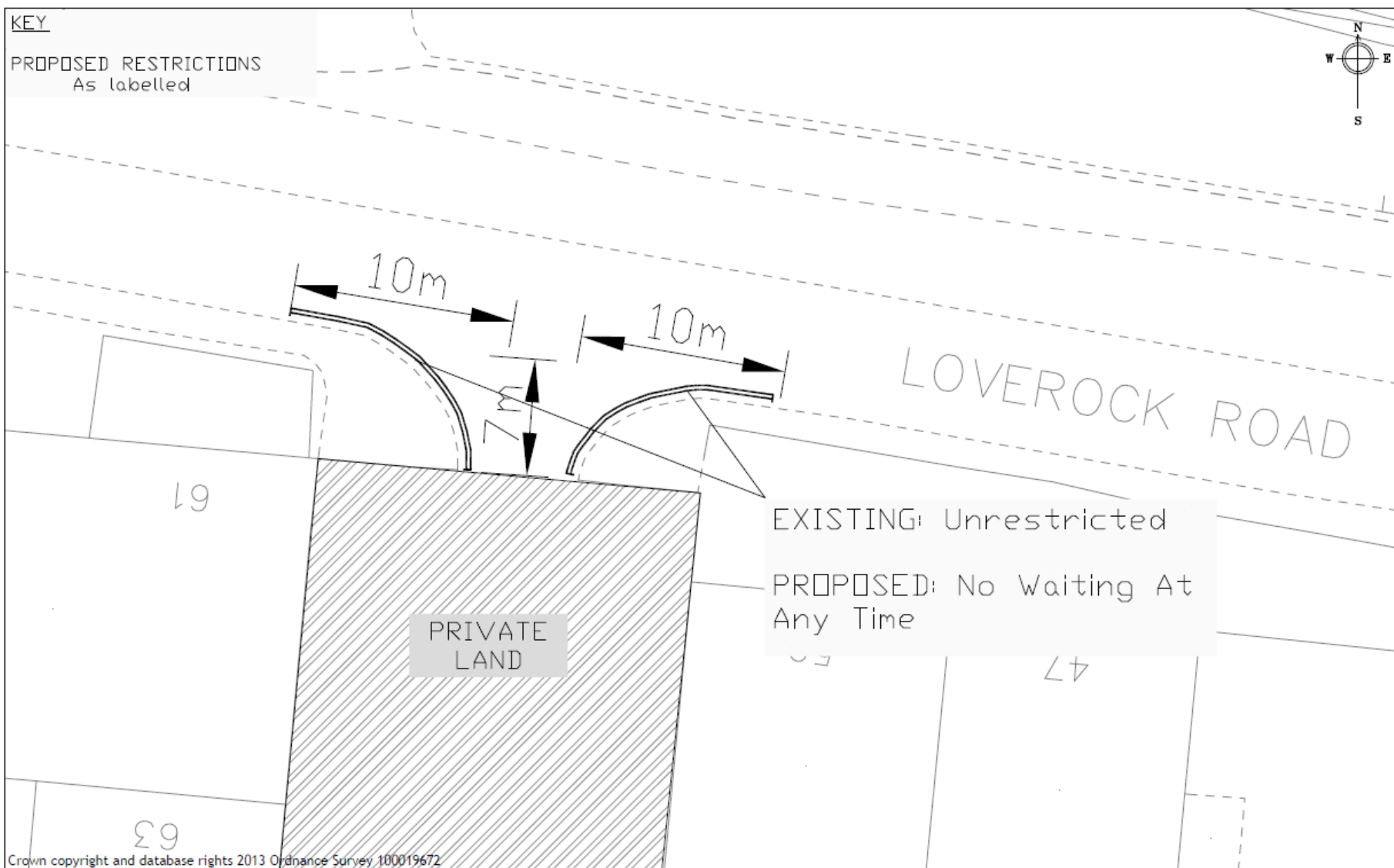
Drawing No.

BA1_Elm Park

Street	Summary of Original Request	Feedback received
Battle - Loverock Road	Request for Double Yellow Lines to be installed in the vicinity of 57 Loverock Road as vehicles park on the entrance making it extremely difficult for delivery lorries to enter and exit.	Summary of responses: Objections 0, Support 1, Neither support nor object 0
1. Support	Just to say that hopefully these plans will be passed, it was [REDACTED] It'll mean that lorries can get in & out of the yard safely and [REDACTED] can enter & exit without the current problems they have.	

KEY

PROPOSED RESTRICTIONS
As labelled



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Project	WAITING RESTRICTION REVIEW 2022B		N.T.S.	Drawn	JT
			Date	Checked	JC
Drawing			OCT 22	Approved	JP
	Lovelock Road 2		Drawing No.	BA3_Lovelock Road	

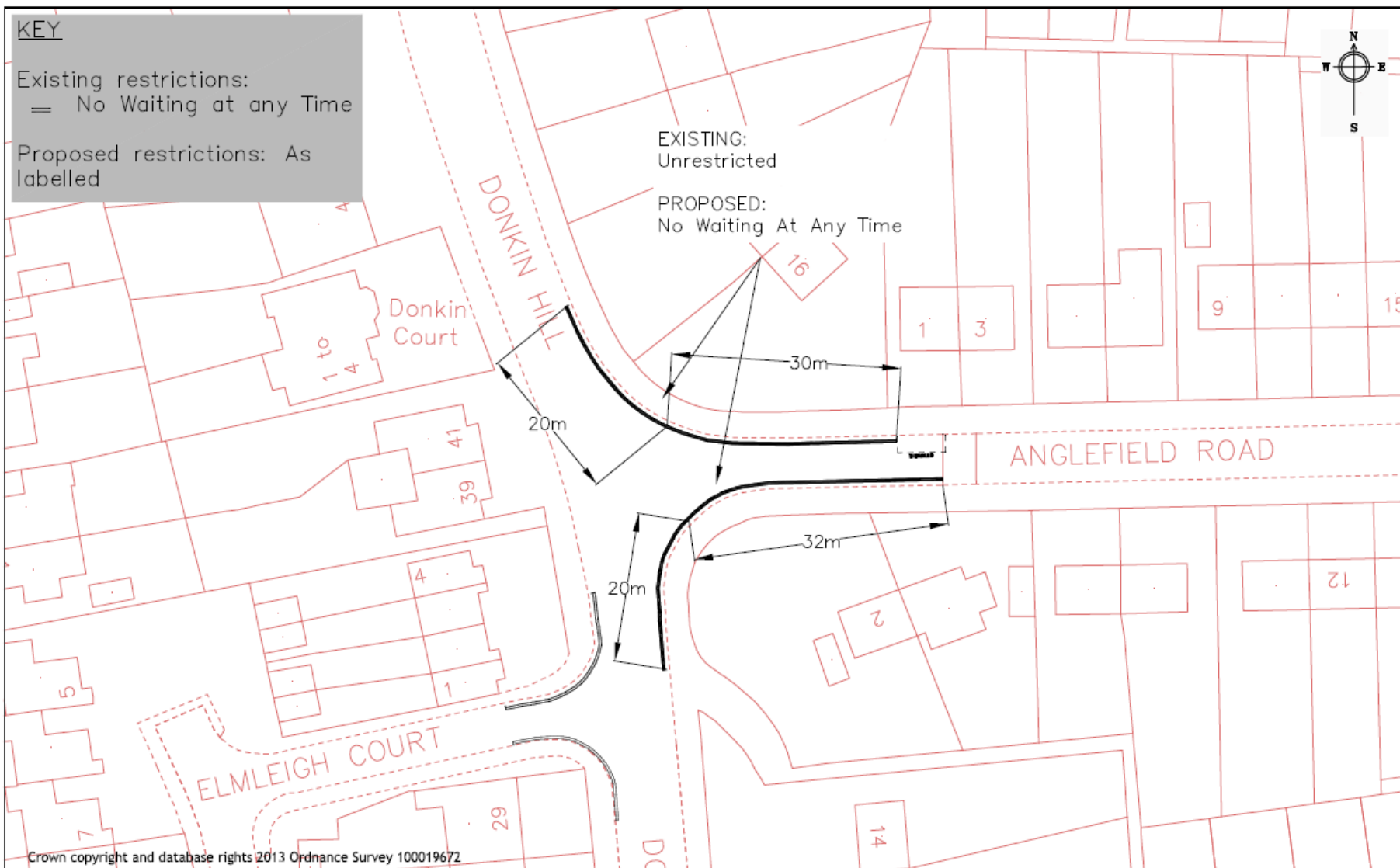
Street	Summary of Original Request	Feedback received
Caversham - Donkin Hill Anglefield Road	Requests for double yellow lines on the junction of Anglefield Road with Donkin Hill due to cars parking on the corners, causing issues for motorists and pedestrians.	Summary of responses: Objections 2, Support 1, Neither support nor object 0
1. Objection	As I writing to object on the proposed amendment on the waiting restrictions between Donkin Hill/Anglefield Road to 30M/30M. As [REDACTED] are residing at [REDACTED], they are visited by [REDACTED]. Also me and [REDACTED] as well. This would make the parking unavailable for us all, especially with the parking permits placed on Briants Avenue and Southview Avenue on Jan 2020, this has led to more people parking on Anglefield Road! So I would like to object on Size of the restrictions, based on the grounds of limiting parking available for much needed [REDACTED] and therefore limiting this space for family to visit. I would be happy if the proposed restrictions were changed to 10M/10M either side, instead of 30M. Any questions, then do let me know.	
2. Objection	Objection with regard to the proposed double yellow lines around Donkin Hill and Anglefield Road, WRR2022B. Objection is to the proposed 30m & 32m length of double yellow lines into Anglefield Road. A 10 metre stretch on both sides of Anglefield Road is far more sensible, allowing visitor space and clearing traffic from the junction onto Donkin Hill. 30 & 32 metres of double yellow lines into Anglefield road is unnecessary and will have a profound impact on residential parking and visitors. I assume the problem trying to be solved is to prevent blocking of view while pulling out onto Donkin Hill, this can be achieved with up to 10 metres onto Anglefield Road. Recent double yellow lines introduced at the far end of Anglefield Road onto Henley Road do not extend 30 or 32 metres into Anglefield Road, which is a busier main route and more of a restricted view pulling out. Is there a reason Anglefield onto Donkin Hill is being treated differently? As residents of [REDACTED] with [REDACTED] we rely on having ample informal parking. Number [REDACTED] has a disabled bay with daily home carers, applying a strict no parking zone to the entire area currently used for visitors will cause immense disruption. Number 1, 3 & 5 are a few of only a handful of houses on Anglefield Road which do not have off street parking, with the proposals it will restrict the ability for parking within a reasonable proximity to the houses. It's certain any available parking under the new proposal will be taken by those who do not live in the homes directly outside. There are a few vehicles currently parking on Anglefield Road within the proposed double yellow line zone who live on Donkin Hill. Has any consideration been given for where these vehicles are intended to go? With this proposal of 30m & 32m on Anglefield Road all that will be achieved will be introducing congested parking further down Anglefield Road. I formally request a justification for why 30 & 32 metres are deemed appropriate, and for the current proposal of 30 & 32 metres onto Anglefield Road to be reviewed with a revised proposal of a 10 metre zone into Anglefield Road on both sides of the road.	
3. Support	I support the proposals as unsafe parking can currently mean having to walk in the road.	

<p>4. Comments from Councillors</p>	<p>Officers have received the following comments from Councillors:</p> <ul style="list-style-type: none"> - Councillor Jacopo Lanzoni enquired about the lengths of the proposed yellow lines and whether shorter stretches could be considered. <p>Officer Comment: This junction is very wide so requires a longer length of yellow lines to achieve the same visibility improvements that would be expected from a shorter stretch of restrictions on a narrower junction approach. When we carried out our investigations for this request, it was felt that the lengths described in the proposal were adequate to tackle the issue raised with us. Now that the consultation period has ended, officers have seen the feedback and would not object to these lengths being reduced to around 20m to reduce the impact on local resident parking as it would still provide some improvement to the issue of vehicles parking directly on the junction, albeit not to the same extent.</p>
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KEY

Existing restrictions:
= No Waiting at any Time

Proposed restrictions: As labelled



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Project WAITING RESTRICTION REVIEW 2022B	Scale N.T.S	Drawn PC
	Date OCT 22	Checked PC
		Approved JT
Drawing ANGLEFIELD ROAD	Drawing No. CA1_Donkin Hill/Anglefield Road	

Street	Summary of Original Request	Feedback received
Caversham - Hemdean Road	Request for restrictions to be added between the existing 'school keep clear' markings along the frontage of Caversham Primary School, to match the those of the existing 'school keep clear' restrictions (Mon-Fri 8am-5pm). This was discussed at a site meeting with the school and local Councillors. The catchment of the school has expended and there are now a significant number of pupils arriving from the east needing to cross Hemdean Road. Existing parking near the school (where it is unrestricted) is currently causing concerns about visibility. It is expected that the new proposed restriction would be either a single yellow line or an additional 'school keep clear' restriction. Any new proposals will also need to be considered in the context of a desire for a zebra crossing installation in the future, which would necessitate the removal of this parking at all times (both sides of the road) to create the required visibility. A separate request was also made for a disabled parking bay.	Summary of responses: Objections 0, Support 16, Neither support nor object 2
1. Neither support nor object	<p>Reference to WRR2022B/CA3 Hemdean Road - Parking Restriction Road Markings Proposed Alterations</p> <p>Proposed Implementing the proposed parking restrictions on West side of Hemdean Road outside Caversham Primary School, removing about 7 existing parking spaces.</p> <p>Advantage When pulling out of Victoria Road drivers will be able to see further along Hemdean Road to the South (to their right) of the Victoria Road Junction before pulling out and not have an obstructed view both ways, making the departure from Victoria Road safer.</p> <p>Disadvantage Background As a resident of Victoria Road for the past [REDACTED] years we have seen a steady notable increase year on year in the congestion on Hemdean Road, and more notably Victoria Road which is a no through Road.</p> <p>The congestion has been further exacerbated with Caversham Primary School undertaking the following in recent years:</p> <ul style="list-style-type: none"> • Building in the past 5 years increased class rooms for additional class intakes generating further traffic with no plan to address the additional cars that came with the additional Children. • Expanding the catchment outside of the local area which has had a notable increase in traffic and congestion, again with no plan to address the additional cars that came with the Children from outside of the local catchment. • With Covid lockdown in 2020/2021 Caversham Primary School has now got all Staff to parking on Victoria Road. Whereas Staff previously parked within the School boundary in front of the class rooms. Following the easing of Covid restrictions in 2022 this plan by CPS has not been reversed and so now the Staff cars occupy what was previously free spaces from 07:30am thereabouts until 	

about 17:00pm, reducing what little space there was available in Victoria Road. Again there is no plan as to deal with the consequential congestion.

- In the past week Caversham Primary School Conservatory building has been demolished to make way for a new purpose built classroom to I suspect enjoy additional occupancy and attract further places at Caversham Primary School. If this is the case there will again be another up lift in the number of cars coming to Caversham Primary School. And Again I suspect there will be no plan to tackle the current or future traffic issues arising.

- As a consequence of the building work in Caversham Primary School I had to put up with during half term break during what is normally a rare quiet period 32 ton eight wheeled lorries negotiating the [REDACTED] several times including the numerous skip lorries and alike. Consequently the gate post was damaged and it would be good for the school to move the gate opening to a more convenient location to enable such vehicles to access CPS without distress to residents such as the space between the two groups of resident properties. This point will become more apparent as you read on.

I could list numerous more issues I've had with traffic in Victoria Road over the past [REDACTED] years from mostly parents including being threatened, sworn at, driveway obstructed, and parked in, with cones taken. This is just a sample to start with as a consequence of the traffic issues in Victoria Road.

Existing Traffic Issues

Some mornings the traffic is so bad that Cars are unable to move in Victoria Road or Hemdean Road. But whilst many complaints by me, and I suspect many others have been made nothing has been done by RBC, Caversham Primary School or the Police over the past [REDACTED] years to address the traffic issues but piecemeal visits to provide a morning or afternoon presence and nothing else with nothing resolved - however I was very surprised to meet a Traffic Warden on 1st March 2023 positioned on the East side of Hemdean Road standing opposite Victoria Road Junction as a "deterrent". I was advised by him that there had been complaints and that yet again a piecemeal momentary visit was provide - again not addressing the problem. This is just a waste of time of the limited Traffic Warden Resource for RBC which I suspect could be better utilised not having to provide a presence outside schools. Please note this is the first time in years that I've seen anyone in uniform deal with traffic (Police or Traffic Wardens), so whilst it was welcome it's not a solution. I am to understand CPS provide a small paragraph to tell parents not to block driveways but do absolutely nothing else to educate Parents.

Limitation of Proposal

Implementing restrictions on the west side will mean Parents parking on the East side of the Road which they currently do, including the corner of Victoria Road and Hemdean Road outside No2 Victoria Road on many occasions blocking pavement access for those heading south along Hemdean Road on the West side, north of the Victoria Road Entrance. In some instances Parents double park with one car on the grass verges on the East side, with the other car parked half on the pavement and half on the road side by side - you'll notice obstacles positioned on the grass to try and stop this but they get moved. The Police and Caversham Primary School have been told about this but it still goes on and causes combined chaos. I cannot see the proposed restrictions will have any benefit to addressing traffic as Parents simply ignore them, and when Police/Traffic Warden is present Parents behave, but as soon as Police/Traffic Warden disappear which is 99.9% of the time Parents continue to park as I describe.

I have more than numerous times had to contact the Police, Caversham Primary School and RBC to complain about the traffic but nothing is done. Yet RBC seem to find the money to paint lines to cause more congestion rather than to speak to Residents properly, canvas ideas to solve the existing problem before initiating a new scheme with limited benefit. Whilst you dismiss the comments I make about Caversham Primary School it is the sole reason why there is so much traffic chaos and complaints. So whilst for now the school remains it's better to be constructive and consider how best to give our experience of living here which hopefully my response provides. So I've compiled a package of proposals which must be implemented as a collective package.

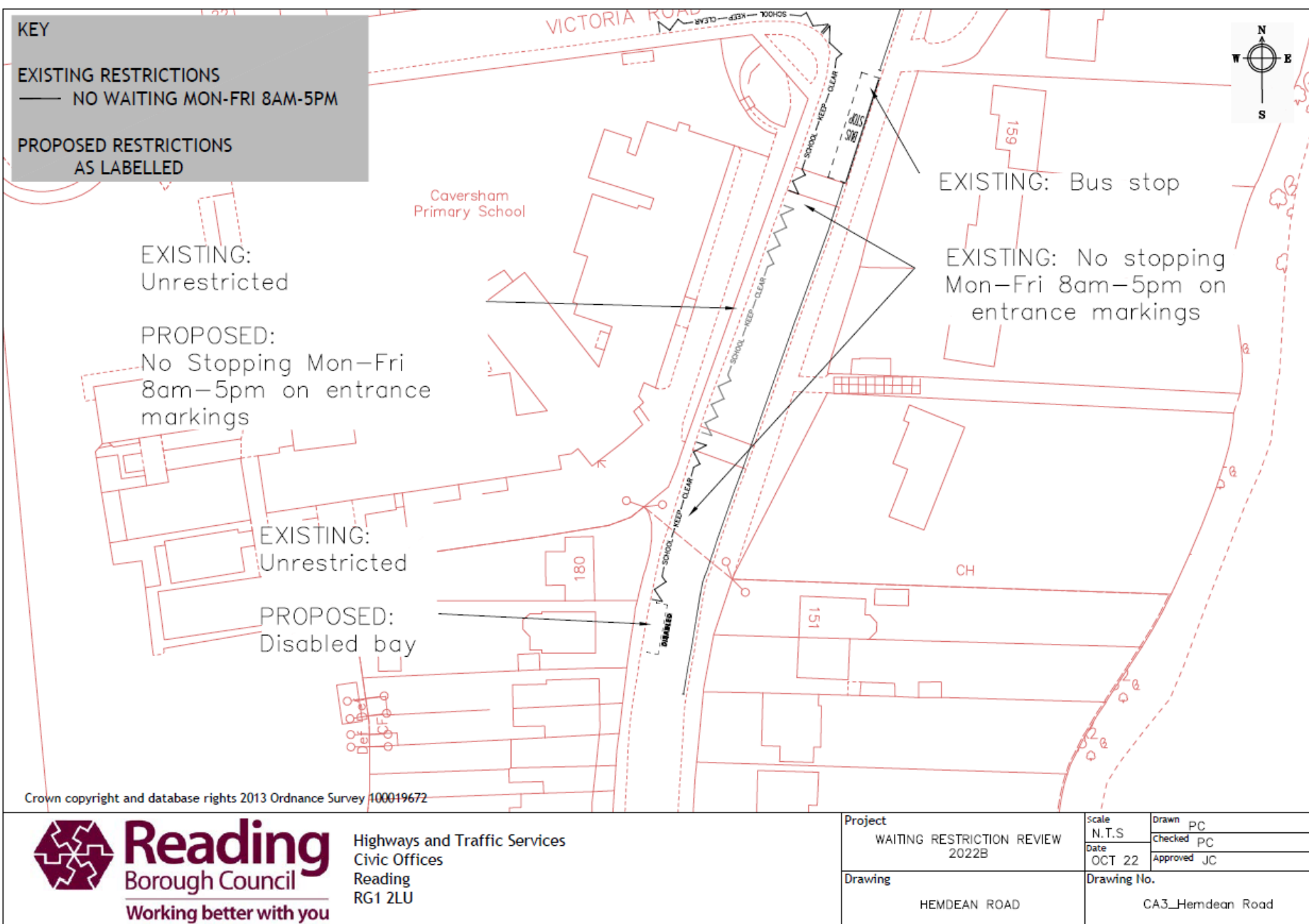
Proposed


If RBC is to make any real difference it needs to make the following changes:

- Victoria Road is designated a 'School Street' <https://www.reading.gov.uk/vehicles-roads-and-transport/travel-to-school/school-streets/> I understand this scheme is already applied to other Roads in Caversham/Reading Area and that RBC Strategic Environment, Planning & Transport Committee have been approving other schemes. This would enable School Staff to still parking in Victoria Road, Residents to retain access to and from their properties. Access to Allotments and the Cemetery would be restricted for Drop Off and Collection times 8:00 - 9:00am and 2:30pm to 3:30pm. This would be administrated by School Staff as they arrive at 07:30 and can implement a set of posts. Additional Posts would be needed on the grass verge to prevent cars avoiding the restrictions and driving over the grass verge.
- Implement double yellow lines the East Side of Hemdean Road opposite Caversham Primary School from one side of CPS to the north side of Victoria Road. This will apply an instant (albeit 5 min wait for Traffic Wardens before they can issue a ticket) fine.
- Install a Zebra Cross to permit safe crossing from East to West of Hemdean Road outside the Gates of Caversham Primary School. There is no safe cross from one side to the other outside CPS.
- Putting School Restriction markings outside the school would prevent the School Coaches from parking on the West side of Hemdean Road directly outside CPS, resulting in the Children having to disembark on the East side and having to negotiate the safe crossing of Hemdean Road. The only alternative for the Coaches is to parking in Victoria Road, which again usually blocks resident, and access to Allotment and Cemetery unless of course:
 - New Gates are installed allowing Coaches to enter School ground via Victoria Road to embark/disembark Children safely. This also address Safe Guarding Children which I was told by the Acting Head Teacher is why Coaches need to park close to the School.
 - Victoria Road is designated a 'School Street' to restrict the number of Cars parking in Victoria Road to alleviate the number of cars in Victoria Road, plus allow cones or other such street furniture to be applied to protect turning access into the playground.
 - Caversham Primary School to implement various, not just a letter to Parents, 'safe routes to school' scheme in conjunction with these changes to encourage Parents to leave the car behind - given the severity of the restrictions Parents would more than likely avoid taking the car given little to no parking available.
 - Implement RBC proposed School Markings this would ensure Parents understand that there is no car facility in Hemdean Road for School drop off or Victoria Road.

		<p>Whilst I ultimately am in favour of the RBC Proposed School Markings it comes with the caveat that the other measures above are also implemented. Otherwise your proposal will simply be ignored by Parents, create more traffic chaos in Victoria Road and not achieve your Statement of Reason, and I cannot support this isolated idea.</p> <p>Conclude To conclude I highlight poignant elements as your 'Statement of Reasons' notes in bold below:</p> <p>Statement of Reasons Waiting Restriction Review 2022B To introduce, remove or amend existing waiting restrictions and parking places either in the interests of safety or in response to demand. This has necessitated changing or revising existing Traffic Orders. Many of the proposed changes are considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.</p> <p>...this includes the safety of Children, Parents, Visitors to CPS, Residents, Allotment Holders, Cemetery Visitors, Dog Walkers and alike who use Hemdean Road and Victoria Road for access... and to quote your statement above, to prevent 'the likelihood of any such dangers arising'. So please plan a package of remediation, Consult with all parties, and implement something that will work for everyone.</p> <p>I don't want the proposed Traffic Parking Restrictions to be another scheme which I end up adding to the list of traffic contributory events above for the next pointless scheme from RBC, where RBC fail to consult and listen and action ideas with residents and address the existing traffic problems before implementing another new 'initiative', however I await with optimism that one day RBC will realise how bad traffic is in Victoria Road and Hemdean Road and finally do something about it.</p> <p>Remember [REDACTED] in Victoria Road, like many other Residents, we have nowhere else to go, day or night, this is our home. We have no alternative home away from this area. We see everything that goes on in Victoria Road and Hemdean Road. That makes us your 'Specialists', indeed 'Experts' as some have lived here for some [REDACTED] years, and for me [REDACTED] years, so we see what happens here all year around. Try talking to us and not just send out bland 'we want your pacifying feedback', and do nothing - this does not help anyone, least of all you meet your 'Statement of Reason'.</p>
2.	Support	The current parking outside the school reduces the visibility for anyone crossing Hemdean Road to get to / from school, which creates a danger for pedestrians. Expanding the school markings will improve the situation.
3.	Support	Adding a crossing will increase safety for children and parents, often we have to drop children while pushing another child's pushchair and crossing can be very dangerous.
4.	Support	Highly crowded street during school runs. No zigzag and safety to allow parents and children crossing to and from the school.
5.	Support	It's a school road and crossing can be very tricky at pick up and drop off times, the crossing will help a lot with having a sense of security for the parents and children
6.	Support	It is for safety of the students
7.	Support	It is getting dangerous for the children to safely cross the road to Caversham Primary School
8.	Support	For the safety of children
9.	Support	No comments provided.

10.	Support	To improve safety of pupils and parents of the school.
11.	Support	It can be a dangerous road crossing to school and feel like a larger restricted parking area would increase safety for those getting to and from Caversham Primary school
12.	Support	It is very very crowded around the main gate of the Caversham Primary school. Zig zag lines are clear No for any parent to park on the zig zag line.
13.	Neither support nor object	Need a zebra crossing or Pelican crossing as we have lots of schools along this road and parking both the side as well as bus ride. Kids find difficult to cross the road. Parking either side makes difficult to look both the side for vehicles before crossing the road.
14.	Support	The school drop off is congested and a lot of accidents waiting to happen without further action such as this proposal
15.	Support	It can be v dangerous here at drop off and pick up. Any additional restrictions would be welcome and would add to the safety of the children. Please note that parents also tend to park in the opposite side of Hemdean road opposite the school. Any way to reinforce the rules here would be v welcome. Thanks
16.	Support	As a parent I have seen many near misses with regards to children falling out between parked cars. Due to the volume of pedestrian traffic and limited crossing spaces adult and children are forced to make unsafe crossing decisions.
17.	Support	I'm pro expanding. There are lots of young children around the area due to the school. The amount of children out of catchment has doubled in recent years, which has led to a significant increase in children being dropped off by car. I support encouraging parents to park safely and further away from the school to make it safer for children.
18.	Support	Safety has become of concern outside Caversham Primary School. Near misses witnessed most days. Children and parents having to lean into road between parked cars (some illegally parked) to check if it's safe to cross. Greater sight lines would help with this. Therefore I support extending the zig zags. Other measures such as parking enforcement will also have to increase as I imagine this may get worse.



Street	Summary of Original Request	Feedback received
Caversham - Donkin Hill & Lower Henley Road	Request for double yellow lines on the junction of Lower Henley Road (access road) and Donkin Hill due to reports of vehicles parking on the corners, causing issues for pedestrians and motorists. Please note that this is the section of Lower Henley Road that meets Donkin Hill at the T-Junction and not where it meets the mini roundabout	Summary of responses: Objections 5, Support 1, Neither support nor object 1
1. Neither support nor object	I'm writing as a resident of Lower Henley Road to object to the above plans to place double yellow lines on the road between Numbers 1-11. This area provides parking for 12-13 cars belonging to local residents, without this area there simply will not be enough space for everyone to park. Even now, I struggle to find parking some nights. As a [REDACTED] I do not relish the idea of parking 1 or 2 streets away and having to walk home alone in the dark. I also feel that there has not been a lot of publicity regarding this proposal. There is only two small A4 laminated notices that I can find, discreetly placed on lampposts and I only saw them because a neighbour pointed them out to me. To my knowledge there has been no door to door postbox drop, which surely is a minimum requirement for local input? I hope you will take my concerns into consideration.	
2. Objection	<p>Objection to Waiting Restriction Review 2022B - Lower Henley Road. Ref: WRR2022B</p> <p>To whom it may concern,</p> <p>Please find below my objections to the proposed double yellow lines on Lower Henley Road/Donkin Hill (Donkin Hill (east-west section), north side). The Statement of Reasons says that the changes are intended to introduce, remove or amend existing waiting restrictions and parking places either in the interests of safety or in response to demand, and that many of the proposed changes are considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.</p> <p>Objection 1</p> <p>I have lived on Lower Henley Road, [REDACTED] years and have rarely seen or heard of any event on that stretch of road that could constitute a danger to persons or other traffic, or block emergency service vehicles. The 3 photos below show that the road layout ensures that cars parked on the proposed yellow line area do not in any way block the view or flow of traffic at the junction.</p> <div data-bbox="483 1015 1162 1318">  </div> <p>Objection 2</p>	

Conversely, I have frequently experienced cars and trucks speeding on Lower Henley Road, and failing to stop on the roundabout at the bottom of Donkin Hill, putting myself and others in mortal danger, and have witnessed the police pull over many vehicles speeding down Lower Henley Road when they set up a temporary speed camera on the corner of Flambards and Lower Henley Road. I have requested the stats on these via an FOI request, but the planning process does not allow enough time for the request to be completed in order to present that information here.

Unfortunately I do not have a recording, but a number of years ago I called the council to ask about what could be done to put in traffic calming measures on Lower Henley Road, after yet another very close call between myself on my bike, and an articulated lorry that failed to stop on the roundabout. The gentleman I spoke to confirmed that someone would have to die before the council would put such calming measures in place. Soon after, I saw an ambulance attending to a cyclist that had been struck on the roundabout. I would find it morally and ethically wrong that if funds and willingness are available to improve pedestrian and road user safety in the area, those funds would be spent on yellow lines on a side road, rather than a known danger spot/drag strip. If you think of pedestrian traffic alone during peak commute/school run times, it is reasonable to assume that the number of parent/pupils/children crossing the road at the roundabout is likely much greater than those trying to cross the side road at the location of the proposed lines. With limited resource, I argue that a more considered and effective use of resource to protect the wellbeing of the residents you represent, would be to install traffic calming measures on the lead up to the roundabout, as the council has already done in more affluent areas of Caversham such as Kidmore Road.

Objection 3

During the meeting where it was decided to approve the resident permit parking in Lower Caversham (South View Avenue, Briants Avenue, etc.), the councillor acknowledged the concerns of residents in the surrounding areas, who were worried that the introduction of the permits would force even more commuter parking onto their streets. Whilst acknowledging our concerns, the councillor stated that they would not be a reason to prevent the introduction of the permits. As predicted, the permit zone is now under-utilised, whilst the areas just outside have parking problems/people blocking driveways, etc. See below a photo of South View Avenue showing a typical week day since the introduction of the permits.



See below a typical day on the location of the proposed yellow lines.



The residents at the bottom of Lower Henley Road rely on that street for parking, especially since the council took the decision to force commuters onto it. A decision to install the yellow lines would have further detrimental effect on the residents of Lower Henley Road, removing 5 parking places, and force increased competition for remaining spaces further up the street/on Donkin Hill, at the same time that residents in the permit area enjoy vehicle free roads. In this case, it would be very hard to see how the council could claim to be acting in the interests of, rather than against, Lower Henley Road residents.

Objection 4

Further to the comments about the impact of the permit parking zone, the council's decision to implement this has resulted in frequent bottlenecks and dangerous driving on Briants Avenue, as people try to force their way through the pinch points rather than giving way. I have witnessed emergency services and public transport being blocked by the parking arrangements on many occasions.

Any decision to install the double yellow lines under the pretence of safety would be inconsistent with the previous decision that causes the bottlenecks described, resulting dangerous driving and delays to emergency service vehicles.

In conclusion, as per section 3.4 of the Planning Code of Conduct for Councillors

(<https://democracy.reading.gov.uk/documents/s6519/Appendix%20E%20-%20Planning%20Code%20of%20Conduct%20for%20Councillors.pdf>), in considering any report or recommendation, councillors must carefully weigh up any issue and ensure that there are clear and substantial reasons for their decisions and that those reasons are clearly stated. Whichever way the decision goes, I look forward to seeing that clarity in the evidence and justifications.

3. Support

I support the proposals as unsafe parking can currently mean having to walk in the road.

4. Objection

Where are the residents going to park? We already have issues with parking due to the permits down south view avenue and star road resulting in non residents parking on the road. For [REDACTED] plus years of being a resident no one has had any issues with parking here.

It's a pass though between lower Henley road and donkin hill the cars have to go slowly due to hazards however if there are no cars there they will fly down there and that's dangerous especially coming out on the donkin hill which is a bend. Especially as a number of children live in the area and walk to school via that way as encouraged by the council to walk. I am dumbfounded why this is a

	possibility people will end up abandoning cars and neighbours will get angry with one another when they can't park outside their houses. I think we need more information of what this proposal is for and what the benefits are supposed to be?
5. Objection	As I am sure you're aware this road is used by the residents to park. We have no car parks or drives. We are unable to park on neighbouring road dues to permits. Therefore when these no parking restrictions are brought in for the houses between 1-9 LHR. Where do you suggest the cars park? There is a cycle line between houses 9-13 so you would be unable to park there or am I mistaken and the only no parking will be on the side of the road with the island (derelict piece of land previously advertising boards) so that you can only park on one side of the road not two? I am interested to find out the reasoning for this change after the years of it being ok for residents to park on their own road. And this slip road between donkin hill and lower Henley road being safe to cross I feel it would not be if the cars weren't parked there i believe people would see it as a quick cut through when in traffic and just dart across. This restriction does concern me as the lack of parking is already tiresome at times with the removal of this space people will really struggle and possibly start pavement parking. A concern would be that it would push cars to parking on donkin hill itself which is already a busy road plus used by a number of buses the only real traffic on the area you have mentioned is residents in cars not large buses lorries etc which would be a concern getting kids in and out of the cars near. It's so safe for us with families to park at the bottom of LHR. Apologies if I am mistaken with this but it was a lot to read. Thanks.
6. Objection	I am writing to express my objection to the above proposal. I am a resident at [REDACTED] and the available parking to residents is limited as it is so to make further restrictions by taking away part of the road is absurd, especially if it is not to be replaced with alternative parking. Sometimes there is no available spaces at all, causing [REDACTED] great difficulties when carrying heavy loads home from several roads away. I think this proposal should be re thought, taking into consideration the effects it will have on residents on this and surrounding roads.
7. Objection	I object to the above actions planned. As I'm a resident and find it difficult to park as close to my house as possible At the best of time so having double yellow lines would be a great inconvenience to myself and family.

KEY

Existing restrictions:

= No Waiting at any Time

Proposed restrictions: As

labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time

Sub
Sta

OO
Posts

30m

DONKIN HILL

LOWER HENLEY ROAD

The Dell

The Old Cottage

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Project

WAITING RESTRICTION REVIEW
2022B

Drawing

LOWER HENLEY ROAD

Scale

N.T.S.

Date

OCT 22

Drawing No.

CA4_Donkin Hill/Lower
Henley Road

Drawn

PC

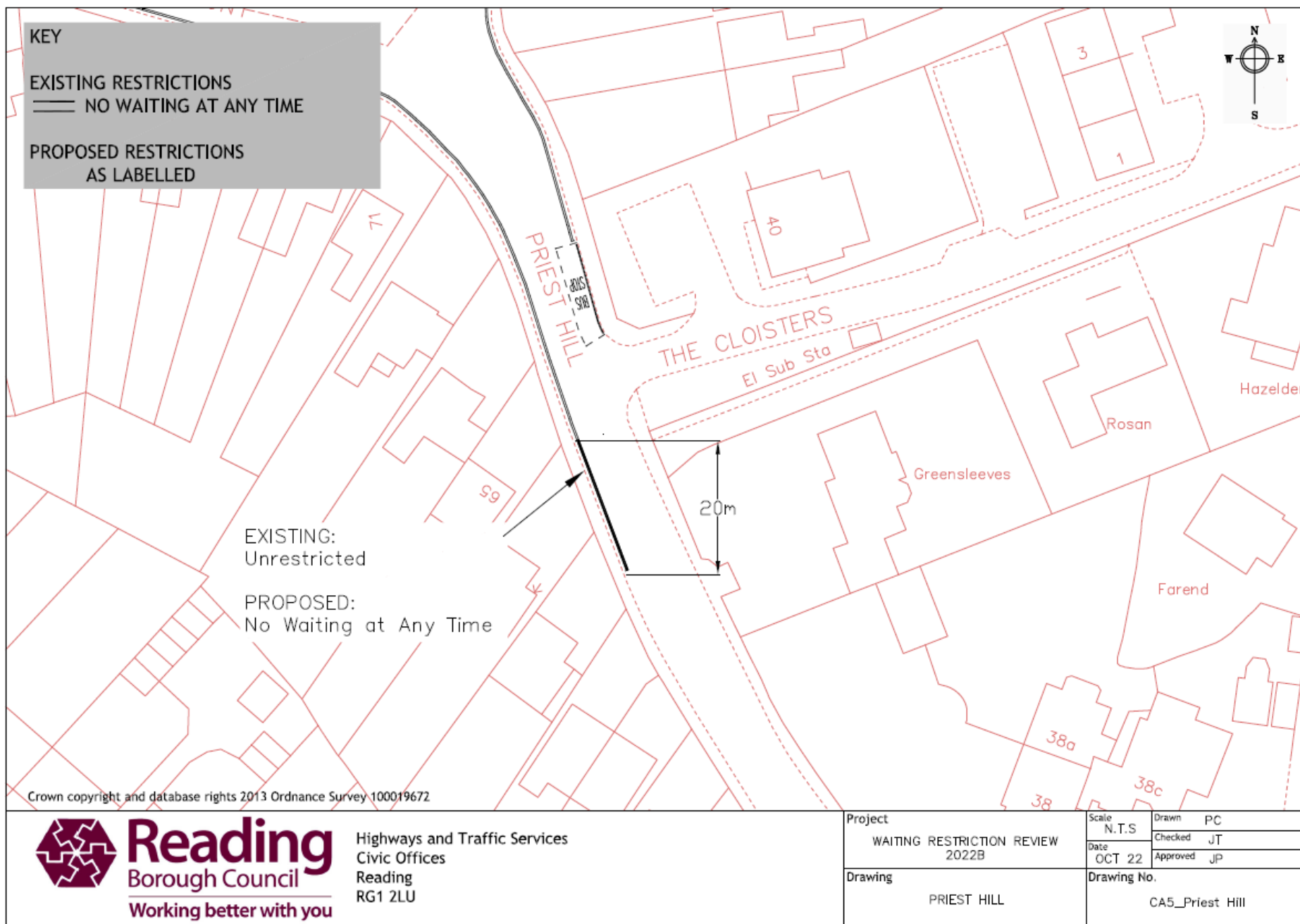
Checked

JT

Approved

JT

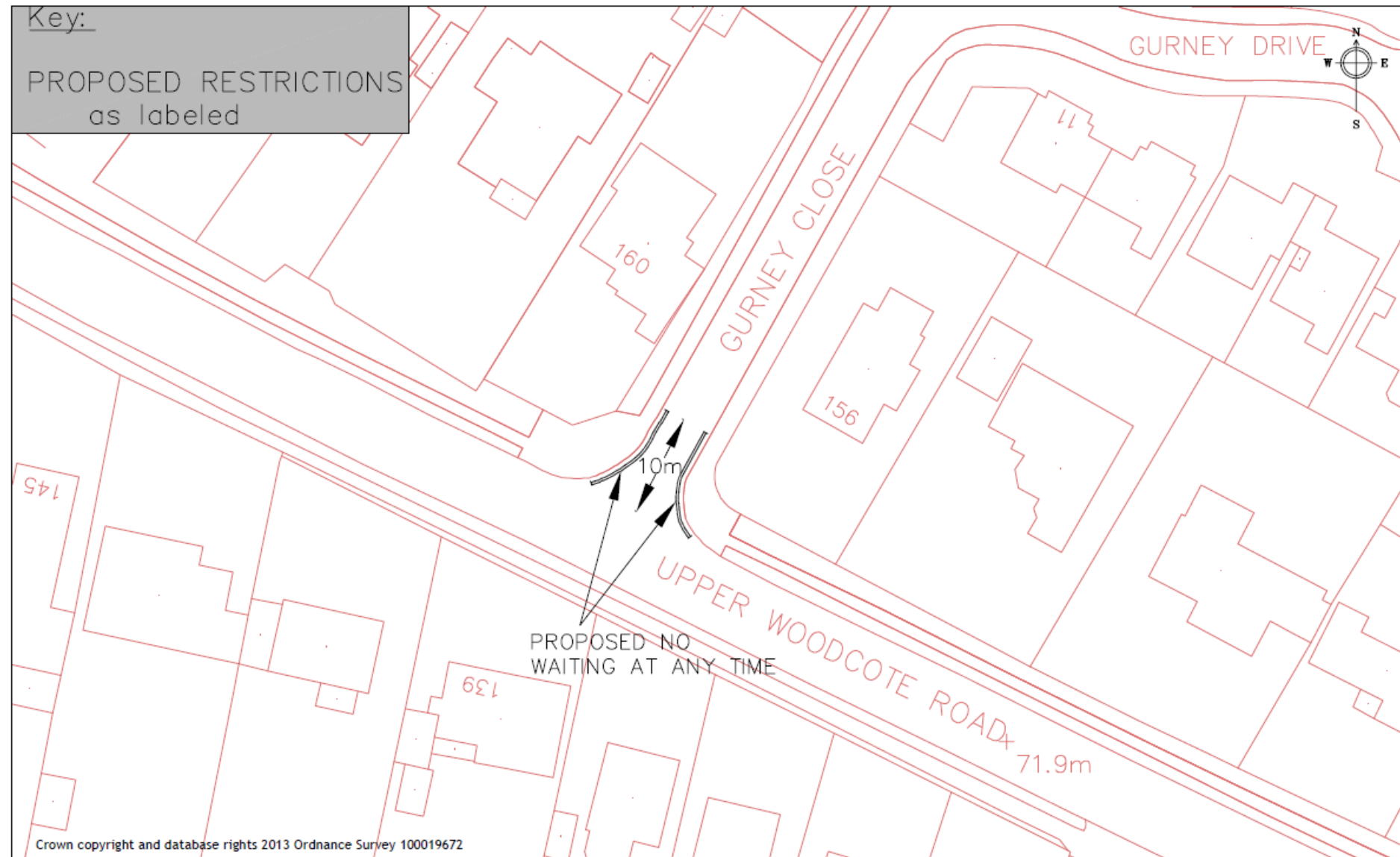
Street	Summary of Original Request	Feedback received
Caversham - Priest Hill	Request for the existing double yellow lines on the brow of the hill to be extended to assist with visibility.	Summary of responses: Objections 1, Support 0, Neither support nor object 0
1. Objection	<p>It is not stated whether this specific proposed change is in the interests of safety or in response to demand. I object to this proposal. The vast majority of Priest Hill, East side between Blenheim Road and the junction with St. Anne's Road is already "no waiting at any time", including the bus stop on the East side in this section. There only remain 3 very small sections on the East side of Priest Hill in this range with unrestricted parking and these are where residents on the East side have existing driveways for off street parking. In contrast on Priest Hill ,West side not all residents have off street parking. It is suggested that instead of increasing the length of the "no waiting at any time" by 20 metres on Priest Hill, West side that the "no waiting at any time" is increased on Priest Hill, East side in the sections referenced above, which are predominantly opposite the existing proposed area of extension. By amending the proposal in this way Priest Hill, East side will be entirely "no waiting at any time" in this area, and thus improve the road in the interests of safety. It is my view the existing proposal will be less effective in achieving this objective. The amendment of the proposal in this way would also maintain the existing areas on Priest Hill, West side of on- street parking thus avoiding the danger to residents from the West side, who had parked on the East side, having to cross a busy road to reach their home.</p>	



Street	Summary of Original Request	Feedback received
Caversham Heights - Gurney Close	Request for waiting restrictions on Gurney Close at its junction with Upper Woodcote Road as motorists often come face to face with others whilst entering/exiting the road.	Summary of responses: Objections 1, Support 2, Neither support nor object 2
1. Neither support nor object	With regards to the plan of double lines to Gurney Close, surely a distance of 10 mtrs is not long enough. With the parking problems at Gurney Close, driving in and out will leave very little space if you meet a vehicle turning into the close. Would it be better if the yellow lines went the length of the centre road marking. Seen a few near misses and had a couple myself.	
2. Neither support nor object	We have no objections to this taking place but we are asking if the double yellow lines could be extended a bit further to enable much safer access on entering Gurney Close and exiting Gurney Close.	
3. Support	I fully agree with the very necessary addition of double yellow lines to be installed at the junction of Gurney Close to Upper Woodcote Road. However, I would add that I have lived here for over [REDACTED] years and am well aware of the traffic pattern regarding Gurney Close and, as this is a quite narrow road, may I suggest that a distance of something approaching 25 M be more adequate to allow adequate room to manoeuvre when vehicles are entering and leaving at the same time. If this amendment is acceptable, I am sure it will prove to be a very welcome safety feature for the future. Thank you.	
4. Support	I am pleased to learn that RBC intends to introduce double yellow lines at this junction. I consider that this will provide a welcome safety feature but am concerned that it is for a distance of only 10 M into Gurney Close. I firmly believe that to be really effective the lines need to extend to at least double that distance to allow adequate room for 'waiting' and 'incoming' vehicles to move when vehicles are parked in Gurney Close near the junction. I hope this suggestion will be considered. Many Thanks.	
5. Objection	Proposal is dangerous when it comes to backing out in the road while there is parking.	

Key:

PROPOSED RESTRICTIONS
as labeled



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Project

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2022B

Drawing

GURNEY CLOSE

Scale
N.T.S

Date
OCT 22

Drawing No.

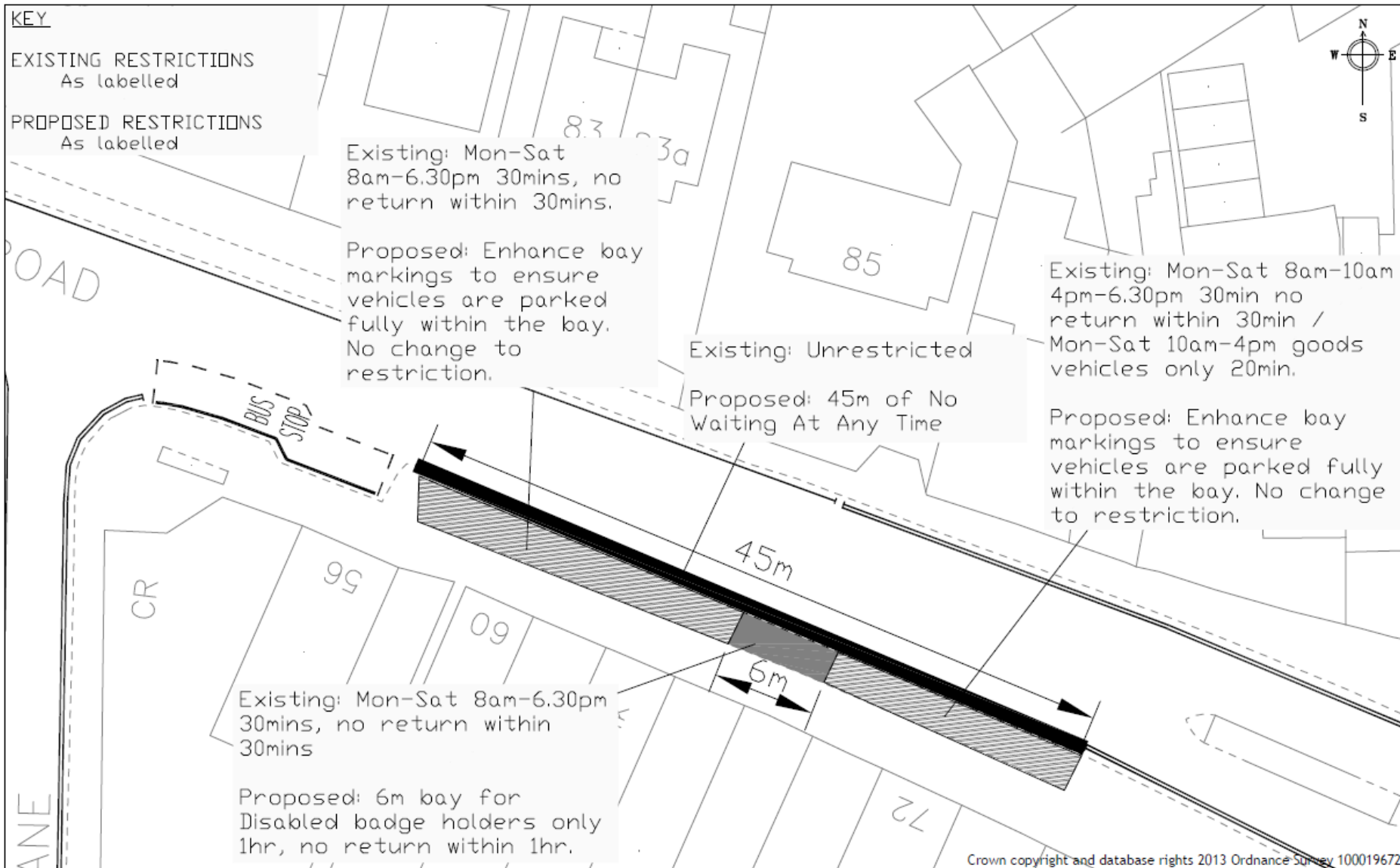
CAH1_Gurney Close

Drawn JC

Checked JP

Approved JP

Street	Summary of Original Request	Feedback received
Church & Redlands - Christchurch Road	Request for a disabled parking bay outside the row of shops on Christchurch Road, along with parallel parking bays. This is due to concerns about safety for vehicles, pedestrians and cyclists in the area and the need to increase disabled parking spaces for the shops.	Summary of responses: Objections 4, Support 3, Neither support nor object 1
1. Objection	I object to the proposed changes to Christchurch Road. On the grounds that it will make the surrounding area suffer and will be detrimental to the local communal shops and takeaways.	
2. Support	Presently, cars reversing in and out of the parking spaces at the moment into moving traffic is a dangerous manoeuvre. Drivers cannot get a clear view of oncoming cars or cycles. Cars often park up onto the pavement, restricting the pavement width and potentially running into pedestrians. Cars presently park in the bus stop space which forces buses to load and unload passengers whilst causing traffic to queue.	
3. Objection	It's not a big problem. If people were more patient it'd be absolutely fine. Maybe some signage to remind car drivers to watch out for and be mindful of cyclists could be a good idea.	
4. Support	This has needed addressing for a long time and is very dangerous especially with buses and new useless cycle lane system being imposed on this road. In addition parking penalties for those parking dangerously on the corners of Northcourt whilst popping to the shops needs to be sorted. While we are on it could you also take a look at the very dangerous partly built shack next to the hairdressers which was started several years ago. The cement work is perishing and there is a lintel which looks as if it could fall on someone or pop out anytime. The whole area is a disgrace including the infested rat alley that runs behind the shops.	
5. Objection	Object - leave everything as is with the exception of one disabled bay near the pharmacy; it works - I have not seen any accidents - waiting time is sufficient - it avoids double parking as occurs on Whitley Street - one option to consider is dropping the speed limit to 20mph from the junction to the roundabout at Whitely street.	
6. Support	As a local resident I support these changes due to ongoing traffic and safety concerns with the current parking. Cars parked with the tails out regularly creates a bottleneck as less confident or experienced drivers move tentatively through this area, sometimes stopping until traffic has dispersed to move round the parked cars. Drivers who do park here regularly cause safety concerns due to reversing blind onto the main road, relying on other drivers to break or swerve suddenly to avoid the reversing vehicle. In addition to this proposal I would like to ask that the bus stop is widened so that the whole length can accommodate a bus. Currently the buses can only part pull in due to the width restriction on one end. This causes another bottleneck as drivers cannot pass the bus when traffic is coming from the other direction, or forces drivers coming the other way to move over, straddling the bike lane and blocking bike from being able to use it.	
7. Neither support nor object	Agree that parking is tricky but the existing way people park (on a diagonal) is the easiest way. If it becomes parallel parking, people will take too long trying to get in the space or out again into the traffic.	
8. Objection	The parking at this location accommodates appx 15 cars in the way it is currently used and the proposals appear to look to limit this to something like a third of this capacity. Yes some vehicles 'stick out' on to some of the road but most stays a very short and cause little concern. I would be interested to know how many accidents/incidents have been reported. I am a regular user and have not witnessed any myself. I am concerned that given there is a Post Office and a very well used Chemist in this parade of shops, that short stay parker will be displaced to nearby streets causing wider problems and impacting on residential parking.	



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Project	WAITING RESTRICTION REVIEW 2022B		N.T.S	Drawn JT
			Date OCT 22	Checked JC
Drawing	Christchurch Road		Approved JP	
			Drawing No. CH RE_Christchurch Road	

Street	Summary of Original Request	Feedback received
Coley - Brownlow Road	Request to review and implement waiting restrictions at the Windsor Court entrance on Brownlow Road to improve visibility and access.	Summary of responses: Objections 8, Support 4, Neither support nor object 1
1. Neither support nor object	<p>I am concerned about this proposal for 2 reasons:</p> <p>1. Parking in the area is very difficult - for me as a home owner without a drive, for care home learning disability residents, for other residents and people who use the hospital. I am concerned that any increase in waiting restrictions is likely to put extra pressure on spaces in the rest of the area, thus making the parking problem even worse</p> <p>2. We have no stats on the current safety problems caused by cars in the area of the school, so it is very difficult to make an accurate assessment of the current risks ie how significant they are and what effect an increase in waiting restrictions would have. Is the consultation process potentially flawed without it?</p>	
2. Support	<p>This email also applies to the car park entrance to Windsor Court in Brownlow Road, which is regularly blocked because of cars restricting the flow of water, and leaves from trees clogging the drainage outside the house next door to Windsor Court. The yellow lines need to be extended all the way from Tilehurst Road to the first house after the car park.</p>	
3. Objection	<p>Objection to installation of yellow lines on Brownlow Road Drawing WRR2022B/CO3_Brownlow Road</p> <p>To whom it may concern</p> <p>Please will you register my objection to installing double yellow lines on the east side of Brownlow Road 27 metres South of its junction with Tilehurst Road to a point 42 metres South of that junction.</p> <ul style="list-style-type: none"> • Brownlow Rd is used by residents from outside the area as parking which already creates congestion and limited opportunities for residents of Windsor Court and their visitors who need to park in the road. • The change has been motivated initiated by only one resident of Windsor court. This resident does not use the parking area which [REDACTED] is now going to affect. • Therefore, the painting of yellow lines will cause more inconvenience than it does cause benefit to anyone who needs to park here. • There are a number of residents and visitors who may not find parking in the internal Windsor Court parking but have restricted mobility and need to be parking close to the gate. <p>This is why I object to the painting of yellow lines outside of Windsor Court's Brownlow Road parking entrance. It will cause more hardship than benefit to residents of Windsor Court and their neighbours, as there is inadequate parking in the road anyway.</p>	
4. Objection	<p>Objection to installation of yellow lines on Brownlow Road Drawing WRR2022B/CO3_Brownlow Road</p> <p>To whom it may concern</p> <p>Please will you register my objection to installing double yellow lines on the east side of Brownlow Road 27 metres South of its junction with Tilehurst Road to a point 42 metres South of that junction.</p> <p>1. Brownlow Rd is used by residents from outside the area as parking which already creates congestion and limited opportunities for residents and their visitors who need to park in the road.</p> <p>2. Therefore, the painting of yellow lines will cause more inconvenience than it does cause benefit to anyone who needs to park here.</p> <p>This is why I object to the painting of yellow lines outside of Windsor Court's Brownlow Road parking entrance. It will cause more hardship than benefit to residents of Windsor Court and their neighbours, as there is inadequate parking in the road anyway.</p>	

5. Objection	<p>Objection to new yellow lines on Brownlow Rd WRR2022B/CO3_Brownlow Road</p> <p>To whom it may concern,</p> <p>I would like to register my objection to installing double yellow lines on the east side of Brownlow Rd 27 meters south of its junction with Tilehurst Rd to the point 42 meters south of that junction.</p> <p>1. Brownlow Rd has many residents who already have limited parking during the day and evening due to roped curbs and the school. 2. Painting extended yellow lines will create more problems for all residents in the area who have limited parking. 3. There's limited parking where I live at Windsor Court and this will cause residents of Windsor Court much inconvenience along with their families who visit.</p> <p>Please also be aware that parents when dropping/collecting their children from school invade the surrounding roads parking illegally across the entrances and on yellow lines to add to congestion - please take this into consideration and deal with it.</p>
6. Objection	<p>We strongly object to the installing of double yellow lines on the East side of Brownlow ,road at the junction of Tilehurst road. We are residents of Windsor court and feel we will be more restricted than we are now . It will cause more problems than benefits to all our neighbours in Windsor court , Parking in the area is bad anyway...</p>
7. Objection	<p>Please will you register my objection to installing double yellow lines on the east side of Brownlow Road 27 metres south of the junction to Tilehurst Road to a point 42 metres south of that junction. There are a number of residents who may not find parking in the Windsor Court car park, but have restricted mobility and need to park close to the gate.</p>
8. Support	<p>I would like to support the extension of the D/Yellow lines outside the Brownlow entrance of the Windsor court carpark. The road/pavement outside Windsor court has dropped and causes serious flooding most of the year. With cars parking right up to the boundary there is no clear view when either leaving or accessing the carpark/scheme. As there is unrestricted parking opposite the entrance and also further down Brownlow road it appears that workers/ visitors take up most of the available parking during working hours. The flats and buildings on Brownlow rd appear to have their own car parks and there are restrictions on parking by the school , which you would expect. At school times the area becomes very busy with both parents/children on foot as well as cars delivering or collecting youngsters....driving with caution is stressful and drivers tend to slowly edge out to see what is coming in both directions. Parking on both sides of the road restricts everyone's vision including childrens.....again Brownlow rd is busy as a cut through from Bath Rd. I appreciate that extending the restrictions to either side of the Windsor court entrance there could be a loss of 1 parking space in total, however in the past vehicles/locals have removed maintenance barriers for essential works and made the parking even more difficult. This has resulted in a more dangerous situation relating to children crossing the road or using the pavement.</p> <p>I have enclosed photos taken last autumn probably at a weekend where the carparking is a little easier to leave/access the Windsor court carpark. They do however show the flooding and dangerous walking conditions of the wet leaves on the pavement.</p> <p>The issue of the tree and the leaves it discards has been brought to the Court manager's attention. Again ,if the restrictions are not implemented, the only answer I can see is residents only parking. Not something I totally agree to, but to keep motorists/drivers/children/disabled persons visible and safe this may be a valid option. Also, there are no disabled parking bays at</p>

all in Downshire square, Maitland rd, or Brownlow rd.... Again I support the proposals for the D/Yellow lines extension either side of the Windsor court Brownlow rd carpark....before either an accident or worse still an injury occurs.



OFFICER COMMENT: An additional submission was sent to us from the same individual, please see below.

[REDACTED]. There are the schools on Brownlow Rd which increase the volume of traffic at certain times of the day. I also pondered the idea of applying for a Disabled parking space in the future ,seeing as there's none in the area,which could address the loss of losing two spaces... I appreciate that parking will always be an issue and perhaps in the future residents only parking may be an option to address the parking situation on Brownlow Rd, if it cannot be resolved now. My support for the extended D/Yellow lines on Maitland road still stands, its still extremely dangerous to pull out of this carpark with limited vision of pedestrians and wheelchair users and finally cars etc. You still have children from the nearby school crossing the road but not necessarily visible to motorists.

9. Support

I strongly support these proposals because they will radically improve safety for vehicles exiting Windsor Court, which is a development for older people. At present it can be impossible to see if the road is clear when exiting Windsor Court. This is dangerous as we do have a need for emergency vehicles and care staff to regularly visit the Court.

10. Support

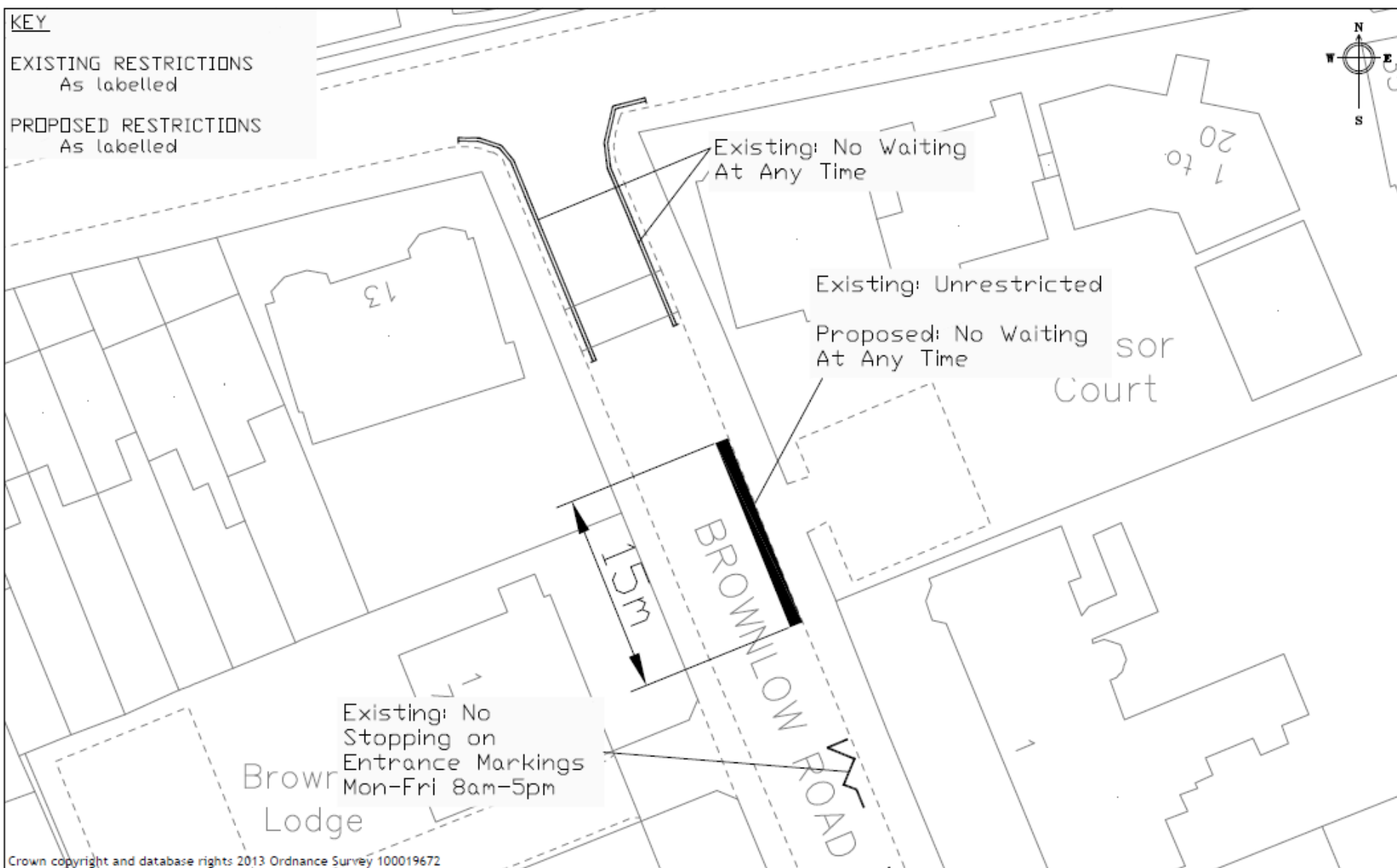
I support both of these proposals for the following reasons. The Brownlow Road proposal would give better access to our Windsor Court car park'. It would also improve the sight line for vehicles leaving the car park. Although Brownlow Road is not a main thoroughfare,it is heavily used by through traffic. There are no traffic calming measure other than the raised School crossing approximately 100metres distant. Further to theses comments, the road camber for access to the car park is such that damage is caused to the underside of cars on access and exit to the car park. The Maitland Road proposal is necessary to prevent vehicles parking in that area. This causes very restricted sight lines and danger when exiting Windsor Court car park. Again the traffic calming measures are ineffective at this location on Maitland Road. Finally, [REDACTED] it would be appreciated if a Disabled Parking space could be provided for the occasions when access to both car parks is not possible.

11. Objection	<p>Please will you register my objection to installing double yellow lines on the east side of Brownlow Road 27 metres South of its junction with Tilehurst Road to a point 42 metres South of that junction.</p> <p>1. Brownlow Rd is used by residents from outside the area as parking which already creates congestion and limited opportunities for residents of Windsor Court and their visitors who need to park in the road.</p> <p>2. Therefore, the painting of yellow lines will cause more inconvenience than it does cause benefit to anyone who needs to park here.</p> <p>3. There are a number of residents and visitors who may not find parking in the internal Windsor Court parking but have restricted mobility and need to be parking close to the gate.</p> <p>This is why I object to the painting of yellow lines outside of Windsor Court's Brownlow Road parking entrance. It will cause more hardship than benefit to residents of Windsor Court and their neighbours, as there is inadequate parking in the road anyway.</p>
12. Objection	<p>Please register my objection to installing of double yellow lines on the east side of Brownlow Road 27 metres South of its junction with Tilehurst Road to a point 42 metres South of that junction.</p> <p>1. Brownlow Rd is used by residents from outside the area as parking which already creates congestion and limited opportunities for residents and their visitors who need to park in the road.</p> <p>2. The painting of yellow lines will cause more inconvenience and disturbance for local residents who already struggle to park near their home.</p> <p>This is why I object to the painting of yellow lines outside of Windsor Court's Brownlow Road parking entrance. It will cause more hardship than benefit to residents of Windsor Court and their neighbours, as there is inadequate parking in the road anyway.</p>
13. Objection	<p>I am writing to register my objection to the installation of double yellow lines on the east side of Brownlow Road, from 27 metres South of its junction with Tilehurst road to point 42 metres South of that junction, as depicted in Drawing WRR2022B/CO3_Brownlow Road. My objection is based on the following grounds:</p> <p>1. Brownlow Road is frequently used by residents from outside the area for parking, which already creates congestion and limited opportunities for residents and their visitors who need to park in the road.</p> <p>2. The painting of yellow lines will cause more inconvenience than benefit to anyone who needs to park here.</p> <p>I strongly object to the painting of yellow lines outside Windsor Court's Brownlow Road parking entrance. It will cause more hardship than benefit to residents and their neighbors, as there is already inadequate parking in the road. I urge you to take my objection into consideration and reconsider the installation of yellow lines on this section of Brownlow Road.</p>
14. Comments from Councillors	<p>Officers have received the following comments from Councillors:</p> <ul style="list-style-type: none"> - Councillor Paul Gittings has stated that Ward Councillors do not wish to proceed with this proposal as there is insufficient support for it.

KEY

EXISTING RESTRICTIONS
As labelled

PROPOSED RESTRICTIONS
As labelled



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REVIEW 2022B

Drawing

Brownlow Road

N.T.S

Date

OCT 22

Drawn JT

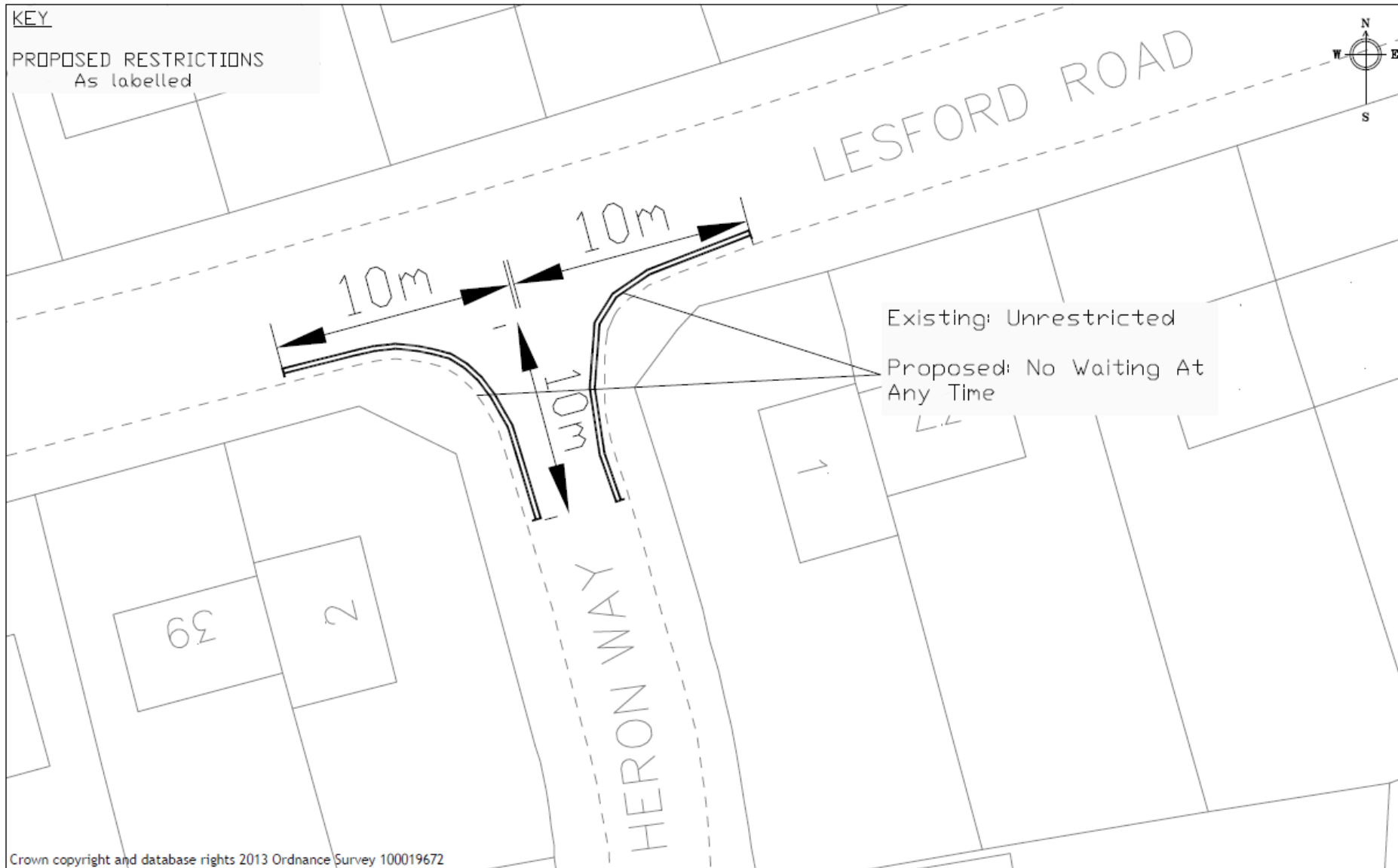
Checked JC

Approved JP

Drawing No.

C03_Brownlow Road

Street	Summary of Original Request	Feedback received
Coley - Lesford Rd Heron Way	Request for double yellow lines at the junction of Lesford Rd and Heron Way to improve drivers visibility due to the additional traffic generated by the nearby development and overflow car park.	Summary of responses: Objections 0, Support 3, Neither support nor object 0
1. Support	<p>I am writing in support of the proposal to put double yellow lines as above. I am a resident in Heron Way and am appalled at the inconsiderate way people are now parking at the junction. It is almost impossible to see any traffic that is coming along Lesford Road, from either direction, I personally feel very nervous about pulling out from Heron Way because it is necessary to edge out so far so as to get a clear view and, with cars parked on the opposite side of Lesford Road, there is absolute no room for a vehicle coming along Lesford to take avoidance action plus, despite the speed hump, people still drive far too fast down this road. It is lots of accidents waiting to happen.</p> <p>The other impact that the parking on this junction has created is that the bin lorries are not able to access Heron Way, thus our grey bins have not been emptied today (13 March) but they have on the rest of the estate. This is not acceptable. This also raises the question that if the bin lorry does not have room to manoeuvre into Heron Way, would this also apply to emergency vehicles such as a fire engine?</p>	
2. Support	Strongly support the proposal, sightlines when pulling out of Heron Way are dreadful.	
3. Support	I think road junctions generally should have double yellow lines to prevent parking. I have often seen cars parked on this corner and it restricts visibility for both motorists and pedestrians. It also means pedestrians can have problems finding a suitable place to cross the road safely	




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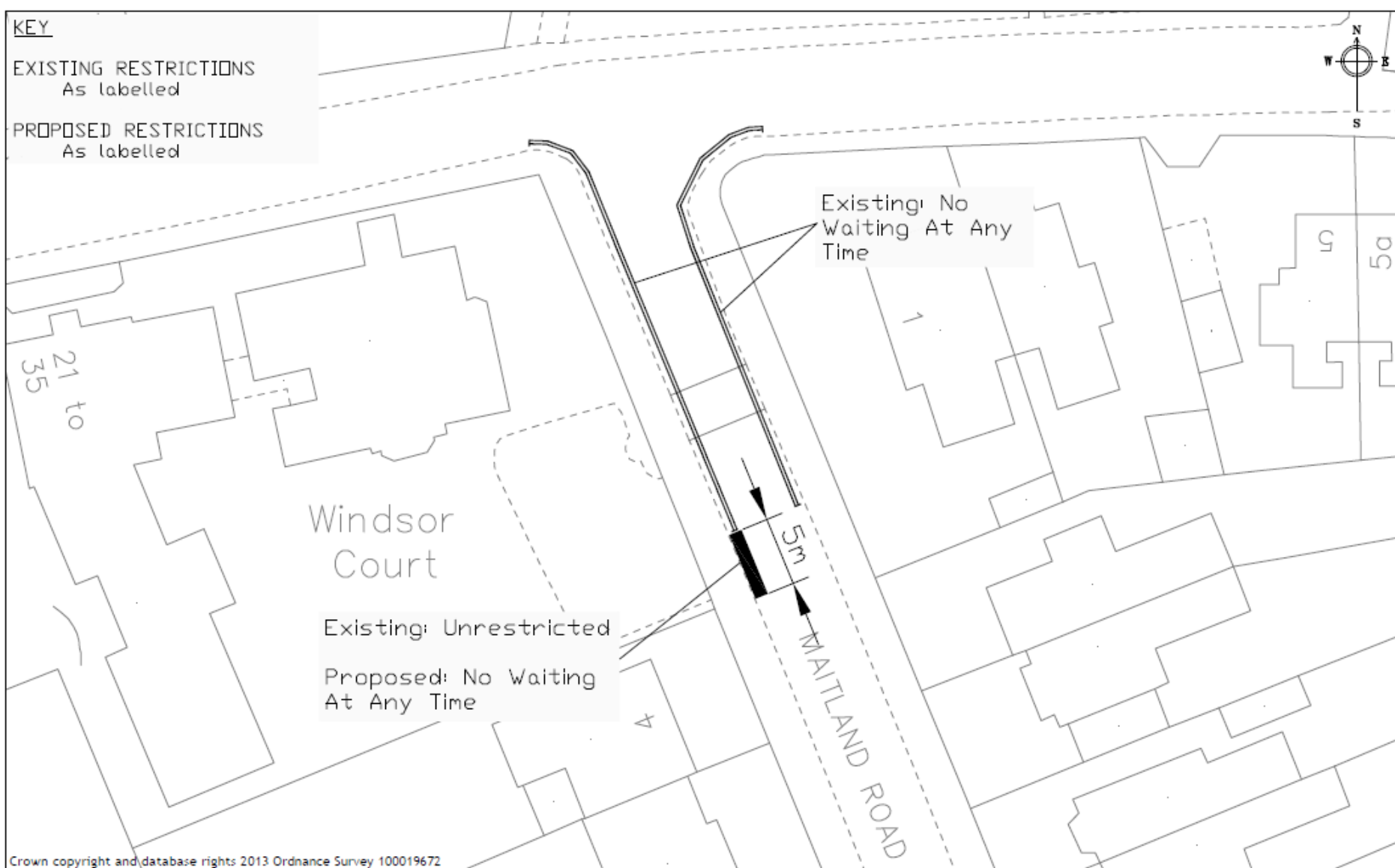
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Project	WAITING RESTRICTION REVIEW 2022B		N.T.S	Drawn JT
			Date OCT 22	Checked JC
Drawing				Approved JP
	Lesford Road Heron Way		Drawing No. C04_Lesford Rd Heron Way	

Street	Summary of Original Request	Feedback received
Coley - Maitland Road	Request to extend the existing double yellow line restriction at the entrance of Windsor Court to improve visibility and access.	Summary of responses: Objections 1, Support 5, Neither support nor object 1
1. Support	Yellow lines need to be extended on the right side of road, (from Tilehurst Road) up to the tree directly outside the entrance to Windsor Court, as vehicles park right up to entrance causing no vision or space to pull out, and no space for ambulances or fire engines (if needed) to get into the car park.	
2. Object	<p>If the waiting restrictions are being extended on the grounds of safety, we need to know more about what the current safety problems are exactly. I feel there should be some statistics to show us the risks to safety for pedestrians and road users before we can decide whether the waiting restrictions should be increased. Without this info I'm not sure how valid any opinions would be.</p> <p>Secondly parking in the Downshire Square area is horrendously difficult. Any further restrictions in Maitland Road are likely to put more pressure on parking space in D Square. This is something which residents / learning disability care home users / hospital users would particularly experience. I do not have a drive way so it would be a problem for me also</p>	
3. Neither support nor object	<p>I am concerned about this proposal for 2 reasons:</p> <p>1. Parking in the area is very difficult - for me as a home owner without a drive, for care home learning disability residents, for other residents and people who use the hospital. I am concerned that any increase in waiting restrictions is likely to put extra pressure on spaces in the rest of the area, thus making the parking problem even worse</p> <p>2. We have no stats on the current safety problems caused by cars in the area of the school, so it is very difficult to make an accurate assessment of the current risks ie how significant they are and what effect an increase in waiting restrictions would have. Is the consultation process potentially flawed without it?</p>	
4. Support	I am emailing to confirm my support for the proposal to install further parking restrictions at the junction of Maitland Road/ Tilehurst Road, by the introduction of double yellow lines from the car park entrance of Windsor Court to the junction with Tilehurst Road.	
5. Support	I would like to support the proposed waiting restriction on Maitland Rd. The Windsor court carpark which goes on to Maitland rd has restricted vision when turning right. Concerns raised are regarding children going to school at peak traffic times, persons with limited mobility accessing Windsor court or visitors to the nursing home further down the Road. There is very limited vision when a vehicle is parked under the large tree, usually half on the pavement and off....Not only is the pavement dangerous to navigate, getting a wheel chair/mobility scooter or pram could result in persons venturing onto the road. Anyone with a sight problem will have difficulty navigating this part of the road/pavement also. Even with the 20mph speed limit Maitland rd is a bit of a rat run, especially at peak times, where cars are cutting through from Bath rd to miss the lights and access Tilehurst rd. There have been some near misses with cars pulling out of the Windsor court carpark being so far out on the road, that a collision with a vehicle or worse still a pedestrian could inevitably happen. Because of cars parking under the tree, trying to clear the leaves in autumn is practically non-existent and the pavements are wet, slippery and dangerous to young and old. With regard to a loss of a parking space, it appears that many vehicles do come from adjacent flats in the area, as well as I assume workers for the Maitland rd	

	<p>nursing home...most of the properties on Maitland rd have their own parking /driveways , as does the Nursing home. I think keeping pedestrians safe and giving drivers a clear view should be a priority whether it be leaving Windsor court or turning into Maitland rd from Tilehurst rd (a sharp bend), or proceeding up Maitland rd from Bath Rd....</p> <p>Lots of drivers seem to be using, the entrance to Windsor Court as a turning these circle these days ,and again emergency vehicles access, needs to be addressed also. Other than the extension of the D/Yellow lines the only alternative could be residents only parking. In light of there being a Nursing Home immediately past the proposed D/Y line extension there is no disabled parking bay within the Downshire square boundary visible/available to either residents or visitors to the area. Im hoping to include photos taken over 9 months to show just how many cars do park on Maitland Rd / entrance to Windsor court.Any possible restriction does not appear to effect parking on Downshire square which is always full up with vehicles due to the Private hospital on Bath rd I assume., The congested parking both sides of Maitland road makes it a single track road which restricts drivers' vision and access on the Maitland rd/Tilehurst rd junction. Any deliveries to businesses/properties on Maitland rd can block the road completely.</p>  <p>OFFICER COMMENT: An additional submission was sent to us from the same individual, please see below.</p> <p>[REDACTED]. There are the schools on Brownlow Rd which increase the volume of traffic at certain times of the day. I also pondered the idea of applying for a Disabled parking space in the future ,seeing as there's none in the area,which could address the loss of losing two spaces... I appreciate that parking will always be an issue and perhaps in the future residents only parking may be an option to address the parking situation on Brownlow Rd, if it cannot be resolved now. My support for the extended D/Yellow lines on Maitland road still stands, its still extremely dangerous to pull out of this carpark with limited vision of pedestrians and wheelchair users and finally cars etc. You still have children from the nearby school crossing the road but not necessarily visible to motorists.</p>
6. Support	<p>I strongly support these proposals because they will radically improve safety for vehicles exiting Windsor Court, which is a development for older people. At present it can be impossible to see if the road is clear when exiting Windsor Court. This is dangerous as we do have a need for emergency vehicles and care staff to regularly visit the Court.</p>
7. Support	<p>I support both of these proposals for the following reasons. The Brownlow Road proposal would give better access to our Windsor Court car park'. It would also improve the sight line for vehicles leaving the car park. Although Brownlow Road is not a main</p>

	<p>thoroughfare, it is heavily used by through traffic. There are no traffic calming measures other than the raised School crossing approximately 100 metres distant. Further to these comments, the road camber for access to the car park is such that damage is caused to the underside of cars on access and exit to the car park. The Maitland Road proposal is necessary to prevent vehicles parking in that area. This causes very restricted sight lines and danger when exiting Windsor Court car park. Again the traffic calming measures are ineffective at this location on Maitland Road. Finally, [REDACTED] it would be appreciated if a Disabled Parking space could be provided for the occasions when access to both car parks is not possible.</p>
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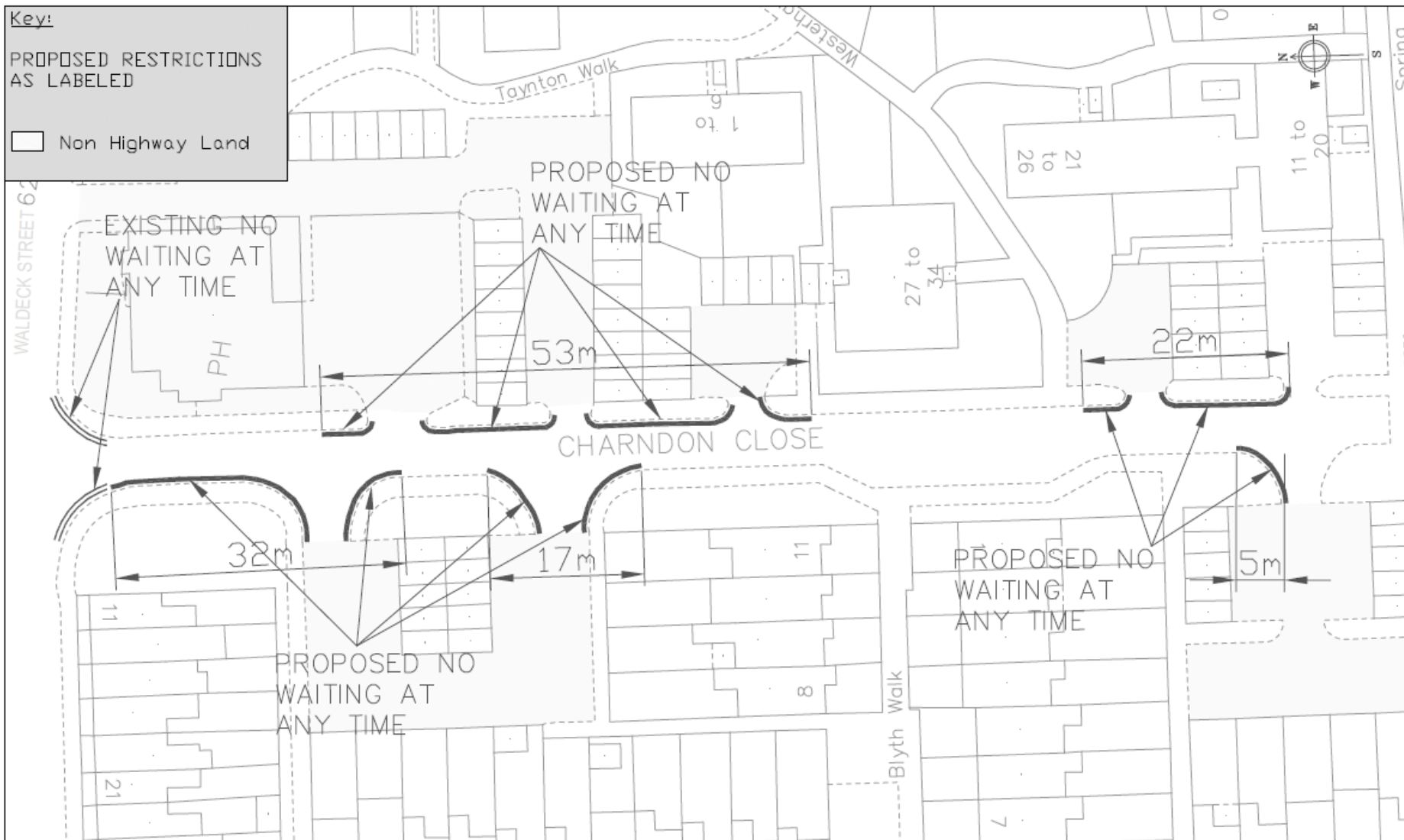
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Project	WAITING RESTRICTION REVIEW 2022B		N.T.S.	Drawn JT
			Date OCT 22	Checked JC
Drawing				Approved jp
	Maitland Road		Drawing No.	C05_Maitland Road

Street	Summary of Original Request	Feedback received
Emmer Green - Kendal Avenue	Requests for double yellow lines at the junction with Galsworthy Drive as drivers continually park their cars close to the junction thereby forcing vehicles to exit on the wrong side of the road.	Summary of responses: Objections 1, Support 0, Neither support nor object 0
1. Objection	<p data-bbox="481 331 2045 422">[REDACTED] I would like to object on the double yellow line which will be draw [REDACTED]. Please see the drawing attached, as I will plan to [REDACTED] and the double yellow line will be [REDACTED]. Please kindly consider where the double yellow line will be started.</p> <p data-bbox="481 459 2045 639">Officer Comment: The objection contained identifiable information that could not be included in this report. In summary, they are concerned about the impact that these restrictions would have on an intended driveway extension. Officers do not agree that these restrictions would impact this change to their property, as a private driveway can exist and function behind such proposed restrictions. The restrictions are intended to prevent parking around this junction on the adopted Highway land, which is appropriate regardless of the vehicle owner.</p>	

Street	Summary of Original Request	Feedback received
Katesgrove - Charndon Close	Complaint received that pedestrians have difficulty walking through Charndon Close due to the high volume of parking which forces them into the road causing safety issues. Request for double yellow lines to be installed to reduce the number of vehicles parking in the close, making it more accessible for pedestrians.	Summary of responses: Objections 62 (including petition with 60 signatures), Support 0, Neither support nor object 2
1. Neither support nor object	There are lots of problem with this residency without your plan to change restriction here. MUIR Housing Association has done nothing, even the council, I had enough. Looking for a member of the council I could talk about them. The change that you plan will leave more than 100 car owners (all of them are residents here, most of them from MUIR flats) without parking places. In the last free years I already went a £3000-lost as my car was damaged, got flat tires or blocked to go to work as the neighbourhood is full of anger at parking. MUIR has garages, but they don't let out any of them now, however you can see damaged doors with rubbish in the garages. It's very frustrating, Reading has a huge problem with parking places, I can't find anybody to help. I've asked the council to get a permission to park. The answer was I can't get one from the council as it is MUIR property and their responsibility. I've asked MUIR, they gave a permission, but they have 6 places for 95 cars. The tension is very high, there are constant car damages, shouting, threatening, it will be a very dangerous situation when you draw the double yellow. I would agree with the double yellow, however you should help to avoid any possible injuries on this site. I want to reach that MUIR will be accountable ! on Carparks on Rubbish collection We have rats on the common places (we have rubbish everywhere as they (MUIR) told us that the council doesn't let them have more containers and bins, which is unbelievable! I really hope you can have a concrete with the relevant authorities and council members and I am happy to help you in any ways.	
2. Objection	I'm writing this email in objection to the addition of double yellow lines on charndon close. I have lived here past [REDACTED] years There is Hardley any parking in this area its stupid to even think of adding double yellow lines here to create further restriction.	
3. Objection	Our main concern is that at least 50 cars park on Charndon Close at the moment. If the double yellow lines were introduced, a lot of them would have to park somewhere else. Presumably their owners could apply for zone 10R residents parking permits, which would enable them to park on the adjacent Waldeck Street. We as residents of Waldeck Street already struggle to find parking spaces here in the evening. Introducing restrictions on Charndon Close would only make things worse.	
4. Neither support nor object	Whilst I agree in principle that parking needs controlled further the Waldeck Street restriction has resulted in non permit holders parking on verge area impacting green area. The extent of these restrictions are likely to significantly impact parking availability and would be interested in knowing what alternatives will be provided for residents who will struggle to find parking near their residence.	

<p>5. Objection - Petition signed by 60 persons.</p> <p>Please see Appendix 2.</p>	<p>Unfortunately Labour-run Reading Council is progressing putting double yellow lines to stop people parking on some sections of Charndon Close. This will reduce the parking by 30-50%! Greens have concerns about this plan. See the reverse of this letter for the council drawing.</p> <p>We support keeping pavements clear for pedestrians. However simply putting double yellow lines on some of the sections of road will leave residents with nowhere to park. We think the council needs to pause this plan and talk with residents. A final decision will be made in June. Please sign the petition for the council to pause this plan online below.</p> <p>Officer Comment: Appendix 2 provides details of the petition.</p>
<p>6. Comments from Councillors</p>	<p>Officers have received the following comments from Councillors:</p> <ul style="list-style-type: none"> - Councillor Doug Cresswell stated that many of the vehicles parked in Charndon Close are observed to belong to people who live outside the estate and that some residents would prefer a permit parking scheme to this proposal for yellow lines. Residents are also putting a petition together against the double yellow lines as they would prefer an alternative solution and the Councillor suggested that a combination of yellow lines and permit parking restrictions. Furthermore, the proposal does not cover the southern end of Charndon Close which has been raised as a safety issue for emergency access to Spring Terrace and the existing yellow lines are not adequately enforced. - Councillor Rob White has stated that this proposal should be removed from the programme as the yellow lines will worsen parking for residents with little benefit. <p>Officer Comment: As there are no addresses for 'Charndon Close' there is a challenge with a possible permit scheme for this road, as there are over 150 addresses in the area (in areas such as Elizabeth Walk, Taynton Walk, Westerham Walk etc) and if included in the permit zone, these properties would be entitled to 2 resident permits per household. Charndon Close only has space for a small number of vehicles (around 23 vehicles on the road) so the installation of a scheme on Charndon Close alone could over saturate the nearby permit zone and surrounding streets like Waldeck Street, and perhaps push those who do not wish to buy a permit to park in the wider area, where there are no restrictions. The yellow line proposal was put forward to help improve access, though we have been mindful not to install too many restrictions as we are aware of the high demand for parking here. Officers understand that residents who park here may not support the loss of parking spaces, but we do not currently recommend that a permit scheme is installed on Charndon Close alone.</p>



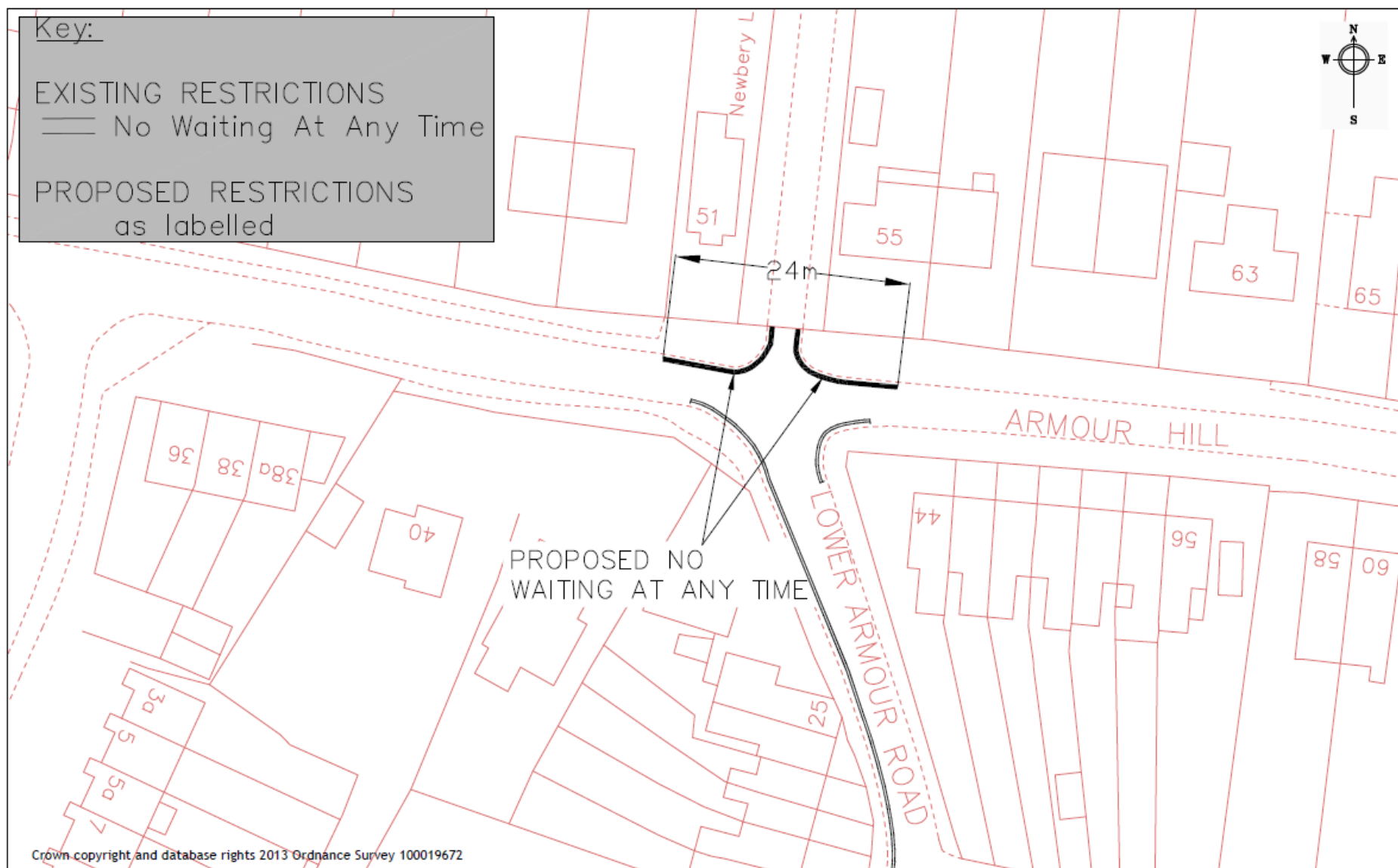
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Street	Summary of Original Request	Feedback received
Kentwood - Armour Hill	Request to consider installing parking restrictions on Armour Hill near the entrance to Arthur Newbury Park, due to parked cars making it very difficult for cars to pass or for residents to get out of their driveways.	Summary of responses: Objections 1, Support 0, Neither support nor object 0
1. Objection	<p>The proposal to put double yellow lines outside fledglings lodge day nursery puts the children, parents and families at an increased risk of road accidents and risks to life. This is because there is no designated parking for nursery drop off and pick up on an already heavily congested road, which means families would need to park further away and travel but foot, possibly crossing the road, to get to get vehicles thus increasing risks as very small children (under 4yo), need to cross roads without good visibility. Some families will have other children in the car at pick up time and would now need to remove the children whilst collecting from the door, which previously they wouldn't have needed to as the car is within a couple of meters. Thus this increases risks not only to the children leaving the nursery but their families too.</p> <p>Further, residents (not parents using the nursery) parking on pavements is a local issue to the armour road area which makes buggy access difficult and puts some families off walking their children to nursery, when it may be an otherwise possible alternative. Being able to park safely and legally outside the nursery prevents risks for, children users, parents and wider families who drop off and pick up by car due to necessity.</p> <p>From my experience parents always park considerably outside the nursery and it is at very limited short times of the day, ie. Nursery opening and closing. It may cause issues with local residents where parents need to park outside their homes further down the road.</p>	

Key:

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 — No Waiting At Any Time

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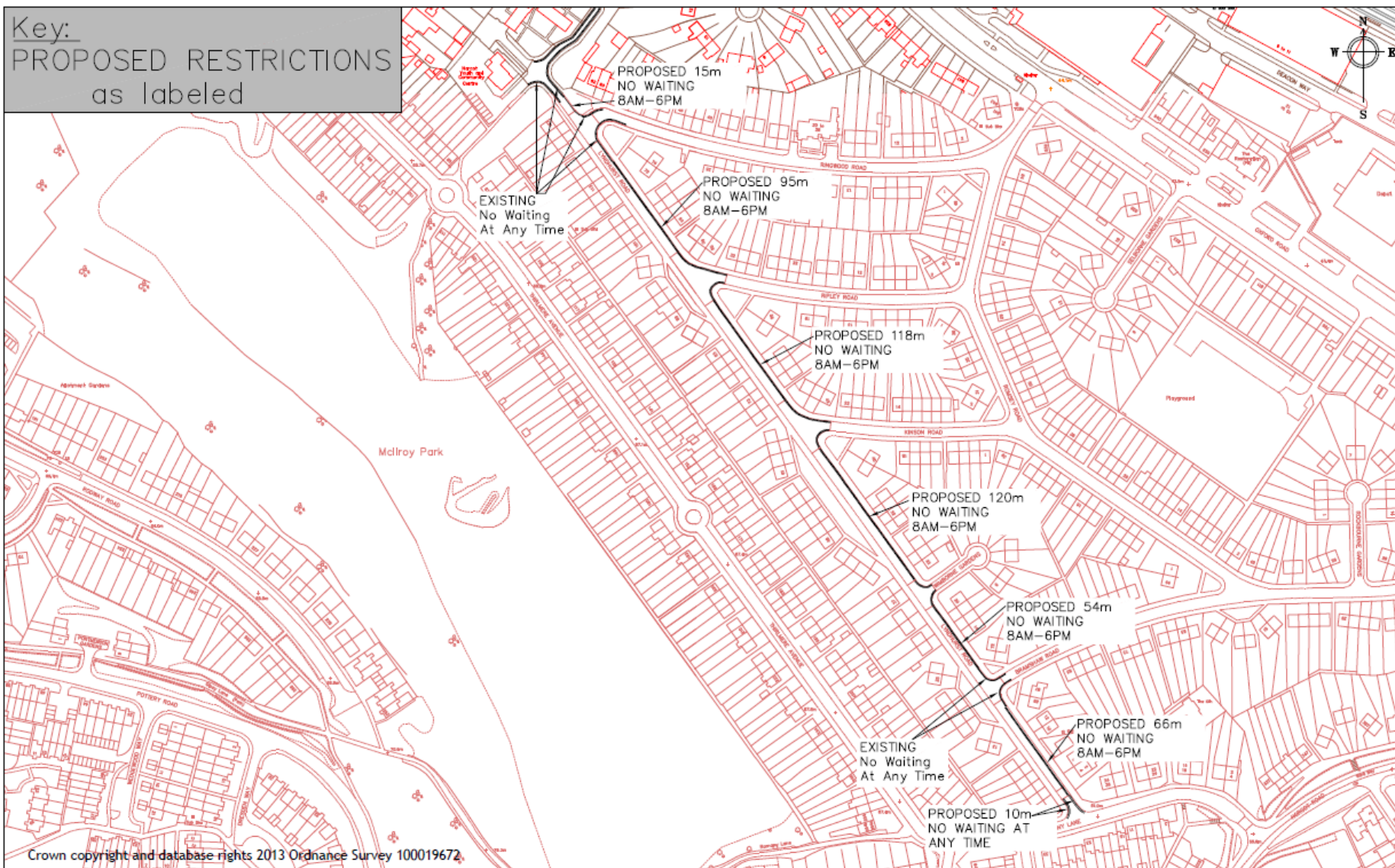
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Project	Scale	Drawn
	N.T.S.	JC
		checked JP
WAITING RESTRICTION REVIEW 2022B	Date	Approved JP
	NOV 22	
Drawing	Drawing No.	
ARMOUR HILL	KE1_Armour Hill	

Street	Summary of Original Request	Feedback received
Kentwood - Lyndhurst Road	Request for restrictions between 8am-8pm due to the long-standing and significant issue of footway parking along the road, which is causing accessibility difficulties for pedestrians	Summary of responses: Objections 95 (including petition with 86 signatures), Support 1, Neither support nor object 0
1. Objection	Not necessary, very scarce parking no objections	
2. Objection	All residents REJECT yellow lines on Lyndhurst Rd and the estate in general. It's absolutely ridiculous on a council estate where hard working people aren't able to park when they get home.	
3. Objection	Yellow lines on the road will cause a big problem with parking Why cant u do half / half parking(car half on path and half on road)the path is wide enough also ppl with electric cars on that side won't be able to charge them	
4. Objection	To put yellow lines on Lyndhurst road will worsen parking and the time the restrictions that Has been proposed will not work and cause more difficult for parking. One side of Lyndhurst has no cars park on the pavement so parents with children can pass with out great difficulty. Parking on Lyndhurst is already hard to come by and yellow lines will make it even harder for residents to park in the area.	
5. Objection	<p>This plan to use double yellow lines on one side will make parking even more worse on the road! Lyndhusrt road is already stressful for parking, people blocking drives. One side if lyndhurst road is clear for people to use for push chairs and mobility scooters. Which i have witnessed myself. The issues are not enough parking- but the main issue is drugs. Most families have 3 cars to one house! How can a street already exhausted from limited parking, be the answer to stop parking between hours and then charge them. We are already in a living crisis. Spend the money on policing for anti- social behaviour and drugs in this area.</p> <p>We have Ringwood road, Kinson and Bramshaw, Romsey road with worse parking and causes a driving hazard. Why are people not upset about parking on those streets, when they mount both sides and you can not even walk on the pavement. Look at neighbouring streets. I have never seen an issue with parking on pavement and can see space to walk.</p>	
6. Objection	There is enough room to park on the path if they park sensibly otherwise there is nowhere to park.i think that will force vehicles down the sideroads	
7. Support	Fully agree with this proposal. People with young children are being forced to walk in the road with push chairs because the paths are blocked.	
8. Objection	There are not enough parking spaces on the street	
9. Objection	<p>Another money making scheme for this council. Will prove to be extremely dangerous. For those on even side will be penalised and unable to park their car, especially if they work nights. With the monies this council makes it would be prudent to make pavements slightly narrower. Some of the car parking bays have had broken lorries for months, council have been informed and yet nothing is done.</p> <p>OFFICER COMMENT: An additional submission was later sent by the same individual.</p> <p>This objection refers to Lyndhurst Road , although my understanding was double yellow lines are already scheduled to take place. Further advice to the committee is that perhaps if they lessen the width of both pavements, thus increasing the width of the road thus allowing cars to park on both sides but I doubt this will be considered as money will be involved and that is</p>	

	seemingly something the council doesn't have. Another piece of advice is that when pot holes are 'filled in' perhaps a survey in how to do this more effectively be done thus insuring the work doesn't disengrate within 30 days.
10. Objection	I live on [REDACTED]. Given these challenges I'm very concerned as to where I can park my car if I can't park outside my house. I had [REDACTED], this adds to [REDACTED] concerns. Please would you consider making reasonable adjustments to provide a safe accessible solution. Thank you for your time.
11. Objection - Petition signed by 86 persons. Please see Appendix 2.	<p>Against waiting restrictions at Lyndhurst Road.</p> <p>Please add you support to this petition which will be presented to the council following the close of the consultation.</p> <p>Labour led Reading council's proposal to introduce waiting restrictions at Lyndhurst Road will force everyone who lives in the area and has a car, off the road and create parking chaos! It will disproportionately affect families with caring responsibilities and those with extended families and fails to provide any alternative parking options to residents.</p> <p>Officer Comment:</p> <p>A petition was attached to the email, including 86 signatures. Appendix 2 provides details of the petition.</p>

Key:
PROPOSED RESTRICTIONS
as labeled



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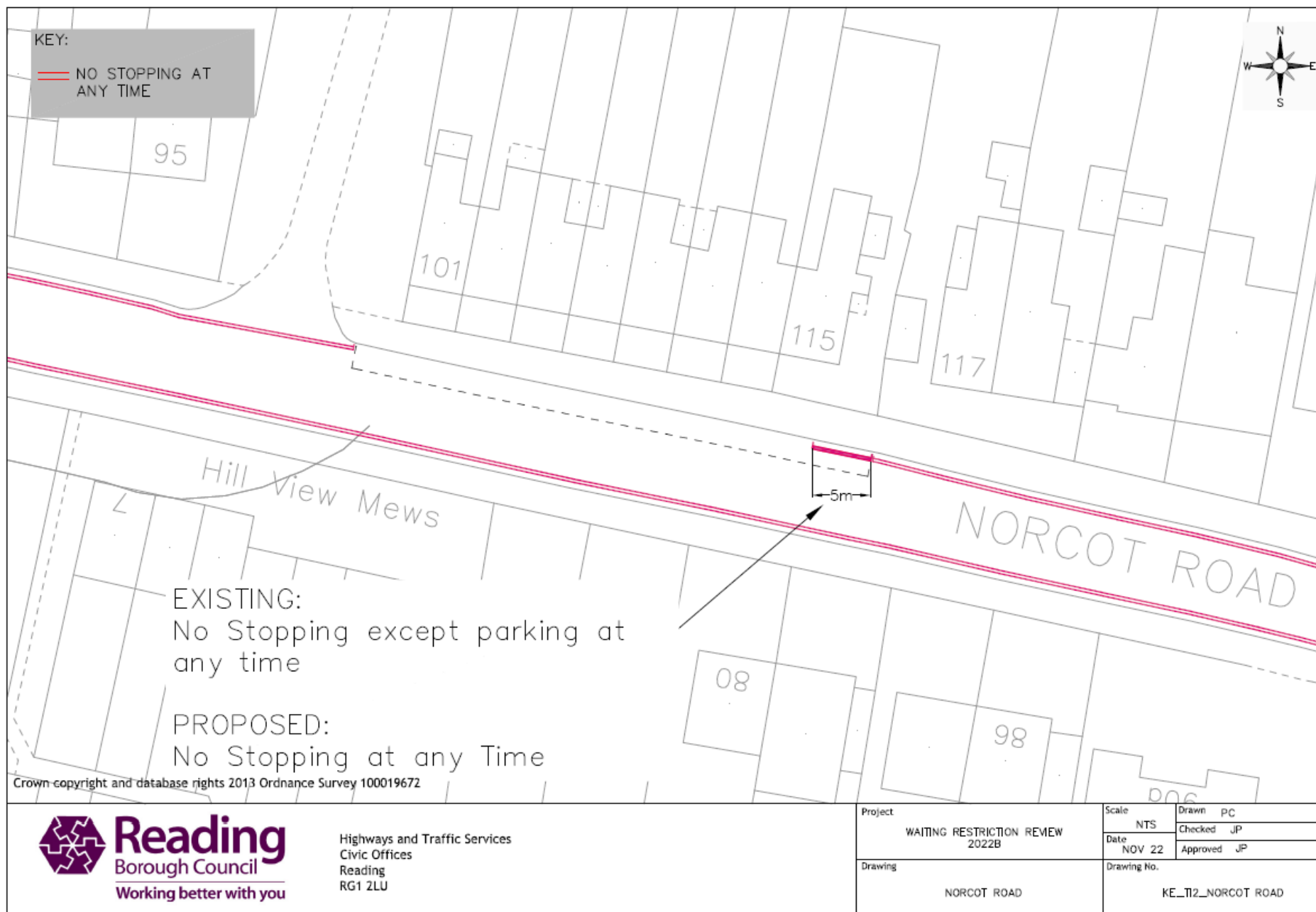


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Project WAITING RESTRICTION REVIEW 2022B	Scale N.T.S	Drawn JC
	Date DEC 22	Checked JP
Drawing LYNDHURST ROAD	Approved JP	
	Drawing No. KE2_Lyndhurst Road	

Street	Summary of Original Request	Feedback received
Kentwood & Tilehurst - Norcot Road	Request to shorten the existing parking bay and extend the red route restriction to the east of Blundells Road to improve access to off street parking places.	Summary of responses: Objections 1, Support 0, Neither support nor object 0.
1. Objection	<p>OFFICER COMMENT: Multiple submissions have been received from the same individual, following responses sent by officers. The submissions have been listed in the order of receipt as follows:</p> <ol style="list-style-type: none"> 1. I am [REDACTED]. I am against proposal because of parking [REDACTED] will at some stage involve drawing level with red route and sometimes parking over it for a few minutes to be able to reverse [REDACTED] very difficult in peak hours to manoeuvre car with fast flow of traffic coming up and down the road In the pass [REDACTED] a ticket for waiting for traffic to pass [REDACTED] the ticket was terminated after appealing. I really think just white line clearly would stop people [REDACTED] and sorting parking bay lines to the correct area would be beneficial. it's a complete nightmare trying to [REDACTED] in morning or evening With fast flowing traffic cyclists and pedestrians it's a danger to all using Norcot rd. The objection is this going cause [REDACTED] more appeals to your parking team They are continually monitoring this road in their vehicles. And [REDACTED] drawing up to park is going cause issues [REDACTED] have to draw level with red line then to reverse causing [REDACTED] stress as to whether I get a ticket or not. 2. I think if you actually removed the parking bays old lines and replaced with the correct one this would solve a lot of the problem Maybe you could paint a white line [REDACTED] to stop people [REDACTED]. I don't want to encounter red route tickets from your vehicles who constantly monitor this road It sometimes very difficult [REDACTED] in rush hours am / pm without blocking traffic off. I really think this a better solution for all concerned. 3. Another issue is that when family and friends come [REDACTED] This painting of red lines will cause more for Neighbours and myself find places for people park and making more congestion in side road and other bays. 4. I don't think it has anything to do with red route being left unrestricted. its to do with the parking bays not being correctly painted as to when the [REDACTED] driveway the parking bays were not correctly moved or repainted. can this be added to my comments once the bays are correctly identified [REDACTED]. 5. I still object to the red route being place [REDACTED]. If the bay marking were appropriately mark correctly at the time this situation would never have arisen. This would stop all the hassle And the fact the [REDACTED] but I must admit now that most [REDACTED]. Things have improved Considerably As I've stated parking or drawing up to park we all run the risk of fixed penalties notices Which quite frankly is absurd. <p>Officer Comment: The proposed scheme was intended to overcome an issue that was raised with us, however, the objection we have received is from the individual who raised the issue. It is therefore our recommendation that this proposal be removed from the Traffic Regulation Order.</p>	



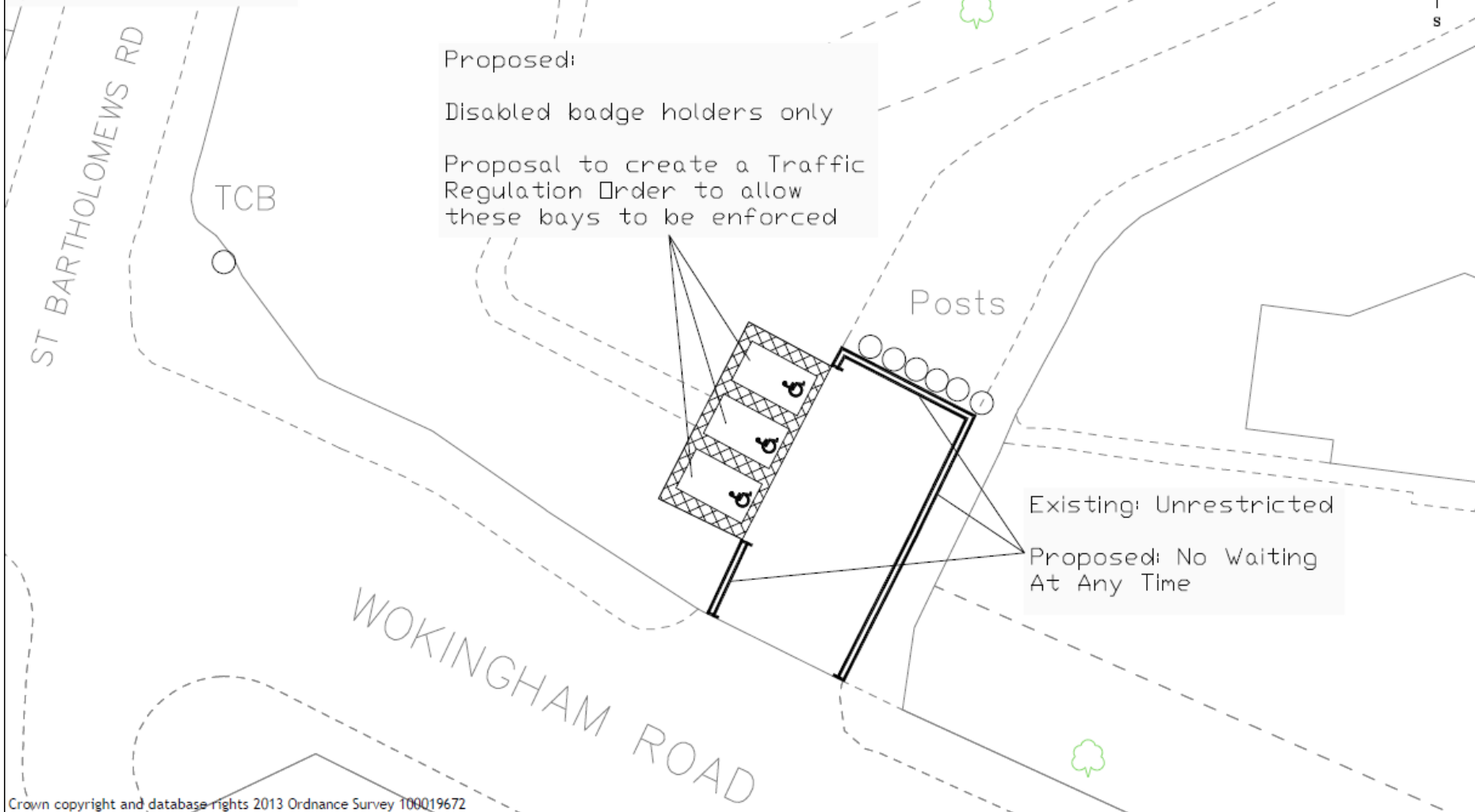
Project		Scale	Drawn
WAITING RESTRICTION REVIEW 2022B		NTS	PC
Date		Checked	JP
NOV 22		Approved	JP
Drawing		Drawing No.	
NORCOT ROAD		KE_T12_NORCOT ROAD	

Street	Summary of Original Request	Feedback received
Park - Crescent Road & Hamilton Road	With the Play Street now live, there have been requests for a loading ban to be introduced, upgrading the double yellow lines on the corner of Crescent Road and Hamilton Road.	Summary of responses: Objections 0, Support 3, Neither support nor object 1
1. Support	I support this proposal but it does not help address the real issue of cars, cycles and scooters crossing this junction too fast and without due care and attention. A speed table at this junction would be of great benefit. I understand this cannot be implemented as part of this current proposal but would ask for this to be undertaken in the next round of changes.	
2. Support	The new restrictions will help with visibility when joining the Junction from Crescent Road. But the main issue is that Users of Crescent road crossing Hamilton road, including car drivers, motorcycle drivers, cyclists and even pedestrians, don't stop, don't even watch, some even don't even slow down. We live in Hamilton road and drive or cycle up to - down from - Withenights road daily. We always slow down when reaching the Junction, especially when cycling. To us, the junction should be a stop (for Crescent road users), like the T junction between Bulmershe Road and Crescent road is, which is at a similar angle.	
3. Neither support nor object	The main problems of the Hamilton Road & Crescent Road intersection are not caused in general by parking or loading but by speeding traffic assuming their right of way, often wrongly, and poor visibility caused by the acute angle of intersection, narrowness of the roads, trees and garden walls. Traffic needs to be calmed. Double yellow lines will convey the wrong message to drivers that they are approaching an unimpeded junction. I have traversed this junction by car, bicycle or as pedestrian for decades.	
4. Support	From my back garden I can hear cars beeping each other at the Junction of Hamilton and Crescent Roads, several times per hour. Unless this is made safer, for example by having stop lines on Crescent Road at the junction, a serious accident is extremely likely. Children on bicycles are particularly in danger. I believe that the Council has been reckless in not addressing this issue earlier.	

Street	Summary of Original Request	Feedback received
Park - Palmer Park	Request for a traffic regulation order to be made for the courtesy markings in the blue-badge car park in Palmer Park, so that the restrictions can be enforced.	Summary of responses: Objections 0, Support 1, Neither support nor object 0
1. Support	We are delighted to hear that the Blue Badge Parking in Palmer Park (close to the library and swings) is going to be hopefully enforced and made legal. We regularly make use of these bays when using your excellent Palmer Park Library. I presume the Ice Cream van will be positioned elsewhere? The signage will be important here. The present sign is low down and on the far side - well out of view and is easily missed. The usual and effective method is to erect 3 separate signs, one for each bay, being at ** eye level ** for the driver with a large visible wheelchair symbol giving easy recognition what the bays are meant for. I realise you will mark each bay on the ground but on their own is not sufficient and can easily be overlooked, particularly in low light and darkness. If we can be of assistance in this matter please do contact us. My [REDACTED] is up to date with all the rules & regulations regarding disability.	

KEY

PROPOSED RESTRICTIONS
As labelled



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Project	WAITING RESTRICTION REVIEW 2022B		N.T.S	Drawn JT
			Date OCT 22	Checked JC
Drawing	Palmer Park - disabled parking bays		Approved JP	
			Drawing No. PA3_Palmer Park	

Street	Summary of Original Request	Feedback received
Redlands - Eldon Terrace	Following June 2022 TMSD decision to remove this item from the 2022A programme and consider a wider scheme. Original proposal was to address access issues, as a single-yellow-line covers off-street parking areas which are getting blocked. There were concerns that removing parking would encourage speeding along the street. A new request has been made to reduce a smaller section of the single yellow lines and to review their operational times or consider changing them to permit bays. This would be to address the access issues whilst also encouraging more daytime parking in the area, in order to provide some traffic calming.	Summary of responses: Objections 6, Support 0, Neither support nor object 1
1. Objection	We object to the above referenced planning permission - proposal to extend double yellow lines. We live at [REDACTED] and this would affect us. We [REDACTED] - we have to be able to park outside to load and unload, as we do with our shopping. This would also affect the Polish school as people wait along the road to pick up their children. While that impacts our ability to park near our house, people are usually polite and move quickly if you need them to and it's not a problem. Parking is really tight around this area and, while this house has a built in parking spot, I don't see an issue with how it's currently operating. I have not witnessed any issues with regards to access to the parking spot. This is a rented house - not all occupants would need a parking spot. This simply adds value to the rental agreement without benefitting the local community. It's also the case that we have consistently raised speeding along Eldon terrace and parked or waiting cars are one of the only things that mitigates that. Thanks for considering our views.	
2. Neither support nor object	<p>There is already insufficient authorised parking space on Montague St, Victoria Street, Eldon St and Eldon Terrace for the number of vehicles for which the authority has sold parking permits. Eldon Terrace is used by residents, particularly from Victoria St, as an overflow. They leave before 8:00 and return after 18:30. A number of residents do not use their car daily and a car can occupy the same position for a number of days continuously. A side effect of this is that whilst the vehicle may have been initially parked socially, changes in front and behind (e.g. a tradesman vehicle working on one of the houses leaves) can cumulatively provide space for at least one additional (sometimes two vehicles) but individually the gaps are too narrow for a vehicle. The Polish Club run a Saturday school and parents park on Eldon Terrace to collect the children, Polish church congregation of the park on Eldon Terrace on Sunday, both because there is insufficient space in the Polish club car park. WRR2022B only identifies a length on Eldon Terrace between Victoria St. and Eldon St. If safety is the motive for the change then the length of Eldon Terrace between Eldon St and Eldon Rd. warrants the same change. Thirty years ago Eldon Terrace was two way not just one way - east west. A few years ago parking on Montague St was modified, prior notification suggested that the length available for parking would be increased. It was reduced! FREEDOM OF INFORMATION - please record and acknowledge.</p> <p>Individually for MontagueSt, Victoria St, Eldon St and Eldon Terrace what length of the highway is available for parking? how many parking permits have been issued? (NOT the number of permits per address, but the total number issued for e.g. Montague St) Allowing six metres per vehicle will approximate the capacity of MontagueSt, Victoria St and Eldon St. How does the authority propose to issue parking permits if demand exceeds capacity?</p>	

	<p>Officer Comment: Officers responded to the Freedom of Information request, and received the following additional comments.</p> <p>Firstly, I am disappointed that in your response the authority did not provide a link to the revised plan changing the restriction to provide 24hr access to the parking area for 23 Eldon Terrace. Secondly, I do not change my observations. The authority has knowingly sold more permits for than the combined capacity of Montague St, Victoria St and Eldon St. and Eldon Terrace provides some spare capacity. The authority response to my FoI (FOI-491884040) did not provide the length of parking available. I think that they are claiming that "Council Rules" do not limit the number of permits sold to the parking capacity. But, this is not an exemption provided by the Freedom of Information Act! I have reminded the Customer Service team that the lengths are required. I could raise another FoI and request the number of permits sold and the length of parking available on the other streets in zone 11R. I anticipate that this will show that in Zone 11R the authority has collectively sold more permits than capacity. Whilst I understand the convenience to No 23 a parking zone is for the community not and individual. My observation is that most parkers between 18:30 and 8:00 respect the "driveway" to No 23. As an aside, this afternoon I returned from a [REDACTED]. To avoid bridge painting at the bottom of the M329 I returned by Upper Redlands Rd. On Upper Redlands Rd parking is permitted both sides leaving just sufficient width for a single car. With no courtesy prevailing the mentality of my van is bigger prevails. On Victoria St anti-social parking placed a car with perhaps sufficient room for a Smart car in front and behind, but not an average size car, i.e. on paper room for another car, but practically unable to park because of the limited space. Please record and acknowledge. Are the public able to attend the Council's Traffic Management Sub-Committee on 14th June? Does the constitution place any restrictions on enabling a member of the public to put their points directly to the Sub-Committee?</p>
3. Objection	<p>I would like to object to an introduction of a double yellow line (no waiting at any time) at Eldon Terrace, near the crossing with Victoria Street. My objection is based on three grounds. First, the current possibility of parking (in restricted time hours) acts as a traffic calming measure. Given that, despite the 20mph limit, drivers are often speeding on Eldon Terrace, this is sorely needed. In fact, if the possibility of parking was expanded to include more times this could calm the traffic in the area further. Second, it provides a much-needed parking space for attendees of the masses in the Polish church/clients of the Piwnica restaurant during the peak Sunday period. Finally, given that many inhabitants are gardening and cleaning over the weekend, the temporarily expanded parking capacity over the weekend is useful for those that need to load and unload their cars close to home.</p> <p>Summing up, I strongly oppose the removal of this restricted parking (single line) and introducing a parking restriction (double line) on that fragment of the Eldon Terrace. In fact, the expansion of the period when parking is possible to include Saturday would be my preferred solution.</p>
4. Objection	<p>if the council add double yellow lines, this would reduce parking on Eldon terrace and also it would be easier for vehicle drivers to speed down Eldon terrace which is a 20 mph zone. with the vehicles been parked along the terrace it controls the speed on vehicles coming down the one way road. i object to this for the above reasons.</p>
5. Objection	<p>The evening lifting of restrictions allow for visitor convenience rather than using visitor permits</p>
6. Objection	<p>It is already difficult for us to find parking in the area. If single yellow lines are replaced by double yellow lines, then where exactly are we going to park? It is already bad as it is, having to park on Eldon Terrace after 6.30pm and Sunday only all day. So to accommodate one resident and the use of his private driveway, you are going to upset and irritate several other residents who have nowhere to park? No thank you. Please leave Eldon Terrace as it is.</p>

7. Objection	<p>Parking is already difficult and by taking away parking on that stretch of Eldon Terrace, you reduce it for the entire community. I understand double yellows in front of the garage and driveway but that's it. Cars already use these roads as a cut through and speed. Having parked cars reduces car speed tremendously, especially when there are cats roaming the neighbourhood and families with babies and small children. There is no need to take away the entire block of parking. With the additional houses being built (at some point) across from the pub, this will increase the demand for parking as well.</p>
8. Comments from Councillors	<p>Officers have received the following comments from Councillors:</p> <ul style="list-style-type: none"> - Councillor Rob White has stated that this should be removed from the programme as the yellow lines should not be used to protect driveways and residents can now report blocked driveways for enforcement. <p>Officer Comment: Officers agree that double yellow lines should not typically be used for the protection of off-street parking places, however, requests will be reviewed on a case-by-case basis. Where there is a known issue with driveway blocking adjacent to existing restrictions, it may be appropriate to extend existing yellow lines in locations such as Eldon Terrace where there is a minimal impact on parking spaces. This proposal would remove the equivalent of two parking spaces, of which would be directly outside an off-street parking place.</p>

KEY

EXISTING RESTRICTIONS

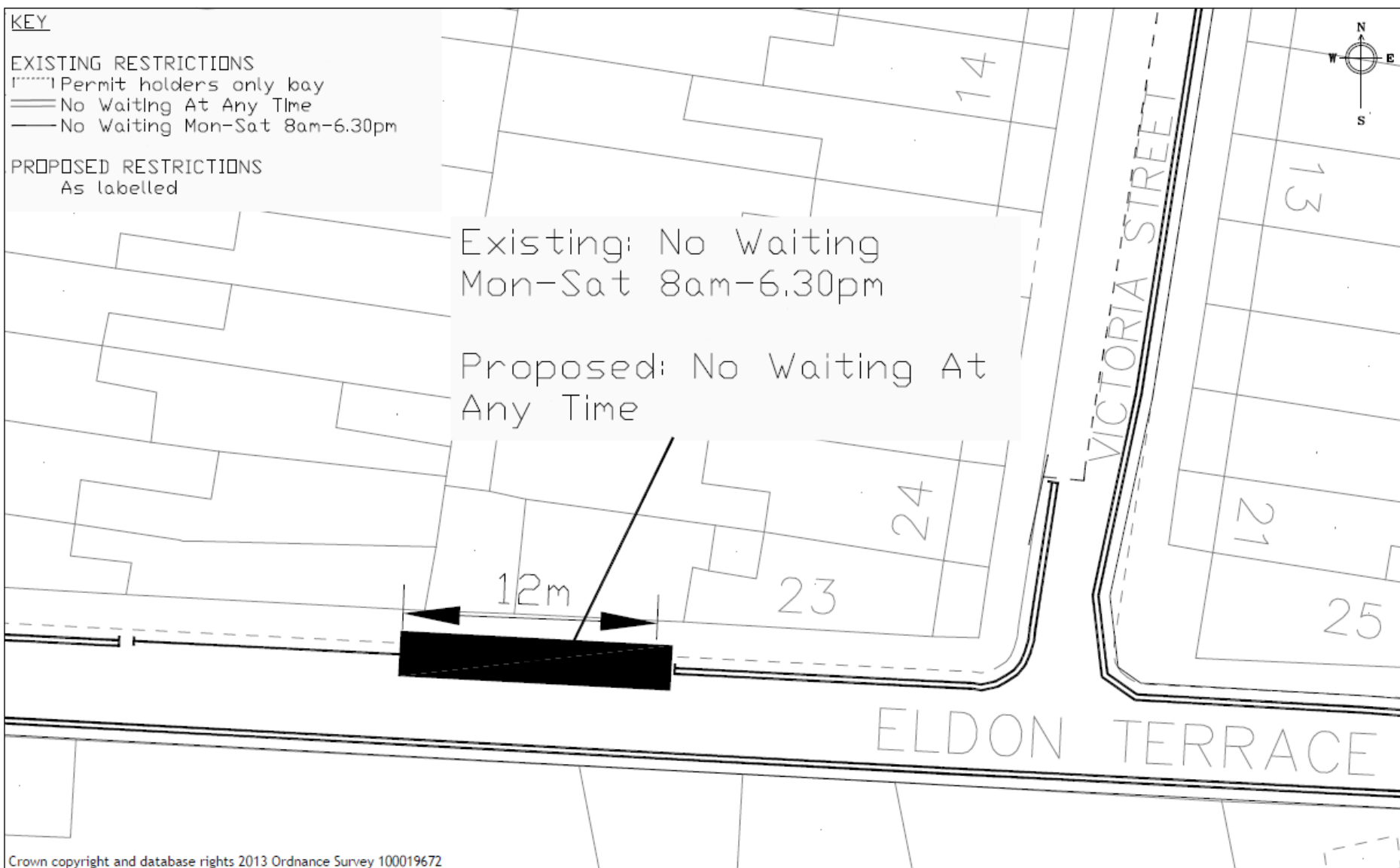
- Permit holders only bay
- ===== No Waiting At Any Time
- No Waiting Mon-Sat 8am-6.30pm

PROPOSED RESTRICTIONS

As labelled

Existing: No Waiting
Mon-Sat 8am-6.30pm

Proposed: No Waiting At
Any Time



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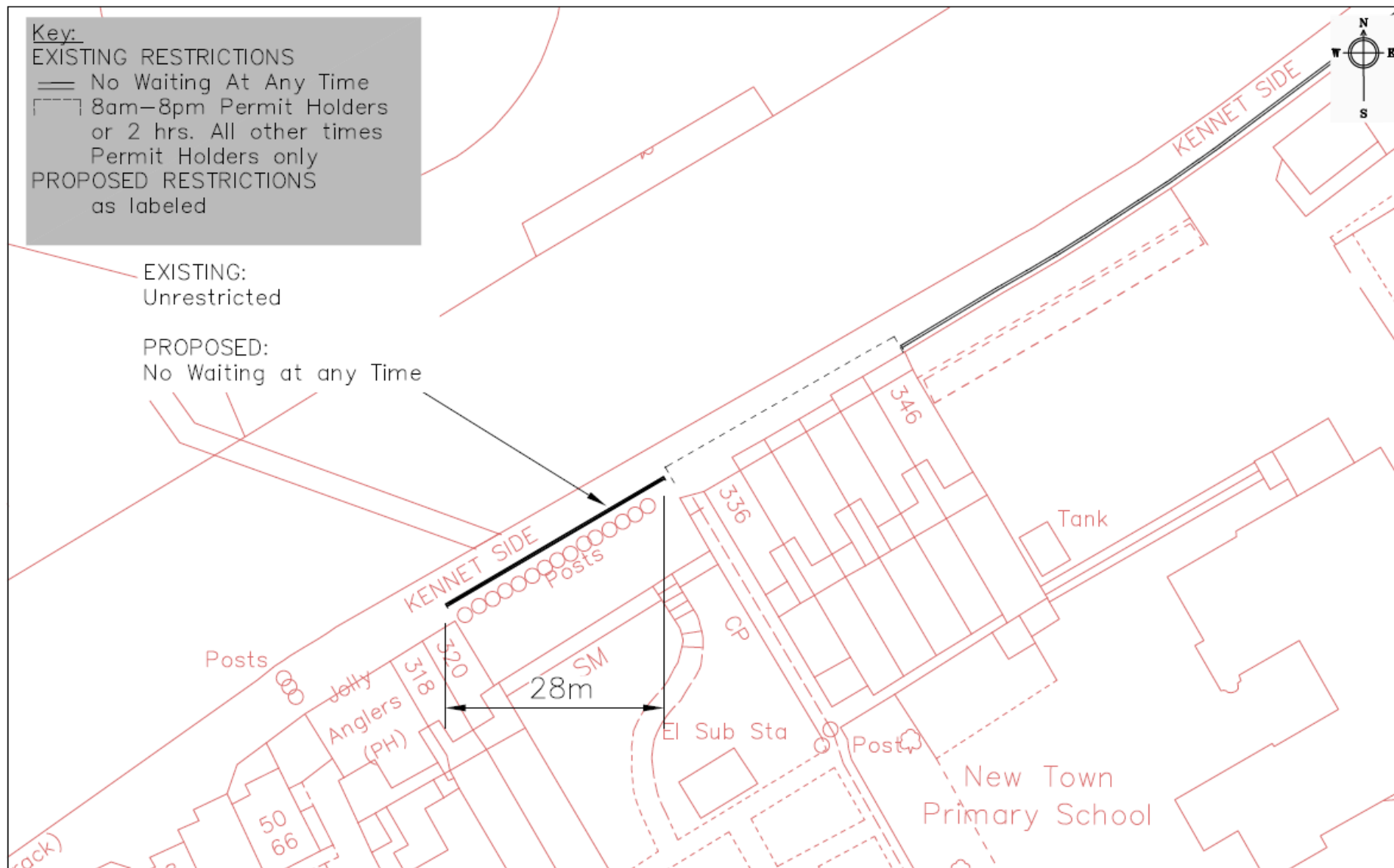
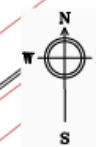
Project	WAITING RESTRICTION REVIEW 2022B		N.T.S.	Drawn JT
			Date OCT 22	Checked JC
Drawing				Approved JP
	Eldon Terrace		Drawing No.	RE1_Eldon Terrace

Street	Summary of Original Request	Feedback received
Thames - Kennetside	Request for waiting restrictions near the Jolly Anglers pub to assist with deliveries and emergency access	Summary of responses: Objections 1, Support 0, Neither support nor object 0
1. Objection	<p>Please accept this email as our objection to proposal WR2022B. We are very concerned about the already very small amount of parking space in Newtown, and especially Kennet Side (where we live) as many houses have now become HMOs and the number of cars parking in Newtown have increased dramatically in the five years that we have been living here. With respect to Kennet Side in particular between houses 336-346, residential parking provided by the council is pitiful! The current R12 allocated space can house four cars at best (particularly given that the bay narrows on one side) for a row of six houses! The proposed space for which you have suggested placing double yellow lines allows the rest of us to find a car parking space. Without this, we will be in conflict with out neighbours for these spaces which is not right or fair. Additionally, several households down here have either newborn or young children who do require transport to medical and other facilities at short notice, and not having our cars nearby makes this much harder.</p> <p>In addition to this we have the issue of the Jolly Anglers pub a few doors down which has seen a dramatic increase in customer travelling to the pub by car in the evenings and at weekends. This has already proved to be a significant issue with pub customers taking up all spaces in the proposed double yellow line area and also in the restricted parking spaces outside of our homes. To remove the additional overflow space by implementing these double yellow lines, this will further exacerbate the situation and make it even harder to park in front of our homes. Unless you plan to employ parking wardens to patrol the area consistently at evenings and weekends (which let's be honest here, with Tory austerity and the current cost of living crisis, you're not going to do), you're basically leaving us in a situation where it becomes a crap-shoot with people who don't have permits for their cars.</p> <p>Instead, can I suggest the either of the following alternatives. Either cancel this proposal to place double yellow lines down in this stretch of Kennet Side and meet with us to discuss more workable alternatives, or..... consider extending the R12 parking space allocation area to cover this space in place of designating it as a double yellow lined area. This second approach for RBC will have an additional benefit for you guys in that it will generate extra revenue for the council as it will mean more people will be able to apply for permits to be able to park - something I would think the council would not want to overlook at this time.</p> <p>As above, more than happy to discuss this further with you to find a better approach forward.</p>	
2. Comments from Councillors	<p>Officers have received the following comments from Councillors:</p> <ul style="list-style-type: none"> - Councillor Rob White was concerned about the resident's comment about the impact the proposal will have on the area. 	

Key:
 EXISTING RESTRICTIONS
 = No Waiting At Any Time
 [] 8am–8pm Permit Holders
 or 2 hrs. All other times
 Permit Holders only
 PROPOSED RESTRICTIONS
 as labeled

EXISTING:
 Unrestricted

PROPOSED:
 No Waiting at any Time



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Project

WAITING RESTRICTION REVIEW
 2022B

Drawing

KENNET SIDE

Scale

N.T.S

Date

OCT 22

Drawn

PC

Checked

JC

Approved

JC

Drawing No.

TH1_Kennet Side

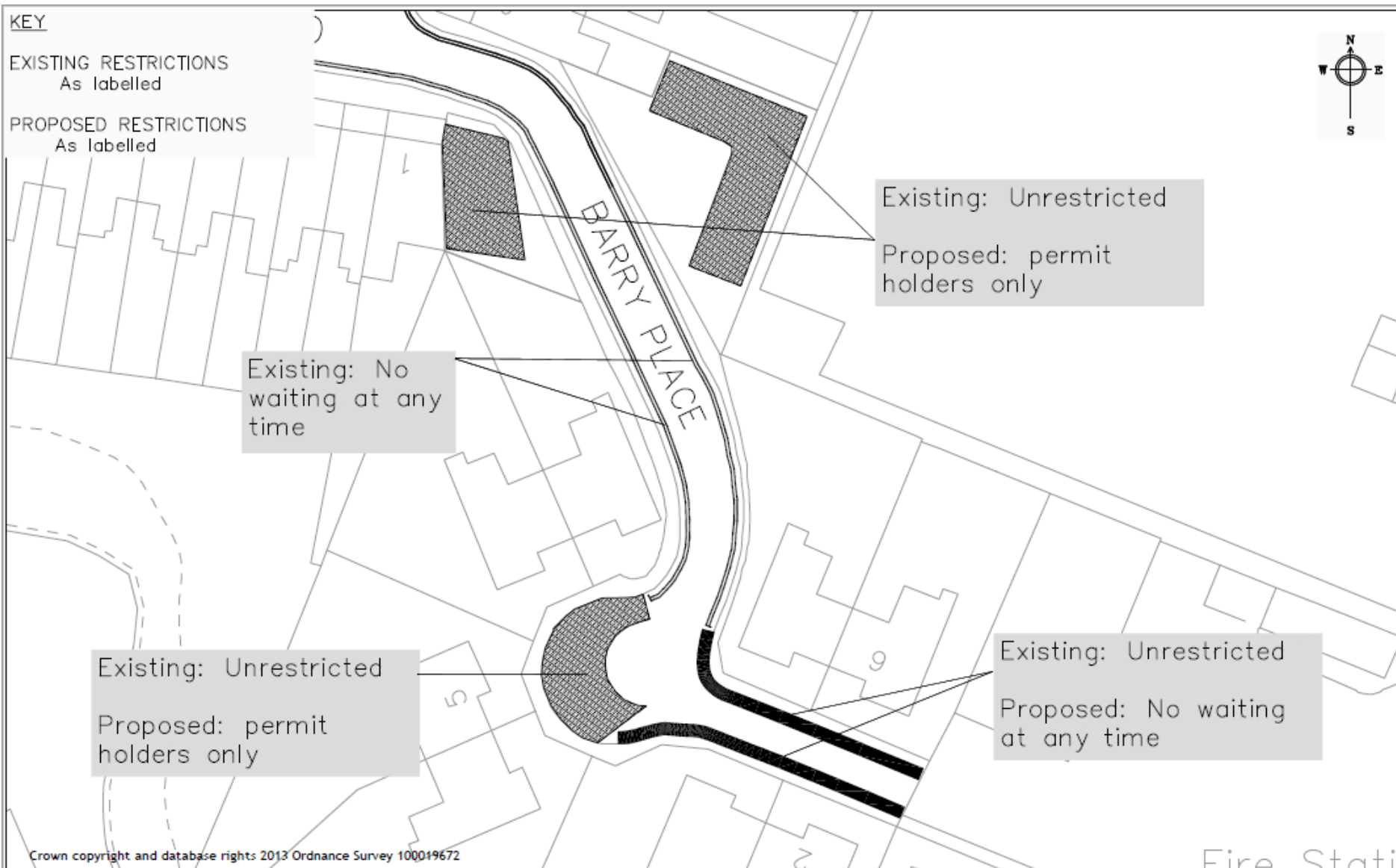
Street	Summary of Original Request	Feedback received
Thames - Barry Place	Request for a permit parking scheme in Barry Place as residents are struggling to find parking spaces in the area.	Summary of responses: Objections 13 (including petition with 10 signatures), Support 0, Neither support nor object 0
1. Objection	I write regarding the above consultation at Barry Place, Reading. The pathway between the road and the entrance to our properties is extremely narrow [REDACTED] at Barry Place. I am [REDACTED] and it would become extremely difficult for us to take the [REDACTED] out if cars are permitted to park outside our property. Some of these cars are large vehicles and long. If they were to park with their wheels touching the pavement, the boot/front would cover almost all of the pathway in front of [REDACTED] making it impossible for us to take our [REDACTED] out. [REDACTED]. It would be added stress to my day if access was blocked. Furthermore, should emergency services or someone in a wheelchair want to access the properties, their access would be completely restricted. This restriction of access to our properties is the ground for rejection of the proposal. It may be an option to make the parking at the back permit holder, but have no resident parking at the close to avoid the above problem.	
2. Objection	I write following a recent letter regarding having Parking Permits in Barry place Reading. I live at number [REDACTED]. I was very shocked to receive this and am certainly protesting against it. There is very little parking space at the end for residents as it is and some residents have two or more cars. Are you going to supply multiple parking permits to each house? Also the [REDACTED] has no waiting there are three houses down there where are they supposed to park? At the top of Barry place on the left there are several abandoned cars and two motor homes which I assume have been abandoned as they've been there for years and not been moved. . . According to RBC that land it's not theirs and is privately owned and we were told that is why the cars haven't been removed. So how come you are saying, Parking Permits are going to be required there if you don't own the land? I work so my [REDACTED], where is [REDACTED] supposed to park? I don't believe this has been thought out at all and strongly object to this. I think you'll find several other residents will as well. . The there is absolutely no need for you to do this. I would like somebody to come round and explain to me why you think it's a good idea? All the roads surrounding Barry place a parking permit only so you certainly wouldn't be able to park anywhere else. I look forward to further discussion and a prompt reply to this email.	
3. Objection	<p>I write in regards to the above consultation (proposal to install permit bays and double yellow lines at Barry Place). Firstly, please advise if detailed drawings have been made as to how many parking spaces are proposed. I have looked online on the RBC website but have not been able to locate the proposal. I have only had sight of the attached. Further information is required as to what zone the parking spaces will fall under. Will they be allocated a new zone just for Barry Place Residents or will it cover a wider area eg. 03R?</p> <p>I write to object to the proposal. The proposed permit spaces at the cul-de-sac seem to be directly in front of only a few houses, namely numbers 4 , 5 and 6. As you're aware there are 8 houses within the cul-de-sac. Tensions will inevitably arise between residents of the cul-de-sac as each will member will want to park closest to their home leaving others to park further back closer to the main road. As mentioned above it is unclear as to how many spaces are proposed. If the parking spaces fall under the same zone as the wider area, many residents from outside the cul-de-sac will begin parking here. The notice states the proposal is "...in the interests of safety or response to demand." It is submitted that neither of these grounds have been met. The majority of Barry Place residents are against the proposal. Therefore the proposals should not go ahead as it is not within the public interest. Given the above, I believe the proposals should be scrapped or alternative options to be considered.</p>	

<p>4. Objection with petition signed by 10 persons.</p> <p>Please refer to Appendix 2.</p>	<p>I write in regards to the above consultation (proposal to install permit bays and double yellow lines at Barry Place). Please see attached a signed petition objecting to the proposals. This has been signed by the majority of Barry Place residents [REDACTED]. Should you wish to contact them individually details have been provided on the petition. Please could a copy of this be put forward to the Traffic Management Sub-Committee.</p> <p>The majority of the residents have voiced that the cul-de-sac at Barry Place has never had any problems in regards to parking. If the Council wish to implement something, it has been suggested that resident permit bays are made at the entrance to Barry Place (From Cardiff Road and Swansea Road), but the Cul-de-sac at the end is left as it is. I've drawn a diagram to illustrate this. It is at the entrance to Barry Place where these reported issues have occurred.</p> <p>Officer Comment: A petition was attached to the email, including 10 signatures. Appendix 2 provides details of the petition.</p>
<p>5. Comments from Councillors</p>	<p>Officers have received the following comments from Councillors:</p> <ul style="list-style-type: none"> - Councillor Adele Barnett-Ward has stated that Thames ward Councillors have visited residents to discuss the proposal and most residents do not want to have to pay for permits. Some residents just wanted to prevent the two large vehicles from parking in the shared off street parking area and it was suggested that a permit scheme was installed in only this section. Councillors were concerned that this would displace parking from the off-street parking area to the rest of Barry Place, which would remain unrestricted. Councillors will keep in touch with residents but it was proposed that this scheme is not progressed at this time. <p>Officer Comment: The consultation has made it clear that residents are not in favour of a permit parking scheme in Barry Place. It must be noted, however, that there are no other solutions which we can provide through the Waiting Restriction Review Programme that would remove certain vehicles whilst also allowing free unrestricted parking for other residents.</p>

KEY

EXISTING RESTRICTIONS
As labelled

PROPOSED RESTRICTIONS
As labelled



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WAITING RESTRICTION
REVIEW 2022B

Drawing

Barry Place

Scale
N.T.S.

Date
Nov 22

Drawing No.

Drawn JT

Checked JC

Approved JP

TH2_Barry Place

Street	Summary of Original Request	Feedback received
Whitley - Blandford Road	Request to review the Meadowcroft Road / Blandford Road junction due to issues with vehicles parking too close to the roundabout junction	Summary of responses: Objections 1, Support 0, Neither support nor object 0
1. Objection	The only time Blandford Road is busy is during dropping off and picking up from the schools in Exbourne Road and not at all during the school holidays. Residents should not be made to suffer because of a few inconsiderate people who try to park as close to the schools as possible. As a resident who has a house on the roundabout some of us who have cars cannot park outside their houses and have to park further along on the straight. The double yellow lines will extend further along from the roundabout leaving nowhere for us to park.	

