

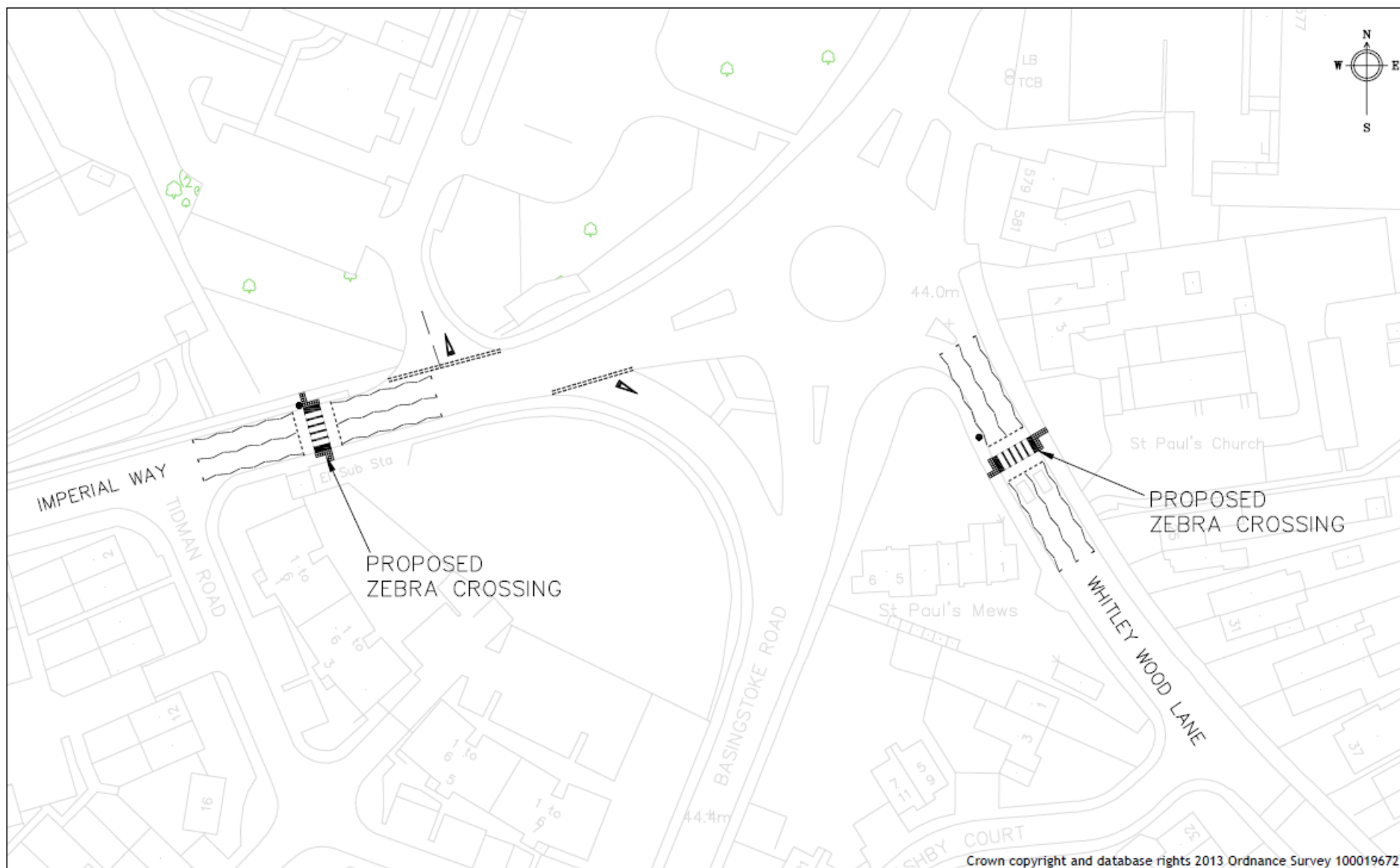
## APPENDIX 1 (a): CIL LOCALLY FUNDED SCHEMES - PEDESTRIAN CROSSINGS ON IMPERIAL WAY AND WHITLEY WOOD LANE

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

UPDATED: 02/06/2023

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.

Response	Feedback Received
1. Objection	Whoever devises these plans clearly has no idea on the road layout and business use both currently and in the near future.
2. Objection	<p>I live at [REDACTED] and do not want the zig zag lines outside my premises if possible, hence the objection. It also looks like the crossing falls in the exact position of the proposed movement of speed humps in relation to the St Pauls planning application 191265.</p> <p><b>Officer Comment:</b> The application of zig zag markings either side of a zebra crossing is a regulatory requirement for safety reasons, as they provide enforcement against vehicles stopping (for parking, loading or unloading) and obstructing the intervisibility between pedestrians and motorists. The proposed movement of the speed humps in the planning application referred are a suggested location that formed part of the application. Regardless of the agreed implementation outcome of this proposed zebra crossing, they would require statutory consultation and further processes to be undertaken before they could be relocated. If this proposed zebra crossing is agreed for implementation, Reading Borough Council can work with the developer to identify alternative options - there is flexibility.</p>
3. Support	No comments provided.
4. Neither support nor object	In principle I support, but the Zebra crossings could be moved short distances away from the big roundabout where people walk across the traffic islands, and will continue to cross there. The one in Whitley Wood should be opposite the footpath to Byworth Close, or between that and Shirley Avenue, as children cross from Shirley Avenue to the footpath on their way to and from school.



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Project	Scale	Drawn
	N.T.S	JC
Drawing	Date	Checked
	APR 23	JP
COMMUNITY INFRASTRUCTURE LEVY SCHEME		Approved
PROPOSED ZEBRA CROSSINGS LOCATION PLAN		JP
Drawing No.		CIL_2022_IMPERIAL_004

## APPENDIX 1 (b): CIL LOCALLY FUNDED SCHEMES - TRAFFIC CALMING ON BOSTON AVENUE AND SHAW ROAD

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

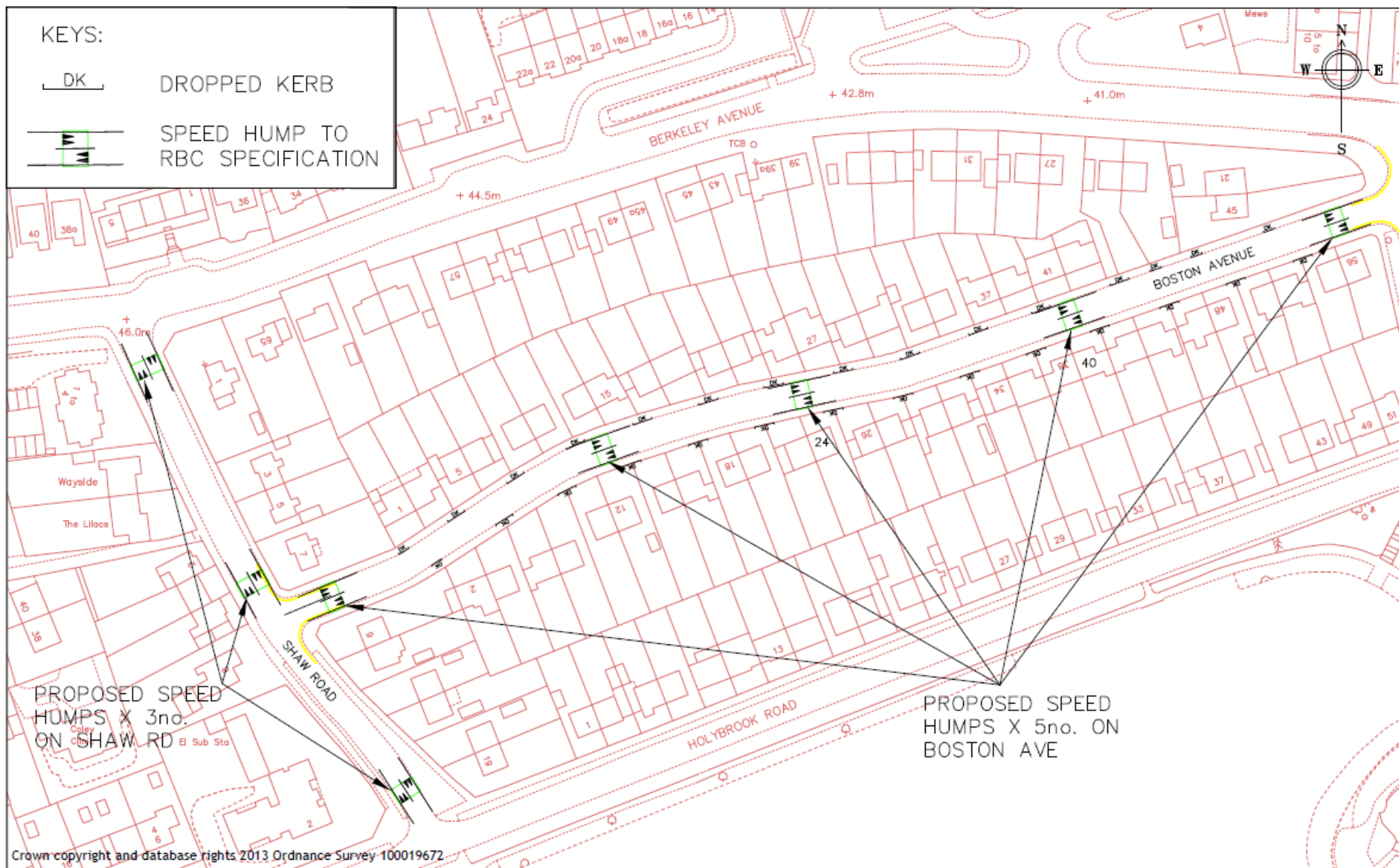
UPDATED: 02/06/2023

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.

Response	Feedback Received
1. Objection	<p>Regarding the proposal for road humps in Boston Avenue, I wish to make my objection known.</p> <p>I have lived in Boston Avenue for [REDACTED] and I can honestly say I have never noticed (or been told of) a single incident of furious or dangerous driving in this street. Or even minor speeding. Nor have I heard tell of any injury or damage due to such behaviour. I think that any expenditure on 'calming' measures here is totally unwarranted. With public money being in such short supply I want my contribution to be spent on something more useful.</p> <p>I lived in [REDACTED] before I moved here and humps were installed there unnecessarily. They made no difference to drivers' behaviour because there had been no bad behaviour in the first place. All they did was annoy residents by making it more difficult to park. I am not against humps when they might serve a purpose - such as along Wensley Road, where drivers do tend to speed, but Boston Avenue is not such a road.</p> <p>Please leave us in peace.</p>
2. Neither support nor object	<p>I live at [REDACTED] which is [REDACTED]. I'm not against the speed bumps, they may help reduce the speed of some drivers, however there are other issues.</p> <p>I believe a more serious issue is that cars are able to park on the west side of the Shaw Road very close to where it meets Berkeley Ave. This means you often get blockages as cars which are forced into the middle of the road near the junction meet with cars turning onto Shaw Road.</p> <p>I know it's an issue because I see and hear it many times per day. There is excessive horn beeping there as a car turns and is met with a vehicle in the middle of the road which has nowhere to go. Both drivers beep at each other as they both believe they've done nothing wrong.</p>

	<p>The main safety issue is for pedestrians. The car turning in has a choice of waiting and causing traffic to back up or mount the curb [REDACTED] and drive down the pavement. Twice now [REDACTED] have stepped out onto the pavement and been met by a car on that pavement.</p> <p>The solution is simple. There should be no allowed parking after the last house on Shaw Road West side. Add double yellow lines there.</p> <p>Please take this into consideration.</p> <p><b>Officer Comment:</b> The placement of additional waiting restrictions requires statutory consultation - they cannot be delivered as part of a decision on the proposed traffic calming measures. Officers will add this request to the next Waiting Restriction Review programme for proposed investigation and scheme development.</p>
3. Support	<p>I am writing in support of the proposal, but I have the following additional comments:</p> <ul style="list-style-type: none"> <li>• Boston Avenue has unrestricted parking on both sides of the road, leaving insufficient width for oncoming vehicles to pass each other, so the design of the speed humps needs to take this into account as far as possible. The fact that the speed humps are depicted on drawing NM/CIL/SHAW/004 as having two white triangles on each side of a painted centreline doesn't really reflect the single file way in which traffic typically moves along the road in practice.</li> <li>• The speed humps should not further exacerbate the tensions around parking by removing existing parking spaces. The 'RBC specification' for speed humps referenced by drawing NM/CIL/SHAW/004 wasn't easily findable, so it's unclear whether there will be any new double yellow lines alongside the speed humps.</li> <li>• I would like to request that RBC considers painting Keep Clear markings on the northbound side of St Saviours Road at the junction with Boston Avenue (see attached). Although not directly associated with traffic calming, this would help residents who are wanting to turn into Boston Avenue after leaving Berkeley Avenue. Drivers queuing on St Saviours Road at the traffic lights on Berkeley Avenue frequently obstruct this abrupt turn, forcing drivers who want to turn immediately right onto Boston Avenue to stop and wait. This can cause an obstruction and a potential hazard to any drivers who follow them onto St Saviours Road. This suggestion might have the unwanted side effect of facilitating drivers who use Boston Avenue to bypass heavy traffic on the parallel stretch of Berkeley Avenue, but hopefully the new speed humps would mitigate this.</li> <li>• [REDACTED] can I make a plea for the positioning of speed humps to take into account existing ironwork? For instance the one proposed outside nos. 12 &amp; 13 Boston Avenue appears to conflict with a triangular manhole cover.</li> </ul>

	<ul style="list-style-type: none"> <li>Will there be any new signage about the speed humps? None is mentioned on the proposal, but it would seem worthwhile to provide some in order for the speed humps to act as a deterrent to rat-runners instead of just a punishment.</li> </ul> <p><b>Officer Comment:</b> The proposed scheme of traffic calming measures will not introduce any new parking restrictions. Introduction of the Keep Clear marking will be considered. There is no regulatory requirement for signing road humps (or similar 'vertical traffic calming features' within a 20mph zone, so no additional signing has been scoped nor costed as part of the scheme delivery. All humps will be marked in compliance with national regulations.</p>
4. Object	<p>I object to the speed hump outside our house. [REDACTED] and therefore have to park on the road. Which this speed hump would stop us from doing. Also we have lived in Boston Ave since [REDACTED] and have no problem with fast cars. The road is already 20mile limit .</p> <p><b>Officer Comment:</b> The proposed scheme of traffic calming measures will not introduce any new parking restrictions.</p>
5. Support	<p>I support the introduction to thwart the vast minority of reckless drivers who use Boston Avenue to escape traffic on Berkeley Avenue, and I like the location of the speed bumps as shown on plan.</p>
6. Object	<p>Further difficulties parking.</p> <p><b>Officer Comment:</b> The proposed scheme of traffic calming measures will not introduce any new parking restrictions.</p>



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Project  
COMMUNITY INFRASTRUCTURE  
LEVY SCHEME  
SHAW RD & BOSTON AVE

Drawing  
PROPOSED TRAFFIC CALMING  
LOCATION PLAN

Scale  
N.T.S  
Date  
APR 23

Drawn  
JC  
Checked  
JP  
Approved  
JP

Drawing No.

NM/CIL/SHAW/004