

[Waiting Restriction Review 2019A]- OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 23/08/19

Street/Summary	Objections/support/comments received.
BA1_Albury Close	Summary of responses: Objections - 2, Support - 0, Comment - 0, Mixed Response - 0.
1) Business, Objection	Good afternoon. I am writing in response to the attached notice displayed in Loverock Road. Our business units are based off Aldbury Close [REDACTED] and we take deliveries in on a daily basis, a couple of which are palletised items delivered on curtain sided vehicles. These vehicles park up outside our gates and are unloaded by a fork truck. If it is a full load this can take up to 20 minutes. There are no other feasible delivery options for these goods (palletised reels of cable and palletised boxes of Cat5e cable). The restriction would effectively stop us carrying out business. We respectfully request that the restriction is not put in place within Aldbury Close.
2) Business, Objection	[Car Dealership] would like to log a strong objection to the RBC above proposal to introduce “no waiting or loading at any Time” in the surrounding areas to our Eden Reading business premises address as above <ul style="list-style-type: none"> • [Car Dealership] is the largest [Car Dealership] dealership in the Thames Valley area - Well established since 2008 • For our business to be able to operate [Car Dealership] often have 9 car transporters arriving to unload vehicles. As it is the case we do not have sufficient space on our premises for the lengthy vehicle to enter/ unload this needs to be done on the nearby road area - your proposal , should it go ahead, would give the transporter drivers no option but to unload the vehicles on the main extremely busy Portman Road, which you would agree would cause major traffic disruption / delays and traffic bottleneck on one of the busiest routes through Reading area. The traffic hold up may well tail back as far as Oxford Road area - also vehicles over taking and the transporter driver unloading would potentially cause serious H&S implications. Please also note the below points • The side road of Little Johns lane has double yellow lines on one side so the transporter cannot go there

	<ul style="list-style-type: none"> • Due to the extended double yellow lines recently added to Loverock Road there is no where to offload our cars except Allbury Close • Allbury close backs on to our business to our back gate and this road is only used by local businesses only and is not used by the public so it has no disadvantages to the health and safety of the public • The drivers do park considerably not to block the road to other users • This is a business area and has no residential status so cannot see any advantages to the no loading being placed on this road
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Street/Summary	Objections/support/comments received.
BA_KE2_Wigmore Lane	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Support	Support

Street/Summary	Objections/support/comments received.
CH1_Barnsdale Road	Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.
1) Resident, Support	Where are the restrictions for the end of Northcourt Avenue and Cressingham Road? Since the approval of yet another convenience store, there will be cars all over the place, it's an accident waiting to happen. The restrictions at the top of Barnsdale need to be at the bottom too, to stop parking on the bend into Ennerdale road.
2) Resident, Support	I believe that this restriction should be carried out, and that NO WAITING signs are needed at this junction. I live in Barnsdale Road and have some near misses with traffic at the top of Barnsdale Road turning off Cressingham Road on the wrong side of the road due to the constant parking of cars at the top of Barnsdale Road both sides of the road. It is about time the road was made safer by stopping this parking and giving traffic unobstructed access to Barnsdale Road. This parking is due to people parking at the top of Barnsdale Road and then going into work or town on the bus and leaving their cars parked in the way as there are NO restrictions or parking meters!!

Street/Summary	Objections/support/comments received.
KE2_Broomfield Road	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	<p>The proposal would force motorists to park or stop on the bend at [REDACTED], which introduces risk of accidents, particularly for us as homeowners at No [REDACTED] and our ability to get off our driveway safely, to see and be seen. This has been our experience of what happens when vehicles park on this bend. The current restrictions are working and are adequate and being used sensibly by motorists. We have observed motorists parking in the current spaces which causes no problems. The current arrangements allow motorists, trades people, visitors, delivery people, to park safely in the vicinity of their requirements, eg. Royal Mail, Fedex, meals on wheels, etc. We have lived in Broomfield Road since [REDACTED] and there were no parking restrictions at all for many years which caused no accidents. We were not aware of the consultation when the present restrictions were laid otherwise we would have objected to the ones outside of No 9 and No 11. This new proposal will cause loss of parking on Broomfield Road and introduce unnecessary risk of accidents on the bend. When vehicles are parked on the bend at [REDACTED], visibility is drastically reduced to see and be seen and this is going to badly affect us as homeowners getting off our driveway safely, as motorists are being forced to park or stop outside [REDACTED]. The new proposal causes more vehicles to be clustered in a smaller space, which is truly unpleasant for [REDACTED] homeowners. The proposed takes away parking outside No 15 and No 17 which currently appears to be safe parking as visibility is clear. We are not aware of any accidents or incidents on this end of Broomfield Road to warrant changes. There are a few parking spaces at the Norcot Road section of Broomfield Road but these are often now being taken by motorists who cannot park on Norcot Road Red Route, so to reduce loss of parking on Broomfield is unhelpful to Broomfield Road residents.</p> <p>In conclusion, having lived in Broomfield Road since [REDACTED], we can honestly state that the traffic and usage of Broomfield Road has had no significant change [REDACTED] and we strongly object to the new proposal which removes valuable parking and benefits for residents and the spending of Council Tax on road restrictions which we consider unnecessary and a waste of Council Tax money. Broomfield Road was and remains a fairly quiet road.</p>

Street/Summary	Objections/support/comments received.
KE3_Elsley Road	Summary of responses: Objections - 6, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	As the owner of [REDACTED] Overdown road, I live [REDACTED]. I feel that the proposed changes to the

	<p>waiting time is a complete waste and only makes things worse for me and my neighbours. I feel strongly that this is penalizing my family. We don't have many visitors but from 3pm they are able to park fairly close to our house. The current system works well and in the [REDACTED] years that I have lived here I have not seen anything dangerous enough to warrant such a change. On many occasions me and my neighbours have had trouble with impatient road users, beeping or staring, who cannot wait whilst we either enter or exit our driveways. The proposed changes do nothing to help with this. This seems to me to be quite a waste of time and money.</p>
2) Resident, Objection	<p>I wish to take this opportunity to object very strongly to the proposed introduction of the "No Waiting at Anytime" on Elsley Road. As a resident of Overdown Road on the only part which has no "Waiting Restrictions" of the entire part of this road which comes under Reading Borough Council, I consider if this proposed change takes place it can only make the situation in my immediate neighbourhood even more unbearable than it is at present. A proposed scheme sometime ago to extend the "Waiting time Restrictions" which are on Overdown Road at present to the Reading Council boundary at Brooksby Road was dropped due to objections I believe. Currently this short part of Overdown which has no parking restrictions has become extremely frustrating for the residents as cars are parked all day and in some cases for days at a time which leads to congestion and traffic chaos. If this proposed change in Elsley road goes ahead it can only lead to an increase in the number trying to park on Overdown. Currently, at peak times it is virtually impossible to access or egress your private driveway because of traffic queues. It is also extremely annoying when your visitors cannot find a place to park.</p> <p>I personally do not see any logical reason for this change, as Elsley Road is not a main route as it has a "width restriction" at the Oxford Road end or I don't believe there is any Safety implication to warrant this. Although not part of this review, I consider that the parking situation on Overdown Road should be revisited as it is now a main arterial route, with both Buses and HGV,s adding to the mayhem. It also does not help that a semi detached house has been converted to a house of "multiple occupancy" with the residents of this dwelling domineering the "on street" parking with cars sometimes not moving for 2 to 3 days at a time. I trust due consideration will be given to my objection for the reasons given.</p>
3) Resident, Objection	<p>One such consultation is introducing double yellow lines on the junction of Overdown and Elsley Roads, culminating at Ulswater Drive. This appears to be nonsensical. The route is not a major traffic artery , it has no bus route, it is not used as a major emergency vehicle route nor does it have delivery lorries passing through (the opposite to Overdown Road). The result of this action will push any cars parked in this area down onto Overdown Road causing yet more congestion on the stretch between Elsley and Brooksby Road. I therefore would like to object to this restriction and again bring forward restricting the cars parking on Overdown Road between Elsley and Brooksby Roads for the reasons stated above.</p>
4) Resident, Objection	<p>i live at [REDACTED] Overdown road and have requested with numerous correspondence with my counsellor</p>

	<p>and Reading Borough Council the effect that double yellow lines along Overdown Road stopped at 151 to Brooksby Road. [REDACTED]. Cars are parked with people walking to the station or catching the bus into Reading. The proposal of Double Yellow lines in Elsley Road will only make The short area in Overdown Road even more congested.</p> <p>I strongly object to these proposals.</p>
5) Resident, Objection	<p>I strongly object to the proposed "No waiting at any time" in Elsley Road.</p> <p>I [REDACTED] have not noticed any undue parking problems even during the morning rush hour. If this comes into force it will make motorists, if any, park in Overdown Road between nos. 151 and 167. This is already a hotspot for parking including opposite the inbound bus-stop at the junction of Brooksby Road. Also No. 154 is a house of multiple occupancy with 5 cars vying for a parking spot. Only recently there were three cars parked outside 155 and 157 Overdown Road which made it difficult for myself and neighbour to exit our driveways. It would be interesting to know why this "No Waiting at any time" is proposed.</p>
6) Resident, Objection	<p>Request to convert the single yellow lines between Overdown Road and Ullswater Drive to double yellow lines. Many cars parking there causing visibility issues.</p> <p>Objection on the grounds that very seldom does anyone park there and if they do it is a delivery or very short stay. We have enough parking restrictions on this road and have found that when family or friends visit THERE IS NO WHERE TO PARK.</p>

Street/Summary	Objections/support/comments received.
MI1_Portway Close	<p>Summary of responses:</p> <p>Objections - 20, Support - 0, Comment - 0, Mixed Response - 0.</p>
1) Resident, Objection	<p>Dear Council,</p> <p>I object to this proposal as the existing cars that are parking in this space, will ultimately lead to increased congestion further down the close. Going forward, can you please control the parking in Portway Close through a permit scheme as used in streets in and around the town centre, as residents are unable to park cars due to workers at the private hospital parking their cars in our close. There is far too many cars parking in this close, who have no business parking there, and often do so access the town to do shopping.</p>
2) Resident, Objection	<p>We object to the proposal for three reasons:</p> <p>1) The proposed area is adjacent to the alley which gives access to the rear of properties at 10 to 24 (evens) Portway Close. When heavy items are needed to be delivered to the rear of the properties above the proposed area is used for unloading. If vehicles are not permitted to stop and unload this will cause severe difficulties for deliveries and occupiers, and inhibit the use of the alleyway significantly.</p> <p>2) Stopping cars parking in the proposed area will likely mean that vehicles will disperse to other parts of Portway Close which is already getting quite congested. This could cause a problem as there is a Nursery at</p>

	<p>the entrance to the Close.</p> <p>3) When cars are parked in the proposed restricted area we are not aware that this causes any problems. We walk past the area twice a day (in the morning and evening).</p>
3) Resident, Objection	<p>We object to the proposed waiting/parking restrictions to the northern end of Portway Close 24-27 (as shown in the plans above) and also the eastern end (as stated in the Council notice attached to the lamp post by No 24) because the proposed new restrictions apply only to parts rather than to the whole of the close. These partial restrictions would intensify parking and cause more parking issues in those parts of the close that are not restricted, particularly on the pavements along the north of the close, impeding pedestrians, mothers with buggies, and blocking access to drive ways and garages. Each house in the close has its own drive way and its own garage, which provides adequate parking for two cars per household. Therefore we would support the new waiting/parking restrictions if they were applied to the whole close, so that there is no parking at all on either side of and along the whole length of Portway Close, from the junction with Berkeley Avenue up the hill and round to the northern end 24-27, with double yellow lines and signs to show the restrictions.</p>
4) Resident, Objection	<p>Reference to your proposal to have no waiting on the northern part of Portway Close will just move the problem of people parking their cars to the Southern end of the road. Already many people use it as free parking & go to work & leave their cars all day or longer. This is because many roads near us already have waiting restrictions already, so they use our road instead. On a weekday there are so many cars parked either side of the road, that emergency vehicles would not be able to get up the road. I think that having the whole road as 2 hours waiting only, would deter many people from parking there all day, thus reducing the congestion in the road.</p>
5) Resident, Objection	<p>I am the resident and owner of [REDACTED], Portway Close Reading RG16LB. I am responding to the consultation in progress to restrict parking outside houses 24-27 Portway Close I would like to strongly object to this proposal for the following reasons and would sincerely request the council to reconsider this proposal. I am registering my objection via this email The houses 24-27 have no other place to park our car other than right outside the house. Unlike other houses in Portway close who also have driveway and drop kerb and multiple cars per house, we have no other place to park. I have no other option but to avail parking right outside. None of our cars block anyone or hinder any traffic movement as it is a quiet cul-de-sac I would request you to please not go ahead with this proposal as it will cause a lot of inconvenience and hassle as we will be left with no place to park anywhere around our vicinity or even in Portway Close! Instead, you should give us designated parking outside for owners of 24-27 Portway Close as it's impossible to park anywhere else due to reasons above</p>
6) Resident, Objection	<p>I object to the introduction of the proposed parking restrictions on Portway Close. I do not believe that the imposition of such measures will have any tangible benefit for the residents of Portway Close. Indeed I believe</p>

	<p>it will restrict access and create problems elsewhere both on Portway Close and on other local roads. In addition I believe it may have an impact on the value of the properties as I am led to believe that access to parking is a key component for house buyers. I understand, as a resident since 2001, that there has been an increase in the amount of parking traffic on Portway Close but I firmly believe that imposing restrictions on any part of the road is not the answer. In fact the issue is an symptom of parking issues across local business and the town centre. Fix that rather than constrain residents.</p>
7) Resident, Objection	<p>I object to this proposal for the following reasons.</p> <p>1. There are several multi occupancy houses in this road and we often have an issue when we have visitors as there is limited available parking. We have a drive for one car and yet either side of our terraced house cars are parked on the road and the pavement. We always suggest that visitors park in the bay either end of the street. I would like to know the reasons for this proposal.</p>
8) Resident, Objection	<p>I am contacting you to object to the proposed introduction of double yellow lines behind and to the side of numbers 24-27 Portway Close. Properties 24-27 Portway Close are the only ones in the road that have no off-road parking, so vehicles have to be parked on the road. I am particularly concerned about how this will impact my parents who live at [REDACTED] Portway Close for the following reasons:</p> <p>[REDACTED].</p> <p>They need to attend appointments at the hospital and require hospital transport to collect them, which also needs to be able to park at the side of the property as my parents have reduced mobility.</p> <p>My wife and I do weekly shopping for my parents, which usually consists of ready meal containers, tins and other heavy or bulky items, so we need to park by the property to be able to off-load and deliver their shopping.</p> <p>I do not understand why you need to install double yellow lines on a residential street, but if there some need for parking restrictions then, as with other residential streets in West Reading, could you consider parking permits or 'no return within 2 hours' instead?</p>
9) Resident, Objection	<p>I am writing to object to the parking restrictions outlined in CMS/12267, Portway Close, RG1 6LB. [REDACTED] with my local councillor for Minster Ward however, the planned changes would make the situation even worse as the majority of properties on Portway Close have their own drives with dropped kerb as well as space to park adjacent to this kerb. However, house numbers 24-27 [REDACTED] do not have these parking spaces therefore, these four properties can only park across from our garages which is a problem, as the other residents who have several vehicles, use this space to park subsequently restricting our access to park in the garage should we wish to.</p> <p>The proposals set out in the consultation do not address the problem, rather they will make it worse for these four properties. Possible solutions to this would be to either allocate parking spaces for these four properties or display a sign 'do not block access to garages', or perhaps parking permits for these four properties only?</p>

	I believe the planned changes should not go ahead as this will make the situation and rather, you consider one of the solutions set out above.
10) Resident, Objection	I don't think this is going to help parking issues in Portway Close in general. I object to the restrictions. It may help residents in nos 24 - 27 get their cars out of the garage. The main issue is employees from Spire Hospital on Bath Road parking in the road. It has got slightly worse since the Harrow Court restrictions. It is also a fact that many houses in the close have 2 or even 3 cars per household, so blocking parking for a few cars in one area isn't going to make the close any safer or make more parking places. It will make it worse if anything.
11) Resident, Objection	I object the proposal on the ground that we don't currently have a parking issues on that road, so therefore we don't need local authority to restrict in any way our road. By imposing restriction the values of our properties will decrease and our livelihood will be disturbed.
12) Resident, Objection	OBJECTION: Objection under the grounds of the proposed drawing for Portway Close. Double yellow lines are proposed only to east hammerhead of Portway Close. Residents agree that the WHOLE Close becomes heavily congested on weekdays with Reading town centre and London commuters using the Close as a public car park. Come weekends, the congestion dramatically reduces; only the residents' cars remain on the Close. Council's recently introduced parking restrictions on Tazewell Court, Harrow Court and Epsom Court has added to more commuters now parking on Portway Close. Introducing full time parking restrictions on Portway Close east hammerhead will make congestion even more unbearable, not only for resident parking, but other legitimate users of Portway Close, such as: visitors, carers, emergency vehicles, refuse vehicles, delivery vehicles, trades vehicles etc. Surely it is not that hard to think outside of the box when proposing these ideas, rather than just looking on Google Street View, but considered monitoring parking intensity over a period of time and then propose suitable suggestions that works for the whole Close.
13) Resident, Objection	Thank you for the opportunity to comment on Waiting Restrictions Review 2019A, in particular Drawing M11_Portway Close. Having examined the above drawing we believe the proposal is over enthusiastic in its scope, by suggesting indefinite parking restriction to east hammerhead of Portway Close; for the following reasons: <ol style="list-style-type: none"> 1. Demographic. 2. Non-resident parking. 3. Houses in Multiple Occupation. 4. Council's parking restrictions on neighbouring streets. 5. Lack of verge maintenance.

Demographic

Many of the residents moved into Portway Close properties when newly built, these residents are now elderly and or disabled; under the council's admirable scheme to provide adult care to residents in their own homes, there is a daily demand for carers parking who attend up to four times a day, seven days a week.

Non-resident Parking

In addition to carers parking needs noted above, there is a need for ambulance parking for the health needs of elderly residents, visitor parking, trades parking, home deliveries parking and the contentious issue of Portway Close being used as business car park for neighbouring offices, nursery and private hospital; last point aggravated by the council's recently introduced parking restrictions on neighbouring streets, as noted below.

Houses in Multiple Occupation

A number of properties on Portway Close are privately let and some of these properties are registered or non-registered houses in multiple occupation, with occupation ranging from small HMO of 3 adult occupants to large HMO of up to 6 adult occupants; often each adult occupant has a vehicle adding to the demand on on-street parking.

Council's Parking Restrictions on Neighbouring Streets.

The council has introduced the following restrictions on neighbouring streets in recent years:

- A. Epsom Court: Timed restriction.
- B. Tazewell Court: Permanent restriction of no waiting at any time.
- C. Harrow Court: Residents' permit parking restriction.

The impact of the council's parking restrictions at these locations has shifted parking for non-residents to other local streets, namely Portway Close.

Lack of verge maintenance

The east verge on entry to Portway Close from Berkeley Avenue is believed to be highway land, this verge has not been maintained and allowed to overgrow with vegetation that now encroaches on the public highway; resulting in road width reduction. Cars staggered parked at peak time making it impossible for emergency vehicle to get passed parked vehicles.

The issues highlighted above can to some extent be alleviated by careful management of on-street parking, keeping junctions clear and removing vegetation road width reduction.

We would suggest refuse vehicle turning at east hammer head giving access to bin collection point of less than

	<p>15m distance,by introducing parking restrictions at corners of junctions and timed restriction along east verge on entry to Portway Close from Berkeley Avenue.</p> <p>A photograph diary was kept for a week from 3 August to 9 August 2019, photographs taken at mid-day at four different vantage points. As this consultation has taken place during the month of August when both residents and non-residents are generally on holiday; the impression given in the photographs is of ample on-street parking availability. However, during most of the year, on-street parking is fully used up causing access issues for emergency and congestion for residents.</p> <p>We sincerely hope the council will reconsider the wholesale removal of on-street car parking on east hammerhead and consider a more measured approach of keeping corners of junctions clear to enable refuse vehicles (who regularly need access) to turn around at junctions; restrict vegetation growth on east verge and introduce time restriction along the length of the east verge to ensure emergency vehicle access at all times.</p>
14) Resident, Objection	<p>I would like to object to No Parking at Any Time parking restriction on east hammerhead of Portway Close. There is demand for no on-street parking from other road users than residents only.</p> <p>There is a need to improve access for emergency and refuse vehicles during times of parking congestion caused by business staff using Portway Close as a business car park, however, this can be achieved by considering the whole Close and not only one end.</p> <p>I hope the council reconsiders their suggestion for Portway Close.</p>
15) Resident, Objection	<p>As a resident of Portway Close for over [REDACTED] years, I do not believe that there are any parking problems in the area of Portway Close indicated. Implementation of this proposal would inconvenience residents and their visitors. I therefore disagree with the proposal.</p> <p>However, problems are caused at the first part of Portway Close prior to its junction with Berkeley Avenue. These problems are caused by parking on both sides of the carriageway where one side has overgrown vegetation. If parking was restricted to one side only, then easy access should be available for all vehicles, including emergency vehicles.</p>
16) Resident, Objection	<p>I object to this proposal. Portway Close is a residential area with a constant flow of cars through out the day. By introducing parking restrictions in the section suggested will cause an over flow of cars along the areas where cars can be parked. These areas are busy throughout the day as members of the public that work in offices along Bath road park their cars here when stuck for places to park in their work places. The area suggested to have parking restrictions has elderly people living along it and this is going to cause them issue with having to walk a longer distance to get to their property. Portway close has a nursery at the bottom of the close and there are times in the year when the nursery holds events for the parents. As the nursey does not have enough parking places, the parents tend to park in the close. By have the restrictions, this is going to cause bigger issues as there will be a lot of congestion along the close, Staff members of the nursery park</p>

	<p>along the close as well. And by restricting the number of parking spaces more issues be arise. We have a [REDACTED] in close, who has carers coming in 3-4 times a day. The cares work on very tight shifts anyway and by restricting the number of parking spaces, this is going to add more stress for them for having to find parking. Portway Close is a very peaceful neighbour hood and I am concerned that by introducing these restrictions, the peace and harmony of our small community is going to be disrupted. It would be interesting to understand why these parking restrictions have been suggested so that we could collectively come up with a more favourable and accommodating solution.</p>
17) Resident, Objection	<p>i would like to object to this parking restriction. [REDACTED] and parking spaces on portway close are precious at the best of times and now imposing these restrictions it is going to prove even more difficult for me to be able to find a parking spot for my car. There are a number of elderly and disabled people living in this close. The proposed parking restrictions are going to hinder them getting to their properties. Portway close is a friendly and accommodating neighbourhood. By introducing these parking restrictions, people will scramble for parking spaces and this may turn out to bring the worst in people. Please do not spoil our peaceful neighbourhood!</p>
18) Resident, Objection	<p>I would like to object to the proposal for "no waiting at any time" on part of Portway Close. It would compound what is already an awful situation with regards to parking. The current parking in Portway Close is bad at all times. During the day the Spire private Hospital appears to be sending its staff to Portway Close to park. While at night the demand for spaces is huge; many of the houses are rented out and many of the tenants have cars.</p>
19) Resident, Objection	<p>I must confess that I struggle to comprehend the rationale for the proposed parking restrictions at the Eastern and Northern End of Portway Close near the Green. The Close is a cul-de-sac, and given the general speed of traffic, I doubt if these proposals are based on either highway safety or demand from residents. I therefore wish to express my strongest objections to proposals that seem ill-conceived and extremely inconvenient for the residents. The grounds for my objections are as follows:</p> <p>The demand for parking is mainly driven by residents, the proposed parking restrictions do not reduce the demand but displaces it. This is more likely to create demand problems in the rest of the Close and possibly to create additional hazards. Such an outcome would be detrimental to the interests of the residents.</p> <p>The proposed parking restrictions seem odd. Why the designated area only? If parking restrictions are necessary, and I do not believe that to be the case, then, such restrictions should apply to the whole Close and not just a section. The proposed restrictions make parking extremely difficult for careers, tradesmen, family and friends who visit the residents impacted by the proposed parking restrictions. If [REDACTED] to visit and decide to stay and park outside on the pavement next to my house, then based on the proposed restrictions, they would be illegally parked. Similarly, the careers who attend [REDACTED] at least four times a day. Where will the nurse, builder, plumber, window cleaner or gardener park when they come to</p>

	<p>carry on their business for residents in the proposed restrictive parking area? Reading Borough Council are creating a parking problem for residents in the proposed restrictive area that do not currently exist. Parking in Portway Close is often challenging and these proposed parking restrictions exacerbate the problem. It does not appear that the interests of the residents have been considered in drafting these proposals. Some residents have daily careers, others have children who visit regularly. If these proposed parking restrictions stand, these residents are being adversely impacted. These proposed parking restrictions unfairly discriminate against the residents located in the affected area. In concluding, the proposed parking restrictions are ill-conceived, disproportionately impact the residents at the Eastern and Northern End of Portway Close and should not be implemented.</p>
20) Resident, Objection	<p>Why were all the residents of Portway Close not notified in writing about an application of parking restrictions? All the residents of Portway Close are subjected to the road being treated like a car park by non residents often delivery vans and workmen cannot get close to the houses they are visiting. Cars cannot drive safely up/down the road. Taxi drivers complain to me that negotiating the road is a problem. My driver has been blocked in numerous times. If parking restrictions are imposed as per CMS/12267 it will make the problem for the rest of the close impossible. The answer parking restrictions for the entire road.</p>

Street/Summary	Objections/support/comments received.
PE2_Netley Close	<p>Summary of responses: Objections - 2, Support - 0, Comment - 0, Mixed Response - 0.</p>
1) Resident, Objection	<p>I am an [REDACTED]. Whilst I understand the importance of preventing people from parking on the corners of the Netley Close/Kingsway junction I do not understand why you would continue the double yellow lines so far up Netley Close and along Kingsway. I also object to having double yellow lines [REDACTED] did not have double yellow lines across their driveway when they were put in place recently. I feel that should these plans go ahead they could seriously affect my business as people would be unable to park anywhere near [REDACTED] Kingsway is a HMO and as a result has many cars who park in the area, if they all move their cars to areas without parking restrictions there will be no parking locally for anyone else.</p>
2) Resident, Objection	<p>Due to the lamp post outside of our house we are unable to park two cars on our drive. Up to now this has been ok because we have been able to park one car on the drive and one on the road outside but now there is going to be nowhere to park. There will also not be any room for visitors to park. I also believe this is going to lead to the top of the road becoming quite congested as this is where people are going to start parking.</p>

Street/Summary	Objections/support/comments received.
S02_Shepley Drive	Summary of responses: Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	This is a problem created by Reading Council. You thought you'd solve the problem of school parking in Silchester Road by deliberately pushing it into Shepley Drive/Stapleford Road. Instead you spread the misery and made things worse. I don't want yellow lines in my street. I want you to stop the school traffic and everything that comes with it: The thoughtless, inconsiderate drivers; the noise; the pollution. You've blighted our street, and painting some yellow lines won't alter that.

Street/Summary	Objections/support/comments received.
TH2_Surley Row	Summary of responses: Objections - 1, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Objection	In theory we support the plan to make the road safer. Parking on the corner of Sheep Walk has been an issue for sometime. The restrictions will be beneficial to the pedestrians using this thoroughfare (especially the young people going to Highdown school). Our concern is with regards to the lack of clarity shown on your plans with respect to the entrance to [REDACTED] property at [REDACTED]. Will the proposed 12 m markings and lines wholly or partially restrict parking outside [REDACTED] driveway? It would also be helpful to know where the intended street furniture (signage etc) will be located with respect to the entrance to [REDACTED]. If the plans are clarified, we might be fully supportive of the proposed restrictions.
2) Resident, Support	Fully support the proposal. We live on sheep walk and cars parked at this tight junction make the turning very dangerous. In fact I think the whole of Surley row conservation area should have a form of restricted parking.

Street/Summary	Objections/support/comments received.
T11_Bran Close	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Support	Support as its almost impossible to see oncoming traffic when you try to pull out of bran close.

Street/Summary	Objections/support/comments received.
T12_Lower Elmstone	Summary of responses:

Drive	Objections - 1, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	<p>There is a proposal to restrict parking within 30 metres of the approach to a bus stop on Lower Elmstone Drive (Project: Waiting Restriction Review 2019A, Drawing No. T12 Lower Elmstone Drive).</p> <ol style="list-style-type: none"> 1. At present 5 vehicles park within that 30 metre space. 2. Is there really a need to deprive law abiding tax-paying residents of the right to park outside their own homes? I doubt it. I have observed buses parking at the bus stop and the bus drivers seem to have no problem parking there even when cars are parked only a few feet from the bus stop area. 3. Where are the affected residents to park? The nearby side-streets of Ashton Close and Little Oaks Drive are already fully occupied with vehicles belonging to the residents who live there and the residents of Lower Elmstone Drive who cannot park on the side of the street affected by the proposal. Also, the hard-standing area adjacent to the bus stop is likewise filled with parked vehicles. 4. 30 metres seems an excessively long distance (almost 3 bus lengths), 4 bus lengths when the bus stop itself is included. 4 bus lengths to park one bus and deprive 5 home owners of the right to park outside their own homes. Excessive. <p>Alternative Proposal: Allow residents to park outside their homes by removing the grass verge and converting it to a parking area. This will have the following beneficial effects:-</p> <ol style="list-style-type: none"> 1. Allow the unimpeded flow of all road vehicles 2. Prevent the inevitable reduction of property prices that will occur when yellow lines prevent residents parking outside their homes.

KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED

EXISTING:
Unrestricted

PROPOSED:
No Waiting at Any Time



STADIUM WAY

LOVEROCK ROAD

WIGMORE LANE

127d

127c

127b

127

127

3m

10m

10m

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Project

WAITING RESTRICTION
REVIEW 2019A

Scale
N.T.S

Date
APR 19

Drawn PC

Checked JC

Approved

Drawing

WIGMORE LANE

Drawing No.

BA_KE2_Wigmore Lane

KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

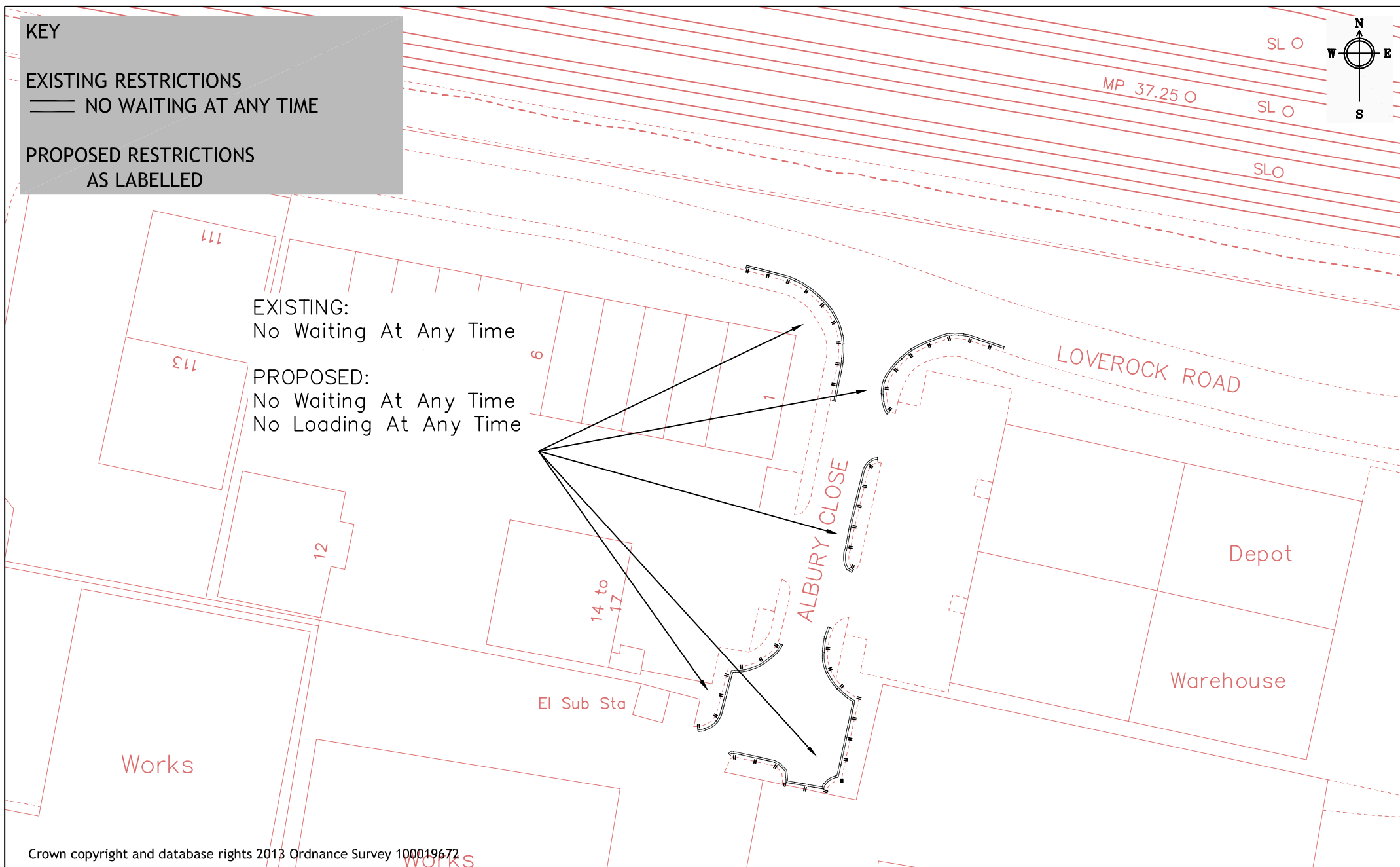
PROPOSED RESTRICTIONS

AS LABELLED



EXISTING:
No Waiting At Any Time

PROPOSED:
No Waiting At Any Time
No Loading At Any Time



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Project

WAITING RESTRICTION
REVIEW 2019A

Scale
N.T.S.

Date
MAY 19

Drawn PC

Checked JC

Approved

Drawing

ALBURY CLOSE

Drawing No.

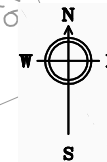
BA1_Albury Close

Key:

PROPOSED RESTRICTIONS
as labelled

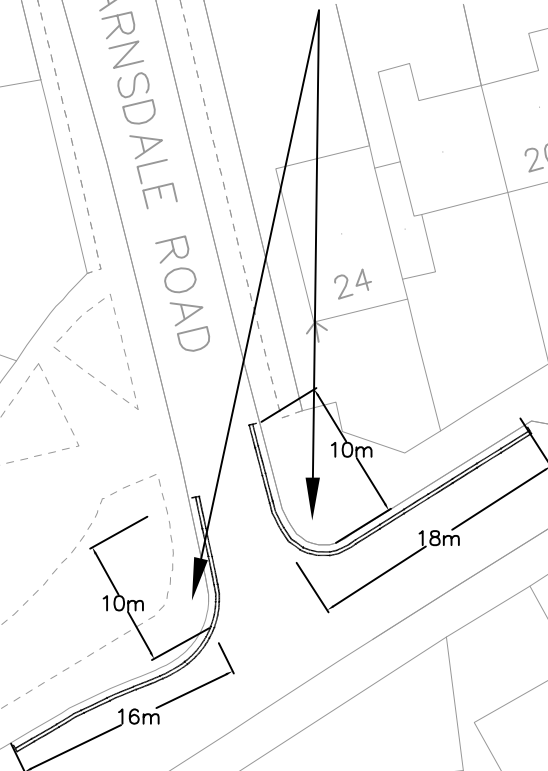
EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time



BARNSDALE ROAD

CRESSINGHAM ROAD



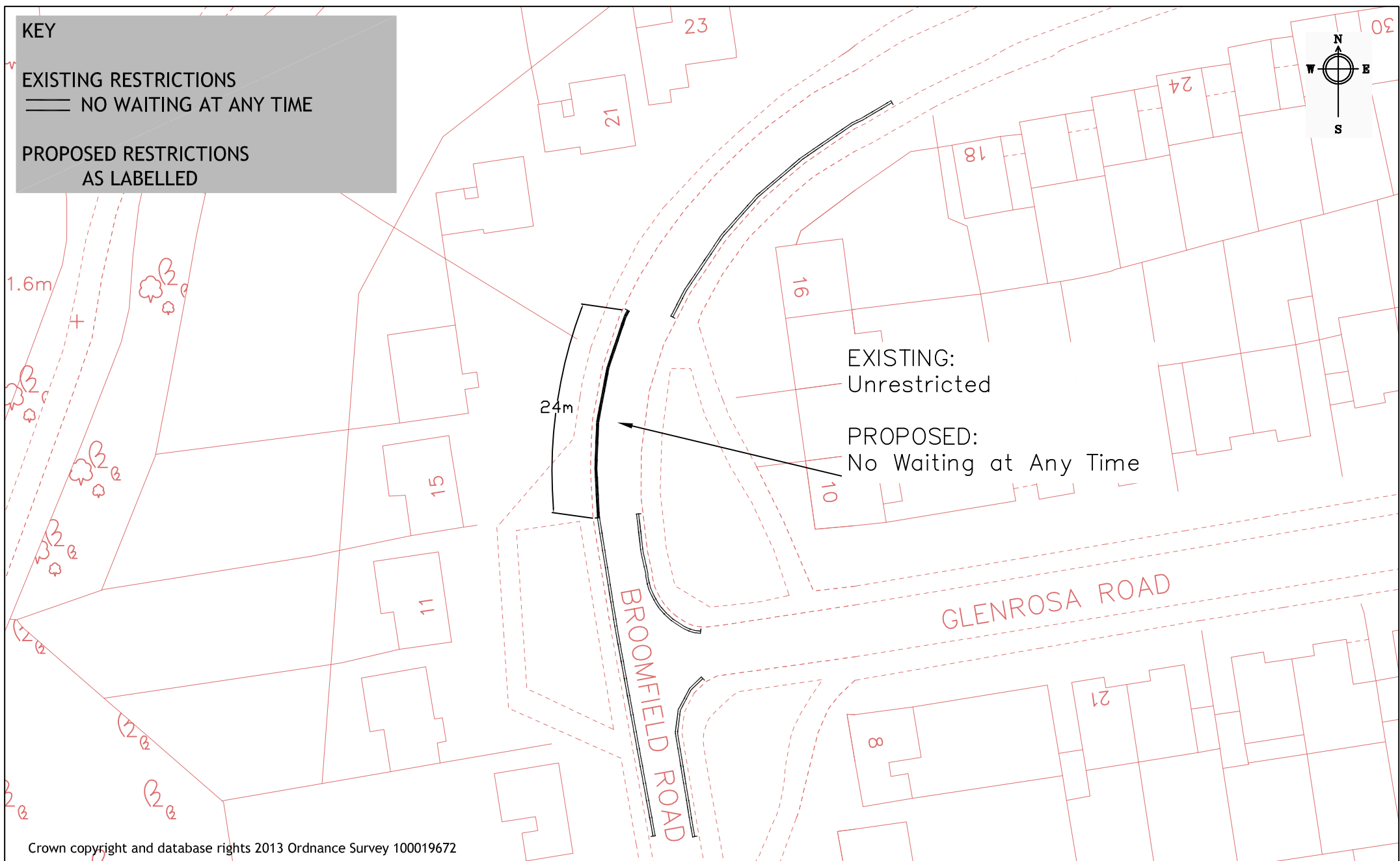
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Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date APR 19	Checked JC
	Approved	
Drawing BARNSDALE ROAD	Drawing No. CH1_Barnsdale Road	



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Project WAITING RESTRICTION REVIEW 2019A	Scale N.T.S	Drawn PC
	Date APR 19	Checked JC
Drawing BROOMFIELD ROAD	Approved	
	Drawing No. KE2_Broomfield Road	

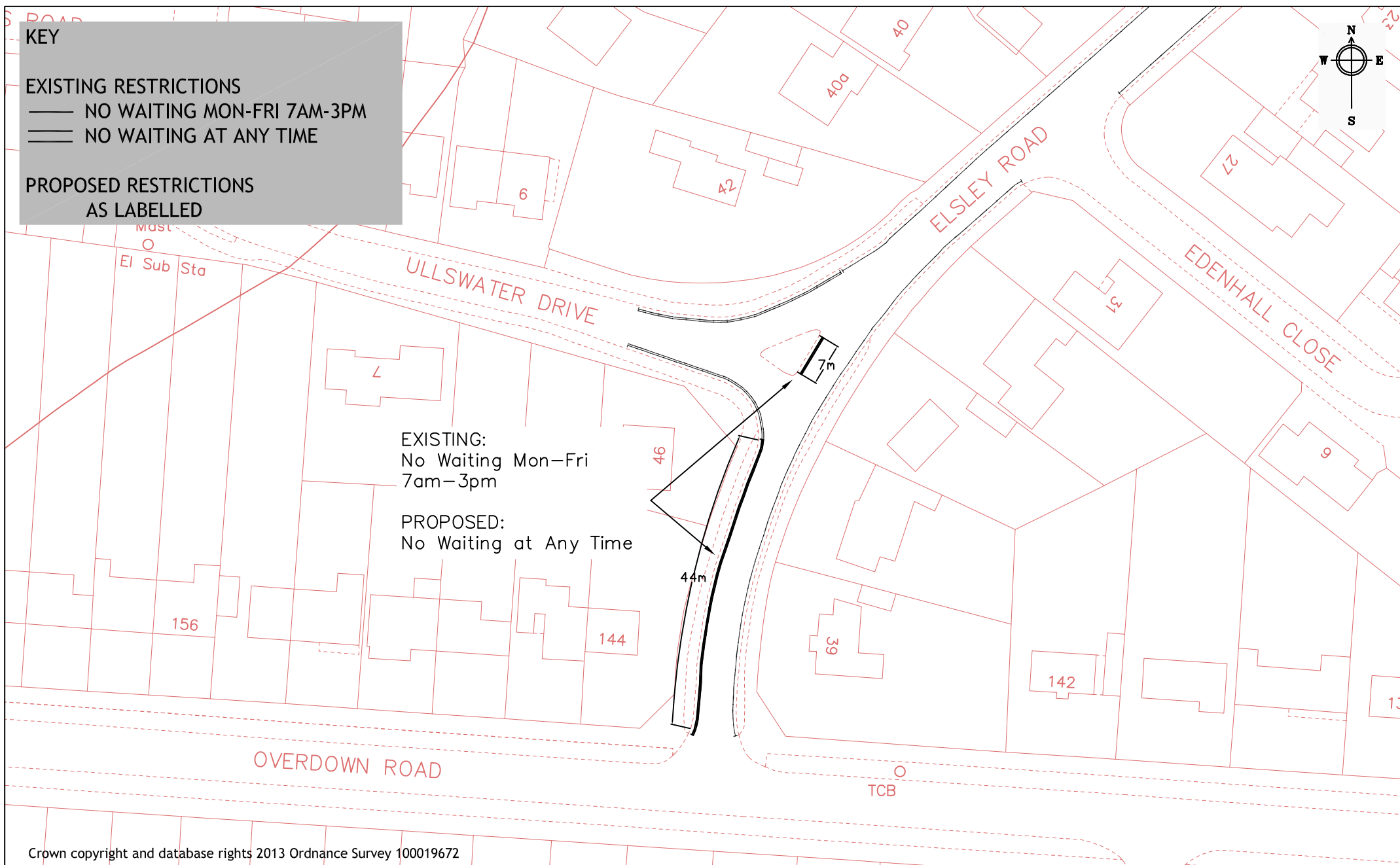
KEY

EXISTING RESTRICTIONS

- NO WAITING MON-FRI 7AM-3PM
- NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



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WAITING RESTRICTION
REVIEW 2019A

Drawing

ELSLEY ROAD

Scale

N.T.S

Date

MAY 19

Drawn PC

Checked JC

Approved

Drawing No.

KE3_Elsley Road

Key:

PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time



PORTWAY CLOSE

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WAITING RESTRICTION
REVIEW 2019A

Drawing

PORTWAY CLOSE

Scale
NTS

Date
APR 19

Drawn PC

Checked JC

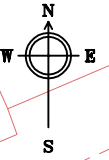
Approved

Drawing No.

MI1_Portway Close

Key:

PROPOSED RESTRICTIONS
as labelled



EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time

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WAITING RESTRICTION
REVIEW 2019A

Drawing

NETLEY CLOSE

Scale

N.T.S

Date

MAY 19

Drawn PC

Checked JC

Approved

Drawing No.

PE2_Netley Close

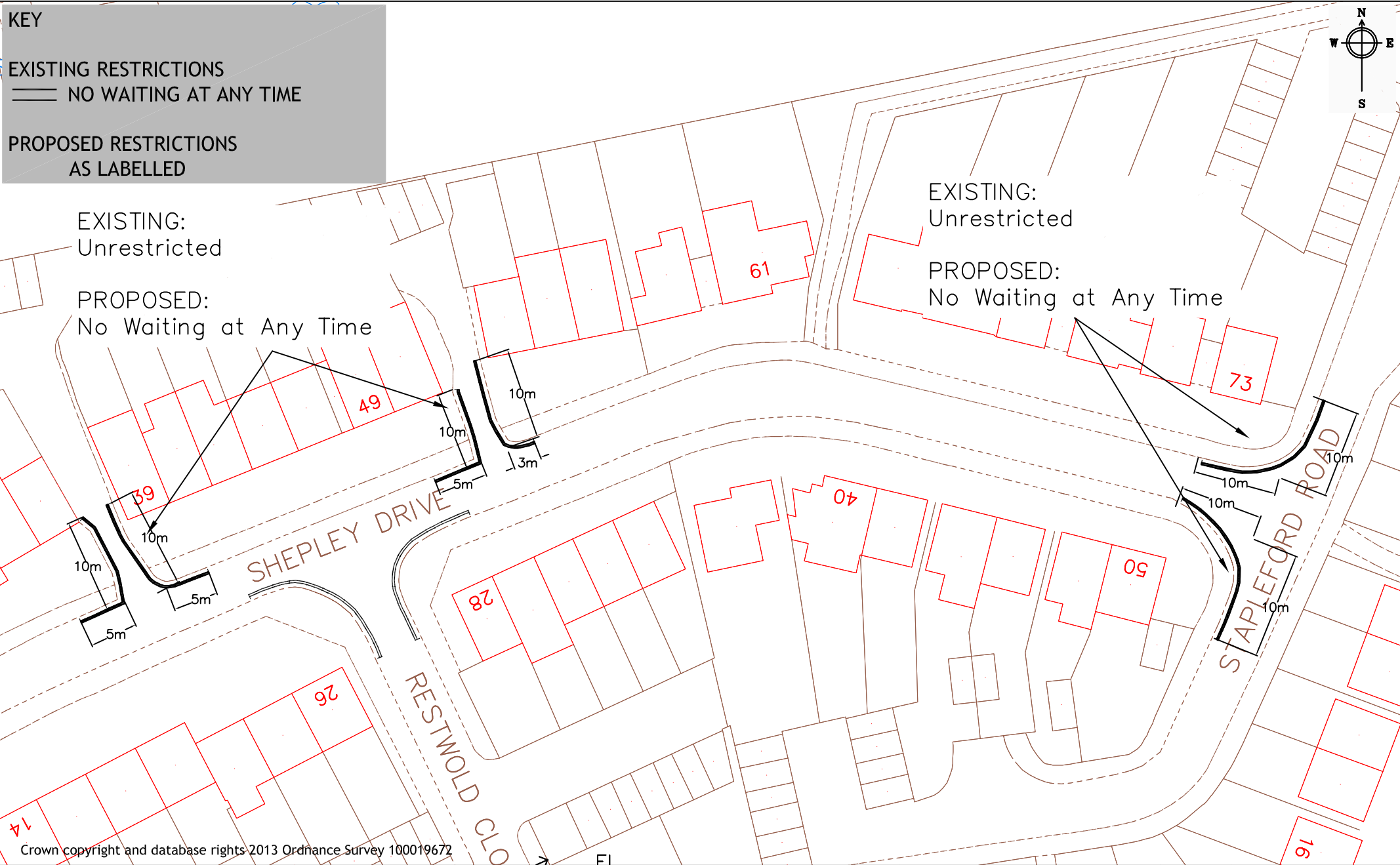
KEY

EXISTING RESTRICTIONS

NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



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Project	WAITING RESTRICTION REVIEW 2019A		Scale	N.T.S	Drawn	PC
			Date	APR 19	Checked	JC
Drawing					Approved	
	SHEPLEY DRIVE		Drawing No.		S02_Shepley Drive	

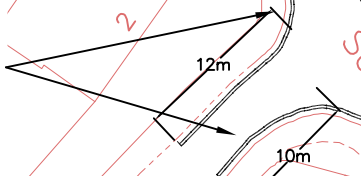
Key:

PROPOSED RESTRICTIONS
as labelled



EXISTING:
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PROPOSED:
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WAITING RESTRICTION
REVIEW 2019A

Drawing

SURLEY ROW

Scale

N.T.S

Date

APR 19

Drawn PC

Checked JC

Approved

Drawing No.

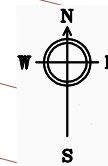
TH2_Surley Row

Key:

PROPOSED RESTRICTIONS
as labelled

EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time



CORMEN ROAD

CLOSE

BRAN CLOSE

10m

10m

10m

10m

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Project

WAITING RESTRICTION
REVIEW 2019A

Drawing

BRAN CLOSE

Scale
N.T.S.

Date
APR 19

Drawn PC

Checked JT

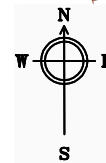
Approved

Drawing No.

T11_Bran Close

Key:

PROPOSED RESTRICTIONS
as labelled



ASHTON CL

BUS
STOP

LOWER ELMSTONE DRIVE

EXISTING:
Unrestricted

PROPOSED:
No Waiting At Any Time

30m

68

4
2

16
14

71
73

79
81

80
78

58

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WAITING RESTRICTION
REVIEW 2019A

Scale

N.T.S

Date

APR 19

Drawn PC

Checked JC

Approved

Drawing

LOWER ELMSTONE DRIVE

Drawing No.

T12_Lower Elmstone
Drive