

APPENDIX 1 - Wensley Road Introduction of Waiting and Loading Restrictions, Relocation of Speed Cushions and Introduction of a Bus Cage at Locations Surrounding the Site and Introduction of a One Way Road - Results of Statutory Consultation

Summary of feedback received to the proposed Traffic Regulation Order

UPDATED: 23/08/2024, 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.

Coley - Wensley Road	Feedback received
<p>Support: 0 Object: 3 Neither support nor object: 0</p>	
<p>1. Object</p>	<p>I would like to contact you to object to the new proposals that you are trying to introduce to Wensley road on the road changes. Happy with the double yellow lines however you want to put a speed Bump right outside my drop kerb/ driveway and then you want to put yellow double lines down which is fine but I didn't pay for a drop kerb for RBC to stick a speed bump right outside my driveway.</p> <p>Has anyone actually come out to inspect the road before sending out these proposals to all the neighborhood. I live in 222 Wensley Road - if you wish to knock on my door to discuss further please do!</p> <p>Looking at the plans I do not want a Speed bump outside my driveway, it's already a bloody mission trying to get on my driveway with people parking over the "White line" and on the kerbs.</p> <p><u>Officer Comment (sent to resident)</u></p> <p>Highways officers contacted the objector and advised that the original proposal did include relocating the existing speed hump to outside the resident's property, but this was later revised following site visits undertaken by myself whereby the dropped crossing was identified. As such I requested that the scheme be revised to alter the speed hump to speed cushions and for them to be located away from the property in question. Further drawings with extra detail were provided to the resident including house numbers for clarity.</p> <p>Following the above clarification the resident responded confirming that she was happy, and that the objection could be ignored/removed.</p>

2. Object

I hope this message finds you well. As the Infrastructure & Contracts Manager at Reading Buses, I am writing to express our thoughts and concerns regarding the Wensley Road Development, specifically in relation to the proposed bus route and the new location of the Coley Park Terminus bus stop.

After careful review of the plans, we have identified several areas that we believe require further consideration:

1. **Bus Stop Length:** The Bronze 11 bus route is run with 12-metre buses, and therefore it is essential that the proposed Coley Park Terminus bus stop is of sufficient length to accommodate our vehicles without infringing the main carriageway. As this bus stop would be our terminus for the Bronze 11 bus route, this is of particular importance as we will have scheduled waiting and recovery time here.
2. **Pedestrian Crossing:** The current placement of the crossing in front of the Coley Park Terminus bus stop raises safety concerns. This positioning will likely significantly reduce visibility for both pedestrians and motorists when a bus is stationary here.
3. **Parking Bays:** The location of parking bays behind the Coley Park Terminus bus stop could be problematic should larger vehicles occupy these spaces or if vehicles are not parked properly. In these instances it could impede our buses from safely accessing the Coley Park Terminus bus stop.
4. **Road Features:** We noticed in plan 2054 that there appears to be a bump that is not being replaced with soft cushions. We would like to inquire whether this will be addressed in the final design.

Considering these concerns, we would like to propose an alternative solution. We believe relocating the Coley Park Terminus bus stop to a lay-by before the road junction would address many of these issues. This configuration, like the previous arrangement before the works commenced, would ensure that the bus does not obstruct the road and provides good visibility both in front of and behind the vehicle.

We kindly request your consideration of these points and would welcome the opportunity to discuss them further. Our primary objective is to ensure the safety of all road users while maintaining efficient bus operations.

Officer Comment (sent to bus company)

Highways Officers contacted the objector and advised that the consultation is related to the proposed waiting/loading restrictions, the introduction of the bus stop cages and the relocation of the speed humps only and not the layout of the road network given that this has previously been agreed through the planning process.

In relation to the four main points responses were provided as follows:

1. The terminus stop is 15.3m in length so would be sufficient to accommodate the bus serving the area. The retained carriageway width is 4.3m which would be sufficient for two cars to pass one another although some informal priority would have to be given should a larger vehicle and a car meet but this is not unusual and is highly unlikely.
2. It is acknowledged that a bus would obstruct visibility of the crossing hence why a crossing facility is also provided to the west and east of the bus stop to allow alternative crossing locations. The crossing directly west of the bus stop was positioned here to aid pedestrians getting between Riversley Court to the south and any parking bays that surround the site as well as

	<p>creating direct pedestrian routes between residential apartment blocks. It should be advised that a Stage 1-2 Road Safety Audit has been undertaken for the development and this crossing location was not identified as an area of concern with a Stage 3 Road Safety Audit required once all works have been completed.</p> <p>3. It is advised that Reading Buses were formally consulted on the planning application given the alterations to the bus service and this was not identified as an issue at that stage and as such any changes to the design would now require further planning approval and subsequent revisions of the Highway works drawings which would be outside of this consultation.</p> <p>4. I will discuss this further with the designers and see if they can accommodate this alteration, this element of the consultation is however a notice and not a statutory consultation to which comments can be provided but we will take this on board.</p> <p>Following the above clarification the bus company responded and confirmed that there concerns have been addressed through the responses provided.</p>
<p>3. Object</p>	<p>I live at X Wensley Road, Reading. Regarding the proposed crossing between X - X Wensley Road.</p> <p>My mother, a 84 year old, partially blind, registered disabled person lives at X Wensley Road. She depends on the Ready Bus and the Blind Association Transport as well as family members to be able to access to stop outside her address for her everyday needs.</p> <p>My neighbour who lives at X Wensley Road has Hospital Transport every day to take him too and from the hospital.</p> <p>I live at X Wensley Road and am registered disabled due to restricted mobility as a result of a serious road traffic accident and COPD. I have recently applied for a disabled parking bay.</p> <p>The proposed crossing will be a big impact on the lives of the disabled people living at X, X & X Wensley Road.</p> <p>The crossing should be closer to the entrance/access to Courage Park for the safety for those all use it and not on the junction of the new one way road.</p> <p>Please take into consideration the needs of the disabled people who will be affected. If the proposal does get passed what provision will be made for the Disabled people to gain access to their houses?</p> <p><u>Officer Comment</u> There are a few separate points made by the objector and I comment as follows on each:</p> <ul style="list-style-type: none"> • The double yellow line no waiting or no loading restrictions provide exemptions for ambulances and for people to board and alight a vehicle and as such the proposals do not restrict residents getting access to transport vehicles as described.

There is even a possibility of an improvement for that operation given that the area is likely to be unused the vast majority of the time making it easier for the pick up and drop off operation to take place.

- It has been suggested that the crossing be located closer to the Courage Park entrance to the west however the design has been agreed based on the crossing providing other benefits for pedestrian movement for example pedestrians also walking to the east whilst also reducing the loss of car parking overall. The lengths of the restrictions either side are required to be 13m but these have been reduced in places as a result of existing dropped kerbs as parking is unlikely to place in these locations. Should the crossing have been located closer to the Courage Park entrance this would result in the loss of 4 on street parking spaces whereas the current proposal only results in the loss of 3 spaces.
- In relation to the proposed disabled bay this would conflict with the relocated speed cushion location and as such a disabled bay could not be located in this location irrespective of the crossing location and restrictions proposed.