

APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME

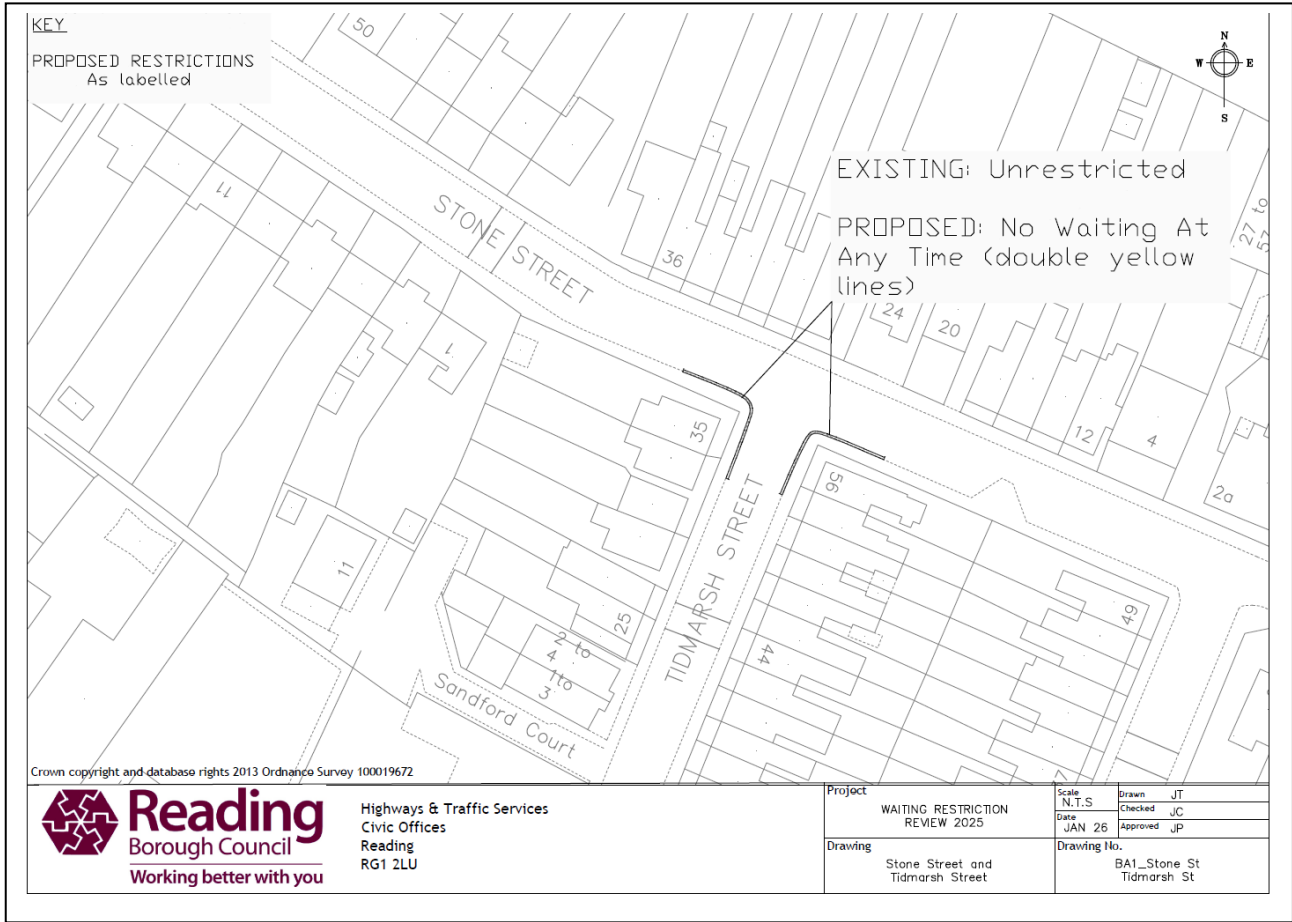
Summary of feedback received, in relation to the proposed Traffic Regulation Order for the 2025 programme.

Update 1 (1 June 2026), during consultation.

Update 2 will be published after completion of the consultation (4 June 2026).

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.

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Battle Ward – Stone Street/Tidmarsh Street	Original request: Poor parking making it difficult for access of emergency services and delivery lorries. Original Officer recommendation: A new No Waiting At Any Time restriction at the Tidmarsh Street/Stone Street junction on both sides to prevent obstructive parking here.	Support: 0 Object: 1 Neither support nor object: 0
1. Object	[REDACTED] it is difficult to find parking as is and this proposal directly affects us as it will be putting double lines [REDACTED] which means we won't be able to park [REDACTED] . We were hoping, in future, to also utilize the Kerbo Charging scheme to be able to install an EV charger and to charge our electric vehicle. If this proposal pushes through, we will be reluctant to continue using an electric vehicle as not having the chance to park next to our property and possibly charge will be a reason less to stick with this eco-friendly vehicle.	

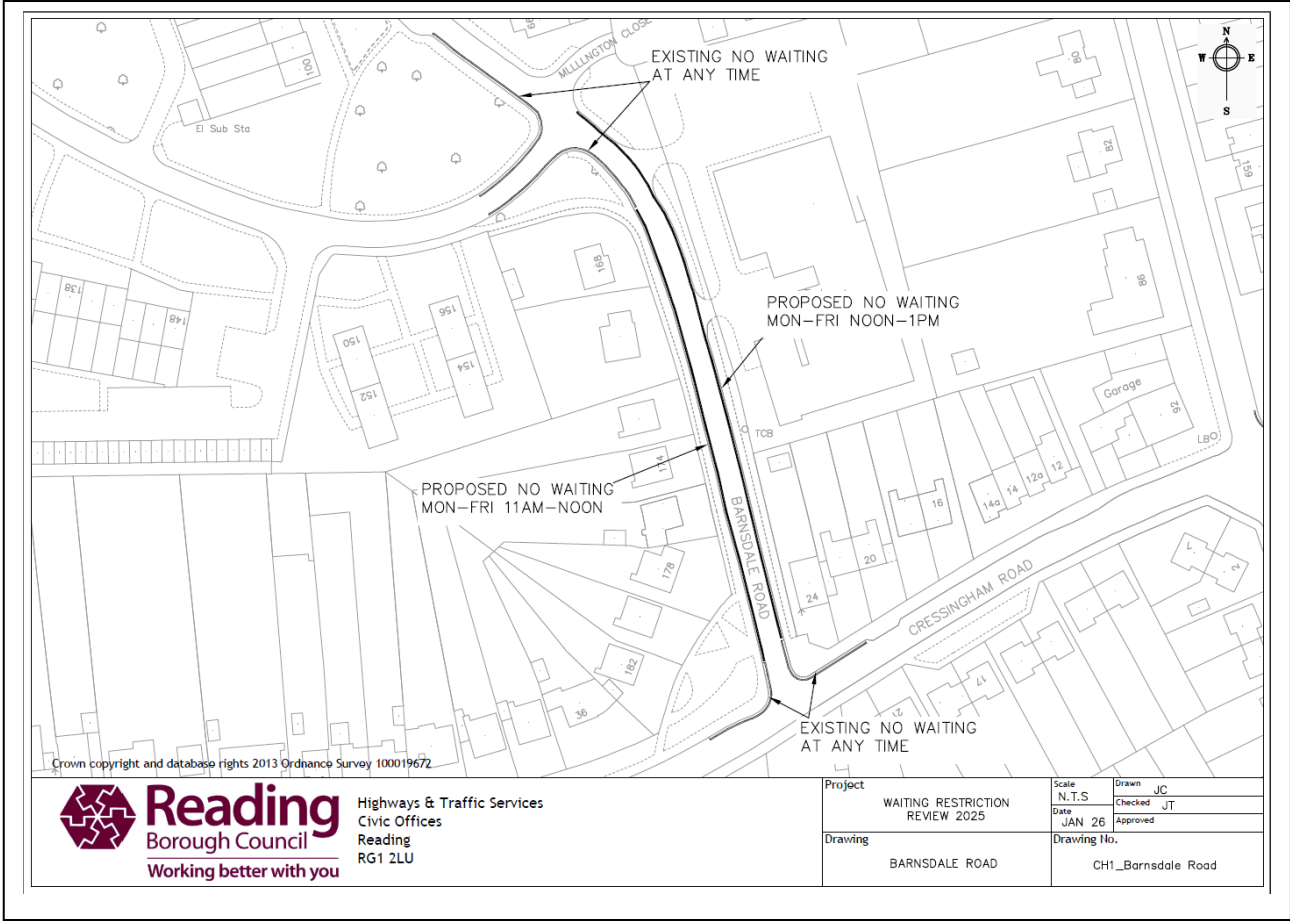


Highways & Traffic Services
 Civic Offices
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Project	WAITING RESTRICTION REVIEW 2025	Scale N.T.S	Drawn JT
		Date JAN 26	Checked JC
Drawing	Stone Street and Tidmarsh Street	Approved JP	
		Drawing No.	BA1_Stone St Tidmarsh St

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Church Ward – Barnsdale Road	<p>Location: Between Cressingham Road and sub-station. Officers consider this likely to be an issue up to Windermere Close, whereafter there are regular driveways on both sides of the street.</p> <p>Original Request: Made by three residents to Councillor for restrictions to match those on Northcourt Avenue, to address long-term parking that is impacting footway accessibility (primarily east side of the street) and driveway access/egress.</p> <p>Northcourt Avenue restrictions have no waiting Mon-Fri between 11am and noon on one side of the street, and between noon and 1pm on the other.</p> <p>Original Officer recommendation: Officers have raised that such a restriction will apply equally to resident/visitor and trades vehicles, but would allow enforcement against all-day and longer-term parking. Considered to be a higher safety risk as there is evidence of almost complete footway obstruction caused by some parking.</p>	<p>Support: 0</p> <p>Object: 2</p> <p>Neither support nor object: 0</p>
Officer comment (general): The 2 objections received below were from the same individual		
1. Object	<p>The timings are all wrong. (11am - noon and noon - 1pm Mon-Fri)</p> <p>1. The restrictions should be all week.</p> <p>Totally stopping out of area cars parking, but allowing church goes to park and any visitors.</p> <p>2. The no waiting on the side of the telephone exchange if this was 8am - 10am this would resolve the issue of getting off the drive and parked cars being an obstruction.</p> <p>3. The no waiting on the other side of the road where the houses are, is not such an issue as we have not had long term cars abandoned here so suggest 2-4pm.</p> <p>My neighbour has such a problem getting off her drive in the morning to take her children to school. Also this would mean no cars on pavement when mums are walking their children to school and also have a pram or pushchair.</p>	

	<p>Please review and get it right first time to save everyone's time, happy to chat about the issues me and my neighbours are experiencing.</p> <p>Also a sign indicating no cars on kerbs would be nice, I think I saw these on some roads in Tilehurst.</p> <p>[REDACTED]</p>
2. Object	<p>This is my second email to the proposed objections after chatting with neighbours.</p> <p>Top of Barnsdale is different to Northcourt Avenue, the road is narrower without homes on both sides.</p> <p>We have buses left and someone running a second hand car business AA van left.. None belonging to residents. I'm still trying to get an abandoned car removed 8 months on, I'm told it's not a police or council issue but DVLA!</p> <p>Cars are parked on pavement often in a non broken line, meaning it is impossible to pass [REDACTED]</p> <p>The pavements are in daily use by parents and kids going to school; the bad parking stops the paths being used by pushchairs and prams. Neighbours picking kids up from schools the bad parking has meant they are having issues getting off and on drives - I have revised my opinion.</p> <p>I think no parking should be a two hour blocks mornings 7.30-9.30 and afternoons 3.00-4.00</p> <p>7 days a week resolving the issue completely and still making the road usable for visitors and anyone using Tynedale Church and hopefully giving learner drivers somewhere to safely park.</p> <p>The speed that vehicles are approaching the top of the hill is worrying and it is an issue for 170.</p> <p>Hope that clarifies my opinions.</p> <p>[REDACTED]</p>



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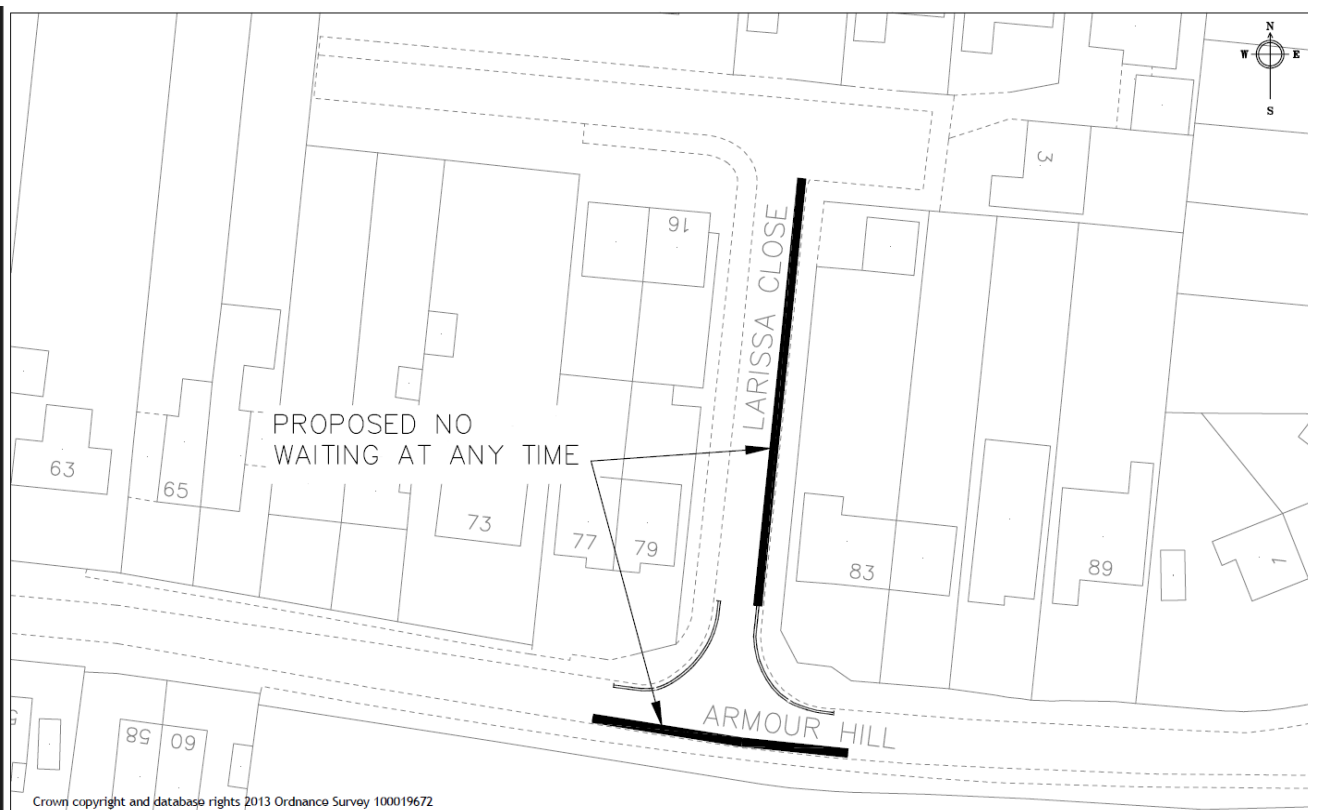
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Project	WAITING RESTRICTION REVIEW 2025	Scale N.T.S	Drawn JC
		Date JAN 26	Checked JT
Drawing	BARNSDALE ROAD	Approved	
		Drawing No. CH1_Barnsdale Road	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Kentwood Ward – Armour Hill/Larissa Close	<p>Original Request: Double yellow lines on one side of Larissa Close to prevent parked cars from obstructing emergency vehicle access, blocking narrow pathway and causing damage to the pavement.</p> <p>Original Officer recommendation: Recommend installing a section of No Waiting at any time of the east side of Larissa Close and then another section on Armour Hill opposite the mouth of the junction with Larissa Close to prevent obstructive parking in these areas.</p>	<p>Support: 2</p> <p>Object: 2</p> <p>Neither support nor object: 0</p>
1. Object	<p>I am writing to you to object against your proposal for Larissa Close. The reason are as follows,</p> <p>When there was a sink hole in Dudley Close everybody with cars had to park up and down the Armour Hill plus Larissa Close it was tight but work, transport could use both roads. If you paint yellows lines, then It would cause trouble with people using the allotments and Arthur Newbury Park plus the residents who live in Armour Hill as cars will block both sides of the Armour Hill.</p> <p>The old saying is if it is not broke why fix it. When something has worked for years please leave it alone.</p> <p>[REDACTED]</p>	
2. Object	<p>Around this area are the allotments, and there has been a lot of work to rent out these spaces so we do not loose them. There is however minimal parking so the area outside, and Larissa Close provides some of that parking. There is also restrictive parking in the area for other householders. Not everyone has driveways. The access to the other residents in that area is not restricted and they can get their large cars through any areas along the road. I feel putting restrictions here has no benefit to us in this area.</p>	
3. Support	<p>Parking on Larissa Close has been a problem. Drivers of vans and other vehicles park on both pavements in Larissa Close generating both pavements unuseable by pedestrians, young families with pushchairs, and our elderly neighbours. This improvement is very welcome and appreciated. It will make Armour Hill and Larissa Close safer for pedestrians and more enjoyable place to live.</p>	
4. Support	<p>[REDACTED] fully support restrictions., the turning from Armour Hill into Larissa Close has become very dangerous due to parking on the T junction and parking either side of Larissa Close. You have to when turning go</p>	

	<p>down the middle of the road without seeing what is coming towards you. i have personally experienced some very near bad accidents at this junction, Furthermore we have several young families now in the extended close and sometimes they cannot push pushchairs on the path and have to resort to going into the middle of the road, which is very dangerous. I sincerely hope you agree the proposal [REDACTED]</p>
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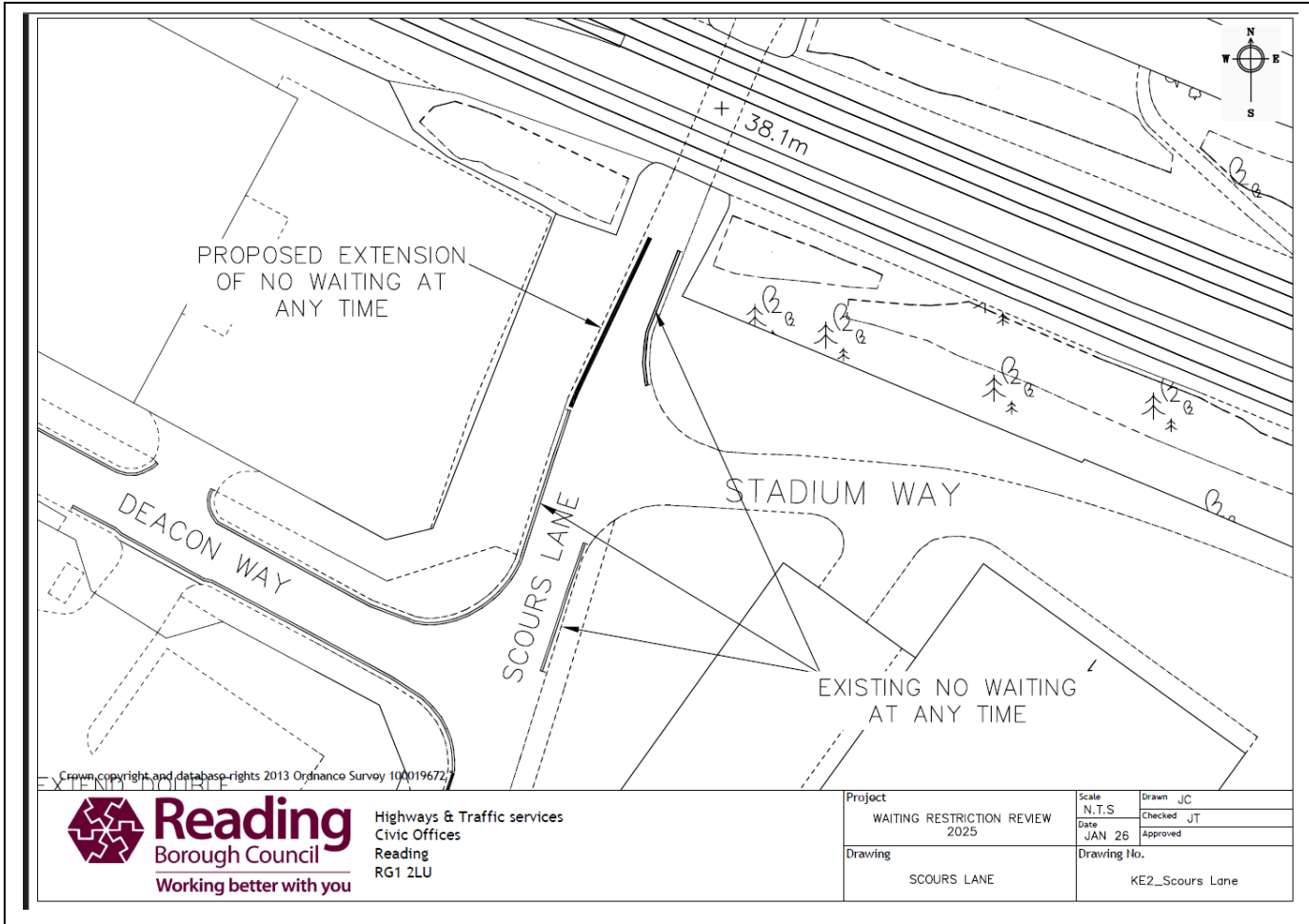
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Project	WAITING RESTRICTION REVIEW 2025	Scale	Drawn
		N.T.S	JC
Drawing	ARMOUR HILL	Date	Checked
		JAN 26	JT
		Approved	
		Drawing No.	
		KE1_ARMOUR HILL	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Kentwood Ward – Scours Lane	<p>Original request: Extension of double yellow lines on Scours Lane for the section between the overhead bridge and Deacon Way to prevent parking on the new footpath pavement that makes it impassable.</p> <p>Original Officer recommendation: Recommend extending the No Waiting At Any Time restriction further north down Scours Lane, opposite the junction mouth with Stadium Way, to prevent obstructive parking here.</p>	<p>Support: 9</p> <p>Object: 0</p> <p>Neither support nor object: 0</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	<p>Make it safer for pedestrians walking along the only pavement from under the bridge where Cars usually park two up two down and block the drop-down part of the pavement which prohibits the mobility scooters from using it safe safely.</p>	
2. Support	<p>We need double yellow lines along the only pavement to the bridge to make it safer for the residence who live at Riverside Park. Most people on the Park are elderly and disabled and major majority of the mobility aids. This would stop Cars blocking the pavement.</p>	
3. Support	<p>Stop lorry's and the football match people parking there which is dangerous for other traffic and dog walkers walking under the bridge</p>	
4. Support	<p>The only pavement for pedestrians going towards the bridge on the left is sometimes not useable because HGV's and cars park on the pavement. It's can be a dangerous enough road for pedestrians and cyclists with cars racing under the bridge so double yellow lines is a MUST! Would it be possible for Reading Burghfield where if vehicles are parked on double yellow lines or blocking junctions? We could take a photo and upload it to the app? You could then fine the drivers. The council would make lots of money and people could verify the photos with the timestamp just a suggestion.!!!</p>	
5. Support	<p><i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i></p>	

6. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>
7. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>
8. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>
9. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>



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Project		Scale	Drawn
WAITING RESTRICTION REVIEW 2025		N.T.S	JC
		Date	Checked
		JAN 26	JT
			Approved
Drawing		Drawing No.	
SCOURS LANE		KE2_Scours Lane	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Norcot Ward – Shilling Close	<p>Original Request: To review the double yellow line restrictions in Shilling Close to provide parking spaces for residents.</p> <p>Original Officer recommendation: Officers have been contacted by a very small number of residents who are opposed to the restrictions implemented throughout the street (double-yellow-lines). This suggests that the majority of residents, from an officer perspective, are not opposed to the scheme.</p> <p>Removing sections of restrictions, if agreed, will open those locations (and the footways behind) to the same risks of parking problems that the original scheme was requested to address.</p>	<p>Support: 0</p> <p>Object: 1</p> <p>Neither support nor object: 0</p>
1. Object	<p>I am writing to express my strong support for the implementation of the proposed double yellow lines, as failing to do so would create significant access, safety and welfare concerns for our household.</p> <p>The area [REDACTED] provides the [REDACTED] and includes a dropped kerb, which is essential for [REDACTED]. If vehicles are permitted to Park there unrestricted this access could be blocked severely affecting [REDACTED] ability to enter and exit the property safely.</p> <p>In addition should there ever be a fire or emergency affecting the [REDACTED], obstruction of the rear access would prevent [REDACTED] a safe alternative exit route. This presents a health and safety concern. I am also aware the objection of the yellow lines has [REDACTED] allocated parking spaces, however one of these spaces is currently used to store rubbish (please see attached photo) and as a result they frequently park [REDACTED] instead of using their designated parking facilities.</p> <p>Given these circumstances I would respectfully ask the council to carefully consider the importance of maintaining clear access [REDACTED] and proceed with the implementation of f the yellow lines.</p> <p>Please let me know if you require any further information</p> <p>Officer Comment: statement has been heavily redacted due to sensitive content that could identify the individual. Resident indicates that they support the installation of double yellow lines, but this proposal is to remove them.</p>	

KEY

Private land

EXISTING RESTRICTIONS

No Waiting At Any Time

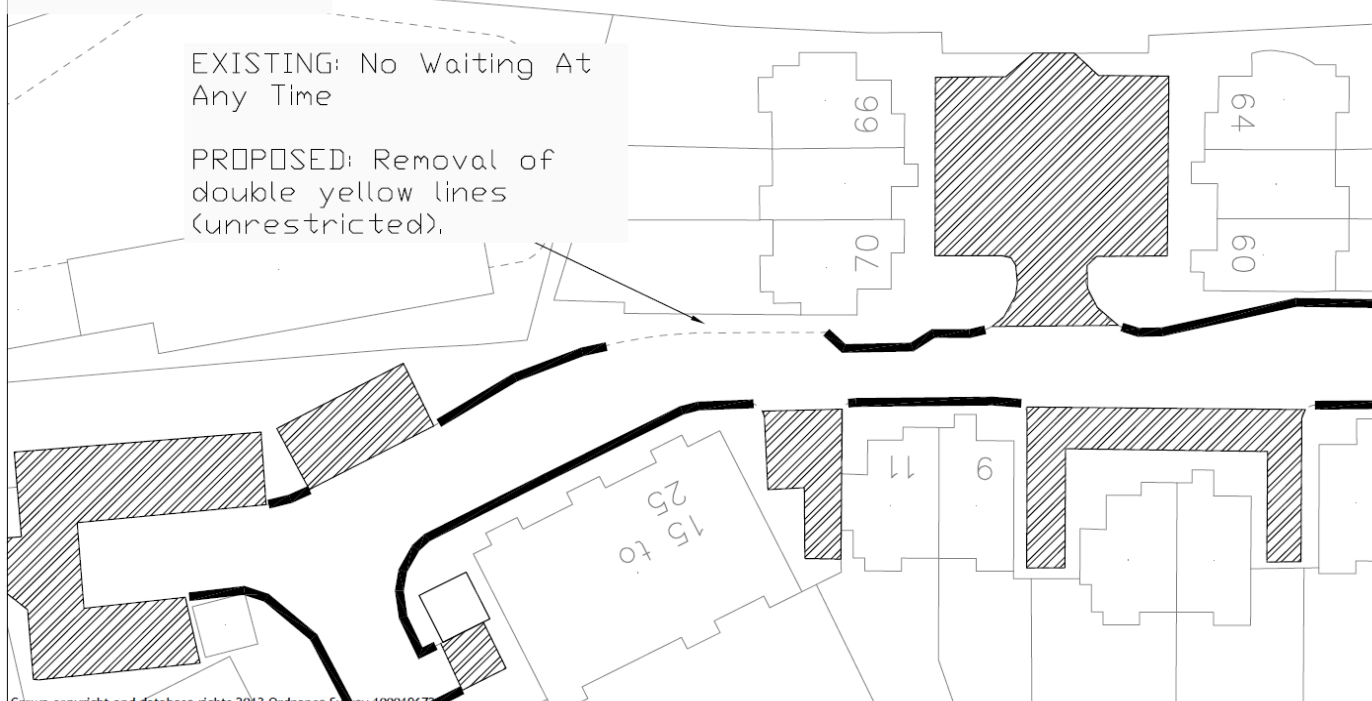
Shelter

+ 69.2m



EXISTING: No Waiting At Any Time

PROPOSED: Removal of double yellow lines (unrestricted).



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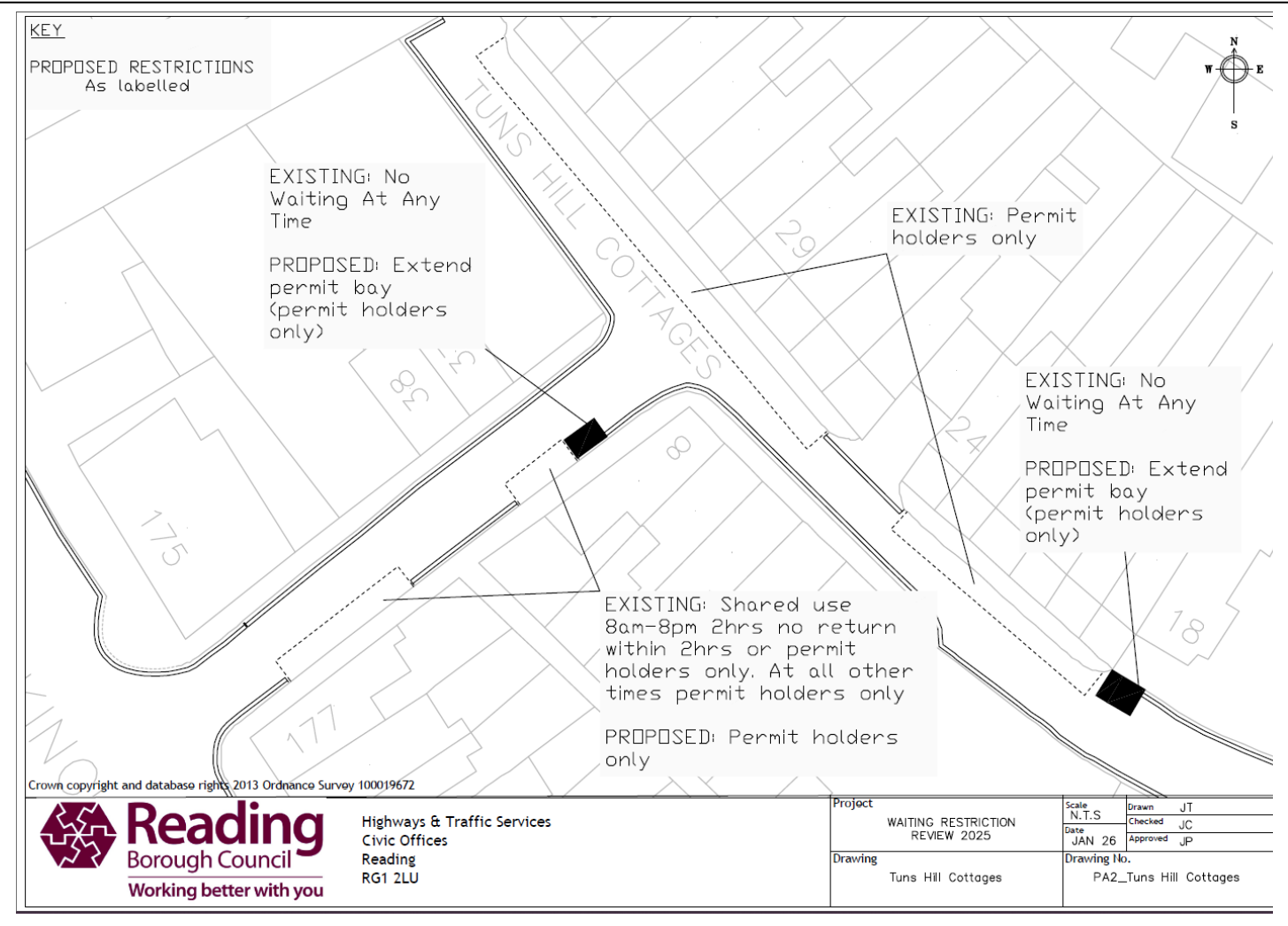


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Project	WAITING RESTRICTION REVIEW 2025	Scale N.T.S.	Drawn LM
		Date JAN 26	Checked JT
Drawing	Shilling Close	Approved JP	
		Drawing No. NO1_Shilling Close	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Park Ward – Tuns Hill Cottages	<p>Original Request: To change shared use parking bays at the entry of Tuns Hill Cottages to residents only. Request to extend length of shared use parking bays to accommodate large vehicles. Request for dual permit zone for Tuns Hill Cottages (Introduce residents only and retain 14R zone to allow overflow and visitors). These requests have been brought forward following a petition submitted to the Sub- Committee in March 2025.</p> <p>Original Officer recommendation: Recommend extending 2 of the parking bays in Tuns Hill Cottages to accommodate more vehicles and removing the shared use element of the restriction to be Permit Holders only parking.</p>	<p>Support: 4 Object: 0 Neither support nor object: 0</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	I am in favour of the proposed changes. They will improve the parking issues currently faced by the streets residents.	
2. Support	<i>*Responded to the virtual consultation on our website, but did not make any comments on the proposal.</i>	
3. Support	<i>*Responded to the virtual consultation on our website, but did not make any comments on the proposal.</i>	
4. Support	<i>*Responded to the virtual consultation on our website, but did not make any comments on the proposal.</i>	



Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Addington Road	<p>Original Request: Request for a loading ban due to congestion caused by people parking at this location.</p> <p>Original Officer recommendation: Recommend that the junctions of Craven Road/Addington Road and Redlands Road/Addington Road are given additional protection by installing a loading ban. This will help ensure emergency vehicles and buses can safely access and manoeuvre around the junctions. Buses are also unable to use the bus stop on the north side of Addington Road due to the number of vehicles parking there. We therefore recommend that a bus stop cage is installed here as well to keep this section of road clear. If agreeable, the bus stop can be installed without a traffic regulation order and statutory consultation which would address the issue swiftly.</p>	<p>Support: 0</p> <p>Object: 0</p> <p>Neither support nor object: 2</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Neither support nor object	<p>I am a local resident [REDACTED] and have seen increasing problems with traffic over this time.</p> <p>Whilst the introduction of new restrictions would be welcomed, it will not solve the current traffic congestion problems along this stretch. It will merely enable buses to turn more easily onto Addington Road from Redlands Road.</p> <p>There are several contributing factors to the current problems:</p> <ul style="list-style-type: none"> * The siting of the bus stop adjacent to the hospital on Addington Road causes traffic congestion on this stretch during peak times which in turn backs up traffic onto Redlands Road. This stop could be removed as another bus stop exists immediately around the corner on Craven Road so alleviating the problem * Disabled badge holders in recent years have taken to parking part on and part off the pavement along this stretch, so narrowing the road width for other road users. This affects the buses which often have difficulty passing. 	

	<p>Alternatives would be:</p> <ol style="list-style-type: none"> 1) Reducing the number of people parking there by making this stretch of road a red route, preventing any parking whatsoever, as disabled badge holders can still park on double yellow lines. 2) Restricting the outpatient follow ups at the main hospital with follow ups being held elsewhere. This would reduce the weekday parking on the pavement as the parking is not an issue at weekends when the outpatient departments are closed. 3) Increasing parking for disabled badge holders onsite <p>It is evident that there is insufficient disabled badge holders parking at the hospital which has triggered this problem and as the population ages it is only likely to get worse while the hospital remains sited in a residential area.</p> <p>Finally, the road between Redlands Road, Addington Road, and Craven Road is also a rat run during rush hour and school pick up times, and so the volume of traffic using this stretch of road is particularly high. Whilst restricting parking on the corners is helpful, it does not fully address the overall issues which will no doubt continue.</p>
<p>2. Neither support nor object</p>	<p>I have been made aware of the proposed alterations at the junction Redlands Road and Addington Road, to try and relieve the regular congestion here.</p> <p>I live in the house [REDACTED] congestion each and every day. I am certain that greater restriction just near the junction will have no effect whatsoever. While buses and lorries often have problems turning into our out of Addington Road, this is only a minor part of the problem. It will do nothing at all to solve the overall congestion problem.</p> <p>The congestion arises because of the numerous cars always parked half on the road and half on the pavement on the north (hospital) side of Addington Road. With the line of legally parked cars along the south side of the road there is rarely sufficient room for lorries and buses to pass. Congestion results, especially when cars are trying to park in vacated spaces or there are buses or lorries passing in both directions. I see this section between Addington and Craven Roads at a standstill repeated regularly and frequently every day.</p> <p>I offer a solution to the problem.</p> <ol style="list-style-type: none"> 1) remove all the parking along the southern side of Addington Road and Craven Road;

2) make the northern side of the road legal blue badge parking all along this section, except for the current bus stop and the first several metres along from Redlands Road.

3) this will leave plenty of room for normal two-way traffic, including buses and lorries, to pass freely along the road.

Congestion problem solved!

I hope you will consider this and not do just the tinkering which will make not difference to the congestion beyond the junction.

KEY

PROPOSED RESTRICTIONS
As labelled

EXISTING: No Waiting At
Any Time

PROPOSED: No Loading At
Any Time

EXISTING: No Waiting At
Any Time

PROPOSED: No Loading At
Any Time

Car Park

EXISTING: No Waiting At
Any Time

PROPOSED: Bus Stop



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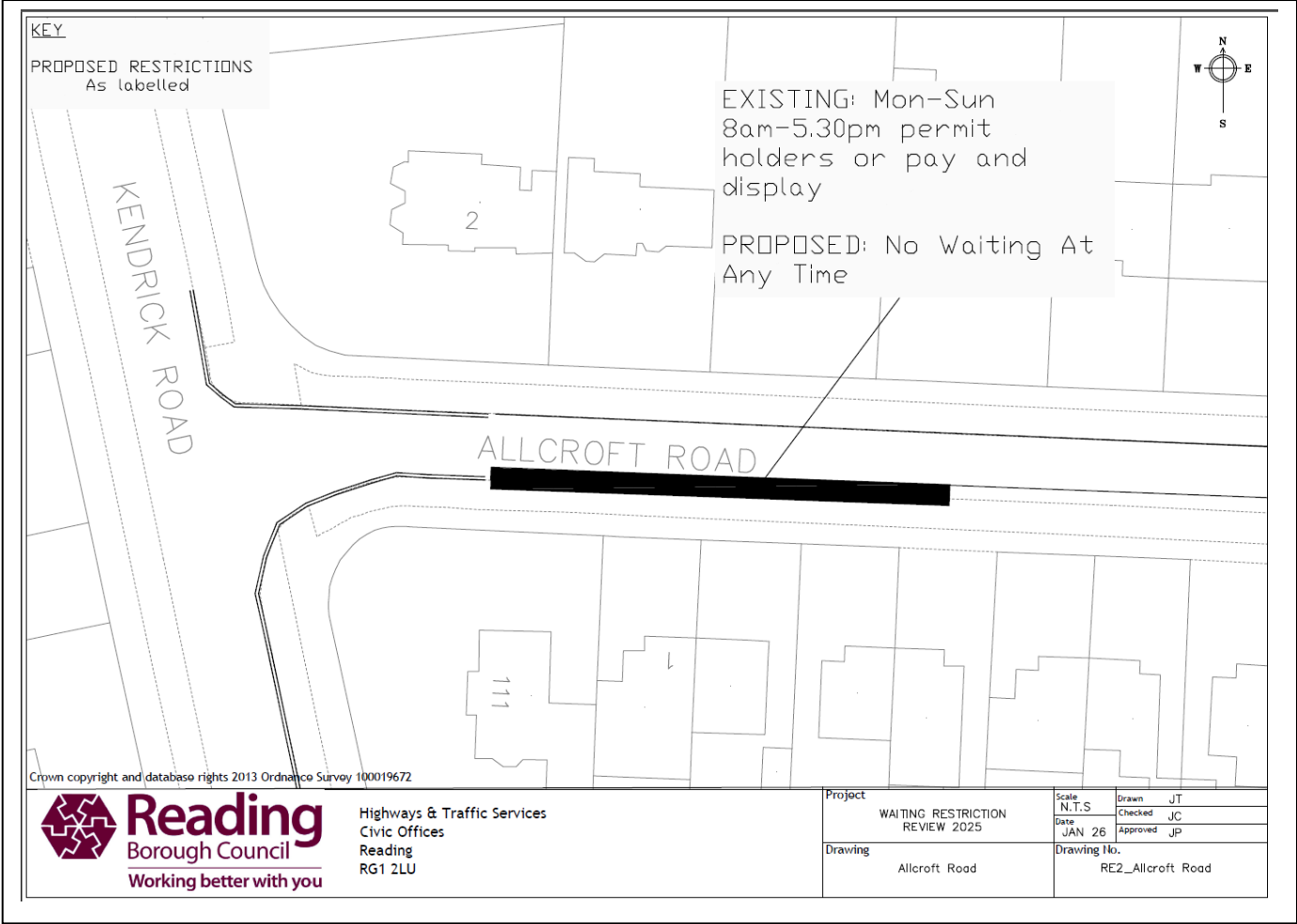


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Project	WAITING RESTRICTION REVIEW 2025	Scale N.T.S.	Drawn JT
		Date JAN 26	Checked JC
Drawing	Addington Road		Approved JP
		Drawing No.	RE1_Addington Rd

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Allcroft Road	<p>Location: South side of Allcroft Road from its junction with Kendrick Rd up to and including no 7.</p> <p>Original Request: Councillor requested extending the double yellow lines from the junction to move parked cars away from the junction and tackle congestion and visibility concerns.</p> <p>Original Officer recommendation: Recommend extending the No Waiting At Any Time restriction on Allcroft Road closer to the junction with Kendrick Road and removing a section of shared use parking.</p>	<p>Support: 1</p> <p>Object: 0</p> <p>Neither support nor object: 0</p>
1. Support	<p>The last 9 years since the metered parking bays were installed to the western end of Allcroft Road has been a disaster causing bottle necks, road rage, driveway blockage and vehicles mounting the grass verges. Considering the amount of large buses and coaches that now travel along this road my close neighbours and myself are extremely happy with the latest proposal for double yellow lines. Showing on the proposal plans the new parking measures would extend from the western/south side corner of Allcroft Road and stop at the west side of the driveway of number 7. Because there is a tiny grass verge (4 foot wide) between number 7 and number 9 Allcroft Road often inconsiderate drivers park there blocking or partially blocking either driveway, I am therefore requesting the new parking measures be extended to the eastern side of the driveway of number 9 Allcroft Road to meet up with the proper parking bays. Thank you for your time in this matter. [REDACTED]</p> <p>Further comments received from the same individual :</p> <p>Dear Sir/Madam, just a short time after the last inconsiderate blocking [REDACTED] left.... another inconsiderate driver took the place of it... like I mentioned in the previous email.... this happens all day.... every day... please help [REDACTED]</p> <p>Officer comment: The proposal for Allcroft Road proposes that the yellow lines end just after the dropped kerb of property no 7. If it were to be extended further, we would lose an additional two spaces. The parking services team have said that the bay is well used (likely due to its proximity to the hospital). As we are removing quite a large length of the bay already, we would recommend that no additional spaces are lost. The proposal should be enough to improve manoeuvres around the junction and reduce the issues caused by congestion there. Residents can apply for access protection markings to help deter driveway blocking.</p>	



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Project	WAITING RESTRICTION REVIEW 2025		Scale N.T.S	Drawn JT
			Date JAN 26	Checked JC
Drawing	Allcroft Road		Approved JP	
			Drawing No. RE2_Allcroft Road	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Upper Redlands Road 1	<p>Location: South side of Allcroft Road from its junction with Kendrick Rd up to and including no 7.</p> <p>Original request: Councillor requested extending the double yellow lines from the junction to move parked cars away from the junction and tackle congestion and visibility concerns.</p> <p>Original Officer recommendation: Recommend removing a section of Pay & Display parking and replace with a new No Waiting At Any Time restriction</p>	<p>Support: 0</p> <p>Object: 1</p> <p>Neither support nor object: 0</p>
1. Object	<p>I am writing to say that the proposed changes to Upper Redlands Road parking restrictions do not go far enough.</p> <p>As a resident of Avebury Square every week day morning I see drivers getting aggressive because they can't get through.</p> <p>All parking bays need to be removed to solve this problem not just a small section.</p> <p>The proposed changes will make absolutely no difference because it will continue to back up to the Elmhurst Road junction, the level of traffic is just too great to cope with a single lane at all.</p>	

KEY

PROPOSED RESTRICTIONS
As labelled

EXISTING: Shared use
8am-8pm permit holders or
2hrs no return within 2hrs.
At all other times permit
holders only

ESS

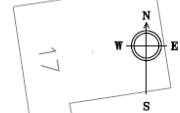
ANEBURY SQUARE

UPPER REDLANDS ROAD

EXISTING: Mon-Sun
8am-5.30pm pay at
machine

EXISTING: Mon-Sun 8am-5.30pm
pay at machine

PROPOSED: Replace section of
bay with a 'No Waiting At Any
Time' restriction



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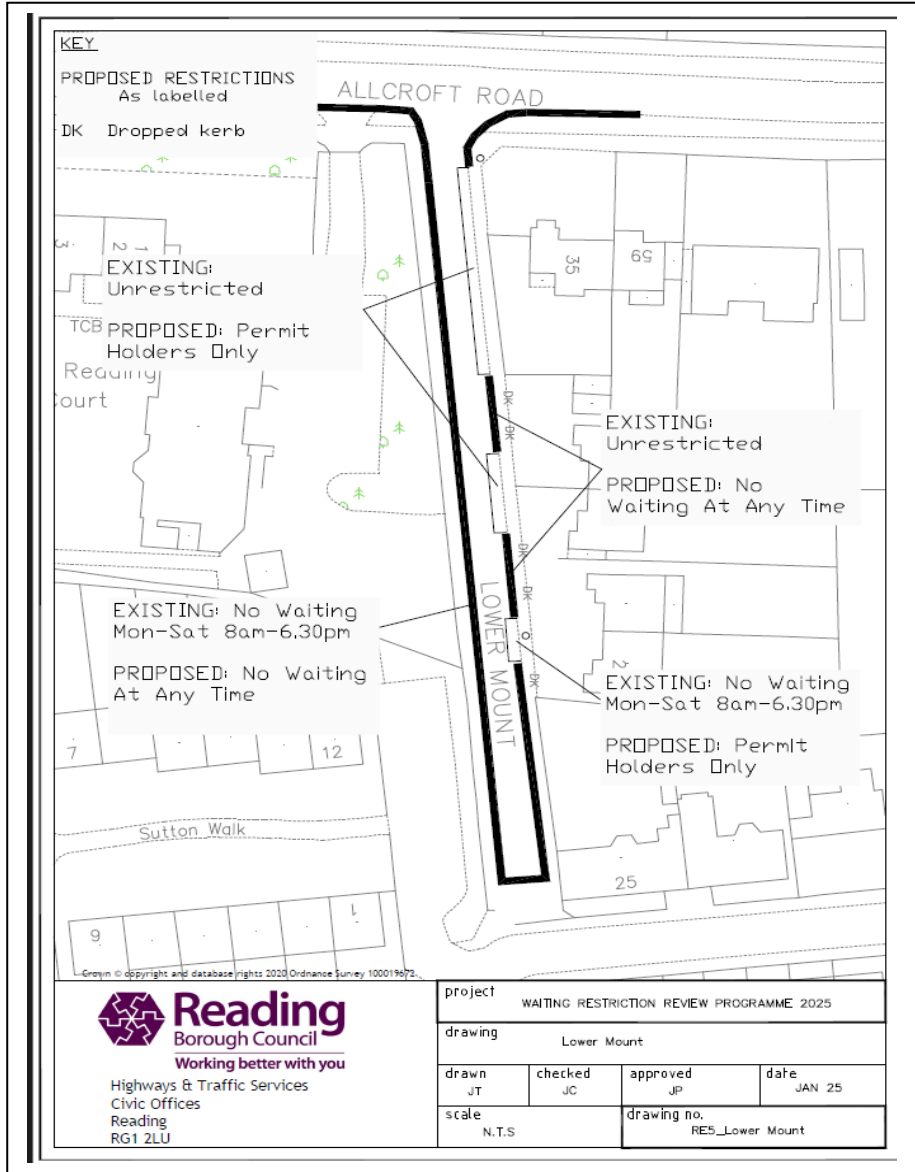
Project	WAITING RESTRICTION REVIEW 2025	Scale N.T.S	Drawn JT
		Date JAN 26	Checked JC
			Approved JP
Drawing	Upper Redlands Road 1	Drawing No.	RE3_Upper Redlands Rd 1

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Lower Mount	<p>Original request: Request to add a bay-marked parking permit restriction into Lower Mount, with appropriate restrictions to prevent parking outside of the bays. Restrictions are to reflect the nearby 10R permit scheme. Ward Councillor confirms a degree of local support for this small addition to the wider permit parking scheme. As the area is currently unrestricted and between two resident permit parking zones, it suffers from a lot of parking congestion by those not living on the street.</p> <p>Original Officer recommendation: Officers note that this would be a small addition on the outskirts of an existing scheme. It is considered within scope of the programme, provided no additional activities are expected outside of the typical programme milestones (e.g. there will be no officer-supported informal consultation process).</p>	<p>Support: 1</p> <p>Object: 0</p> <p>Neither support nor object: 0</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	<p>Many thanks for the detailed description of the new parking scheme in Lower Mount.</p> <p>Questions:</p> <ol style="list-style-type: none"> 1. Will us residents be given a free parking permit? And will there be a chance to buy a second, and if so, at what cost? 2. Will our Parking Zone be unique to Lower Mount, or will the permits be valid for other streets in Reading, too? And, of course, vice versa, other residents in our Parking Zone now allowed to park in Lower Mount. 3. Is Hillside included in our Parking Zone? At present, a lot of the parking spaces are occupied by residents there, often for weeks at a time, without movement. It would be good if this practice was stopped, especially as Hillside has it's own parking area which should be adequate for all its residents without any "overspill" into the adjacent public highways. 	

4. When is it anticipated that the scheme will be introduced? Hopefully there will be no objections to slow it down.

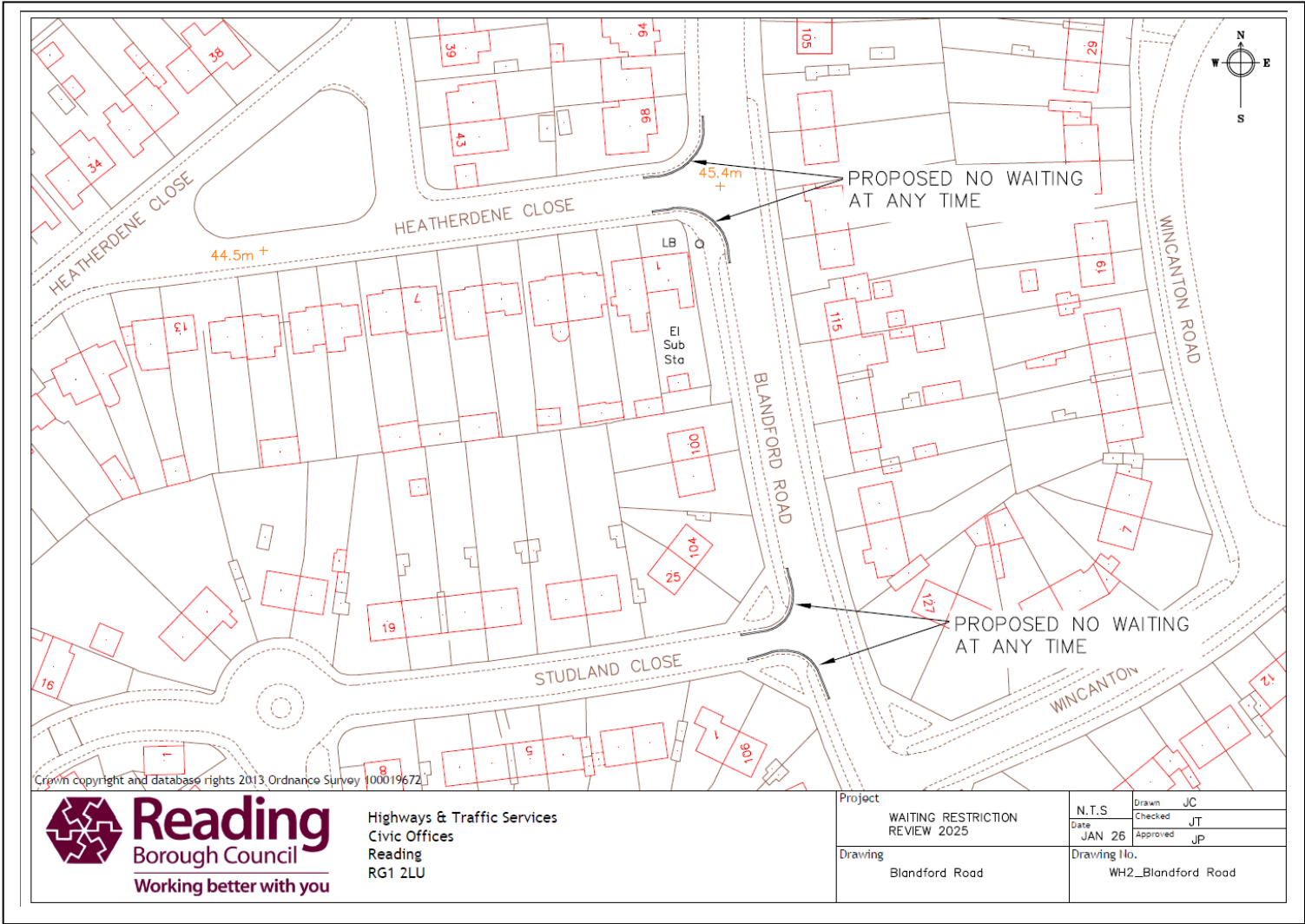
Again, many thanks for your work on our behalf.

Officer comment: A response has been sent to the resident regarding their enquiries, however no further comments have been received.



Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Whitley Ward – Blandford Road	<p>Original request: Request for double yellow lines on the junction of Blandford Road with Heatherdene Close due to parked vehicles that limit the visibility of drivers especially when moving out of Heatherdene Close.</p> <p>Original Officer recommendation: Recommend installing new No Waiting at any Time restrictions around the junctions of Studland Close and Heatherdene Close to prevent obstructive parking causing visibility issues when joining Blandford Road.</p>	<p>Support: 0</p> <p>Object: 5</p> <p>Neither support nor object: 0</p>
1. Object	<p>I wish to object to the proposed no waiting restrictions on Blandford Road/Studland Close.</p> <p>[REDACTED] there is no where else to park. If cars are forced to park further up the road this will then cause more issues with cars coming out and turning right from Wincanton Road. There have been cars damaged already from cars emerging from Wincanton.</p> <p>[REDACTED] In an ideal world we would have a dropped kerb but we have applied for this but could not afford it in one go and as payment options are not available this is now sadly not an option.</p> <p>Please give this consideration when making your decision.</p>	
2. Object	<p>[REDACTED]</p> <p>In principle, yes it makes sense. However, it will mean more parked cars in our road and directly opposite the junction for Wincanton Rd. [REDACTED].</p> <p>On a daily basis there are cars parked on the road, who then leave them all day and have walked off elsewhere. I can't imagine how bad it will become if this was to go ahead! Why not look into permits? For those who actually live on the roads where you propose changes? That would be a lot fairer. Unless the council would be prepared to pay the costs to change excess front lands into driveways?</p> <p>There isn't room to park. [REDACTED]</p>	
3. Object	<p>We struggle to park as it is in our area and the lines or restrictions [REDACTED] therefore pushing the parked cars further up blandford which will then block the exit from wincanton road. You will then need to put the lines there too</p>	

	as surely it is more dangerous to have to pull out of wincanton and avoid hitting more cars which will be parked opposite?
4. Object	We will not be able to park outside our own house and struggle with parking further up the road and our vehicle has already been broken into so would not be able to see.if not outside.
5. Object	Agree in principle however we have to live here and the amount of cars who don't live here, that park and block us, is unacceptable. A permit system would be far far better and fairer. Or sort out the access onto people's properties which would take a lot of the cars off the roads and therefore free up to put double yellow lines on the roads where you want! [REDACTED]



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Highways & Traffic Services
 Civic Offices
 Reading
 RG1 2LU

Project	WAITING RESTRICTION REVIEW 2025	N.T.S.	Drawn JC
		Date JAN 26	Checked JT
Drawing	Blandford Road	Approved JP	
		Drawing No. WH2_Blandford Road	

For Information Only

No objections have been received at the time of writing to the other proposals consulted in this programme, as listed below. As no objections have been received, these proposals are agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available [here](#)).

Battle Ward - Kensington Road	No objections received at the time of writing.
Caversham - North Street	No objections received at the time of writing.
Caversham Heights Ward - Soane End/ Highdown Hill - Surley Row	No objections received at the time of writing.
Church Ward - Whitley Wood Road	No objections received at the time of writing.
Coley Ward - Lesford Road	No objections received at the time of writing.
Katesgrove Ward - Basingstoke Road/ Rose Kiln Lane	No objections received at the time of writing.
Park Ward - Pitcroft Avenue	No objections received at the time of writing.

Redlands Ward - Upper Redlands Road 2	No objections received at the time of writing.
Southcote Ward - Westcote Road	No objections received at the time of writing.
Thames Ward - Cardiff Road - Addison Road/Printers Road	No objections received at the time of writing.
Tilehurst Ward - Westwood Road	No objections received at the time of writing.
Whitley Ward - Longships Way - Exbourne Road	No objections received at the time of writing.