

PROPOSED Relevant changes to Milford Road & Meadow Road Closure & Cow Lane corridor speed limit reduction -  
OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 2 - Summary of letters of support and objections received to Traffic Regulation Order

Street/Summary	Objections/support/comments received.
	<p>Summary of responses: Objections - 8, Support - 32, Comment - 1.</p>
<p>1) Business, Comments</p> <p>Area: General</p>	<p>I am writing in response to the statutory consultation on the proposed closures in Meadow Road and Milford Road (Ref. CMS/11771). As far as the closures on the two roads go I have no objections in principle but as far as the closure of Meadow Road is concerned I would raise the point that the Cox and Wyman site is set for residential development and that construction access will be needed. It might therefore make more sense to close Meadow Road closer to Addison Road until the development is complete and then move the closure to where it is currently planned.</p> <p>Of far greater concern is the plan to remove the current width restriction in Addison Road at its junction with Ross Road. If the former Ayres site at the western end of Ross Road continues to be for commercial use the proposed changes to the width restrictions would mean long vehicles having to navigate the hairpin bends at the junction of Randolph and Addison Roads as well as the one at around 100 Addison Road. In addition I doubt any one would want to use the additional parking spaces in Addison Road because of the risk of vehicles being clipped by long vehicles trying to turn right from Addison Road North into the Ayres site. This turn would also be difficult for long vehicles to negotiate.</p> <p>The better arrangement to ensure access for long vehicles to the commercial site at the end of Ross Road would be to remove the width restriction in Ross Road near its junction with Addison Road, ensuring that vehicles could approach it straight on and enter and leave the area via Swansea Road, which is more easily navigable than Addison Road.</p>
<p>2) Resident, Support</p> <p>Area: Road closure</p>	<p>We have lived at [REDACTED] Northfield Road for just under [REDACTED] years and would welcome the proposed road closures as above. We have also noticed the increased abuse of motorists using the one way plug in our road in the reverse direction, and are surprised there have been no accidents (that we are aware of) as they tend to increase their speed in this section. It is becoming a dangerous piece of road, especially as pedestrians tend to look one way only, knowing it is a one way section.</p>
<p>3) Resident, Support</p>	<p>I support the additional parking spaces on Addison road, and request that further additional parking is added</p>

Area: General	<p>on Addison Rd near Meadow Rd. I regularly am unable to park near my house [REDACTED] and regularly end up parking on either Ross Rd or York Rd due to a lack of spaces.</p> <p>I support the closure of Milford Rd to through traffic - fast moving vehicles regularly drive through this area, which I believe is dangerous as my [REDACTED] -year-old son walks to and from school.</p>
4) Objection Area: Road closure	There is not currently a rat-run, I think with the ongoing building work and plans to build so many properties in this area, these proposals should be put on hold.
5) Resident, Support Area: General	<p>Regarding the proposed closure of Milford Road into Meadow Road and Milford Road into Cardiff Road would be most pleased to see this proposal pass as it would considerably reduce the level of traffic past our home. We have no objections either to the proposed removal of width restriction in Addison Road. We are also in agreement with the proposal to move the closed end of Meadow Road to Addison Road end during the construction phase of the cox and wyman development site.</p> <p>One question I have though is the plans put in for cox and wyman site included an entrance in Milford Road- has this now been moved to Meadow Road or is all traffic for the homes there going to go via Addison Road?</p>
6) Business, Objection Area: Road closure	<p>We run a business along Cardiff Road which is reliant on our customers and suppliers being able to reach us with ease. My concern is that the road closures are going to infringe on my business by lengthening the journey time in the traffic which builds up nearer the Addison Road end, at the roundabout before Caversham Bridge, to reach our property. As you can appreciate we are already struggling in a supressed climate along with high, and in many cases increasing, charges enforced by energy suppliers, refuse collectors, business rates to name a few! We are trying to maintain a viable local business, to serve the community, but in these times we cannot afford to lose any customers!</p> <p>I would be grateful if our views could be considered.</p>
7) Resident, Objection Area: Road closure	<p>I don't agree with these road closures.</p> <p>As a resident of Cardiff Road with a parking permit, I often have to park in Milford Road because the residents parking is often full. The closure of Milford Road would make this extremely awkward</p> <p>The Cow Lane improvements have been in place for some time now and I have noticed no increase in rat running, which has always been minimal</p>
8) Resident, Support/Comments	Essentially I support the proposed road closures as outlined in your informal note dated 17/5/19. Additionally I would support the removal of all of the width restrictions in Cardiff, Ross and Addison Roads. If you only remove one I would prefer it if you removed the one in Ross Road, rather than Addison Road. I say this

Area: General	because I sometimes tow a fairly large trailer to and from my property in Cardiff Road. I never approach via Addison Road because the 2 switch back bends at the entrance to Denbeigh Place and about [REDACTED] Addison Road are very tight and difficult to negotiate. I am sure other road users with similar vehicles would agree hence by removing the Addison Road width restriction that won't help people with a genuine need. Whereas I regularly come via Ross Road because the route to that is much more accommodating.
9) Resident, Support Area: Road closure	I wish to express my support for the measures proposed re notice ref. above to prevent traffic from using the industrial estate as a through route between Cow Lane and Caversham Road.
10) Resident, Support/comments Area: Road closure	<p>This is to confirm that I am in favour of the proposed closure of Milford and Meadow Roads to through traffic between the Cardiff Road industrial estate and the adjacent residential area. I believe that in the longer term the opening of Cow Lane bridges to two-way traffic will otherwise have a serious knock-on effect on traffic in the residential area, with Addison, Ross, York, Swansea and Northfield Roads particularly affected by extra traffic.</p> <p>I have one concern about the proposals - I believe that it would make more sense for the width limit in Ross Road to be removed rather than the one in Addison Road - I understand concerns around the school, but in reality traffic would use Swansea Road, where the staff entrance is located and where the risk to children would be low. The turning from Addison Road into Ross Road would be particularly awkward for larger vehicles, hence my suggestion.</p>
11) Resident, Objection Area: Road closure	<p>As a resident of Addison Road I value the ability to get to and from my house from the west (Richfield Avenue / Portman Road) without having to make a tricky right turn across two lanes of traffic on Caversham Road. That manoeuvre is difficult and the proposed closure will mean that more people will have to do it, increasing congestion on Caversham Road (which itself will disadvantage local residents).</p> <p>Two benefits are claimed in the consultation letter:</p> <ol style="list-style-type: none"> <li>1. That more residents' parking spaces will be provided in Addison Road (close to my house). While true, this does not appear to be necessary. I have lived in Addison Road since 2005 and never once had to park in a different road because of lack of spaces.</li> <li>2. That through traffic will be removed. Again this does not appear to be a problem in reality. As acknowledged in the letter, the proposal is based on no more than anecdotal evidence of through traffic. To take a step which would disadvantage local residents and reduce their accessibility on the grounds of little more than hearsay cannot be supported. At the very least I would expect a "before and after" traffic survey to justify taking such a decision. Without any firm evidence that it is required, I cannot support the proposed</li> </ol>

	<p>closure.</p> <p>The proposed closure appears to offer little tangible benefit to local residents while making the whole area less permeable and therefore a less attractive place to live. Please register my objection to the proposal. I trust that it will be properly considered and taken into account in the final decision; if not by councillors then at least by officers in their recommendation.</p>
<p>12) Resident, Support</p> <p>Area: Road closure</p>	<p>I am writing to express my support for implementation of the measures proposed in notice ref. CMS/11771 - Cow Lane Local Area Alterations, dated 16<sup>th</sup> May 2019.</p> <p>As a local resident I am concerned about the long-term effect of the full opening of Cow Lane on traffic in my area, and I agree that the proposed road closures should be implemented to prevent traffic from using the industrial estate as a through route between Cow Lane and Caversham Road.</p>
<p>13) Resident, Objection</p> <p>Area: Road closure</p>	<p>I don't know who the [REDACTED] is who came up with this plan, I just want to point out how retarded it is! It's almost like there was absolutely no thought put into this!</p> <p>Image 1. shows how the current suggested location for the barriers which creates long areas of road which would result in any feckless lorry driver ending up having to back up a considerable distance in order to turn around. This would create a potential hazard to pedestrians and is likely to result in damage to the cars parked along the road, parking which is needed by the staff of the companies in the industrial area of Milford road.</p> <p>Image 2. Shows my recommended location for the barriers which removes the need for large vehicles which would also include lorries delivering stock to Caversham Plumming Supplies and Beer to the Deaf Centre from having to reverse large distances.</p> <p>Image 3. I understand that there is planning for a road to go straight through the Cox &amp; Wymans development, if this is correct why are you wasting tax payers money on reviewing and considering putting the barriers up in the first place? because once the road is open you negate the whole point of having the barriers in the first place! Or is this a way to make people vote against the idea? The only way to stop the road from being a rat run would be to move the barrier on milford road further to the Milford/Meadow Road T-Junction. Something which is not shown in the current planning.</p> <p>I apologize if you consider this email to be a bit blunt, however as a tax payer I expect people put in positions of making decisions like this, to be competent enough to make rational/logical decisions, and not rely on residents to do their job for them! I mean seriously a mentally handicapped teen on YTS could have come up with a better plan than the one suggested!</p>

<p>14) Unknown, Objection</p> <p>Area: General</p>	<p>Firstly, I believe it is wrong that these proposals have had a committee report written for the 12th June Traffic Management Sub Committee before the consultation has ended, this does seem to be a case of Reading Borough Council pushing schemes through without due consideration of the public's view and opinion.</p> <p>Examination of the very limited documents and responses does seem that the major aspects of these proposals to reduce the speed limit to 30 mph along Richfield Avenue and Portman Road has been undertaken without due process and without following Department for Transport guidance and requirements.</p> <p>Portman Road and Richfield Road, now with the Cow Lane improvements, provide a quick and efficient route between the western end of the A329 Oxford Road and A4155 Caversham Road / A329 IDR. A sensible authority should be reclassifying the road as the A329 to direct through traffic away from the congested Oxford Road, in fact the original proposals for the Cross Town Route (western section) published by the former Berkshire County Council in the 1980's followed this route.</p> <p>The only justification for reducing the speed limit is hidden away in paragraph 4.5 of the report into Major Highway Improvements of the September 2018 Traffic Management Committee which stated "It is recommended that a statutory consultation is conducted on a proposal to lower the existing speed limit on Richfield Avenue, Cow Lane and Portman Road to 30mph. It is considered that this proposal will improve access/egress to/from side roads and accesses along this corridor and improve the perception of safety for pedestrians and cyclists using the area."</p> <p>Unfortunately, I cannot find any further information on the proposal, while the current consultation provides no detailed information on the justification to lower the speed limit.</p> <p>Department for Transport document 01/2013 Setting Local Speed Limits sets the following criteria for setting speed limits.</p> <p>"The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>a) history of collisions;</li> <li>b) road geometry and engineering;</li> <li>c) road function;</li> <li>d) Composition of road users (including existing and potential levels of vulnerable road users);</li> </ul>

- e) existing traffic speeds; and
- f) road environment.

With regards the above point I contend the following:

- a) No detailed review of collisions have been undertaken, detailing the type and cause of the accidents, were they the result of speeding, driving without due care and attention, road alignment. Without a detailed examination of collision data how can the council refer to the perception of safety. Paragraph 23 of Circular 01/2013 states a full analysis of crashes and there causes should be undertaken, while paragraph 25 states "It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures . These alternative measures should always be considered before proceeding with a new speed limit." It is VERY CLEAR that these requirements have not been undertaken.
- b) A review of the highway geometry should be undertaken with regards road width, sightlines, bends, junctions, accesses and safety barriers etc. I can find no evidence of this review being undertaken. In fact, especially with Portman Road, the alignment of the road complies with the requirements of the DfT's Design Manual for Road and Bridges document TD 9/93 Highway Link Design, for a road with a 50mph speed limit or higher. Imposing a lower speed limit on a road designed for a higher speed limit will be ignored and unenforceable by the police.
- c) An assessment of the road function (strategic, through traffic, local access etc.) should be undertaken and again no evidence can be found of this. The route is now a strategic link and the authority has under the Traffic Management Act, a requirement to ensure the "expeditious movement of traffic". How the reduction of the speed limit complies with this requirement has not been provided. Has the required assessment even been undertaken by the Council.
- d) A review of the composition of road users (including existing and potential levels of vulnerable road users) should be undertaken. This is especially pertinent given the councils flimsy justification is the safety of cyclists. Given both Portman Road and Richfield Road have off road cycleways, if the number of cyclists actually on the road is very low, this flimsy justification fails. This information can easily be obtained from an Automated Traffic Count (ATC).
- e) Existing Traffic Speeds - Speed limits should be based on the existing speeds of vehicles after a full review of the 85th percentile / mean speeds have been obtained. These can be undertaken from a full 24/7 ATC survey. Once this review is undertaken if the 85th percentile / mean speeds are greater than 30mph but lower than 40mph then the existing speed limit is correct.

	<p>Paragraph 19 of the Circular 01/2013 states "Unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit. ". I can find no evidence of support from the police, other local services included within the committee report. Have the police and other services been consulted and if so why haven't their responses been included within the report and attached as an Appendix. Or being cynical have the Police responded, disagreed with some or all the reduction but there comments been swept under the table.</p> <p>Therefore the reduction in the speed limit cannot even be considered until the requirements of Department of Transport Circular 01/2013 have been complied with.</p> <p>Also of concern is the closure of Milford Road and Meadow Road which are just being undertaken by road plugs. I can find no evidence of detailed swept path analysis being undertaken showing how a vehicle, especially a delivery vehicle will be able to turn around given no turning head has been provided. The proposals will result in large vehicles having to reverse great distances to turn around, which is detrimental to road safety and in fact could have a severe impact on road safety, a fundamental requirement of the National Planning Policy Framework. Given the major implications of the proposals and the safety impacts I can find no evidence of a Road Safety Audit being undertaken and the design engineers comments on the findings. A Road Safety Audit is a statutory requirement of the DMRB.</p> <p>What is really concerning was if a developer wishes to develop within the Borough, they are required to undertake full traffic surveys determining volume and speed of vehicles, detailed analysis of their proposals with full justification of them in accordance with Department for Transport guidance and that contained within the National Planning Policy Framework and Planning Practice Guidance. It is interesting that the Council does not practice what it preaches and is trying to lower a speed limit without the evidence and justification required by national policy and guidance.</p> <p>Also why hasn't swept path analysis of the road closure plugs and a road safety audit been undertaken, a mandatory requirement for a developer submitting proposals to the Borough</p> <p>I would like these comments to be fully reported to members at the committee next week and can you confirm when an update to the report will be produced with these comments in full.</p>
15) - 37) Residents, Support	I am writing to express my support for implementation of the measures proposed in notice ref. CMS/11771 - Cow Lane Local Area Alterations, dated 16 <sup>th</sup> May 2019.

Area: General	As local residents we are concerned about the long-term effect of the full opening of Cow Lane on traffic in our area, and I agree that the proposed road closures should be implemented to prevent traffic from using the industrial estate as a through route between Cow Lane and Caversham Road.
38) Consultancy on behalf of Developer, Objection	I write with respect to the Cow Lane Local Area Alterations Notice and attach our Highways Technical Note representations to the public consultation, which I hope can be suitably taken into account before any decision on this matter is made.
Area: General	<b>Highway Technical Note attached.</b>
39) Resident, Support	I am happy for the proposed road closures to go ahead, just some future thought needs to be put in regarding the final positions of the road blocks.
Area: Road closure	As I had a discussion with the developers of the Cox and Wyman site this week it appears that their plans for this development need to work in conjunction with the actual positioning of the new closures barriers.
40) Traffic Management Officer of TVP, Objection to the proposed road closure	<p><u>Richfield Avenue</u></p> <p>I have reviewed the casualty figures for the last 5 years, 01/01/2014 - 31/12/2018 which show there have been 6 injury collisions in that time. There appears to be no recorded collisions that are attributable to excess speed within the current 40mph limit.</p> <p>I have reviewed the speed profiles supplied by Reading Borough Council which show that the mean speeds are compliant with the proposed lower 30mph limit in both directions, 30.40mph west and 30.09mph east. 85%ile speeds are a little higher at 34.23mph west and 34.23mph east.</p> <p>Thames Valley Police will not object to this proposal but with the current low collision rate calls to enforce the reduced speed limit will be a low priority for Police activity.</p>
Area: General	<p><u>Portman Road</u></p> <p>I have reviewed the casualty figures for the last 5 years, 01/01/2014 - 31/12/2018, which show there have been 11 injury collisions, two of which were serious, in that time. There appears to be no recorded collisions that are directly attributable to excess speed within the current 40mph limit although there are some with careless/reckless/in a hurry listed as a contributory factor.</p> <p>I have reviewed the speed profiles supplied by Reading Borough Council which show that the mean speeds are compliant with the proposed lower 30mph limit in both directions, 29.5mph west and 31.2mph east. 85%ile speeds are a little higher at 35.79 west and 35.79mph east.</p>



	<p>The ongoing development of the old Battle Hospital site should increase both traffic and pedestrian flows which should give eastern end of Portman Road a more urban feel.</p> <p>Thames Valley Police will not object to this proposal but with the current low collision rate calls to enforce the reduced speed limit will be a low priority for Police activity</p> <p><u>Millford Road closure</u></p> <p>I am assuming that a closure is proposed to prevent vehicular movements from industrial units on Tessa Road through York/Swansea/Randolph Roads to Caversham Road. Having visited the area it is clear that numerous vehicles park on both sides of Millford Road between Meadow Road and the junction of Cardiff Road, so some thought would have to be given as to how any vehicles parking in this section of the road will manoeuvre in/out. This will be the same issue in Cardiff Road as there is an existing full closure west of Millford Road. Any vehicles driving into Cardiff Road will have to be turn in the road to be able to get back out towards Caversham Road.</p> <p>It is my view that a signed only closure will continually be abused resulting in calls for police enforcement. In the current climate TVP do not have the resources to respond at a level that will have any impact on the abuse of such closures. It is therefore my view that engineering measures should be used to 'engineer out' that option for motorists, including PTW.</p> <p>I will object to this closure at the present time as I would need to see detailed plans of how the closure is going to be achieved.</p> <p><u>Addison Road DYL</u></p> <p>No comments.</p> <p><b>OFFICER'S RESPONSE:</b></p> <p>The Council is currently consulting on the principle of closing Milford Road and Meadow Road and it is intended that this will be achieved using physical closures. Should the Sub-Committee approve the principle of the closure; a further detail design including its type, exact location and a turning area will be discussed and agreed with the developer, Ward Councillors and relevant services in due course.</p>
<p>41) Resident, Support Area: General</p>	<p>I approve the closure of the above roads to ensure safety of residents and prevent "rat running". In addition would suggest you retain the road width restriction in Addison Road, but remove the one in Ross Road.</p>


Project Name : Cardiff Road, Reading  
Job No : 19-034  
Note Title : Highways Technical Note  
Author : ESH  
Checked : BM  
Approved : BM  
Date : June 2019

## 1.0 INTRODUCTION

- 1.1 Odyssey has been instructed by Bellway Homes Ltd to provide highway advice associated with Reading Borough Council's (RBC) intention to make a number of changes to the traffic regulation orders as set out in the 'Cow Lane Local Area Alterations' notice.
- 1.2 Bellway is acquiring the planning approval, and has a legal interest in the site, for a residential development, for 96 dwellings at Cardiff Road, Reading, RG1 8EX (Application No. 171814), which is at the heart of the proposed traffic regulation order changes and as such this will have a material impact on the future residents of this development; therefore, Bellway's concerns should be a material consideration when the Council review the consultation responses received.
- 1.3 The proposed changes to the traffic regulation orders on the roads in the immediate proximity to the site are summarised below:
- Schedule 1 – Prohibition of Motor Vehicles
    - Milford Road junction with Cardiff Road
    - Meadow Road junction with Milford Road
  - Schedule 2 – No waiting at Any Time
    - Addison Road, both sides – from its junction with Ross Road to a point 10m north of that junction
    - Addison Road, both sides – from its junction with Ross Road to a point 15m south of that junction

- Schedule 3 – Resident Permit Holders Only Monday to Sunday 24 Hours
  - Addison Road, East side – from a point 10m north of its junction with Ross Road to a point 63m north of that junction
  - Addison Road, West Side – from a point 10m north of its junction with Ross Road to a point 52m north of that junction
  - The 40mph speed restriction which is currently in operation on the following lengths of road will be revoked and returned to a restricted road with a speed limit of 30mph.

1.4 RBC has cited their reason for the above change in traffic regulation orders as:

*‘The introduction of restrictions and changes to existing waiting restriction is necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.’*

- 1.5 The documents relating to the traffic regulation orders, as summarised above, have been obtained from RBC’s offices and are presented in **Appendix A**.
- 1.6 The development site, which received planning approval for 96 dwellings, is bounded by Meadow Road to the north, Addison Road to the east, Cardiff Road to the south, and Milford Road to the west. The consented site plan is presented in **Appendix B**, which highlights the road network in proximity to the site.
- 1.7 The proposed changes to the traffic regulations, notably the junction closures as detailed above, will therefore have an impact on the consented development as discussed in this report.

## 2.0 TRAFFIC REGULATION ORDER CONCERNS

- 2.1 As discussed, the proposed highway works seek to close the junctions between Milford Road and Cardiff Road, and between Meadow Road and Milford Road. The proposed junction closures are presented within RBC’s Drawing NM/Milford Closure/001 included within **Appendix A**.
- 2.2 As part of the consented residential development at Cardiff Road, a shared surface is provided through the centre of the site (in an east/west alignment) connecting Milford Lane to Addison Road. There is justifiable concern that if the two earlier discussed junctions are closed, as RBC is presently proposing, that the shared surface through the site will become a rat-run for traffic wishing to enter / exit the local area via the A4155 Caversham Road or Richfield Avenue. This

is exacerbated with the proposed removal of the width restriction on Addison Road, as presented within RBC Drawing NM/Milford Closure/001.

- 2.3 The residential development is provided with an internal shared surface, which has not been designed to accommodate a through-flow of traffic. The shared surface will be privately owned and not be publicly adopted. As such the proposed junction closures will likely put the development site's residents in danger from increased traffic, as well as having a detrimental impact on local amenity.
- 2.4 It opens up the route through Bellway's site to external traffic, some of which would potentially be larger vehicles such as transit vans or delivery vehicles associated with the industrial units, as there would be an unrestricted route from Mildford Road to Addison Road and north to Randolph Road and A4155 Caversham Road.
- 2.5 One would assume it is the intention of the proposed junction closures to limit the vehicle routing options for the existing industrial units, and the residential dwellings in proximity to Bellway's site. With Bellway's site providing a through route, however, this makes the intention of the junction closures largely obsolete, as vehicles west of the junction closures would still be able to route between Milford Road and Addison Road.
- 2.6 And even if the route through the Bellway site is not used for through movements, it is not clear that the routing implications and impacts have been sufficiently thought through (as Odyssey were not provided with any further documentation when requested, to that contained in **Appendix A**), with the traffic regulation order changes potentially contributing to traffic congestion at some of the junctions onto Richfield Avenue and the A4155 Caversham Road.
- 2.7 With the provision of the junction closures there has been no provision of turning heads at the junction closures. It is, therefore, not clear as to how cars and service vehicles will be able to turn around in the now dead-end roads. This could lead to dangerous manoeuvres, such as vehicles reversing for long distances, and inappropriate parking practices (parking at the ends of the road) on Meadow Road and Milford Road, in conjunction with the roads already being narrow and parked on both sides, to the detriment of local highway amenity and safety.
- 2.8 There are currently industrial units located on the north side of Meadow Road, which would have larger (potentially heavy goods) vehicles accessing them. Therefore, a turning head would be required for these vehicles (if it is not possible to turn on their own land) to turn to enter and exit Meadow Road from / to the east.
- 2.9 The removal of the road width restriction on Addison Road could result in an increase in larger vehicles using Addison Road and Randolph Road to access the A4155 Caversham Road, especially from the industrial units on the north side of Meadow Road. These residential roads

are narrow with parking on both sides and as such it would not be appropriate for an increase in larger vehicles to be utilising the roads.

- 2.10 Clearly if there were to be residential development proposed on the north side of Meadow Road this would not be an issue.
- 2.11 There are also implications for refuse collection and emergency service vehicle accessibility.
- 2.12 'Schedule 2 No Waiting at Any Time' and 'Schedule 3 – Resident Permit Holders Only Monday to Sunday 24 Hours' are not considered to have a notable effect on the consented development, and as such no objections are raised.
- 2.13 Furthermore, the speed limit changes to Richfield Avenue, Cow Lane and Portman Road would be welcomed, as would increase highway safety for drivers, passengers, cyclists and pedestrians.

### **3.0 SUMMARY AND CONCLUSIONS**

- 3.1 This Highways Technical Note has been prepared on behalf of Bellway Homes Ltd to provide highway comments associated with the proposed traffic regulation order changes as set out in the 'Cow Lane Local Area Alterations' notice. These changes include closing Milford Road's junction with Cardiff Road and Meadow Road's junction with Milford Road and removing the width restriction on Addison Road.
- 3.2 It is not clear whether the proposed traffic regulation order changes have taken into consideration the consented development of 96 dwellings on Cardiff Road, which will be provided with an internal shared surface connecting Addison Road to Milford Road. The closure of the junctions, therefore, makes it likely that the shared surface will become a rat-run, to the detriment of pedestrian safety and local amenity.
- 3.3 Furthermore, there does not appear to have been any consideration as to the proposed routing of traffic, both cars and larger vehicles, with the junction closures and removal of the width restriction. This could lead to an increase in traffic movements along roads and at junctions which are less appropriate to use.
- 3.4 Finally, the proposed junction closures do not make provision for turning heads, as such it is likely that the junction closures will result in cars and service vehicles being required to reverse long distances when exiting the newly created dead-end roads, to the detriment of highway safety.

- 3.5 The provision of the junction closures and removal of the width restriction are, therefore, considered to be potentially detrimental to pedestrian safety and local highway amenity through the creation of a potential rat-run through the consented residential development on Cardiff Road, as well as reducing local highway amenity and safety through a lack of turning heads on Meadow Road and Milford Road, in conjunction with heavily parked streets, and reduced vehicle routing in the locality.
- 3.6 Therefore, it is considered that the proposal of closing the discussed junctions and the removal of the width restriction should therefore be refused.

## **APPENDIX A**

### **Reading Borough Council – Traffic Regulations Reports**



**READING BOROUGH COUNCIL**

**The Borough of Reading (Cow Lane Local Area Alterations)  
(Various Restrictions) Order 2019**

Reading Borough Council under Sections 1(1), 2(1) to 3, 4(2), 45, 46 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended intends to make an Order the effects of which are to introduce:

Rename, amend existing waiting restrictions and parking places either in the interests of safety or in response to demand. This has necessitated changing or revising existing Traffic Orders.

**SCHEDULE 1  
PROHIBITION OF MOTOR VEHICLES**

Milford Road junction with Cardiff Road

Meadow Road junction with Milford Road

**SCHEDULE 2  
NO WAITING AT ANY TIME**

Addison Road, Both Sides  
From its junction with Ross Road to a point 10m north of that junction

Addison Road, Both Sides  
From its junction with Ross Road to a point 15m south of that junction

**SCHEDULE 3  
RESIDENT PERMIT HOLDERS ONLY MONDAY TO SUNDAY 24 HOURS**

Addison Road, East Side  
From a point 10m north of its junction with Ross Road to a point 63m north of that junction

Addison Road, West Side  
From a point 10m north of its junction with Ross Road to a point 52m north of that junction

The 40 mph speed restriction which is currently in operation on the following lengths of roads will be revoked and returned to restricted roads with a speed limit of 30 mph.

Cow Lane  
Portman Road  
Richfield Avenue

The introduction of the traffic restrictions above will require the amendment/revocation of the following traffic orders:

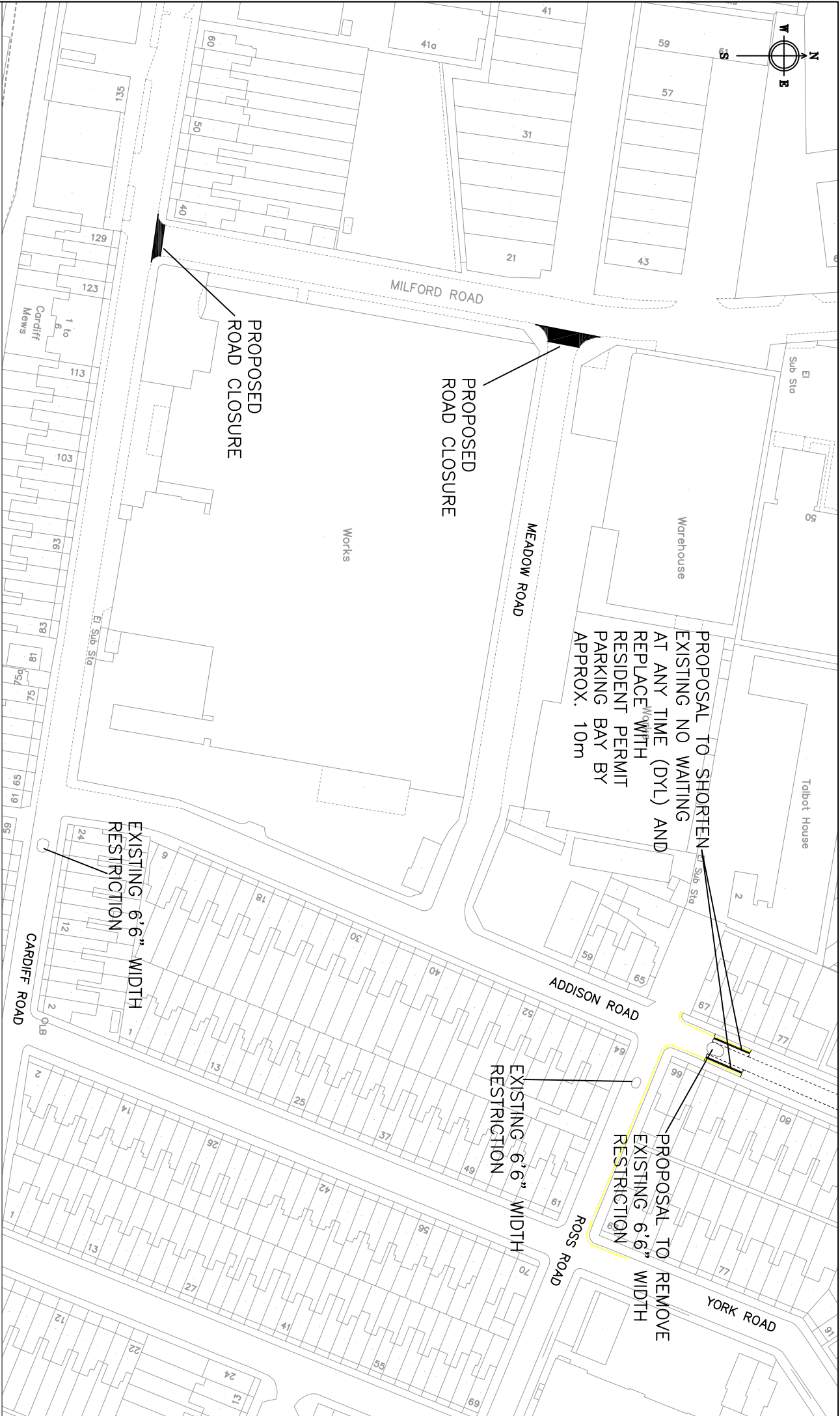
- 1) The Borough of Reading (Cardiff Road, Ross Road and Addison Road) (Width Restriction) Order, 1978**
- 2) Borough of Reading (Rivermead Zone D) (Special Parking Area) (Waiting Restrictions and Parking Places) Consolidation Order 2006**
- 3) The County of Reading (Portman Rad) (Part) (40 MPH Speed Limit) Order 1974**
- 4) The Borough of Reading (Richfield Avenue) (40 MPH Speed Limit) Order 1983**

Copies of the order, statement of reasons, relevant drawings and orders to be varied can be inspected during the hours of 9.00am and 5.00pm, Monday to Friday at the Planning Reception Desk, Civic Offices, Bridge Street, Reading. A copy of this notice can be viewed at <http://consult.reading.gov.uk>

Objections to the proposals, together with the grounds on which they are made, should be sent in writing to the undersigned quoting ref: CMS/11771 by no later than 7<sup>th</sup> June 2019. Objections and comments can be sent by e-mail to [highway.objections@reading.gov.uk](mailto:highway.objections@reading.gov.uk). If anyone requires any further information please contact Network Management on 0118 9373787.

DATED: 16<sup>th</sup> May 2019

C J Brooks  
Assistant Director of Legal and Democratic Services  
Reading Borough Council  
Civic Offices, Bridge Street,  
Reading, RG1 2LU



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**Reading**  
Borough Council

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Transportation & Streetcare Services

Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project

PROPOSED MEADOW ROAD &  
MILFORD RD CLOSURE

Scale

N.T.S

Drawn JC

Date

DEC 18

Checked JP

Approved

Drawing No.

NM/MILFORD CLOSURE/001

Drawing

LOCATION PLAN

## **READING BOROUGH COUNCIL**

### **The Borough of Reading (Cow Lane Local Area Alterations) (Various Restrictions) Order 2019**

Reading Borough Council under Sections 1(1), 2(1) to 3, 4(2), 45, 46 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended intends to make an Order the effects of which are to introduce:

Rename, amend existing waiting restrictions and parking places either in the interests of safety or in response to demand. This has necessitated changing or revising existing Traffic Orders.

#### **SCHEDULE 1 PROHIBITION OF MOTOR VEHICLES**

Milford Road junction with Cardiff Road

Meadow Road junction with Milford Road

#### **SCHEDULE 2 NO WAITING AT ANY TIME**

Addison Road, Both Sides  
From its junction with Ross Road to a point 10m north of that junction

Addison Road, Both Sides  
From its junction with Ross Road to a point 15m south of that junction

#### **SCHEDULE 3 RESIDENT PERMIT HOLDERS ONLY MONDAY TO SUNDAY 24 HOURS**

Addison Road, East Side  
From a point 10m north of its junction with Ross Road to a point 63m north of that junction

Addison Road, West Side  
From a point 10m north of its junction with Ross Road to a point 52m north of that junction

The 40 mph speed restriction which is currently in operation on the following lengths of roads will be revoked and returned to restricted roads with a speed limit of 30 mph.

Cow Lane  
Portman Road  
Richfield Avenue

The introduction of the traffic restrictions above will require the amendment/revocation of the following traffic orders:

- 1) The Borough of Reading (Cardiff Road, Ross Road and Addison Road) (Width Restriction) Order, 1978**

- 2) Borough of Reading (Rivermead Zone D) (Special Parking Area) (Waiting Restrictions and Parking Places) Consolidation Order 2006
- 3) The County of Reading (Portman Rad) (Part) (40 MPH Speed Limit) Order 1974
- 4) The Borough of Reading (Richfield Avenue) (40 MPH Speed Limit) Order 1983

Copies of the order, statement of reasons, relevant drawings and orders to be varied can be inspected during the hours of 9.00am and 5.00pm, Monday to Friday at the Planning Reception Desk, Civic Offices, Bridge Street, Reading. A copy of this notice can be viewed at <http://consult.reading.gov.uk>

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DATED: 16<sup>th</sup> May 2019

C J Brooks  
Assistant Director of Legal and Democratic Services  
Reading Borough Council  
Civic Offices, Bridge Street,  
Reading, RG1 2LU

**THE BOROUGH OF READING**

**(COW LANE LOCAL AREA ALTERATIONS) (VARIOUS RESTRICTIONS)**

**ORDER 2019**

The Reading Borough Council (hereinafter referred to as “the Council”) in exercise of the powers conferred by Sections 1, 2, 4, 45, 46, 51 and 53 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act of 1984”), as amended and of all other powers thereunto enabling and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 and Part 6 of the Traffic Management Act 2004 (“the Act of 2004”), hereby make the following Order:-

**PART I**  
**CITATION AND INTERPRETATION**

1. This Order may be cited as The Borough of Reading (Cow Lane Local Area Alterations) (Various Restrictions) Order 2019 and shall come into operation on the 2019.
2. In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

“ambulance” has the same meaning as in the Vehicle Excise and Registration Act 1994;

“authorised agent” means the parking services contractor appointed by and acting on behalf of the Council for the purposes of the supervision and enforcement of this Order;

“authorised cab rank” means an area of carriageway which is comprised within and indicated by road markings complying with diagram 1028.2 in Schedule 6 to the 2002 Regulations;

“authorised parking place” means any parking place on a road, authorised or designated by this Order;

“bus” has the same meaning as in Regulation 22 of the 2002 Regulations;

“carriageway” means a way constituting or comprised in a highway being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles;

“civil enforcement officer” has the same meaning as in section 76 of the Act of 2004;

“disabled person's badge”, “disabled person's vehicle” and “parking disc” have the same meanings as in the Local Authorities Traffic Orders (Exemption for Disabled Persons) (England) Regulations 2000;

“doctor” means a ‘fully registered person’ as defined in section 55 of the Medical Act 1983;

“driver”, in relation to a vehicle waiting in a parking place or on a road or length of road, means the person driving the vehicle at the time it was left in that parking place

or road or length of road;

"goods" means goods or burden of any description and includes postal packets of any description;

"goods vehicle" means a motor vehicle which is constructed or adapted for use for the carriage of goods or burden of any description and which does not exceed 5.30 metres in length or 2.25 metres in height;

"hackney carriage" means a vehicle licensed under Section 37 of the Town Police Causes Act 1847, Section 6 of the Metropolitan Carriages Act 1869, or any similar enactment;

"loading" means the loading or unloading of goods to or from a vehicle;

"motorcycle" and "invalid carriage" have the same meanings as in Section 136 of the Road Traffic Act of 1984;

"owner", in relation to a vehicle, has the same meaning as in Section 92(1) of the Act of 2004 or the person who has the use of such a vehicle in the course of his/her employment and is entitled to use such a vehicle as though he/she were the registered keeper thereof;

"parking place" has the same meaning given by section 79(7) of the Act of 2004;

"passenger vehicle" means a motor vehicle (other than a motor cycle or invalid carriage) not exceeding 5.30 metres in length and 2.25 metres in height and constructed or adapted for the carriage of passengers and their effects;

"penalty charge" has the same meaning as in section 92(1) of the Act of 2004;

"penalty charge notice" has the same meaning as in section 8(1) of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007;

"permit" means a permit issued under the provisions of PART V of this Order;

"permit holder" means a person to whom a permit has been issued;

"permitted hours" means 24 hours Monday to Sunday unless otherwise stated in Article 5 and Schedule 600 to this Order;

"relevant position" in respect of: -

(a) a parking permit, means

(i) in the case of a vehicle fitted with a front windscreen, that the badge or permit is exhibited thereon with the front facing forward on the nearside of and immediately behind the windscreen; or

- (ii) the case of a vehicle not fitted with a front windscreen, that the badge or permit is exhibited on the front or nearside of the vehicle;
- (b) a disabled person's badge, in accordance with Section 12 of The disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;

"resident" means a person whose usual place of abode is at premises the postal address of which is in a road or part of a road specified in Schedule 4;

"specified position" a vehicle left in a parking place during the permitted hours in accordance with the foregoing provisions of this Order shall cause it so to stand so that every part of a vehicle is within the limits of a parking place.

"specified hours" means the hours shown at the commencement of a Schedule containing parking or unloading places;

"The 2002 Regulations" means the Traffic Signs Regulations and General Directions 2002.

- 3. The prohibitions imposed by this Order shall be in addition to and not in derogation of any restriction, prohibition or requirement imposed by any Regulations or Orders made or having effect as if made under the Act of 1984, or by or under any other enactment.
- 4. Save where the contrary is indicated, any reference in this Order to:-
  - (a) a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order;
  - (b) this Order or another Order shall be construed as such a reference to this Order or, as the case may be, such other Order, as the same may have been or may from time to time be amended, varied or supplemented;
  - (c) a Statute or Regulation shall be construed as reference to such Statute or Regulations as the same may have been, or may from time to time be amended or re-enacted.
  - (d) The requirements of any Article making reference to a numbered Schedule to this Order shall only have effect when a Schedule similarly numbered is appended to this Order.

## PART II

### WAITING AND LOADING OF VEHICLES

- 5. Save as provided in Articles 7 and 8 no person shall, except upon the direction or with the permission of a Police Constable in uniform or a civil enforcement officer, cause or permit any vehicle during each separately dated day, to wait at any time on Mondays to Sundays inclusive in the lengths of roads specified in Schedule 1;
- 6. No person shall cause or permit any vehicle, except upon the direction of a Police Constable or a civil enforcement officer to proceed along the length of road as specified



in Schedule 2;

7. Nothing in Article 5 shall apply to any vehicle waiting in the lengths of roads referred to therein for so long as it may be necessary to enable:-

- (a) a person to board or alight from the vehicle;
- (b) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely:-
  - (i) building, industrial or demolition operations;
  - (ii) the removal of any obstruction to traffic;
  - (iii) the maintenance, improvement or reconstruction of the said lengths of roads;
  - (iv) the laying, erection, alteration or repair in or in land adjacent to the said lengths of roads of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system;
  - (v) the service of a Local Authority or a Water Authority in pursuance of statutory powers or duties;
- (c) the vehicle to be used for the purpose of providing a postal service as defined in section 27 Postal Services Act 2011;
- (d) the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the said lengths of roads;
- (e) the vehicle to wait at or near to any premises situated on or adjacent to the said lengths of roads for so long as such waiting by that vehicle is reasonably necessary in connection with any wedding or funeral;
- (f) the vehicle being used for fire brigade, ambulance or police purposes.

8. (1) Nothing in Article 5 shall apply:-

- (a) to any vehicle waiting for so long as may be necessary for the purpose of enabling goods to be loaded on or unloaded from the vehicle;
- (b) to a Disabled Person's Vehicle, displaying a Disabled Person's Badge in accordance with Section 12 of The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;

provided that such exemptions do not apply during the hours when loading restrictions are imposed by that Article.

(2) Nothing in Article 5 shall apply to any vehicle:-

- (a) waiting upon an authorised parking place; or
- (b) being a Hackney Carriage, waiting upon an authorised cab rank; or
- (c) waiting for so long as may be necessary to enable the vehicle to be used in the provision of a local service within the meaning of the Transport Act 1985.

### PART III

#### AUTHORISATION AND USE OF PARKING PLACES

9. (1) The lengths of roads specified in Schedule 3, are authorised to be used as parking places for the parking during the permitted hours and in such positions as are specified in the said Schedules, of a vehicle displaying in the relevant position a valid Residents Parking Permit issued by the Council.
- (2) Nothing in paragraph (1) of this Article shall restrict the power of the Council to close a parking place.
10. Where in the Schedules a parking place is described as available for vehicles of a specific class or in a specified position, the driver of a vehicle shall not permit it to wait in the parking place unless it:-
  - (a) is of the specified class; or as the case may be -
  - (b) is in the specified position;
  - (c) displays a valid parking permit issued by the Council.
11. A driver of a vehicle shall not use a parking place:-
  - (a) so as to unreasonably prevent access to any premises adjoining the road, or the use of the road by any other person, or so as to be a nuisance;
  - (b) when a Police Constable in uniform, a civil enforcement officer or a or a person authorised by the Council has closed the parking place.
12. The driver of a motor vehicle using a parking place shall stop the engine as soon as the vehicle is in position in the parking place and shall not start the engine except when about to change the position of the vehicle in, or to depart from, that parking place.
13. No person shall use a vehicle whilst it is in a parking place in connection with the sale of any article to persons in or near the parking place, or in connection with the selling or offering for hire of his skill or services.
14. When a vehicle is left in a parking place in contravention of the provisions of Article 10, a Police Constable in uniform, or a parking attendant or a person authorised by the Council to do so may alter or cause to be altered the position of the vehicle so that its position shall comply with that provision.
15. Any person altering the position of a vehicle by virtue of Article 16 may do so in such

manner as he thinks necessary.

16. A Police Constable in uniform, or a civil enforcement officer or a person authorised by the Council to do so may, in case of emergency, or in contravention of Article 11, remove or cause to be removed to any place he thinks fit any vehicle left in a parking place.
17. Any person removing or causing to be removed a vehicle from a parking place in accordance with Article 16 shall provide for the safe custody of the vehicle.
18. Nothing in Articles 9 to 16 Shall prevent a person from parking a motorcycle in a residents parking place as detailed in Schedule 3 of this Order

#### PART IV PERMITS

19. (1) Any resident or doctor, who is the owner of a vehicle of the following class, that is to say a passenger vehicle, a goods vehicle, or an invalid carriage may apply to the Council or an authorised agent for a permit for the parking of that vehicle in a parking place specified in paragraph (5) of this Article and any such application shall be made on a form issued by and obtainable from the Council or authorised agent and shall include the particulars and information required by such form to be supplied.
- (2) The Council or authorised agent may at any time require an applicant for a permit or a permit holder to produce to an officer of the Council or authorised agent such evidence in respect of an application for a permit as they may reasonably require to verify the particulars or information given to them or to verify that the permit is valid.
- (3) The Council or authorised agent upon being satisfied that the applicant is:-
  - (a) a resident who is the owner of a vehicle of the class specified in paragraph (1) of this Article, shall issue to the applicant a Residents Parking Permit for the leaving during the permitted hours in a parking place of the vehicle to which such permit relates, by the owner or by any person using such vehicle with the consent of the owner (other than a person to whom such vehicle has been let for hire and reward);
  - (b) a Doctor, who is the owner of a vehicle of the class specified in paragraph (1) of this Article, shall issue to the applicant 1 Doctors Parking Permit for the leaving at any time in the Doctors Parking Place specified thereon such vehicles as they are satisfied are used by fully registered persons who are liable to be called of necessity to emergencies away from the surgery or consulting room shown on the application to the extent that the need for special parking arrangements is justified and to whom no suitable alternative parking facility is available within a reasonable distance.

- (4) A resident shall not be entitled to be in possession of more than one permit at any one occasion.
  - (5) A Residents Parking Permit shall only be a valid for use in a parking place specified in Schedule 3;
20. Notwithstanding the provisions contained in Article 19 the Council may also grant permits to such other persons as they may think fit.
21. (1) A permit holder (whether of a Residents or Doctors Parking Permit), may surrender such permit to the Council or authorised agent at any time and shall surrender such permit to the Council or authorised agent on the occurrence of any one of the events set out in paragraph (3) of this Article.
- (2) The Council or authorised agent may, by notice in writing served on the permit holder at the address shown by that person on the application for the permit or at any other address believed to be that person's residence, withdraw a permit if it appears to the Council or authorised agent that any one of the events set out in paragraph (3) of this Article has occurred and the permit holder shall surrender the permit to the Council or authorised agent within 48 hours of the receipt of the aforementioned notice.
- (3) The events referred to in the foregoing provisions of this Article are:-
- (a) the permit holder ceasing to be a resident;
  - (b) the permit holder ceasing to be the owner of the vehicle in respect of which the permit was issued;
  - (c) the vehicle in respect of which such permit was issued being adapted or used in such a manner that it is not a vehicle of the class specified in Article 19(1);
  - (d) the issue of a duplicate permit by the Council under the provisions of Article 24;
  - (e) the expiry of the period for which the permit was issued;
  - (f) where a permit is issued to any person upon receipt of a cheque and the cheque is subsequently dishonoured, the permit shall cease to be of any effect;
  - (g) in the case of a fully registered person holding a Doctor's Parking Permit:-
    - (i) the vehicle or any vehicle in respect of which the permit was issued ceasing to be used by a fully registered person who is liable to be called of necessity to emergencies away from the surgery or consulting room shown on the application for the permit to the extent that the need for special parking arrangements is justified;

- (ii) the revocation of the designation of the parking place in respect of which the permit was issued.
- 22. Without prejudice to the provisions of Article 21, a permit shall cease to be valid at the expiration of the period specified thereon:-
  - (a) which period, in the case of a Residents or Doctors Permit, shall not exceed a period of twenty-three months from the end of the month during which it first became valid;

or on the occurrence of any one of the events set out in paragraph (3) of Article 23, whichever is the earlier.
- 23.
  - (1) A holder of a Doctors Parking Permit, may at any time apply to the Council or authorised agent for a permit issued to him to be amended so as to relate to any other vehicle, being a vehicle which is used by a fully registered person who are liable to be called of necessity to emergencies away from the surgery or consulting room shown on the application to the extent that the need for special parking arrangements can be justified.
  - (2) Upon receipt of an application pursuant to paragraph (1) of this Article and of the relevant permit, the Council or authorised agent may amend the permit accordingly, or to such extent as they think fit, or at their discretion issue a revised permit, and if a revised permit is so issued, the permit shall become invalid and shall be surrendered to the Council.
- 24.
  - (1) If a permit is accidentally mutilated or defaced or the figures or particulars thereon have become illegible or the colour of the permit has become altered by fading or otherwise, the permit holder shall surrender it to the Council or authorised agent and apply to the Council or authorised agent for the issue to him of a duplicate permit, whereupon Council or authorised agent, shall issue a duplicate permit so marked and upon such issue the original permit shall become invalid.
  - (2) If a permit is lost or destroyed, the permit holder may apply to the Council or authorised agent for the issue to him of a duplicate permit and the Council or authorised agent upon being satisfied as to such loss or destruction, shall issue a duplicate permit so marked and upon such issue the permit shall become invalid.
  - (3) All the provisions of this Order shall apply to a duplicate permit to the same extent as they applied to the original permit.
- 25. A permit shall be in writing and shall include the following particulars:-
  - (a) the registration mark of the vehicle in respect of which the permit has been issued;
  - (b) the period during which, subject to the provisions of Article 21, the permit shall remain valid;

- (c) an authentication that the permit has been issued by the Council;
  - (d) a code indicating the parking area for which the permit is valid.
26. At all times during which a vehicle is left in a parking place specified in Schedule 3 during the permitted hours, there shall be displayed in the relevant position a permit issued in respect of that vehicle valid for parking place.
27. When a permit has been displayed in accordance with the provisions of Article 26, or where a penalty charge notice has been attached to the vehicle, no person other than a Police Constable in uniform, or a parking attendant shall remove such permit or notice from the vehicle unless authorised to do so by the driver of that vehicle.
28. Notwithstanding the foregoing provisions of this Order, the Council may at its discretion issue a discretionary Notice allowing a specific vehicle to wait in a road or a parking place during the hours of operation of any restriction or prohibition to the contrary.

## **PART VI REVOCATIONS**

29. The following items contained within orders detailed below shall be revoked:

**The Borough of Reading (Cardiff Road, Ross Road and Addison Road) (Width Restriction) Order, 1978**

2 (c) Addison Road, between its junction with Ross Road and its junction with Randolph Road

**Borough of Reading (Rivermead Zone D) (Special Parking Area) (Waiting Restrictions and Parking Places) Consolidation Order 2006**

Schedule 4 Item 9 Addison Road, East Side  
Schedule 4 Item 13 Addison Road, West Side  
Schedule 99 Item 152 Addison Road, East Side  
Schedule 99 Item 155 Addison Road, West Side

**The County of Reading (Portman Rad) (Part) (40 MPH Speed Limit) Order 1974**

**The Borough of Reading (Richfield Avenue) (40 MPH Speed Limit) Order 1983**

THE COMMON SEAL of the READING )  
BOROUGH COUNCIL was hereunto )  
affixed this     day of     )  
in the presence of:-     )

Minute	Min    Cab
Originator	CMS
Seal No.	/19
Checked	

Authorised Signatory

### LIST OF SCHEDULES

1. No Waiting At Any Time
2. Prohibition of Motor Vehicles
3. Residents' Permit Holders only Mon - Sun 24 Hours
4. Addresses for the issue of Residents and Business Parking Permits



**SCHEDULE 1  
NO WAITING AT ANY TIME**

Addison Road, Both Sides  
From its junction with Ross Road to a point 10m north of that junction

Addison Road, Both Sides  
From its junction with Ross Road to a point 15m south of that junction

**SCHEDULE 2  
PROHIBITION OF MOTOR VEHICLES**

Milford Road junction with Cardiff Road

Meadow Road junction with Milford Road

**SCHEDULE 3  
RESIDENT PERMIT HOLDERS ONLY - MONDAY TO SUNDAY -  
24 HOURS**

Addison Road, East Side  
From a point 10m north of its junction with Ross Road to a point 63m north of that junction

Addison Road, West Side  
From a point 10m north of its junction with Ross Road to a point 52m north of that junction

**SCHEDULE 4  
ADDRESSES FOR THE ISSUE OF RESIDENTS AND BUSINESS PARKING PERMITS**

All addresses relation to Addison Road

**ROAD TRAFFIC REGULATION ACT 1984**

**BOROUGH OF READING  
(COW LANE LOCAL AREA ALTERATIONS)  
(VARIOUS RESTRICTIONS)  
ORDER 2019**

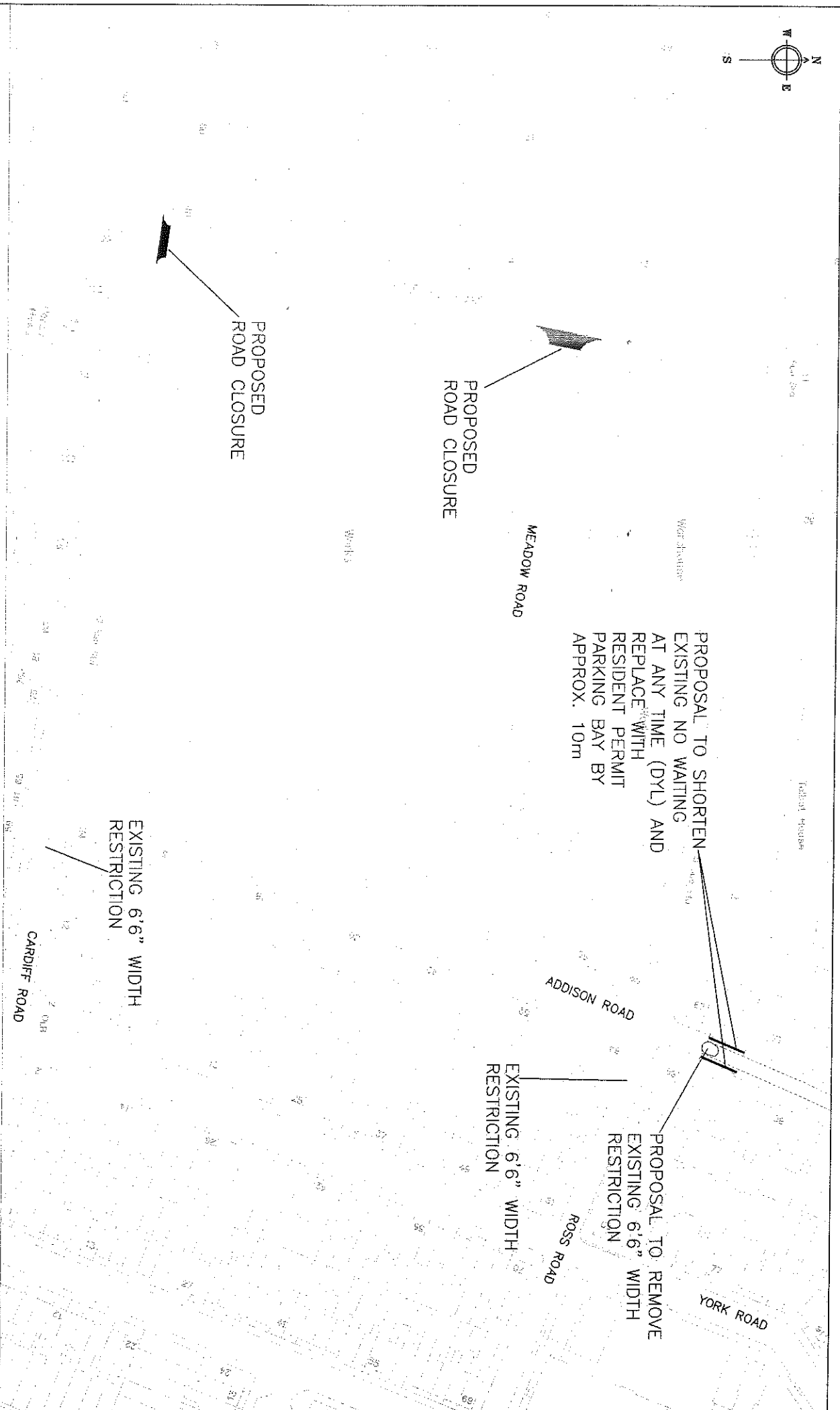
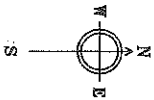
C J Brooks  
Assistant Director of Legal and Democratic Services  
Bridge Street Civic Offices  
Reading  
RG1 2LU

**READING BOROUGH COUNCIL**

**The Borough of Reading (Cow Lane Local Area Alterations)  
(Various Restrictions) Order 2019**

**Statement of Reasons**

The introduction of restrictions and changes to existing waiting restrictions is necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.



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Civic Centre  
Bridge Street  
Reading

RG1 2LU

Project

PROPOSED MEADOW ROAD &  
MILFORD RD CLOSURE

Drawing

LOCATION PLAN

Scale

N.T.S.

Date

DEC 18

Drawn

JC

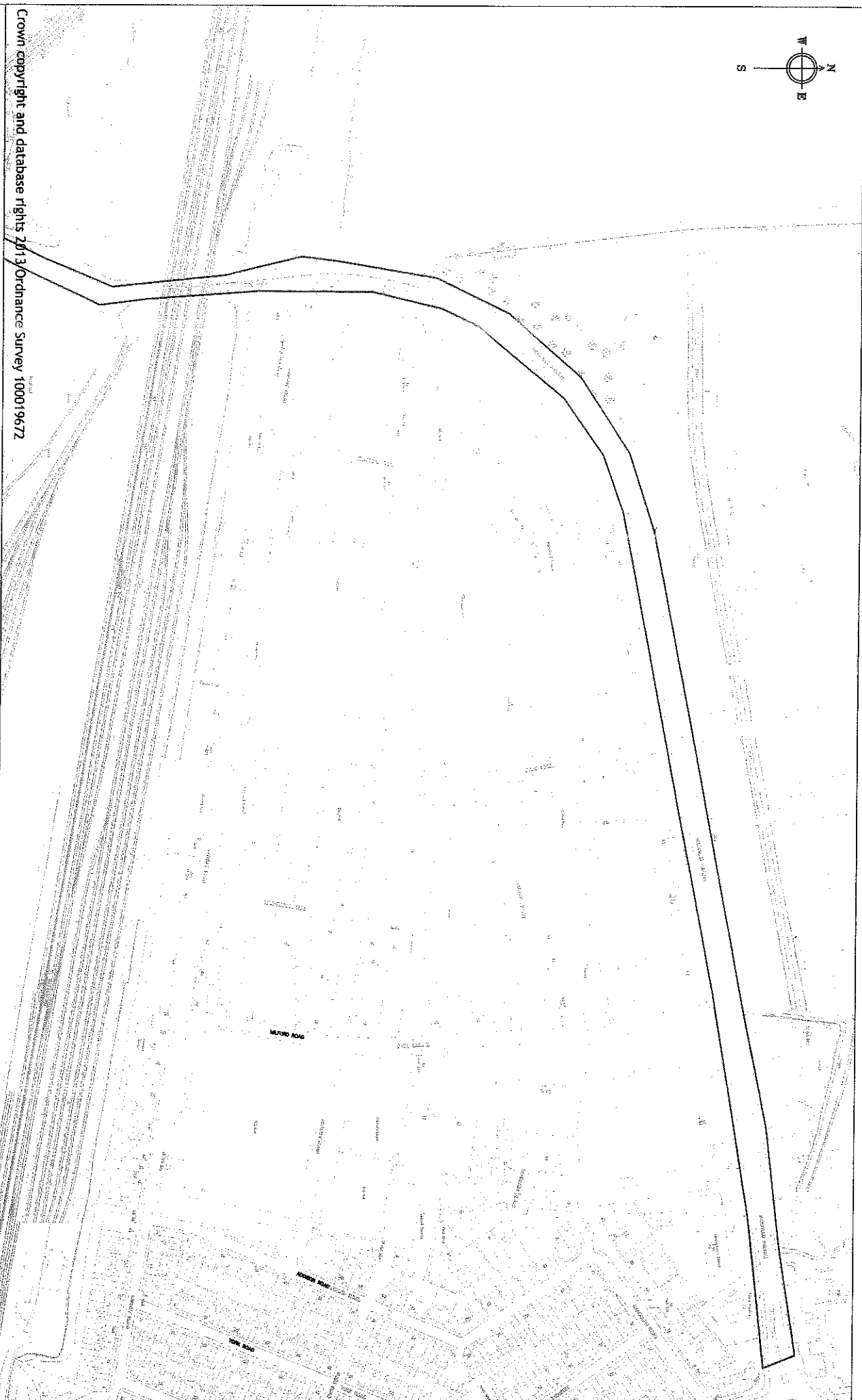
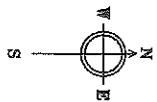
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JP

Approved

Drawing No.

NM/MILFORD CLOSURE/001



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**Reading**  
Borough Council

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Civic Centre

Bridge Street

Reading

RG1 2LU

Project

PROPOSED 30MPH AREA

Drawing

RICHFIELD AVENUE

Scale

N.T.S

Drawn

PC

Date

MAR 19

Checked

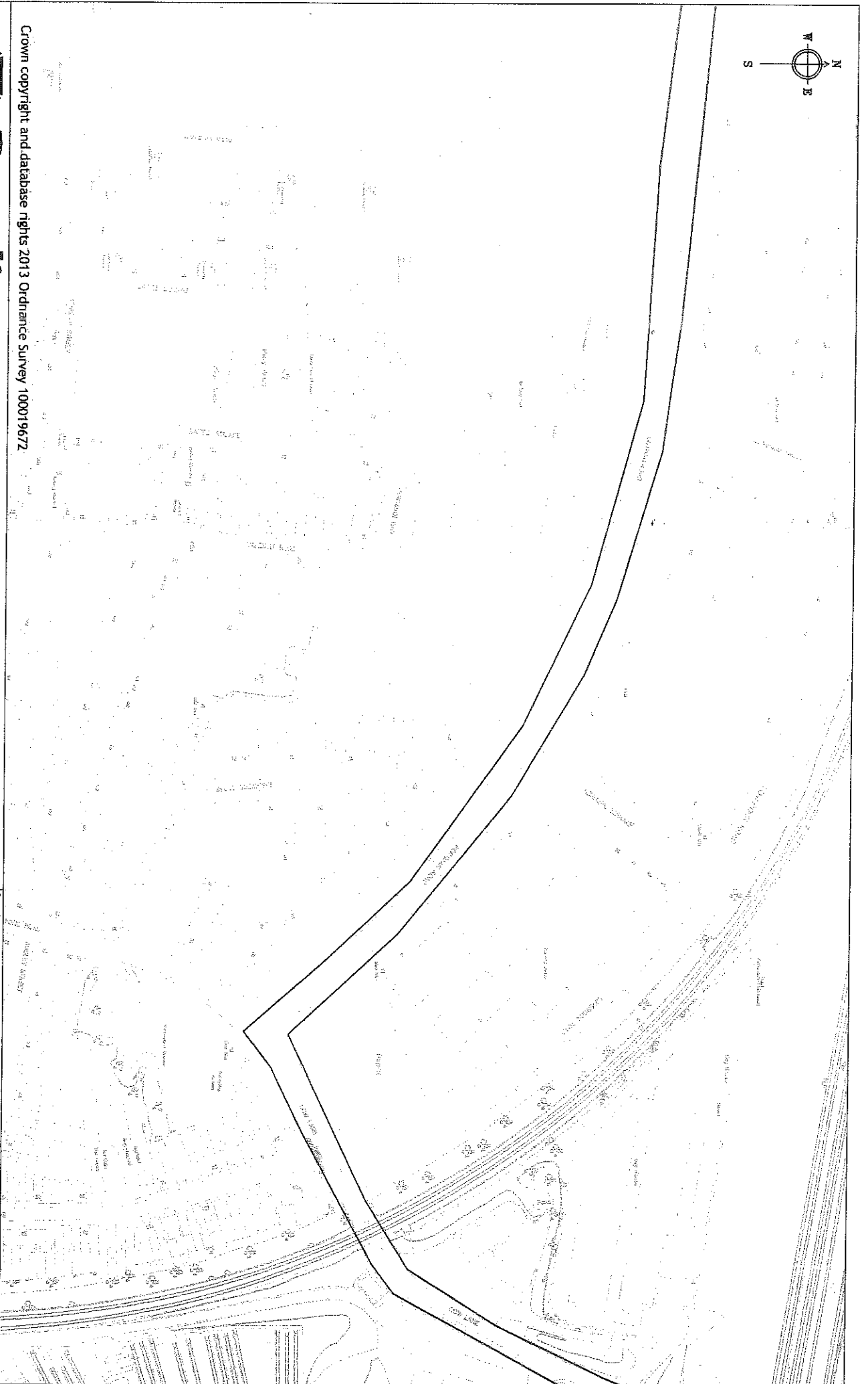
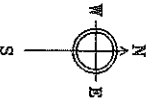
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Approved

JP

Drawing No.

NM/30MPH/RA



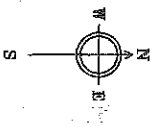
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**Reading**  
Borough Council

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project		Scale	Drawn	PC
PROPOSED 30MPH AREA		N.T.S.		
Drawing		Date	Checked	JC
COW LANE AND PORTMAN ROAD		MAR 19	Approved	JP
		Drawing No.	NM/30MPH/CL_PR	



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**Reading**  
Borough Council

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Civic Offices  
Reading  
RG1 2LU

Project	PROPOSED 30MPH AREA	
	Scale	Drawn
	N.T.S	PC
Drawing	Date	Checked
	MAR 19	JC
	Drawing No.	Approved
PORTMAN ROAD		NM/30MPH/PR

SL2

51

DATED 15TH MARCH

1974

ROAD TRAFFIC REGULATION ACT, 1967  
SECTION 74

29C

THE COUNTY BOROUGH OF READING  
(PORTMAN ROAD) (PART) (40 MPH  
SPEED LIMIT) ORDER, 1974

Wm. HENRY TEE  
Chief Executive  
and Town Clerk  
Town Hall  
Reading

16th March 1974



51

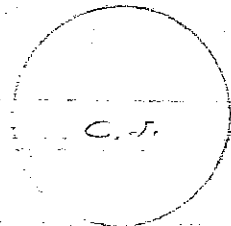
ROAD TRAFFIC REGULATION ACT, 1967

THE COUNTY BOROUGH OF READING  
(PORTMAN ROAD) (PART) (40 MPH SPEED LIMIT) ORDER, 1974

The Council of the County Borough of Reading, in exercise of their powers under Section 74 (1) of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968 and after consultation with the Chief Officer of Police, hereby order as follows:-

1. No person shall drive any motor vehicle at a speed exceeding 40 miles per hour on that length of Portman Road between a point 10 yards east of its junction with Stone Street and a point 10 yards north west of its junction with Beresford Road.
2. The Interpretation Act, 1889 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. This Order may be cited as "The County Borough of Reading (Portman Road) (Part) (40 MPH Speed Limit) Order, 1974, and shall come into operation on the 16<sup>TH</sup> day of MARCH 1974.

THE COMMON SEAL of the Mayor, Aldermen,  
and Burgesses of the Borough of Reading  
was hereunto affixed this 15<sup>TH</sup> day of  
MARCH 1974.



J. R. PRICE

Mayor

Wm. Henry TEG

Town Clerk

SL3

DATED

4<sup>TH</sup> APRIL 1984

ROAD TRAFFIC REGULATION ACT, 1967  
(AS AMENDED)  
TRANSPORT ACT, 1968

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THE BOROUGH OF READING  
(RICHFIELD AVENUE)  
(40 M.P.H. SPEED LIMIT)  
ORDER, 1983

Wm. Henry Tee,  
Chief Executive and Town Clerk  
Civic Offices,  
Civic Centre,  
Reading.

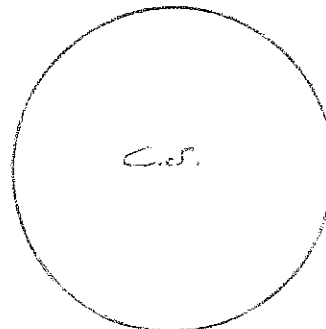
234

THE BOROUGH OF READING (RICHFIELD AVENUE)  
(40 M.P.H. SPEED LIMIT) ORDER, 1983

The Reading Borough Council (hereinafter referred to as "The Council") pursuant to arrangements made under Section 101 of the Local Government Act, 1972, with the Berkshire County Council in exercise of the powers of the said County Council under Section 74(1) of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968, Schedule 19 to the Local Government Act, 1972, and Schedule 6 to the Road Traffic Act, 1974, (which said Act of 1967, as so amended, is hereinafter referred to as "the Act of 1967") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Section 84C(1) of the Act of 1967, hereby make the following Order:-

1. No person shall drive any motor vehicle at a speed exceeding 40 miles per hour in Richfield Avenue.
2. This Order may be cited as "The Borough of Reading (Richfield Avenue) (40 M.P.H. Speed Limit) Order, 1983", and shall come into operation on the 9<sup>th</sup> day of *APRIL, 1984*.

THE COMMON SEAL of the  
Reading Borough Council  
was hereunto affixed this  
*4<sup>TH</sup>* day of  
*APRIL 1984* in  
the presence of:-



*I HEREBY CERTIFY THIS TO BE A TRUE COPY*

*[Signature]*  
CHIEF EXECUTIVE AND TOWN CLERK

READING BOROUGH COUNCIL

THE BOROUGH OF READING (RICHFIELD AVENUE)  
(40 M.P.H. SPEED LIMIT) ORDER, 1983

1. On *4th April, 1984*, the Reading Borough Council, pursuant to arrangements made under Section 101 of the Local Government Act, 1972, with the Berkshire County Council, made the above-mentioned Order under Section 74(1) of the Road Traffic Regulation Act, 1967 (as amended).
2. The effect of the Order is to prohibit any person from driving any motor vehicle at a speed exceeding 40 miles per hour in Richfield Avenue.
3. Full details of the Order, together with a map showing the affected area, may be inspected at the Reception Desk, Civic Offices, Civic Centre, Reading during normal office hours.
4. If you wish to question the validity of the Order or of any provision contained therein on the grounds that it may not be within the powers conferred by the Road Traffic Regulation Act, 1967 (as amended) or on the grounds that any requirement of that Act or any instrument made under it has not been complied with in relation to the Order, you may, within six weeks from *6th April, 1984*, apply to the High Court for this purpose.

DATED *6th April, 1984*.

Wm. Henry Tee,  
Chief Executive & Town Clerk,  
Civic Offices,  
Civic Centre,  
READING.

## **APPENDIX B**

### **Consented Site Plan**





## PLANNING

Project  
Former Cox & Wyman Site  
Cardiff Road, Reading  
Drawing Title  
Combined Landscape and Architectural Plan

Date 06/10/17	Scale As indicated @ A1	Drawn by DC	Check by PN
Project No 24325	Drawing No A/PP-P10-05	Revision	