

APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2023B - OFFICER RECOMMENDATIONS UPDATED: 15/12/2023

Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
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.	Officers have visited the site and recommend that a loading bay is installed near the entrance to Bellman Court as shown in drawing AB1_Great Knollys Street.
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.	Officers recommend that a red route loading bay is installed in between the existing bus stops as shown in drawing AB2_Station Road. The timings have been chosen to avoid the peak time hours as well as maintain line-of-sight through the area at night when the nearby bus stops become taxi ranks.
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.	Officers have visited the site and can confirm that a new access protection marking has been installed to accommodate the new waste disposal point. This makes it clear to motorists that access is required at all times. We therefore recommend that this is removed from the programme.

KEY

PROPOSED RESTRICTIONS
As labelled

EXISTING: 3hrs no
return within 2hrs.
Pay at machine

EXISTING: No waiting and
no loading at any time.

PROPOSED: Loading only,
max stay 40mins.

GREAT KNOLLYS STREET

Bellman Court

EXISTING: No waiting and
no loading at any time

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Project

WAITING RESTRICTION
REVIEW 2023B

Drawing

Great Knollys Street

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Drawn JT

Checked JC

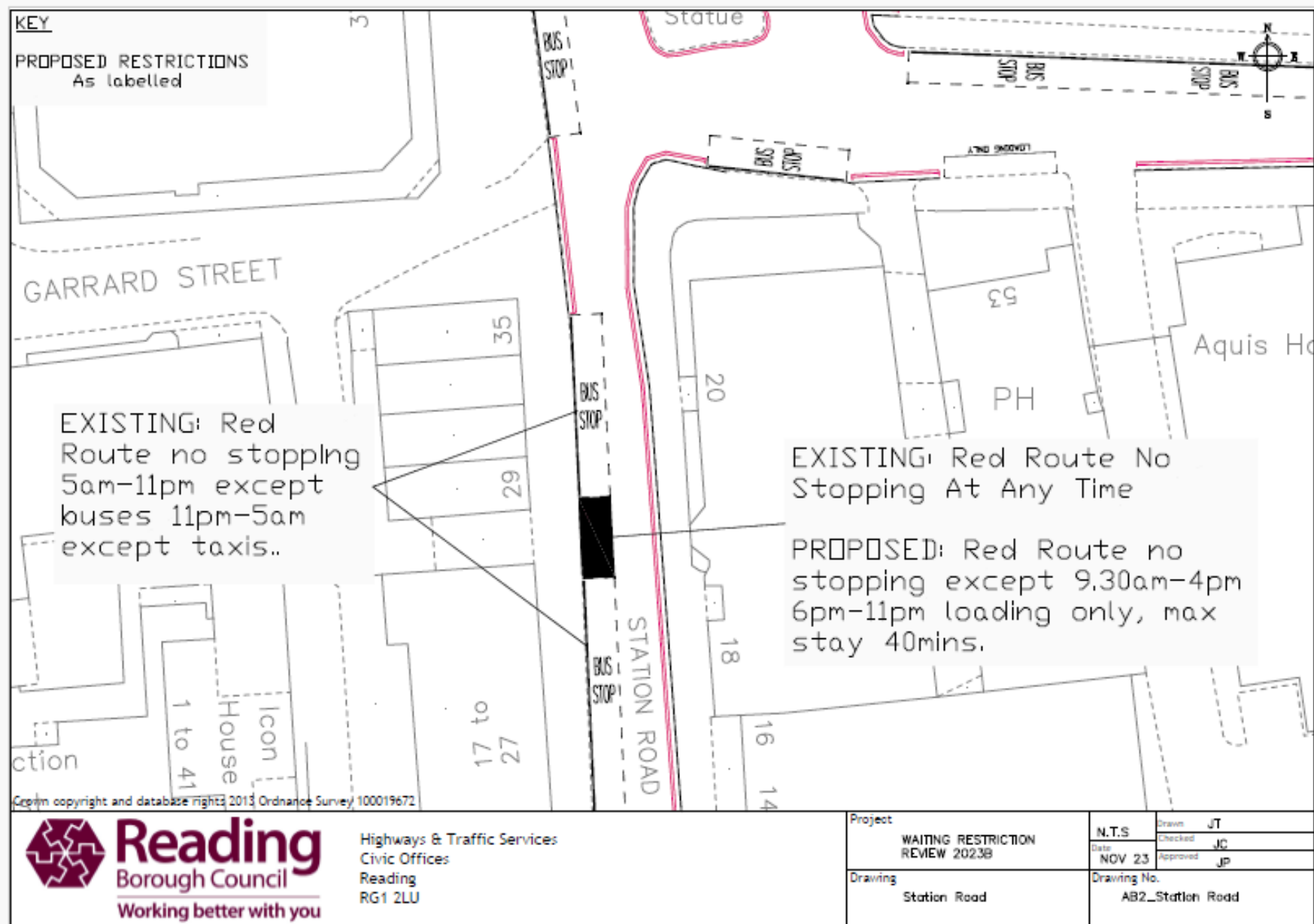
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Approved JP

Drawing No.

AB1_Great Knollys Street



Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
4. 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.	Officers have visited the site and note that the area is heavily parked throughout the day. As the access point is located immediately next to some existing yellow lines, we propose that they are extended by 5 metres as shown in drawing BA1_Loverock Road.
5. Battle and Norcot	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>Officer comment: 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>	As there are three dropped kerbs next to each other and no space for a full vehicle to park between them, officers recommend that this section of the permit bay is removed and replaced with double yellow lines as shown in drawing BA NO1_Waverley Road. This will mean that residents will not be able to park their own or visitors' vehicles on the access points, however, it will provide additional protection against other motorists who are allegedly causing the driveways to be blocked.

KEYPROPOSED RESTRICTIONS
As labelled

DK Dropped kerb

EXISTING: No Waiting
At Any Time

EXISTING: Unrestricted

PROPOSED: Extend
existing 'No Waiting At
Any Time' restriction by
5m

LOVEROCK ROAD

DK

Door Store car park

Depot

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Drawn JT

Date NOV 23

Checked JC

Approved JP

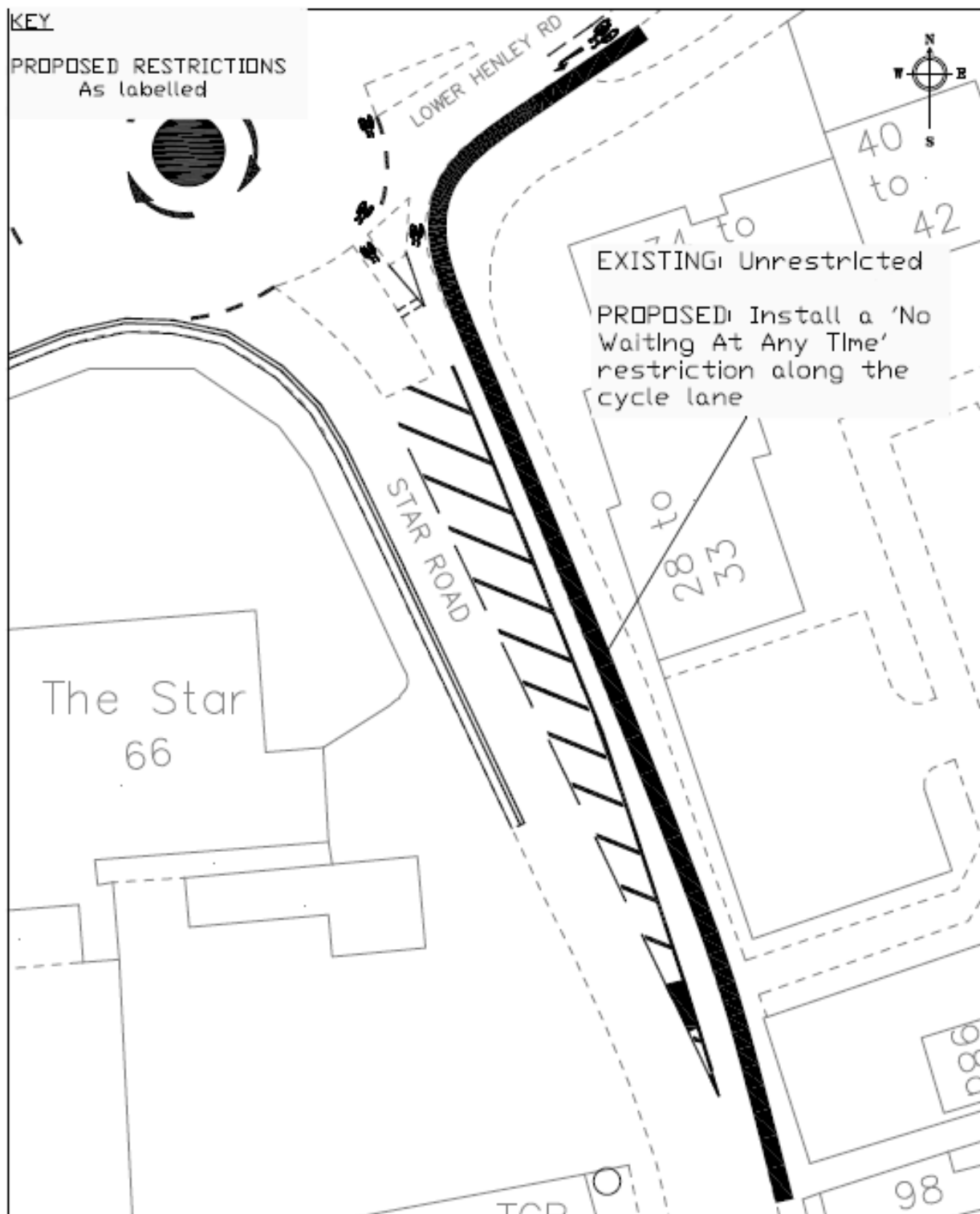
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Loverock Road

Drawing No.

BA1_Loverock Road

Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
6. 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.	Officers propose that double yellow lines are installed in order to protect the cycle lane at the end of Lower Henley Road and its stretch at the north end of Star Road as shown in drawing CA1_Star Road. Officers are aware that there is a high demand for resident parking in this area which will likely be affected by this proposal, however, the yellow lines are necessary if we are to ensure the cycle lane is always accessible.
7. 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.	<p>Officers are not aware of significant resident demand for changes to this restriction though this has the potential to improve traffic flow.</p> <p>Councillor Feedback: A ward Councillor has objected to the proposal because parking is very restricted on Westfield Road during the week and as there is less traffic on Sundays, they would like residents to continue to enjoy the additional parking spaces which can be used for their visitors.</p> <p>In view of the Councillor's comments, officers recommend that this is removed from the programme.</p>



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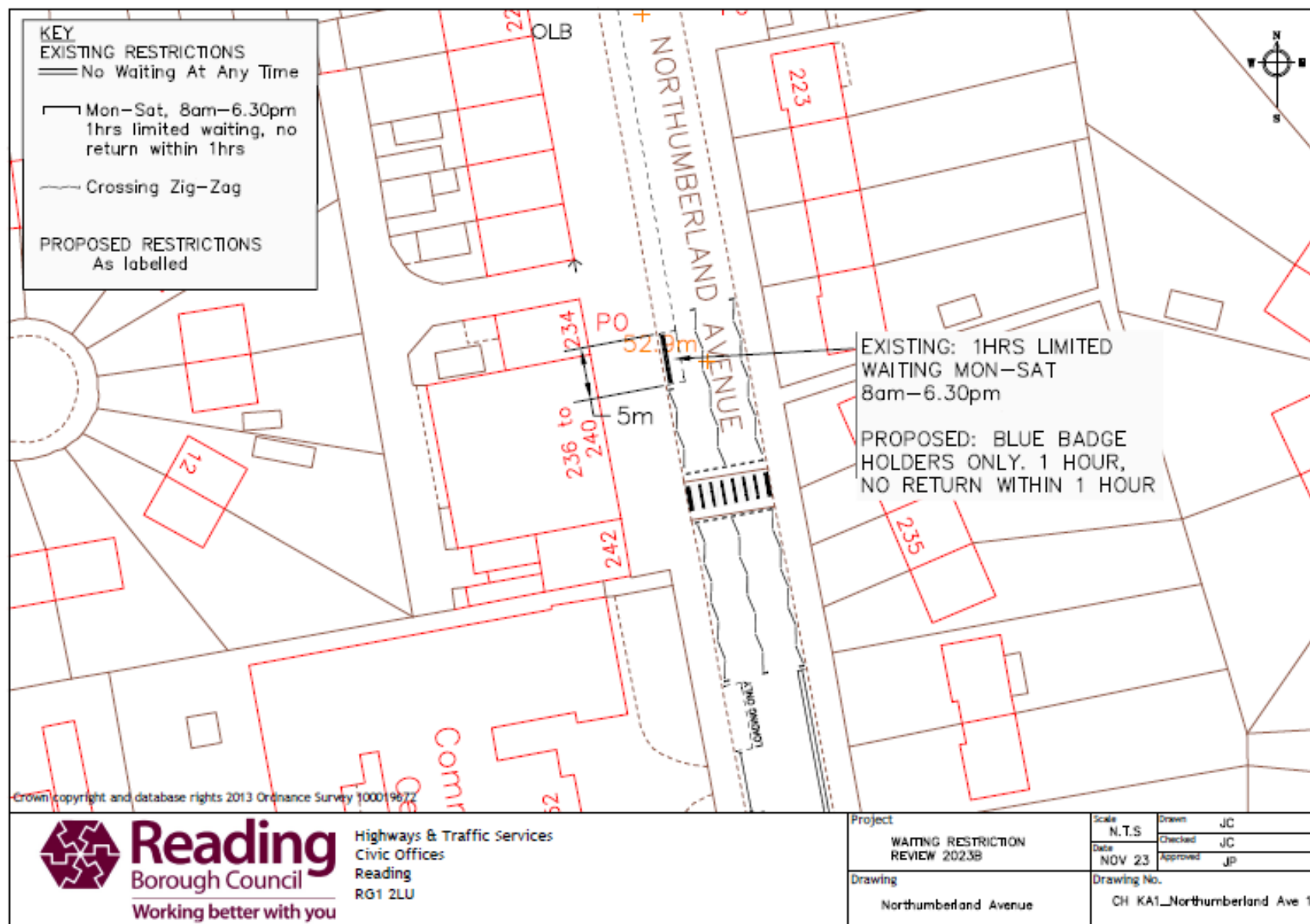
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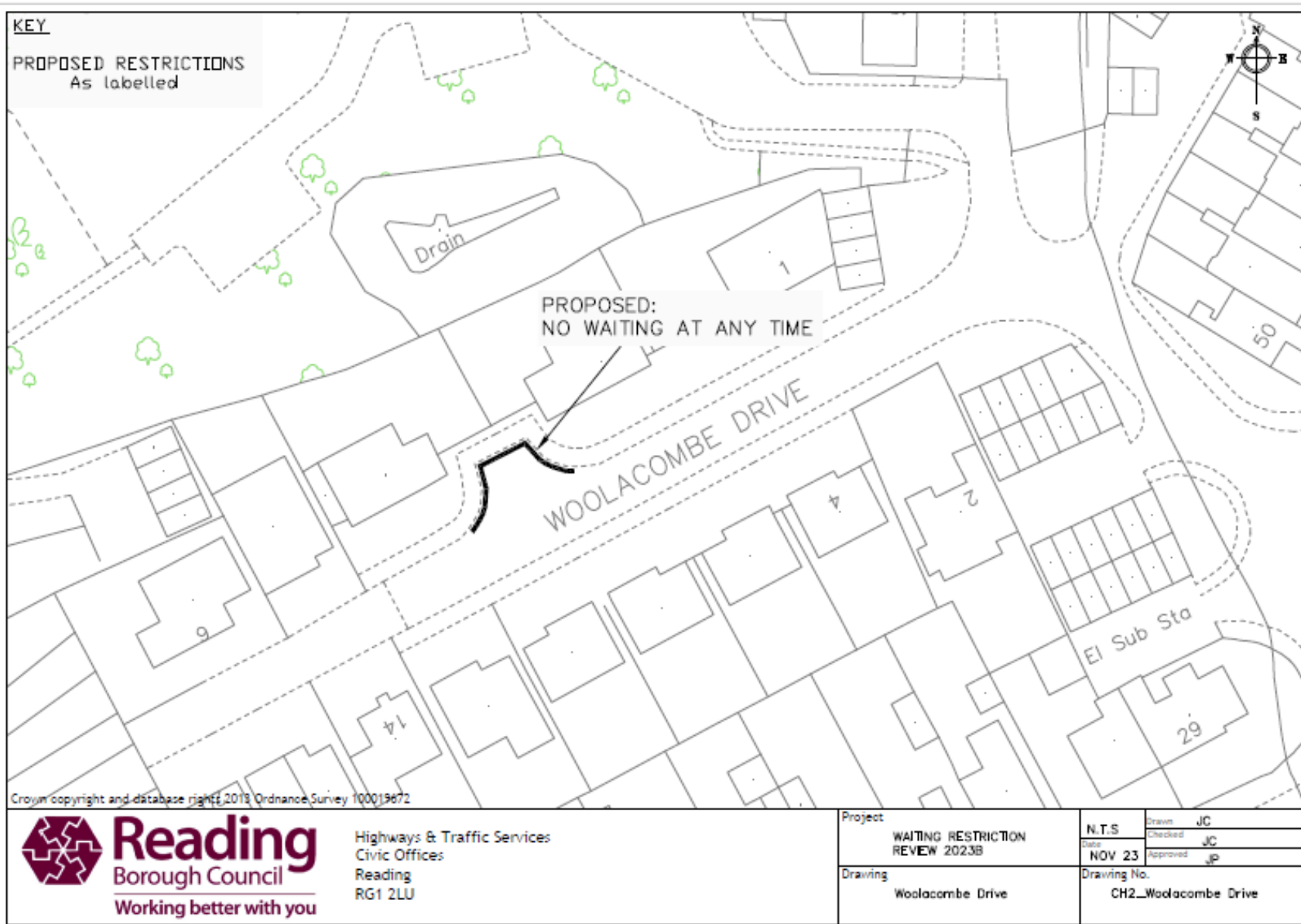
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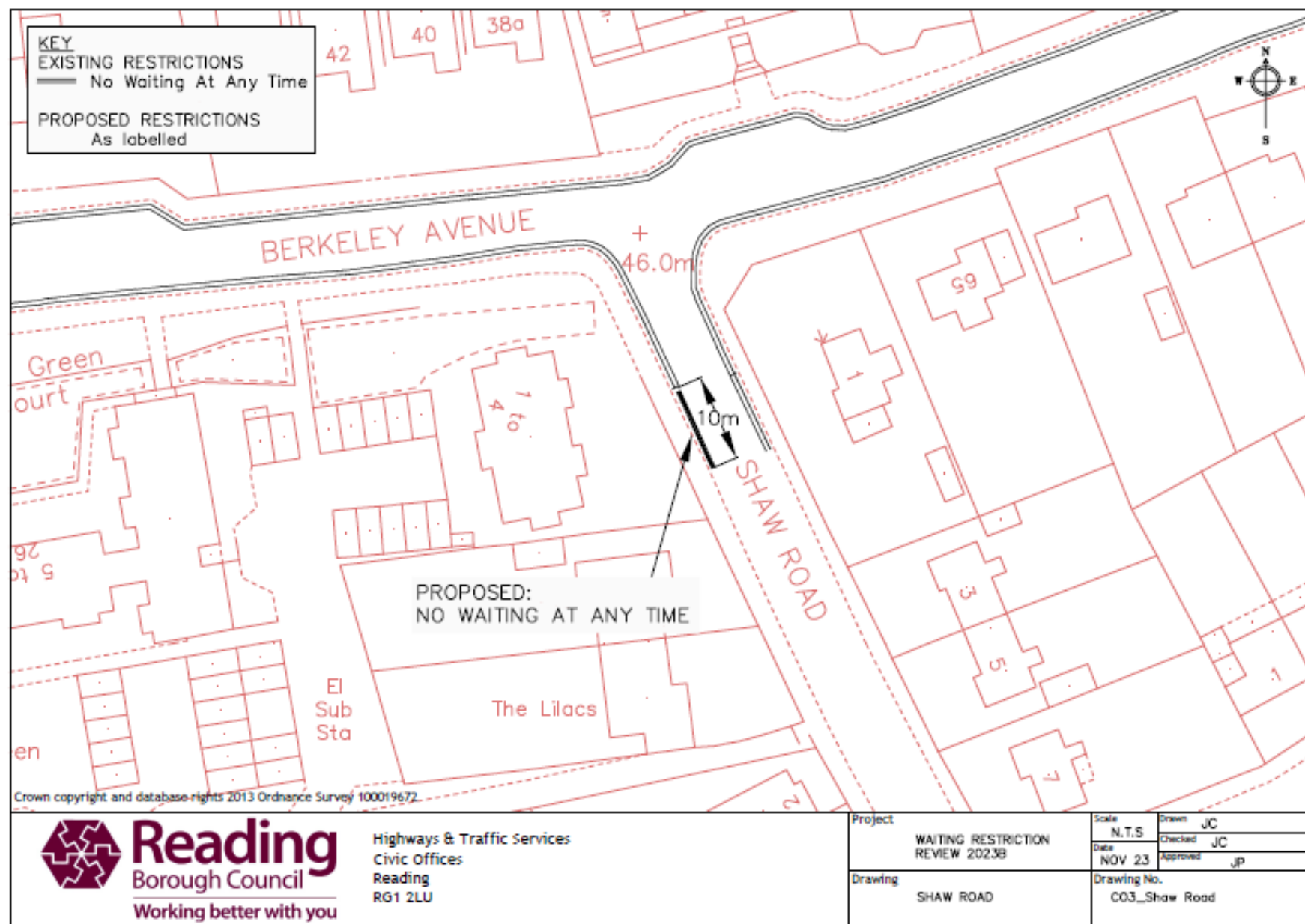
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Star Road			
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Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
8. Church	Northumberland Avenue #1	Location: Outside the parade of shops to the south of Carousel Court. Request for disabled parking spaces near to the Post Office, possibly to be time-limited.	Officers recommend that a section of the existing parking bay outside the post office is converted into a disabled parking bay as shown in drawing CH KA1_Northumberland Avenue.
9. Church and 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.	The installation of double yellow lines is unlikely to have a significant impact on parking in this area during school pick up and drop off times, but it will remove parking spaces for residents and their visitors. Additionally, there do not appear to be any lawful dropped footway crossovers in the vicinity. We therefore recommend that this is removed from the programme.
10. Church	Woolacombe Drive	Location: Turning area. Request to install restrictions in the turning area due to parked vehicles preventing it from being used.	Officers recommend that double yellow lines are installed as shown in drawing CH2_Woolacombe Drive in order to protect the turning area.

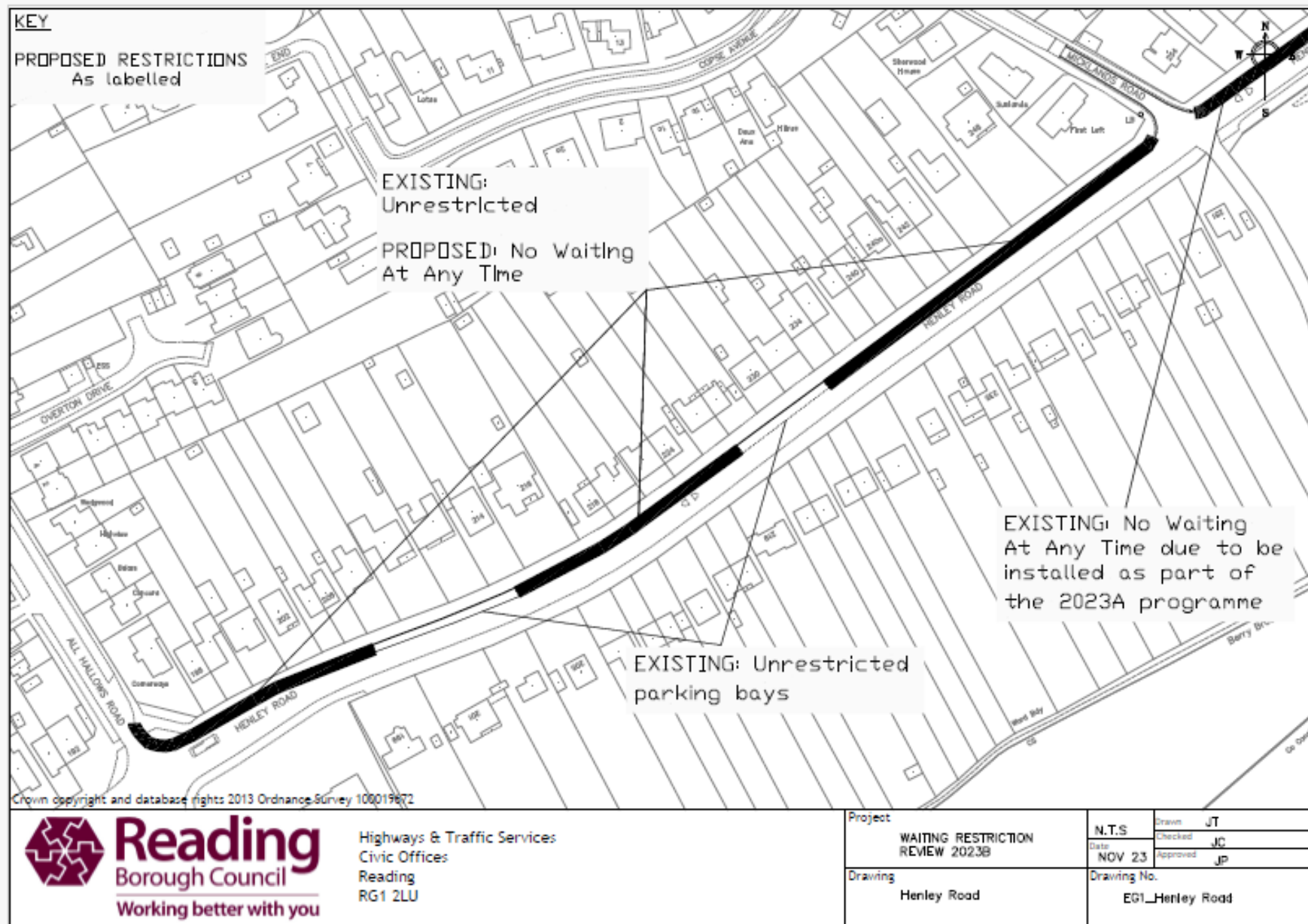




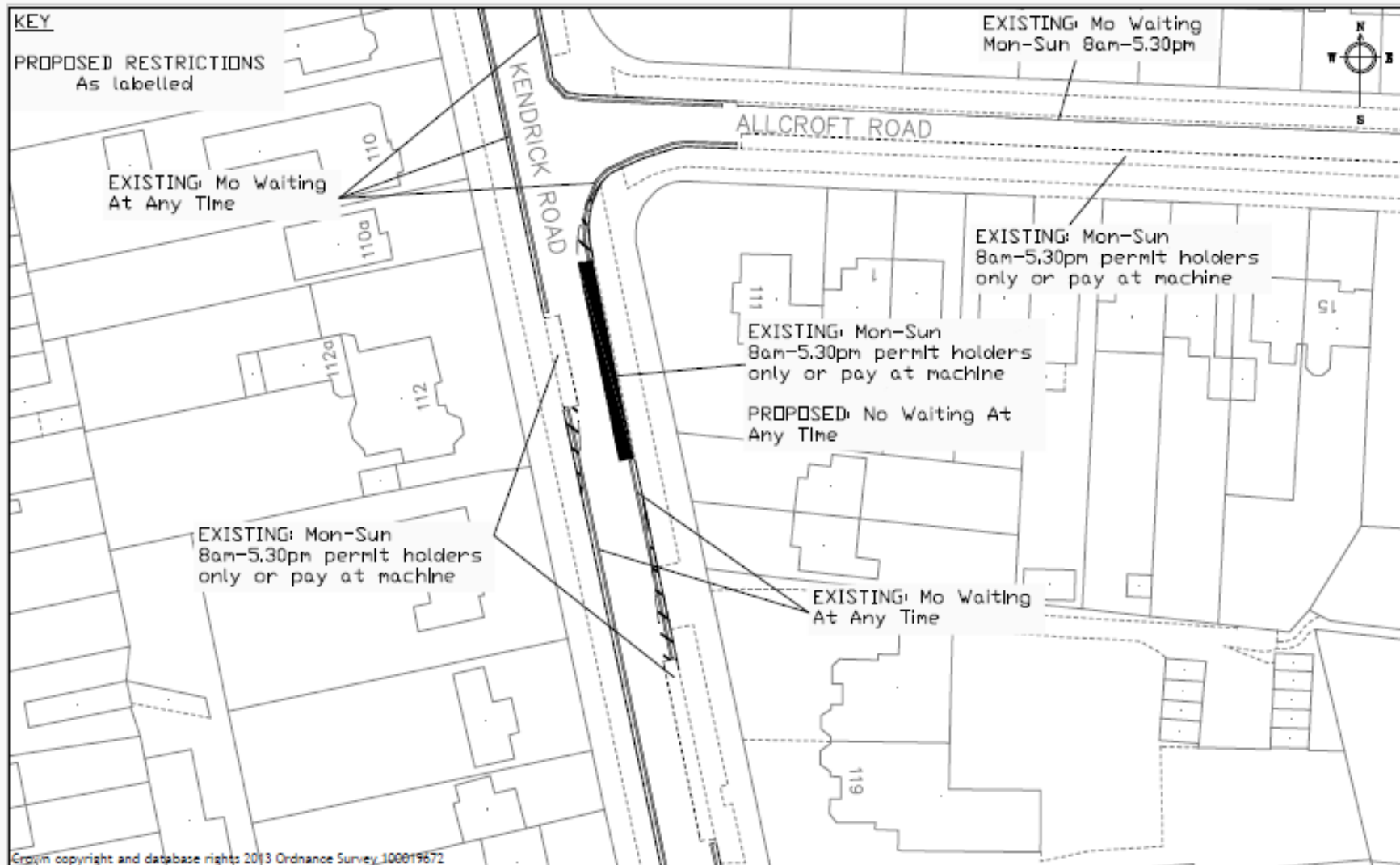
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
11. Coley	Berkeley Avenue	Location: In the small layby on the northern side of the street, near to the junction with Coley Avenue. Request to replace existing 2 hour limited waiting restriction with 'no waiting at any time'. This is to enable improved access to off-street parking space.	Officers have visited the site and observed that there is an access protection marking in place that covers the existing off-street parking places. We therefore do not recommend that the existing parking bay be amended and that the request is removed from the programme at this time.
12. Coley	Pennyroyal Court	Location: Entire road. Request to install restrictions to allow access for waste collection vehicles.	Officers have visited the site on a number of occasions and have not observed obstructive parking which would hinder access for waste collection vehicles. The installation of restrictions would also reduce parking spaces for residents and their visitors. We therefore recommend that this is removed from the programme.
13. 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.	Officers recommend that the existing yellow lines are extended as shown in drawing CO3_Shaw Road in order to help improve access for motorists entering and leaving the road on this busy junction.



Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
14. 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.	Officers have visited the site and observed vehicles parking on the pavement and blocking the cycle lane. A significant length of yellow lines is currently awaiting installation as part of the 2023A programme and we may find that additional restrictions here could cause displacement parking issues elsewhere. Additional yellow lines would however be required to protect the cycle lane and officers have proposed an extension of the lines as shown in drawing EG1_Henley Road.
15. Emmer Green	Jefferson Close / Wordsworth 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.	<p>There are existing yellow lines in the close which provide protection for the junction. Having visited the site, it would appear that the long-term vehicle that was causing visibility issues has been moved and there is good visibility of the junction. Extending the yellow lines further would also remove parking spaces for residents and their visitors. There were a number of vehicles parked in this area during the day which indicates that there is a high demand for on-street parking here.</p> <p>We therefore recommend that this is removed from the programme.</p>



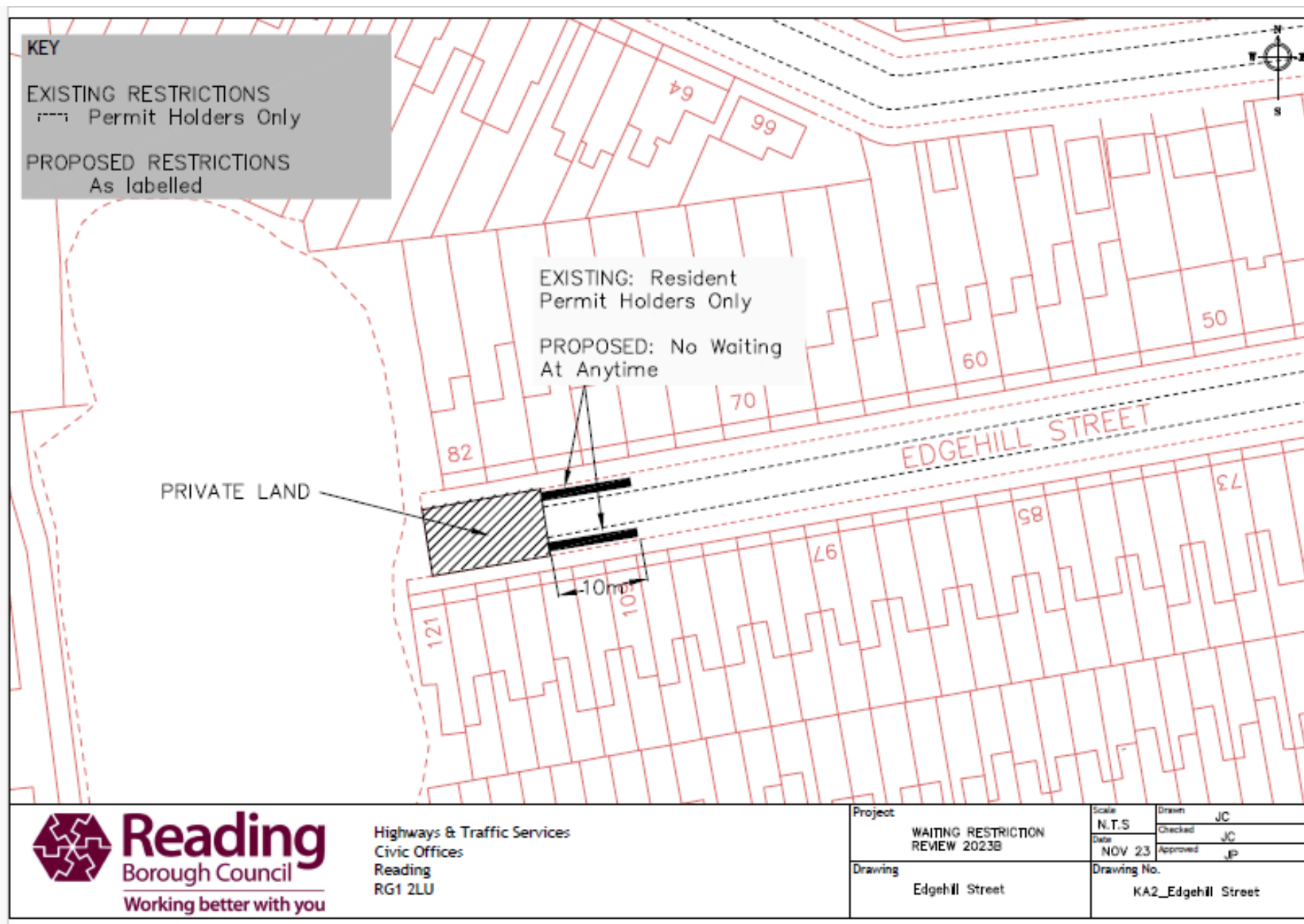
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
16. Katesgrove	Awkright Road / Boulton Road / Craddock Road	Location: Unrestricted sections of these roads. Request to consider installing additional restrictions due to the increase in long term parking in 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.	<p>There are already a number of restrictions in the area, however, upon inspection of these restrictions it was observed that a number of signs were missing, and road markings were faded. Officers recommend that the existing restrictions are refreshed and signs replaced in order to help enforcement in this area.</p> <p>We therefore recommend that this is removed from the programme.</p>
17. 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.	<p>Officers are aware that there is a high demand for parking in this area and the installation of any new restrictions will reduce parking spaces for residents, however, in order to allow space for a vehicle to turn around we recommend that a short length of double yellow lines is installed at the end of the road as shown in drawing KA2_Edgehill Street.</p> <p>Councillor Feedback: We received comments from Councillor White regarding this proposal, stating that this was very unpopular with residents - because parking is at a premium in the road. He stated that Katesgrove Green Party Councillors would like this removed from the programme.</p>
18. Katesgrove and 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.	In order to improve traffic flow around the Allcroft Road junction, officers recommend that one of the parking bays is converted into a double yellow line restriction as shown in the drawing KA RE1_Kendrick Road. We do not recommend that the other bays in the area are removed as they provide additional parking spaces which can contribute to slowing down vehicles, alongside other existing traffic calming features.
19. Katesgrove and 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.	The installation of double yellow lines is unlikely to have a significant impact on parking in this area during school pick up and drop off times, but it will remove parking spaces for residents and their visitors. Additionally, there do not appear to be any lawful dropped footway crossovers in the vicinity. We therefore recommend that this is removed from the programme.



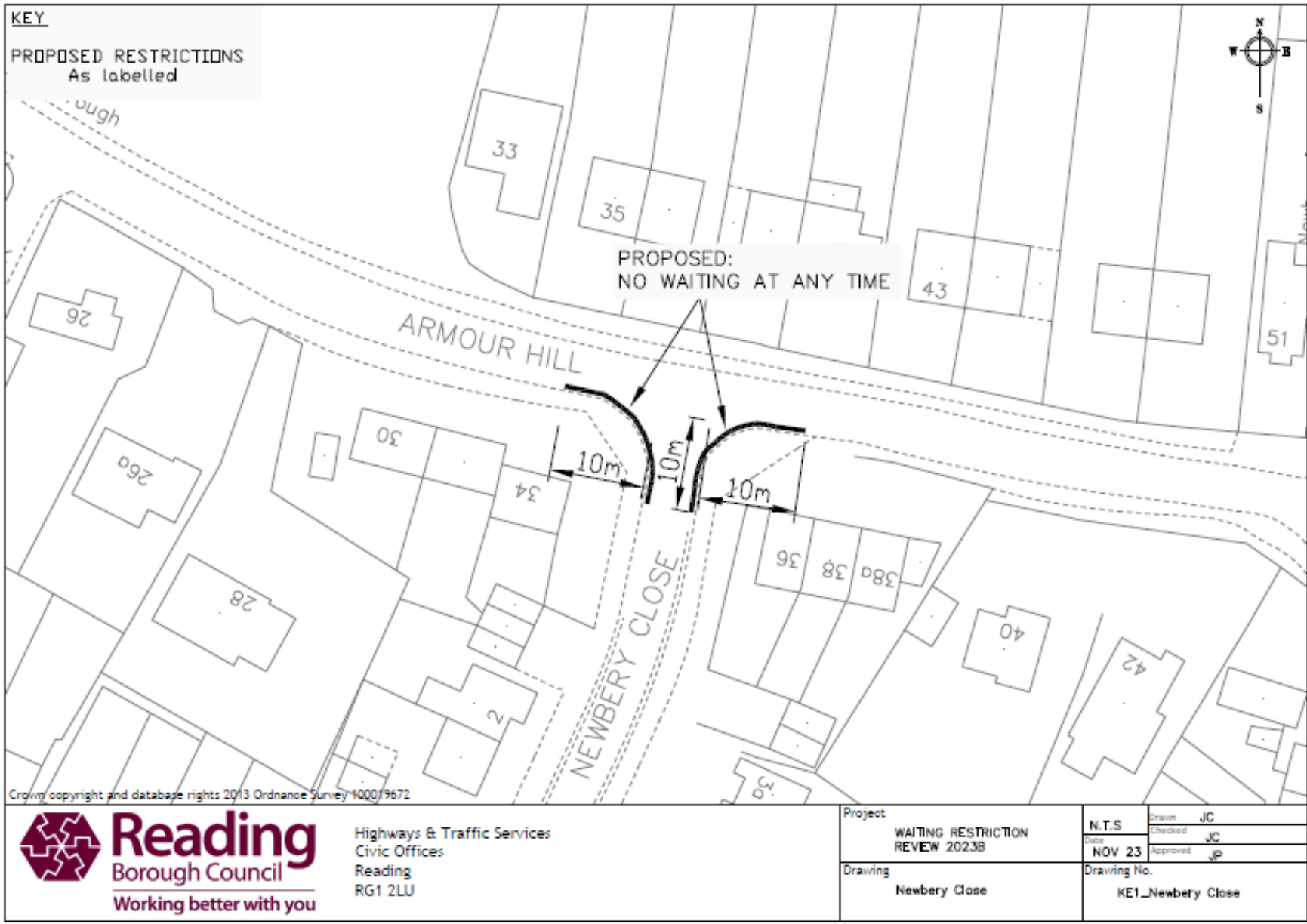
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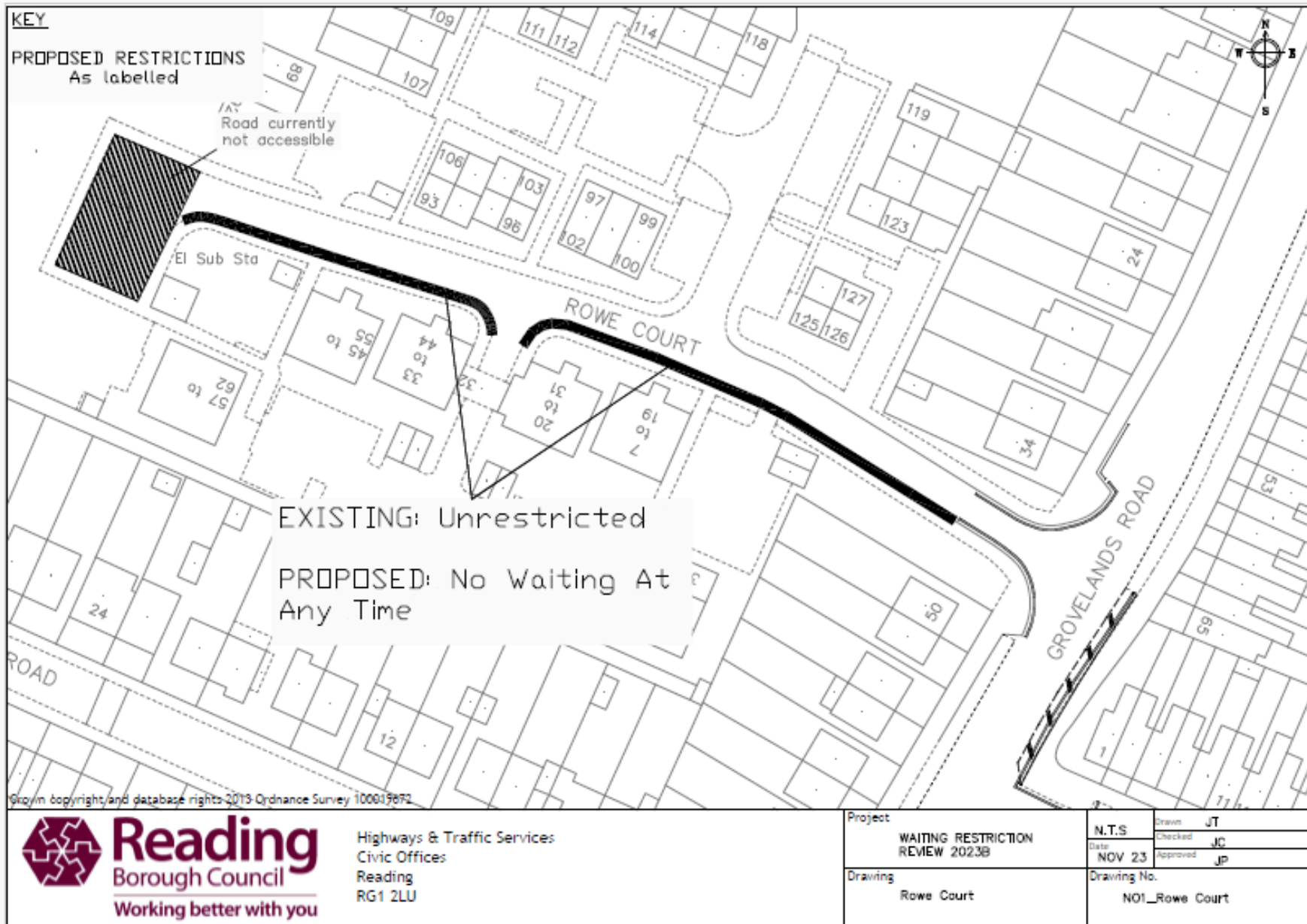
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Drawing	Kendrick Road	Drawing No.	Approved JP
			KA RE1_Kendrick Road

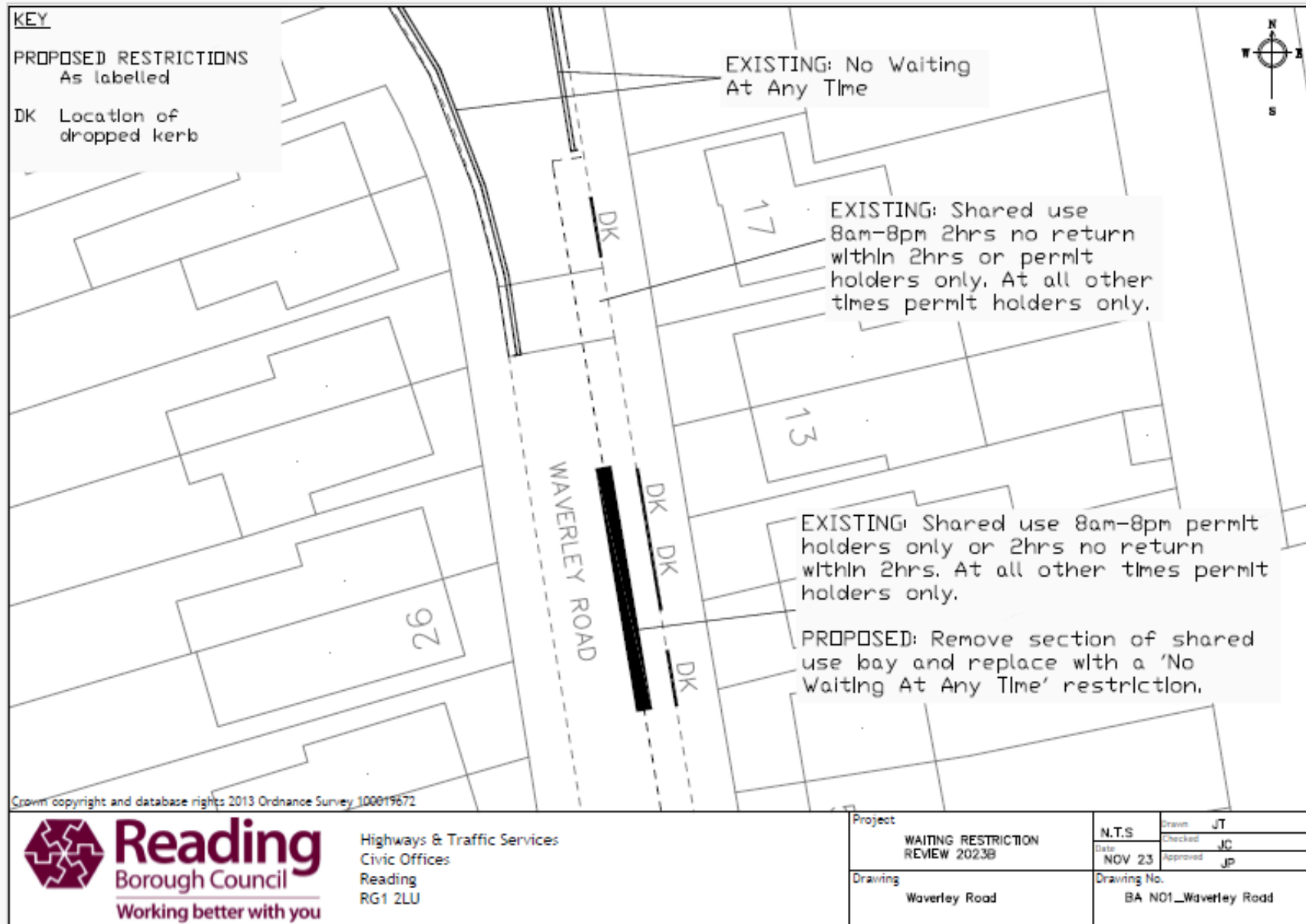


Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
20. Kentwood	Newbery Close	Location: Around the junction with Armour Hill. Request to place double-yellow-lines around the junction entrance to Newbery Close.	Officers recommend that double yellow lines are installed around the junction as shown on drawing KE1_Newbery Close.



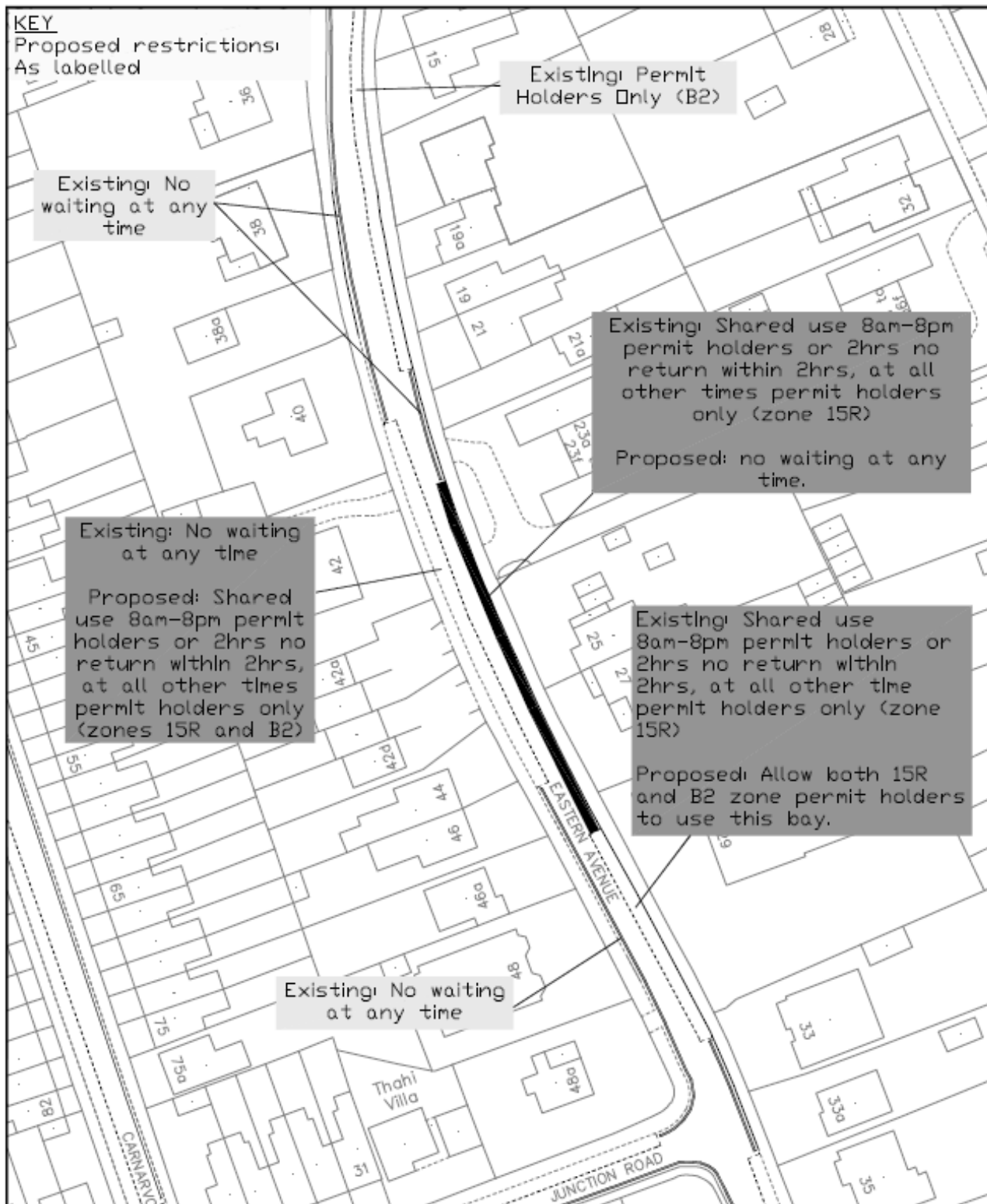
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
21. Norcot	Rowe Court	Location: Whole length. Concerns have been raised about access difficulties for larger vehicles (particularly emergency service vehicles) and a request to consider yellow-line restrictions to address this.	The carriageway is not wide enough to allow parking on both sides of the road, but there are a number of private off-street parking spaces available for residents. In order to ensure that emergency vehicles can manoeuvre through this road at all times we recommend that double yellow lines are installed on one side of the road as shown in drawing NO1_Rowe Court.
22. Norcot and 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>Officer comment: 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>	As there are three dropped kerbs next to each other and no space for a full vehicle to park between them, officers recommend that this section of the permit bay is removed and replaced with double yellow lines as shown in drawing BA NO1_Waverley Road. This will mean that residents will not be able to park their own or visitors' vehicles on the access points, however, it will provide additional protection against other motorists who are allegedly causing the driveways to be blocked.





Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
23. Park and 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>Officer comments: 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>	<p>Officers do not recommend the installation of a single yellow line restriction in a fully restricted permit parking zone, as it allows for non-residents to park and can encourage pavement parking which cannot currently be enforced with this type of restriction.</p> <p>Officers have investigated locations for the permit parking bays to be removed from the east side of the street and reinstated on the west, which would create 'chicanes' that may encourage vehicles to slow down.</p> <p>Councillor Comments Officers have received feedback from a few of the ward Councillors regarding this proposal. They were keen for a proposal to be put forward that would encourage parking on the west side of the road whilst also not making changes to the B2 parking bay.</p> <p>Having considered the feedback from ward Councillors regarding this proposal, officers recommend that the existing 15R bay south of the B2 parking bay be amended to allow parking on the west side of the road as shown in drawing PA RE1_Eastern Avenue1.</p>
24. Park and 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>Officer comments: 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</p>	<p>Officers recommend that the 15R permit bay just south of the B2 bay is amended to allow both 15R and B2 permit holders as shown in drawing PA RE2_Eastern Avenue2. This will provide B2 permit holders more flexibility when parking with additional spaces available to them in the wider area.</p>

Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
		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.	
25. 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>Officer comment: 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>	<p>Officers have taken measurements of this area and have carried out some vehicle tracking analysis to see if larger vehicles would be able to manoeuvre around this corner with the additional parking spaces requested.</p> <p>Unfortunately, some larger vehicles are likely to struggle with the narrow corner if we were to install additional parking spaces here. This will increase the chances of resident's vehicles being damaged and we would therefore recommend that this is removed from the programme.</p>



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CAD DRAWING LOCATION:

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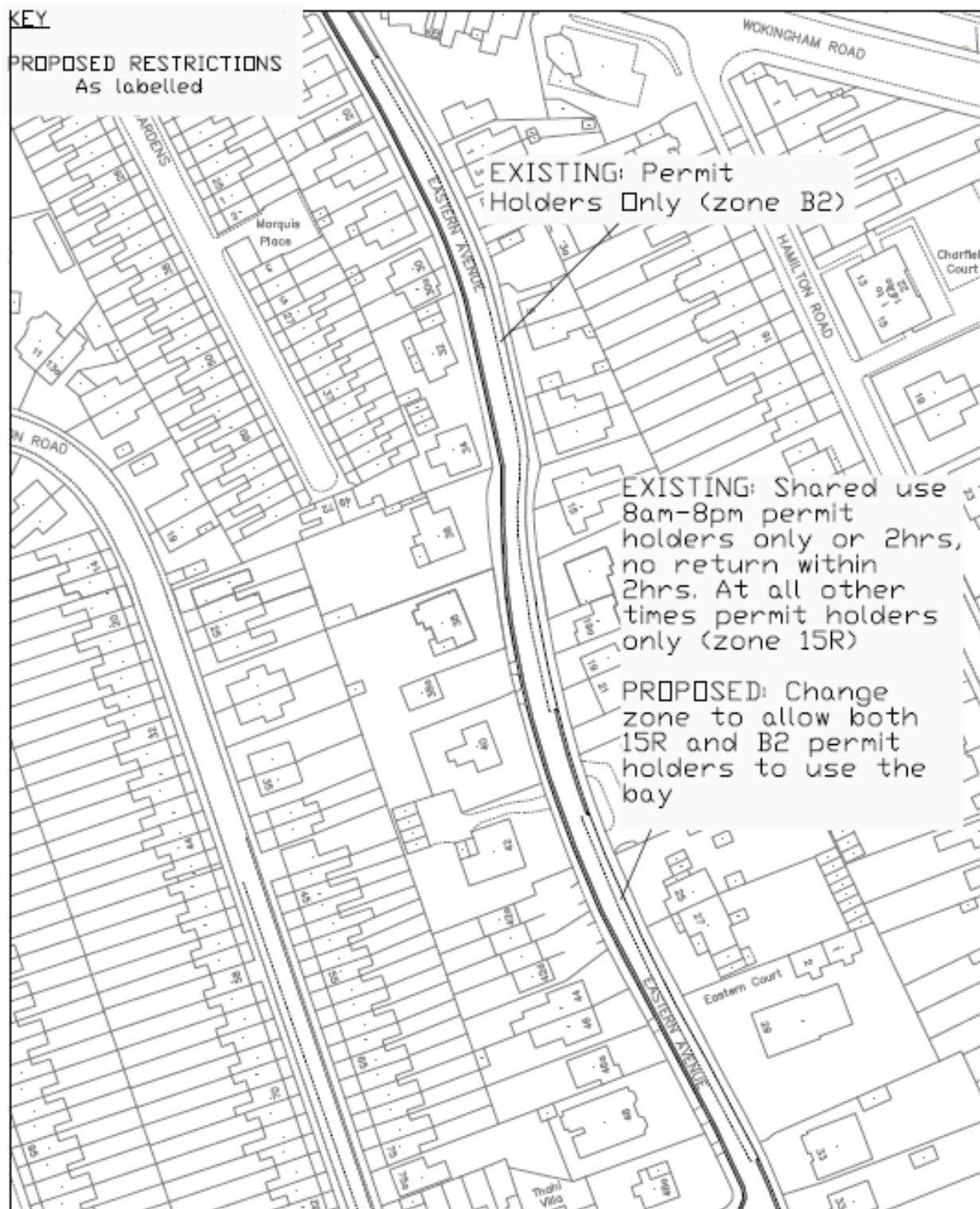
drawing Eastern Avenue 1

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KEY

PROPOSED RESTRICTIONS
As labelled



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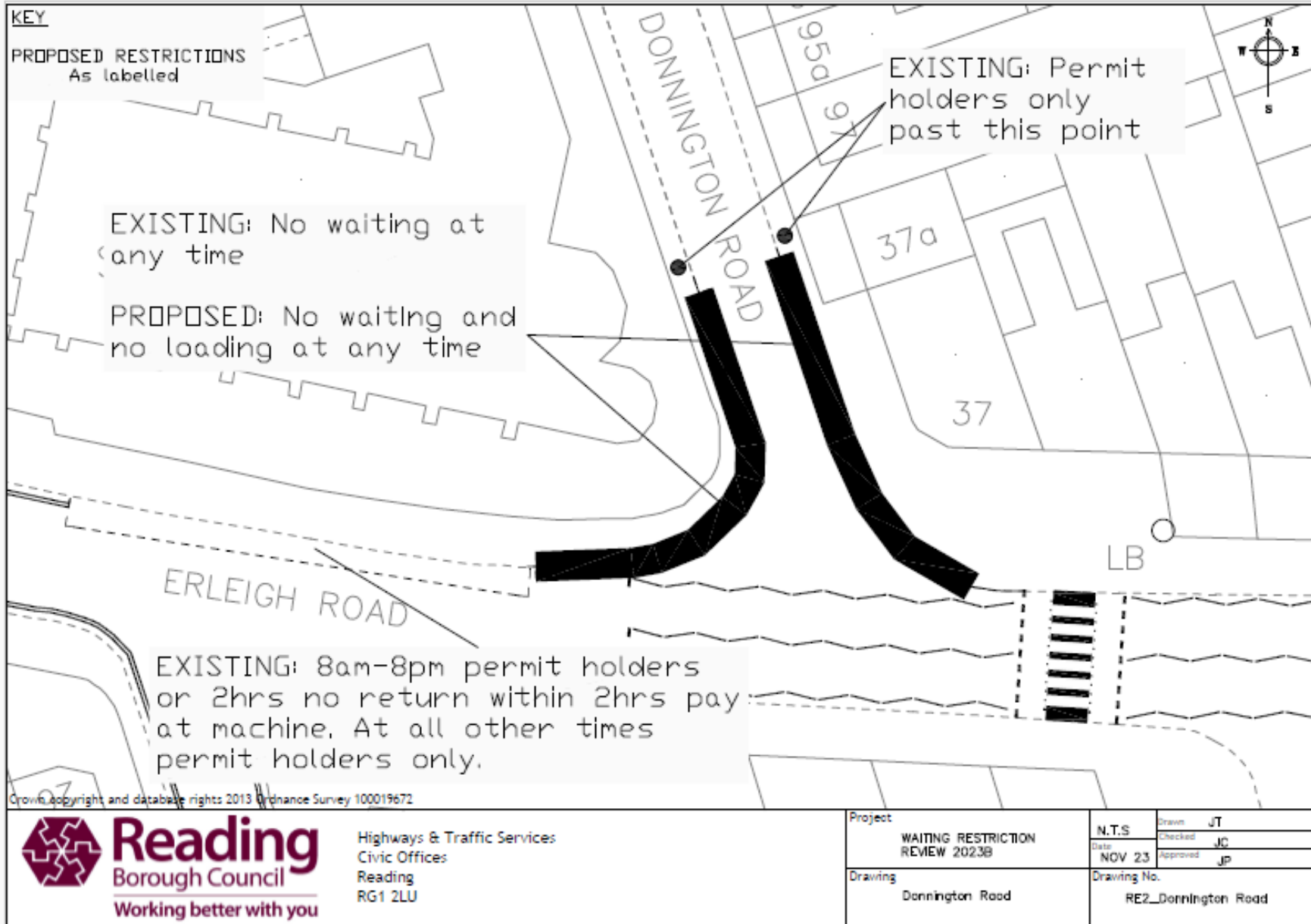
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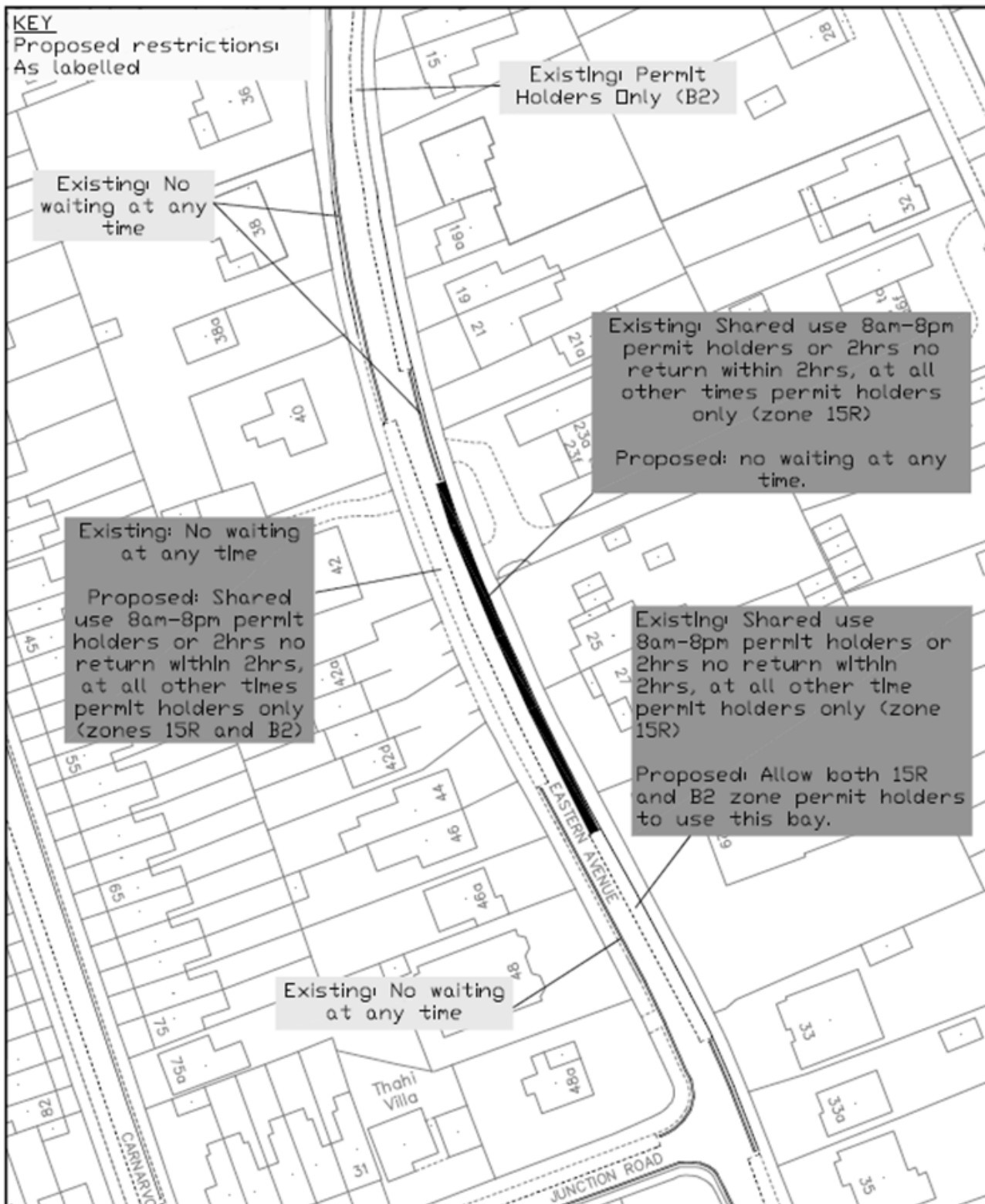
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Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
26. Redlands	Craven Road	Location: Around the junction with London Road. Request for a loading ban in the vicinity of the junction and pedestrian crossing to prevent vehicles stopping near to the crossing on the current double-yellow-lines and risking intervisibility issues for pedestrians and moving traffic.	Officers recommend that a no waiting and no loading at any time restriction is installed from the junction with London Road to the area around the roundabout as shown in drawing RE1_Craven Road. There are other sections of double yellow lines on Craven Road which will allow blue badge holders to park as well as pay and display bays nearby. This new restriction will protect the busy junction and help ensure traffic flow and visibility is clearer for pedestrians and motorists.
27. Redlands	Donnington Road	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.	Officers recommend that a no waiting and no loading at any time restriction is installed at the junction with Erleigh Road as shown in drawing RE2_Donnington Road. This will improve visibility and access for pedestrians and motorists using the junction.
28. Redlands and 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>Officer comments: 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>	<p>Officers do not recommend the installation of a single yellow line restriction in a fully restricted permit parking zone, as it allows for non-residents to park and can encourage pavement parking which cannot currently be enforced with this type of restriction.</p> <p>Officers have investigated locations for the permit parking bays to be removed from the east side of the street and reinstated on the west, which would create ‘chicanes’ that may encourage vehicles to slow down.</p> <p>Councillor Comments Officers have received feedback from a few of the ward Councillors regarding this proposal. They were keen for a proposal to be put forward that would encourage parking on the west side of the road whilst also not making changes to the B2 parking bay.</p> <p>Having considered the feedback from ward Councillors regarding this proposal, officers recommend that the existing 15R bay south of the B2 parking bay be amended to allow parking on the west side of the road as shown in drawing PA RE1_Eastern Avenue1.</p>

Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
29. Redlands and Park	Eastern Avenue #2	<p>Location: Northern section of the street (Wokingham Road to Junction/Crescent Road).</p> <p>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>Officer comments: 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>	Officers recommend that the 15R permit bay just south of the B2 bay is amended to allow both 15R and B2 permit holders as shown in drawing PA RE2_Eastern Avenue2. This will provide B2 permit holders more flexibility when parking with additional spaces available to them in the wider area.
30. Redlands and Katesgrove	Kendrick Road	<p>Location: Between Allcroft Road and Christchurch Road.</p> <p>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>	In order to improve traffic flow around the Allcroft Road junction, officers recommend that one of the parking bays is converted into a double yellow line restriction as shown in the drawing KA RE1_Kendrick Road. We do not recommend that the other bays in the area are removed as they provide additional parking spaces which can contribute to slowing down vehicles, alongside other existing traffic calming features.





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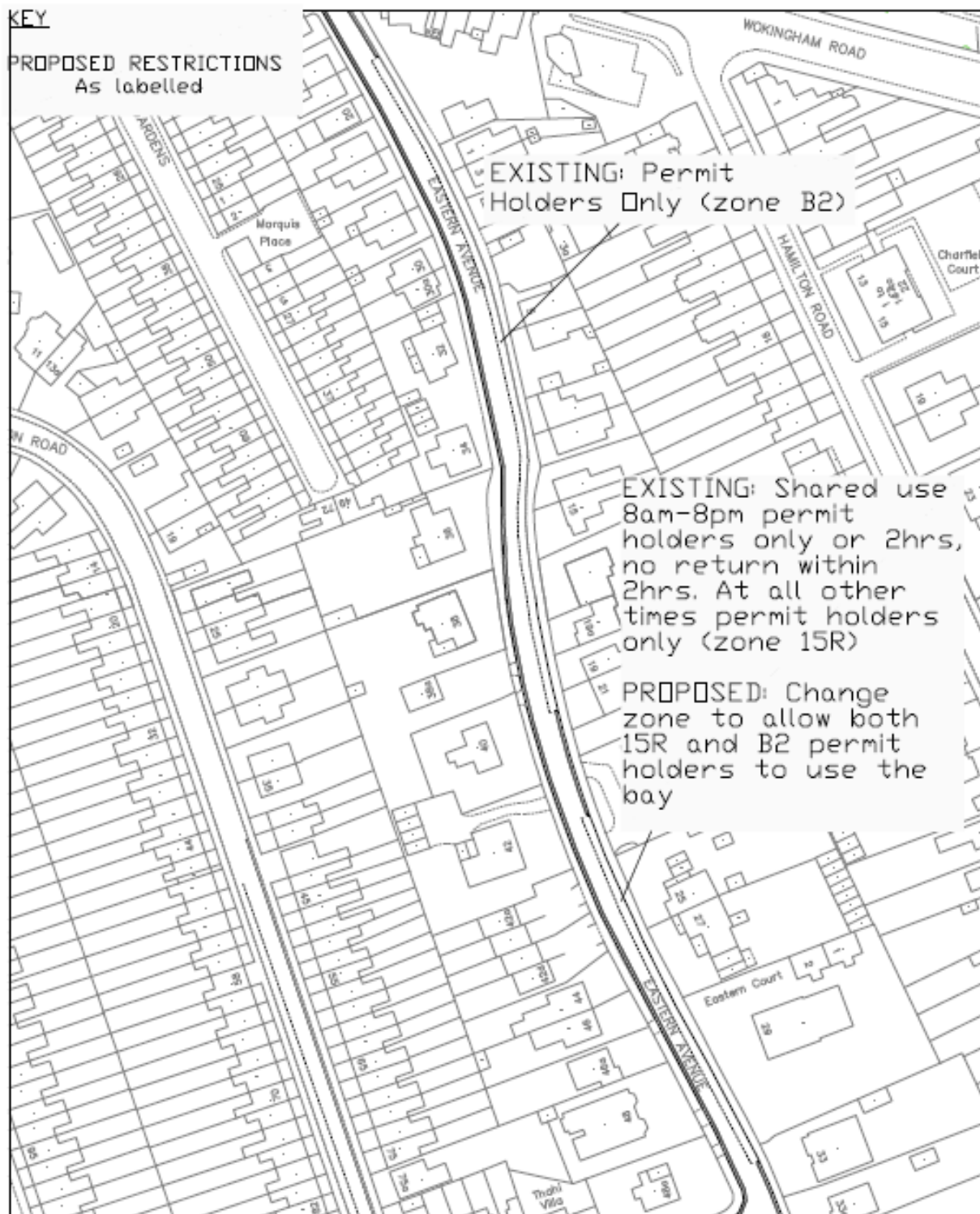
drawing Eastern Avenue 1

drawn JT	checked JC	approved JP	date DEC 23
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KEY

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Civic Offices

Reading

RG1 2LU

CAD DRAWING LOCATION

project

WAITING RESTRICTION REVIEW PROGRAMME 2023B

drawing

Eastern Avenue 2

drawn

JT

checked

JC

approved

JP

date

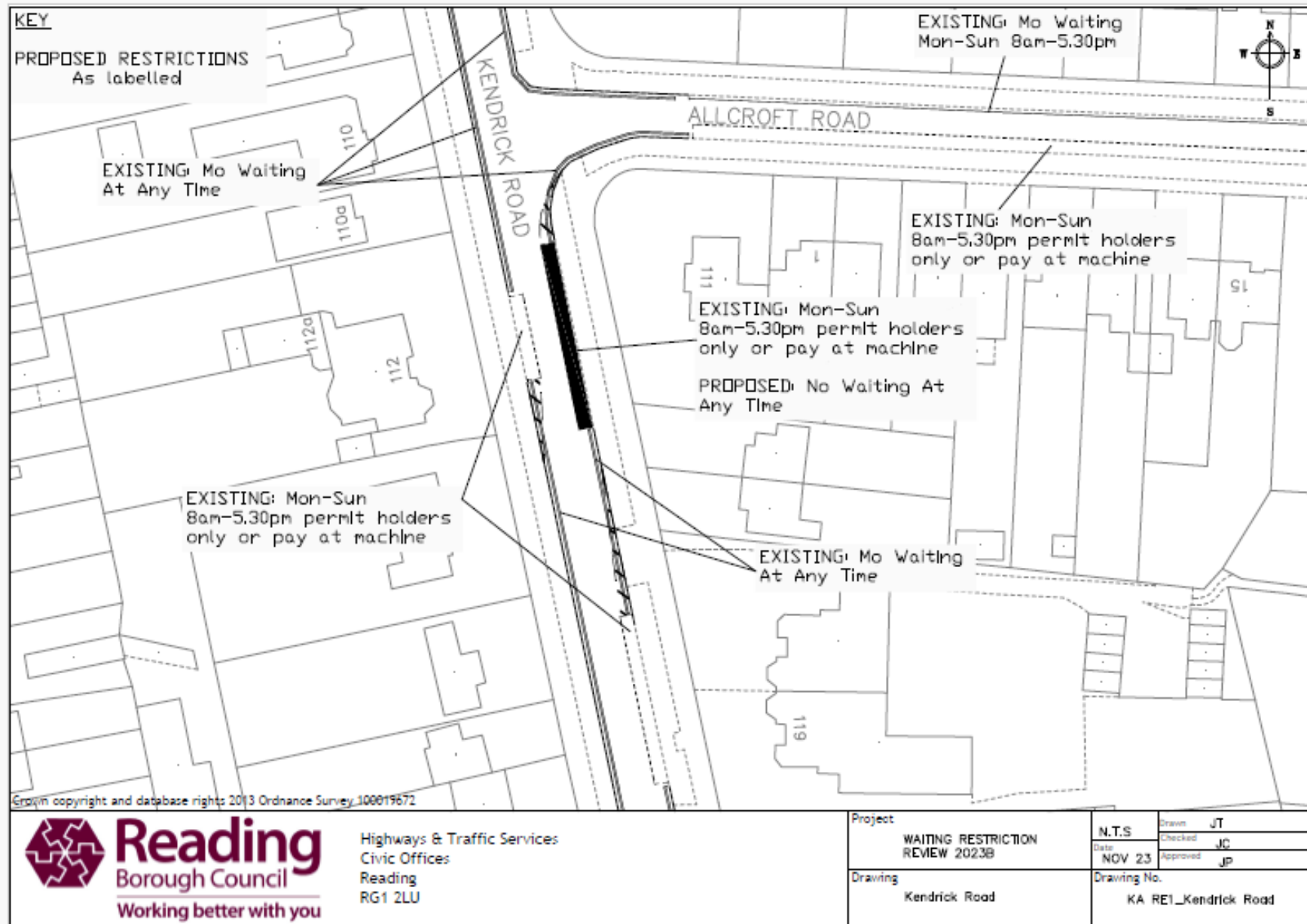
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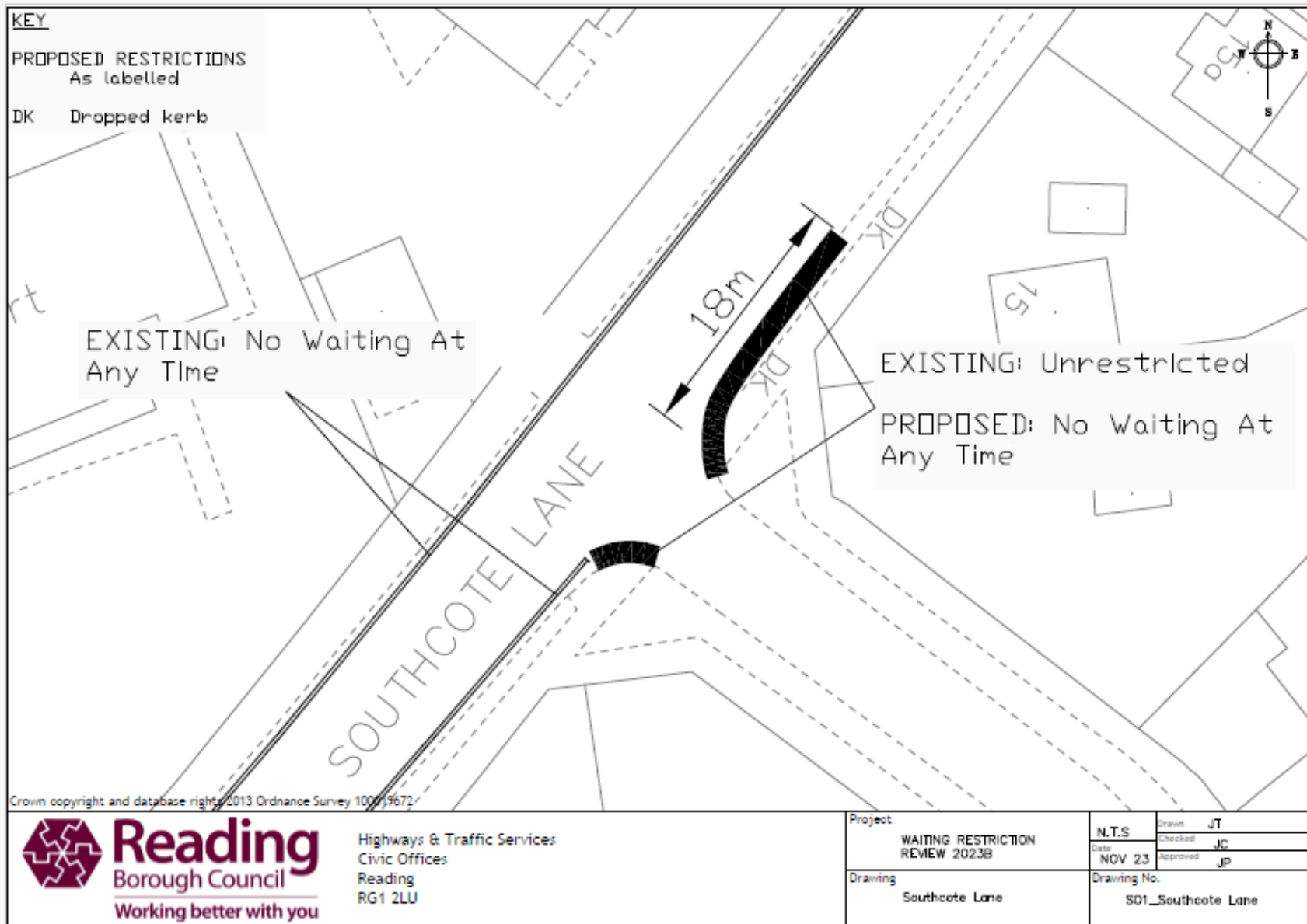
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drawing no.

PA RE2_Eastern Avenue 2



Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
31. 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.	Officers recommend that the yellow lines are extended past the junction with Kenilworth Avenue as shown in drawing SO1_Southcote Lane. This will increase visibility for motorists leaving the Avenue.



Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
32. Thames	Addison Road / Meadow Road	<p>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.</p> <p>Officer Comment: 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.</p>	Officers have visited the site and note that there is a new access point on the north side which may be used in the near future and will restrict the installation of new parking spaces on the south side of the road. As there are existing plans in place to install additional permit parking bays in this area, we recommend that this request is removed from the programme at this time.
33. Thames	Elliot's Way	<p>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.</p>	Officers recommend that a 'permit holders only past this point' restriction is installed on this road as shown in drawing TH2_Elliotts Way. This proposal will restrict all parking in the road to resident permit holders only and would be part of the existing 01R zone and is being recommended due to the very limited locations to install bay-type restrictions. All of the properties in Elliott's Way would be included in the zone, though they would be subject to the rules set out by the Council's resident permit parking scheme. This proposal can only be pursued as part of the Waiting Restriction Review programme if it follows the same development processes and timescales as the rest of the programme, otherwise it will need to be removed.

Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
34. 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.	Officers have visited the site and recommend that some double yellow lines are installed as shown in drawing TI1_Blundells Road Gratwicke Road in order to improve visibility for vehicles going around the corner.
35. 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.	Having visited the site, officers have not observed any evidence of vehicles parking in a manner that would result in the road being inaccessible. Installing restrictions along the entire road would remove a number of parking spaces for residents so we recommend that this is removed from the programme at this time.
36. 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.	Officers recommend that double yellow lines are installed along the entire road as shown in drawing TI3_Green Acre Mount in order to prevent all day parking which is causing access issues.
37. 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.	Officers recommend double yellow lines are installed along the inner bend in the road near the shops in order to increase visibility and accessibility in this area as shown in drawing TI4_Hardwick Road.
38. 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.	Officers have visited the site and observed that there is high demand for parking in this area and any additional restrictions would likely be unpopular with residents. We believe that tree planting in the verge may be the best solution as it will protect the verge whilst still allowing some parking for residents. We therefore recommend that this is removed from the programme.
39. 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.	This section of Mayfair is about 9m wide, and it is enough to maintain two way traffic with parking on both sides of the carriageway. Not all of the properties nearby benefit from off-

Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
			<p>street parking so we do not believe it would be beneficial to restrict parking here.</p> <p>We therefore recommend that this is removed from the programme.</p>

