

Appendix 2 - Requested Changes to Red Route-Western Section

1. Tidmarsh Street, a single red line has been implemented effectively removing 5 parking places, which has limited parking for residents. A loading bay has been implemented on the other side of Tidmarsh Street, which has removed a further 4 parking places. Parking can take place within this loading bay from 7pm-7am
2. At the bottom of Shaftesbury Road a loading bay has been implemented, there used to be 4 businesses at the bottom of this road however there is only one now. This loading bay is preventing residents from parking in the road and is felt that this bay isn't required. Parking can take place within this bay from 7pm-7am
3. Through the red route scheme we refreshed the lining of the bays on School Road. However since this has been done the bays between Corwen Road and Recreation Road are regularly getting used which some residents are experiencing being blocked in. A number of properties along this stretch of road have Access Protection Marking.
4. The Loading bay on Alma Street isn't really needed as it barely get used and takes out a number of parking spaces for residents, the businesses in the area have their own car parks for loading and unloading. Resident would like to see this become resident parking or disabled.
5. Comment/Objection from resident: 'The Oxford road is heavily congested mainly due to the fact the frequent 16 and 17 buses cannot pull in to drop off and collect passengers and so cause massive delays because drivers cannot pass them whilst they hold up all the traffic. Reading needs some sensible town planning like removing some of the parking areas or the huge areas of redundant outstretched paving areas which occur in many places at the upper end of the Oxford road where I live. These new double red lines will make the businesses and residents life a misery and achieve absolutely nothing at all apart from generating huge revenue in unfair fines for the council from the people they should serve. When you have heavy shopping or are moving house you have to stop on the Oxford Road in non-peak times whilst ensuring you are not obstructing traffic and in the many years i lived on the Oxford road I here never had a problem with people loading causing a problem preventing traffic flow apart from the buses which cause chaos every day in peak hours when loading is not permitted in any case. The roads behind the Oxford road are double parked on both sides and choc-a-block so without blocking the entire road I could be easily a 5 minute walk to find a parking place where i can unload heavy shopping or heavy loads. There may be short sections of the road where the road is narrower and red

lines maybe appropriate such as where there are bollards but if people do park where there were already double yellow lines causing an obstruction they should not be on the road in the first place and deserve to be fined. I see absolutely no benefit to anyone for the red lines and it will also lower my house price on top of all the other inconveniences it will cause and I am utterly disappointed with the council coming up with such an over the top idea which I feel is entirely inappropriate for the Oxford Road'

6. Objection: 'You have recently extended the Red Route into the Tilehurst area, significantly disfiguring the area. I consider that this was a waste of time and money. To my knowledge there never has been a significant problem with parked vehicles delaying the no 17 bus in the new Tilehurst Red route. If you wanted to dramatically improve congestion on the no 17 bus route, you should correct the design of the bus stops along Oxford Road. The bus stops used to be in lay-bys allowing traffic to flow past stopped buses. The bus stops have been moved into the carriageway, log jamming Oxford Road. I can understand that moving the bus stops allows the buses to exit the bus stop easier, but the stationary bus blocks the road. Stopping other buses from moving along Oxford Road. Causing massive, permanent congestion. Please remove the Tilehurst Red Zone and reinstate the bus stop lay-bys in Oxford Road.

Attached is a photo of the West bound bus stop near Tesco Express. You can see the old kerb line behind the new bus stop kiosk, thereby moving the bus into the carriageway. If the bus stop was moved back to the original position, buses would be able to move much easier along Oxford Road. This was done all along Oxford Road.



7. Hello I hope that you do keep the western section of the Red Route, I still think it should go all the way to the water tower, I suggest a few tweaks can be made, I have heard that there have been issues with cars parking near schools because people cannot park on the Red Route I suggest extend the Red lines on Side Roads where Schools are.

Next not all bus stops are marked as bus stop on the road so I suggest marking all bus stops

Next the bottom of Norcot Hill when you come down the Hill there is a grass bank on the left in this section of the Red Route from Romany Lane to Norcot/Oxford Road Round about there is nowhere for delivery vans etc to stop and deliver goods now I know that vans or lorries do need to stop on this section to deliver shopping etc to the house that are at the top of the embankment, so my suggestion is in 1 or 2 places of the embankment cut the embankment back long enough and wide enough so a 40ft lorry can stop there move the path over that currently runs next to the road so that a new Loading unloading layby is next to the road.

Next near there shops at the bottom of Norcot where the traffic comes out to join the main Road there are Double Red lines there but no Signs to say Red Route no stopping so signs are needed.

Next possibly make it no stopping on the whole length of Norcot Hill on Sunday's as well but say from 10am to 6pm on Sundays.

Next I have noticed all along the Red Route where there is a Road that is off of the main Red Route roads the Red lines on some of the side Roads only go up to about 3 metres into the side road and some the red lines go up to 15 metres into the side roads, I suggest extending all the side roads where the red lines stop at about 3 metres and extend them up to 10 to 15 metres.

8. My concern was that at the meeting to approve the red route it was presented that of the people who provided written response (40) that these were evenly split for and against. This was not accurate as the majority were against it. As the only formal recording of people's feelings on the matter it is worrying that these have been basically ignored. I appreciate that people attended the consultations and it is disappointing that some measure of their feeling was not captured.

Justification - If I understand it correctly, this experiment has been justified almost entirely on anecdotal evidence. I find this very worrying in times of financial constraints that this money is to be spent without any in-depth of

analysis of whether it will (potentially) deliver any benefits, I fully appreciate that the results cannot be proven until put into practice but that does not explain why detailed analysis was done.

Trial - It is good to hear that the trial will produce some measurable stats. Can you share with me what stats are going to be captured? I assume that the value of these stats before the change have been captured and would appreciate seeing those as well. As you mentioned No17 has a wide range of different parking restrictions, and so should provide some evidence on the impact on each type of parking restrictions. This of course would involve capturing the stats along the various sections of the route, rather than an overall stat for the whole.

Parking - Can you confirm that the all the existing resident parking bays along Norcot Road are to remain in place with the same rules as they have now i.e. no parking restrictions

9. It is a stupid ridiculous and ill thought out idea which is causing our church a number of problems. There is a single red line outside the church which means no one can stop there but we have elderly people who need to be dropped off at the church gates and picked up there. Sometimes the driver may have to wait a short while for the parishioner to come out. The son of one parishioner has just been given a one thousand pound fine which is quite outrageous. We also need to have oil delivered to our oil tank for heating in the church but again the tanker cannot stop. When I complained to the council I was told we have to apply for a dispensation which has to be done online. I filled in the form until I got to the last two questions which were what is the colour of the vehicle and the number? How would anyone know that even the oil company wouldn't know until the day which tanker was going where.

This red line idea does not speed up the buses at all. With three bus lines on that route we still get buses running in procession and they have to stop at pedestrian crossing all the way from Norcot to the town, a couple of dozen at least. You are still allowed to park along the Oxford Road and motorist do anyway where ever they feel like it. No real thought has been given to businesses which need deliveries at all. The whole idea is on trial and should be scrapped forth with..