

APPENDIX 2 - WAITING RESTRICTION REVIEW PROGRAMME

Requests for waiting restrictions for potential inclusion in the 2023B programme.

Ward	Street	Summary of Request
1. Abbey	Great Knollys Street	Location: On the south side of the street, to the west of Bellman Court. Request for a time-limited loading bay. This is proposed to support loading/unloading without issues of blocking the road while vehicles are manoeuvring.
2. Abbey	Station Road	Location: Toward the southern end of the street, and a potential space has been identified between bus stops, on the western side of the street toward the junction with Garrard Street. Request for a loading bay to be installed to support loading and servicing of nearby businesses. Even a part-time bay would be considered useful.
3. Abbey	Weldale Street	Location: On the far west end of the road. Request to reduce an existing pay and display bay to accommodate the new dropped kerb access for waste disposal.
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1. Battle	Loverock Road	Location: In the vicinity of units 73-75. Request for additional double yellow lines to help with access for vehicles in this area.
2. Battle (also in Norcot)	Waverley Road	Location: Southern end of street, between Tilehurst Road and Wantage Road. Request to remove a section of the permit parking bay, due to driveway blocking.  <b>Officer comment:</b> Officers would not typically recommend removing small sections of longer permit bays, due to the additional signing (and, therefore, street ‘clutter’) that would need to be installed, particularly if this set a precedent and was expanded along the street/parking zone. A change could be recommended here if it spanned the few properties with off-street parking, was not considered as setting a precedent for future off-street parking areas in this section, and on the understanding that the resultant ‘no waiting’ restrictions would apply equally to the residents of the properties - the availability of RP space directly outside these properties would be removed.
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1. Caversham	Hemdean Road	Location: In the vicinity of Hemdean House School. Request for some additional restrictions to help with the issues caused by parking in the area during school pick up and drop off times.
2. Caversham	Star Road	Location: East side of the road, along the cycle lane that runs in a southbound direction from the roundabout with Lower Henley Road. Reported issues of persistent parking within the cycle lane. Double-yellow-lines would provide additional deterrent (and enforcement opportunities) to prevent parking obstruction to this facility.
3. Caversham	Westfield Road	Location: Where there is an existing single yellow line. Request to amend the restriction to include Sunday daytime as well (it currently is in force Mon-Sat) due to issues with traffic flow caused by vehicles parking on both sides of the road.
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1. Church	Northumberland Avenue #1	Location: Outside the parade of shops to the south of Carousel Court. Request for disabled parking spaces near to the Post Office, possibly to be time-limited.
2. Church (also in Katesgrove)	Northumberland Avenue #2	Location: In the vicinity of junction with Canterbury Road. This has been deferred from the 2023A programme. Request for additional restrictions near Reading Girl’s School due to issues caused by parked cars during the pick up/drop off times. Driveways are regularly blocked, and the road becomes very narrow which causes traffic to build up. There are also reports of vehicles parking on junctions and near the mini roundabouts which makes it more dangerous for pedestrians in the area.

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3. Church	Woolacombe Drive	Location: Turning area. Request to install restrictions in the turning area due to due parked vehicles preventing it from being used.
1. Coley	Berkeley Avenue	Location: In the small layby on the northern side of the street, near to the junction with Coley Avenue. Request to replace existing 2 hour limited waiting restriction with 'no waiting at any time'. This is to enable improved access to off-street parking space.
2. Coley	Pennyroyal Court	Location: Entire road. Request to install restrictions to allow access for waste collection vehicles.
3. Coley	Shaw Road	Location: West side of street, approaching the junction with Berkeley Avenue. Request for an extension to the double-yellow-lines, as vehicles are approaching in the middle of the road and are met by oncoming vehicles turning onto the road. This is causing driver frustration and motorists are driving up the footways to pass. This was raised in one of the comments to the recent Shaw Road/Boston Avenue CIL scheme consultation.
1. Emmer Green	Henley Road	Location: Between the junctions with All Hallows Road and Micklands Road. There is a 2023A programme developed scheme that proposes to introduce double-yellow-line restrictions to prevent parking on the segregated footway/cycle lane on the north side of the street, between Caversham Park Road and Micklands Road. A request has been made to consider extending this restriction to All Hallows Road.
2. Emmer Green	Jefferson Close / Wordworth Court	Location: At the junction. Request to install additional double yellow lines due to larger vehicles parking in the road and making it difficult to see when turning in from Kiln Road.
1. Katesgrove	Awkright Road / Boulton Road / Craddock Road	Location: Unrestricted sections of these roads. Request to consider installing additional restrictions due to the increase in long term parking in this area. Report received of delivery vehicles often having to block to road due to the high volume of vehicles here, which are also causing visibility issues for motorists manoeuvring around the area.
2. Katesgrove	Edgehill Street	Location: At the western end of the street. Request to place waiting restrictions that facilitate vehicle turning movements at the end of this no-through-road.
3. Katesgrove (also in Redlands)	Kendrick Road	Location: Between Allcroft Road and Christchurch Road. Request to consider shortening/removing some of the parking bays, particularly those on the east side of the street. It is proposed that this will ease peak-time congestion in this section.
4. Katesgrove (also in Church)	Northumberland Avenue (#2)	Location: In the vicinity of junction with Canterbury Road. This has been deferred from the 2023A programme. Request for additional restrictions near Reading Girl's School due to issues caused by parked cars during the pick up/drop off times. Driveways are regularly blocked, and the road becomes very narrow which causes traffic to build up. There are also reports of vehicles parking on junctions and near the mini roundabouts which makes it more dangerous for pedestrians in the area.
1. Kentwood	Newbery Close	Location: Around the junction with Armour Hill. Request to place double-yellow-lines around the junction entrance to Newbery Close.
2. Kentwood	Pottery Road	Location: Entire road. Complaint raised about the difficulty in driving through Pottery Road at school pick up and drop off times and a request was made to install some double yellow lines to help vehicles get through.

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1. Norcot	Rowe Court	Location: Whole length. Concerns have been raised about access difficulties for larger vehicles (particularly emergency service vehicles) and a request to consider yellow-line restrictions to address this.
2. Norcot (also in Battle)	Waverley Road	<p>Location: Southern end of street, between Tilehurst Road and Wantage Road. Request to remove a section of the permit parking bay, due to driveway blocking.</p> <p><b>Officer comment:</b> Officers would not typically recommend removing small sections of longer permit bays, due to the additional signing (and, therefore, street ‘clutter’) that would need to be installed, particularly if this set a precedent and was expanded along the street/parking zone. A change could be recommended here if it spanned the few properties with off-street parking, was not considered as setting a precedent for future off-street parking areas in this section, and on the understanding that the resultant ‘no waiting’ restrictions would apply equally to the residents of the properties - the availability of RP space directly outside these properties would be removed.</p>
1. Park (also in Redlands)	Eastern Avenue #1	<p>Location: Between Addington Road and Wokingham Road (northern section). Issues being experienced with vehicles allegedly speeding along the unparked side of the street (there are Resident Permit Parking bays on the eastern side). Proposal to introduce single-yellow-line restrictions to facilitate on-street parking along the western side, acting as a speed reduction measure.</p> <p><b>Officer comments:</b> When developing the area Resident Permit Parking scheme, it was noted that the street was insufficiently wide to allow on-street parking on both sides of Eastern Avenue. An objective of the original scheme was to remove the footway parking and improve accessibility along this section. Officers do not recommend the proposed approach, as it will allow non-permit holders to park on this street, who would need to park partially on the footway in order to avoid causing a carriageway obstruction. During the scheme design, officers originally suggested consideration of alternating the on-street parking bays to avoid having a straight-through section of unparked carriageway. While the cost of undertaking such changes would need to be considered in the context of the limited programme funding, this would be the officer recommended approach to addressing the issue raised.</p>
2. Park (also in Redlands)	Eastern Avenue #2	<p>Location: Northern section of the street (Wokingham Road to Junction/Crescent Road). In the northern section of the street is a standalone resident permit parking zone ‘B2’. A later, wider area resident permit scheme was introduced, which covered the remainder of the street with parking zone ‘15R’. Zone B2 is reportedly becoming congested, so a request has been made for some of this nearby 15R zone to become dual-use with B2 permits.</p> <p><b>Officer comments:</b> Councillor White has been liaising with officers, who raised concerns that this could disadvantage residents with 15R permits, while also proposing whether the B2 zone could be converted to 15R to provide all residents with maximum flexibility. While it was suggested that the latter was not favourable, survey information has been provided to officers and suggests that neighbours would not find the implementation of a dual-zone section objectionable.</p>

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3. Park	Liverpool Road	<p>Location: Around the bend, at the northern end of the street. Request to consider converting existing double-yellow-lines into additional resident permit parking bays, as per the surrounding restrictions.</p> <p><b>Officer comment:</b> While we can investigate this, being on a bend in the road and with driveways opposite, vehicle tracking (manoeuvrability) will be a significant feasibility factor, to ensure that such a change does not compromise accessibility.</p>
1. Redlands	Craven Road	<p>Location: Around the junction with London Road. Request for a loading ban in the vicinity of the junction and pedestrian crossing to prevent vehicles stopping near to the crossing on the current double-yellow-lines and risking intervisibility issues for pedestrians and moving traffic.</p>
2. Redlands	Donnington Road	<p>Location: Around the junction with Erleigh Road. Request for additional restrictions to help prevent vehicles parking on the pavement on the existing double yellow lines, as this is forcing pedestrians into the road.</p>
3. Redlands (also in Park)	Eastern Avenue #1	<p>Location: Between Addington Road and Wokingham Road (northern section). Issues being experienced with vehicles allegedly speeding along the unparked side of the street (there are Resident Permit Parking bays on the eastern side). Proposal to introduce single-yellow-line restrictions to facilitate on-street parking along the western side, acting as a speed reduction measure.</p> <p><b>Officer comments:</b> When developing the area Resident Permit Parking scheme, it was noted that the street was insufficiently wide to allow on-street parking on both sides of Eastern Avenue. An objective of the original scheme was to remove the footway parking and improve accessibility along this section. Officers do not recommend the proposed approach, as it will allow non-permit holders to park on this street, who would need to park partially on the footway in order to avoid causing a carriageway obstruction. During the scheme design, officers originally suggested consideration of alternating the on-street parking bays to avoid having a straight-through section of unparked carriageway. While the cost of undertaking such changes would need to be considered in the context of the limited programme funding, this would be the officer recommended approach to addressing the issue raised.</p>
4. Redlands (also in Park)	Eastern Avenue #2	<p>Location: Northern section of the street (Wokingham Road to Junction/Crescent Road). In the northern section of the street is a standalone resident permit parking zone 'B2'. A later, wider area resident permit scheme was introduced, which covered the remainder of the street with parking zone '15R'. Zone B2 is reportedly becoming congested, so a request has been made for some of this nearby 15R zone to become dual-use with B2 permits.</p> <p><b>Officer comments:</b> Councillor White has been liaising with officers, who raised concerns that this could disadvantage residents with 15R permits, while also proposing whether the B2 zone could be converted to 15R to provide all residents with maximum flexibility. It was suggested that the latter was not favourable, and survey information has been provided to officers that suggests that neighbours would not find the implementation of a dual-zone section objectionable.</p>
5. 0Redlands (also in Katesgrove)	Kendrick Road	<p>Location: Between Allcroft Road and Christchurch Road. Request to consider shortening/removing some of the parking bays, particularly those on the east side of the street. It is proposed that this will ease peak-time congestion in this section.</p>

Ward	Street	Summary of Request
1. Southcote	Southcote Lane	Location: From the junction with Kenilworth Avenue, north-east toward the bus lane. Request for double-yellow-lines to aid visibility for traffic exiting Kenilworth Avenue.
1. Thames	Addison Road / Meadow Road	Location: Eastern end of Meadow Road and Addison Road close to its junction with Meadow Road. Request to reduce some yellow lines on Meadow Road and Addison Road to allow for some additional parking spaces.  <b>Officer Comment:</b> This request will be considered alongside parking alterations that have been separately proposed in a previous report to the Sub-Committee, as a result of developer-proposed and funded parking changes around the former Cox & Wyman site.
2. Thames	Elliot's Way	Location: Entire length. Request to add a resident permit parking restriction. The street has permit parking (zone 01R) around it, but does not have permit parking restrictions within. There is limited space for bay marking, due to the number of off-street parking places, but the limited parking is under significant pressure from non-resident parking. Officers have suggested that the introduction of a 'permit parking beyond this point' restriction may be suitable.
1. Tilehurst	Blundells Road / Gratwicke Road	Location: Around the bend in the road, where Blundells Road and Gratwicke Road meet. Request for the removal of parking around this corner, to improve intervisibility around this blind bend.
2. Tilehurst	Fern Glen	Location: Full length. Request for parking restrictions along one side of the road, as offset parking is often causing this narrow road to get blocked.
3. Tilehurst	Green Acre Mount	Location: Full length. Experiencing issues with shoppers and all-day parking by non-residents (likely staff from the nearby shops) causing blocking of driveways and significant congestion in this small road. Would like consideration of yellow-line restrictions that can ease accessibility of the road and reduce impact to residents.
4. Tilehurst	Hardwick Road	Location: The bend in the road near to Harvaston Parade and the parking area outside the Parade and park. Request to consider parking restrictions around the bend to reduce visibility, footway and driveway accessibility issues caused by parked vehicles, and to consider marking out the bays within the parking areas (outside both the parade and park) to encourage more efficient parking within. There have been additional reports that residents and commercial vehicle operators are using the car park outside the parade all day, which is exacerbating the on-street parking issue for shoppers and impacting on accessibility to the shops.
5. Tilehurst	Savernake Close	Location: Road adjacent to the grass verges. Request to consider installing additional restrictions which would prevent vehicles parking and damaging the grass verge, which is part of the highway.
6. Tilehurst	The Meadway / Mayfair	Location: Near the Halls Road bus stop. Request for some double yellow lines in this area due to concerns about safety caused by parked cars.