



# WOKINGHAM BOROUGH COUNCIL

A Meeting to consider an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held in LGF3 - Civic Offices, Shute End, Wokingham RG40 1BN on **THURSDAY 18 JANUARY 2024 AT 12.30 PM**

Susan Parsonage  
Chief Executive  
Published on 10 January 2024

Members of the public are welcome to attend the meeting or participate in the meeting virtually, in accordance with the Council's Constitution. If you wish to participate either in person or virtually via Microsoft Teams, please contact Democratic Services: [Democratic.services@wokingham.gov.uk](mailto:Democratic.services@wokingham.gov.uk)

The meeting can also be watched live using the following link:  
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# WOKINGHAM BOROUGH COUNCIL

## Our Vision

*A great place to live, learn, work and grow and a great place to do business*

### Enriching Lives

- Champion outstanding education and enable our children and young people to achieve their full potential, regardless of their background.
- Support our residents to lead happy, healthy lives and provide access to good leisure facilities to complement an active lifestyle.
- Engage and involve our communities through arts and culture and create a sense of identity which people feel part of.
- Support growth in our local economy and help to build business.

### Safe, Strong, Communities

- Protect and safeguard our children, young and vulnerable people.
- Offer quality care and support, at the right time, to prevent the need for long term care.
- Nurture communities and help them to thrive.
- Ensure our borough and communities remain safe for all.

### A Clean and Green Borough

- Do all we can to become carbon neutral and sustainable for the future.
- Protect our borough, keep it clean and enhance our green areas.
- Reduce our waste, improve biodiversity and increase recycling.
- Connect our parks and open spaces with green cycleways.

### Right Homes, Right Places

- Offer quality, affordable, sustainable homes fit for the future.
- Build our fair share of housing with the right infrastructure to support and enable our borough to grow.
- Protect our unique places and preserve our natural environment.
- Help with your housing needs and support people to live independently in their own homes.

### Keeping the Borough Moving

- Maintain and improve our roads, footpaths and cycleways.
- Tackle traffic congestion, minimise delays and disruptions.
- Enable safe and sustainable travel around the borough with good transport infrastructure.
- Promote healthy alternative travel options and support our partners to offer affordable, accessible public transport with good network links.

### Changing the Way We Work for You

- Be relentlessly customer focussed.
- Work with our partners to provide efficient, effective, joined up services which are focussed around you.
- Communicate better with you, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough.
- Drive innovative digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.

**For consideration by  
Councillor Paul Fishwick- Executive Member for Active Travel, Transport and  
Highways**

**Officers Present  
Matt Gould- Head of Network Management and Transport Planning**

<b>IMD NO.</b>	<b>WARD</b>	<b>SUBJECT</b>	
	Bulmershe and Whitegates; Emmbrook; Ewendons; Finchampstead South; Hawkedon; Hillside; Loddon; Maiden Erlegh; Remenham, Wargrave and Ruscombe; South Lake; Swallowfield; Twyford; Wescott; Winnersh; Wokingham Without	<b>WOKINGHAM BOROUGH COUNCIL (PROHIBITION AND RESTRICTION OF STOPPING, WAITING, LOADING AND PARKING PLACES) (CONSOLIDATION) ORDER 2023 (AMENDMENT NO. 1) ORDER 2023</b>	<b>5 - 124</b>

**Liam Oliff  
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# Agenda Item IMD2

## INDIVIDUAL EXECUTIVE MEMBER DECISION REFERENCE IMD: 2024/02

<b>TITLE</b>	Wokingham Borough Council (Prohibition and Restriction of Stopping, Waiting, Loading and Parking Places) (Consolidation) Order 2023 (Amendment No. 1) Order 2023
<b>DECISION TO BE MADE BY</b>	Executive Member for Active Travel, Transport and Highways - Paul Fishwick
<b>DATE, MEETING ROOM and TIME</b>	18 January 2024 LGF3, Shute End 12.30
<b>WARD</b>	Bulmershe and Whitegates; Emmbrook; Evendons; Finchampstead South; Hawkedon; Hillside; Loddon; Maiden Erlegh; Remenham, Wargrave and Ruscombe; South Lake; Swallowfield; Twyford; Wescott; Winnersh; Wokingham Without;
<b>DIRECTOR / KEY OFFICER</b>	Director, Place and Growth - Giorgio Framalitto

### **PURPOSE OF REPORT (Inc Strategic Outcomes)**

To report the results of the statutory consultation for the above-named Traffic Regulation Order, which seeks to amend the **Wokingham Borough Council (Prohibition and Restriction of Stopping, Waiting, Loading and Parking Places) (Consolidation) Order 2023** and to seek the decision of the Executive Member for Active Travel, Transport and Highways. The Order seeks to introduce, amend or revoke sections of on-street parking and waiting restrictions throughout the borough, as per the Notice of Proposal advertised. The proposals are required to improve road user safety, manage available parking spaces and reduce traffic congestion to the benefit of all road users.

### **RECOMMENDATION**

That the Executive Member for Active Travel, Transport and Highways

1. Considers the objections received to the proposed Amendment Order.
2. Agree to proceed with the making of the Amendment Order as advertised with two minor changes.
3. Approve the making of the necessary Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Order Procedures 1996; and instructs the Assistant Director for Highways & Transport to inform those who have responded to the consultation accordingly
- 4.

### **SUMMARY OF REPORT**

This report considers all objections, comments and correspondence received on the proposals advertised through the Order. Having considered these objections and comments, it is proposed that all of the proposals with the exception of proposed No waiting at Any time restrictions in Colemansmoor Road and London Road, Earley are approved for implementation and that relevant notices are now advertised in accordance with the Local Authority Traffic Order making procedures.

## Background

The current Consolidation Order for **Wokingham Borough Council known as Wokingham Borough Council (Prohibition and Restriction of Stopping, Waiting, Loading and Parking Places) (Consolidation) Order 2023** is being amended to bring into effect changes to on-street parking restrictions which has been requested by residents and members. It is standard practice to amend a consolidation order where there is a need to introduce new parking restrictions or remove parking restrictions which are no longer required. These changes are often necessary to improve road safety, reduce traffic congestion or address residents' concerns on parking in their roads.

This is the first amendment to the 2023 consolidation order; details of the roads where restrictions have been proposed can be found in Appendix A. The proposed scheme drawings can be found in Appendix B.

The proposals comprise of the introduction of new waiting restrictions along sections of Avalon Road, Basingstoke Road, Bolwell Close, Broad Hinton, Broadwater Road, Chiltern Crescent, Coleridge Close, Colemansmoor Road, Cotterell Gardens, Crockhamwell Road, Danehill, Ellis Road, Emmbrook Road, Erleigh Court Gardens, Gooch Close, Greenfinch Drive, Harrison Close, Hilmanton, Hillside Road, Hubbard Close, Hurst Park Road, Hurst Road, Kingfisher Court, Kingfisher Drive, Ladbroke Close, Lenham Close, London Road, Longwater Road, Lincoln Gardens, Mallard Close, Manor Road, Marfleet Close, Milton Road, Nightingale Road, Norton Road, Orchard Estate, Outfield Crescent, Poundfield Way, Purslane, Ravenswood Avenue, Rosedale Crescent, Sadlers Lane, Salamanca, Shepherds House Lane, Shepherds Way, Silverdale Road, Stephen Close, Sutcliffe Avenue, Suttons Park Avenue, Swanscourt, The Drive, The Green, The Grove, Victoria Road, Watmore Lane, Wellesley Drive, Wessex Gardens, Whitegates Lane, Wokingham Road and Woodward Close (Access Road to Oaktree SEND School),

## Response to TRO Consultation

The Notice of proposal was advertised on the 14<sup>th</sup> September 2023. The 21 statutory objection period ended on the 6<sup>th</sup> October 2023. In total 199 responses were received, 77 were objections to some of the schemes, 85 were correspondence expressing support, 26 were correspondence from respondents who supported parts of particular schemes but expressed concerns on other parts (Partial Support) and 11 were comments or enquiries on some of the schemes.

The 77 objections were on schemes proposed for the roads listed on table 1 below. The table also gives the description of the proposed schemes and the number of respondents objecting. Full details of the objections and officer responses have been provided in Appendix C.

Table 1 : Number of Objections received

Road Name	Scheme description	Number of Objections
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Broad Hinton	Single yellow lines operating from 9am to 10am starting from property number 20 to property number 86 and Single yellow lines operating from 1pm to 2pm starting from property number 29 to 107.	1
Broadwater Road	Double yellow lines along junction and bends leading into the different arms	5
Colemansmoor Road	Double yellow lines outside and opposite properties numbered 26 to 52	22
Hilmanton	Restricted parking zone Monday - Friday, 8am-9am and 3pm to 4pm along the arms leading to property numbers 5-18 and 147-159.	7
Kingfisher Drive	Proposed double yellow lines between the junction with fairwater drive and along and opposite property number 2.	1
London Road	Double yellow lines opposite properties numbered 264-306 and double yellow lines at the junctions with Chiltern Drive.	30
Outfield Crescent	Double yellow lines on one side of the road and designated parking bays which operates Monday to Sunday 8am to 10pm.	7
Shepherds House Lane	Double yellow lines in the vicinity of properties numbered 2 to 24.	1
Watmore Lane	Single yellow lines which operate 8.30am to 9.30am and 2pm to 4pm outside and opposite properties numbered 8 to 26.	2
Wessex Gardens	Single yellow lines operating from 9am to 10am starting from property number 3 to property number 21, Single yellow lines operating from 1pm to 2pm starting on other sections of the road and Double yellow lines along junctions and bends.	1

## Conclusion

In summary officers have considered the grounds of the objections and have concluded that the restrictions proposed in all the roads with the exception of London Road and Colemansmoor Road are justified and will have a positive contribution to the relevant locations. A recommendation for the withdrawal of the proposed scheme in Colemansmoor Road and the reduction to the extent of proposed double yellow lines in London Road have been made.

## Recommendation

- i. The proposals for an Amendment Order No.1 to the Wokingham Borough Traffic Regulation Consolidation Order 2023, as advertised, be approved for signing and sealing with the subsequent implementation of all the proposed restrictions with the exception of proposed waiting restrictions in London Road and Colemansmoor Road.

- ii. That the proposed double yellow lines outside property numbers 254 to 258 and 242-248 is replaced by single yellow lines which operate Monday to Friday 8am -6.30pm in response to concerns by objectors on loss of on street parking spaces and the Order is amended to reflect this change.
- iii. That the proposed scheme in Colemansmoor Road is withdrawn to allow further investigations on parking in the road to take place before a decision is made on the possible introduction of parking restrictions.
- iv. Objections and comments are noted, and objectors are informed of the outcome of their objections prior to the advertisement of the Notice of making in line with the Local Authorities Traffic Orders procedures.

### **FINANCIAL IMPLICATIONS OF THE RECOMMENDATION**

***The Council faces unprecedented financial pressures as a result of; the longer term impact of the COVID-19 crisis, Brexit, the war in Ukraine and the general economic climate of rising prices and the increasing cost of debt. It is therefore imperative that Council resources are optimised and are focused on the vulnerable and on its highest priorities.***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£13,000	YES	Revenue
Next Financial Year (Year 2)	NIL		
Following Financial Year (Year 3)	NIL		

<b>Other financial information relevant to the Recommendation/Decision</b>
n/a

<b>Cross-Council Implications</b> (how does this decision impact on other Council services, including property and priorities?)
The Amendment of waiting & loading restrictions across the Borough in response to resident and business needs contributes towards the Council's statutory duties for road safety management and ensures that the statutory requirements of the Road Traffic Act 1988, Highways Act 1980 and Traffic Management Act 2000 are met, whilst also contributing towards responsible asset, transportation and mobility management.

<b>Public Sector Equality Duty</b>
Please confirm that due regard to the Public Sector Equality Duty has been taken and if an equalities assessment has been completed or explain why an equalities assessment is not required.
No impact or disproportionate impact has been identified

<b>SUMMARY OF CONSULTATION RESPONSES</b>	
<b>Director – Resources and Assets</b>	No Further Comment Received
<b>Monitoring Officer</b>	No Further Comment Received

<b>Leader of the Council</b>	No Further Comment Received
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**For Highways use only**

*If your item is not about a highways matter you do not need to complete the Town and Parish Council information or the Local Ward Member information*

<b>Town and Parish Councils</b>	
Arborfield and Newland Parish Council	No Further Comment Received
Barkham Parish Council	No Further Comment Received
Earley Town Council	No Further Comment Received
Finchampstead Parish Council	No Further Comment Received
Sonning Parish Council	No Further Comment Received
Swallowfield Parish Council	No Further Comment Received
Shinfield Parish Council	No Further Comment Received
Remenham Parish Council	No Further Comment Received
Ruscombe Parish Council	No Further Comment Received
Wargrave Parish Council	No Further Comment Received
Winnersh Parish Council	No Further Comment Received
Wokingham Town Council	No Further Comment Received
Woodley Town Council	No Further Comment Received
Wokingham Without Parish Council	No Further Comment Received
<b>Local Ward Members</b>	
Paul Fishwick- Executive Member Active Travel, Highways & Transportation	No Further Comment Received
Norman Jorgensen	No Further Comment Received
Mike Smith	No Further Comment Received
Stephen Newton	No Further Comment Received
Stuart Munro	No Further Comment Received
Stephen Conway	No Further Comment Received
Lindsay Ferris	No Further Comment Received
Andy Croy	Please See Appendix D
Tony Skuse	No Further Comment Received
Shahid Younis	No Further Comment Received
David Hare	No Further Comment Received
Clive Jones	No Further Comment Received
Andrew Mickleburgh	No Further Comment Received
Bill Soane	No Further Comment Received
Abdul Loyes	No Further Comment Received
Anne Chadwick	No Further Comment Received
Laura Blumenthal	No Further Comment Received
Jordan Montgomery	No Further Comment Received
David Davies	No Further Comment Received
Pauline Helliard- Symons	No Further Comment Received
Rachel Bishop- Firth	No Further Comment Received
Morag Malvern	No Further Comment Received
Imogen Shepherd- Dubey	No Further Comment Received
Caroline Smith	No Further Comment Received
Alistair Neal	No Further Comment Received
Pauline Jorgensen	No Further Comment Received
Prue Bray	No Further Comment Received
Paul Fishwick	No Further Comment Received

Rachelle Shepherd-Dubey	No Further Comment Received
David Cornish	No Further Comment Received
Rebecca Margetts	No Further Comment Received
Jane Ainslie	No Further Comment Received
Peter Dennis	No Further Comment Received
Peter Harper	No Further Comment Received
Charles Margetts	No Further Comment Received
Sarah Kerr	No Further Comment Received
Adrian Mather	No Further Comment Received
Ian Shenton	No Further Comment Received
John Halsall	No Further Comment Received
Graham Howe	No Further Comment Received

<b>Reasons for considering the report in Part 2</b>
n/a

<b>List of Background Papers</b>
Appendix A – List of roads Appendix B – Scheme Plans Appendix C – Consultation Responses (Objections) Appendix D – Response from Councillor Croy

<b>Contact</b> Matthew Gould	<b>Service</b> Place & Growth
<b>Telephone No</b> Tel: 0118 237 8547	<b>Email</b> matthew.gould@wokingham.gov.uk

Wokingham Borough Council (Prohibition and Restriction of Stopping, Waiting, Loading and Parking Places)  
(Consolidation) Order 2023 (Amendment No. 1) Order 2023

Appendix A – List of Roads affected

<b>ROAD NAME</b>	<b>PROPOSED SCHEME DESCRIPTION</b>
Avalon Road, Maiden Erlegh	Double yellow lines along Avalon Road junctions with Sevenoaks Road and Radnor Road.
Basingstoke Road, Swallowfield	No waiting and No Loading restrictions between the northern kerb line of Anvil Close and the southern kerb line of the access into Wellington Industrial Estate.
Bolwell Close, Twyford	Double yellow lines along and opposite property numbers 25 and 29.
Broad Hinton, Twyford	Single yellow lines operating from 9am to 10am starting from property number 20 to property number 86 and Single yellow lines operating from 1pm to 2pm starting from property number 29 to 107.
Broadwater Road, Twyford	Double yellow lines along junction and bends leading into the different arms
Chiltern Crescent, Bulmershe and Whitegates	Double yellow lines at the junction with London Road
Coleridge Close, Twyford	Double yellow lines at the junction with Broad Hinton
Colemansmoor Road, Loddon	Double yellow lines outside and opposite properties numbered 26 to 52
Cotterell Gardens, Twyford	Double yellow lines at the junction with Broad Hinton
Crockhamwell Road, South Lake/ Bulmershe and Whitegates	Double yellow lines at the junctions with Arundel Road and Nightingale Road
Danehill, Hawkedon	Double yellow lines on both sides of the road from Cutbush Lane to Cutbush Court
Ellis Road, Wokingham Without	School keep clear operating Monday to Friday, 8am-9.30am and 2pm -4pm, opposite entrance to Oaklands Infant School
Emmbrook Road, Emmbrook	Extension to double yellow lines at junction with Commons Road
Erleigh Court Gardens, Bulmershe and Whitegates	Double yellow lines at the junction with Whitegates Lane
Gooch Close, Twyford	Double yellow lines at the junction with Broad Hinton
Greenfinch Drive, Twyford	Double yellow lines at the junction with Lincoln Gardens
Harrison Close, Twyford	Double yellow lines at the junction with Broad Hinton

Wokingham Borough Council (Prohibition and Restriction of Stopping, Waiting, Loading and Parking Places)

(Consolidation) Order 2023 (Amendment No. 1) Order 2023

Appendix A – List of Roads affected

Hilmanton, Hillside	Restricted parking zone Monday - Friday, 8am-9am and 3pm to 4pm along the arms leading to property numbers 5-18 and 147-159.
Hillside Road, Bulmershe and Whitegates	Double yellow lines at the junction with Sutcliffe Avenue and Robindale Avenue and school keep clear marking outside property numbers 19 to 25 and 26 to 36
Hubbard Close, Twyford	Double yellow lines at the junction with Broad Hinton
Hurst Park Road, Twyford	Double yellow lines along junction and bends leading into the different arms
Hurst Road, Twyford	Double yellow line starting on the opposite side to the junction with Broadwater Road to property number 76
Kingfisher Court, Twyford	Double yellow lines at the junction with Woodpecker Close
Kingfisher Drive, South Lake	Proposed double yellow lines between the junction with fairwater drive and along and opposite property number 2
Ladbroke Close, Bulmershe and Whitegates	Double yellow lines at the junction with Vauxhall Drive
Lenham Close, Winnersh	Double yellow lines at the junction with Old Forest Road
London Road, Bulmershe and Whitegates	Double yellow lines opposite properties numbered 264-306 and double yellow lines at the junctions with Chiltern Drive
Longwater Road, Finchampstead South	Double yellow lines opposite property numbers 15-53
Lincoln Gardens, Twyford	Double yellow lines on both side of the road, along the bend outside property number 29.
Mallard Close, Twyford	Double yellow lines at the junction with Collerton Drive
Manor Road, Wokingham	Double yellow lines at the junction with Evendons Lane
Marfleet Close, Hawkedon	Double yellow lines at the junction with Mill Lane
Milton Road, Bulmershe and Whitegates	Double yellow lines opposite 29a
Nightingale Road, South Lake	Double yellow lines outside property numbers 17- 20
Norton Road, Wescott	Double yellow lines at the junction with Denmark Street
Orchard Estate, Twyford	Double yellow lines along the access points and bends



Wokingham Borough Council (Prohibition and Restriction of Stopping, Waiting, Loading and Parking Places)  
(Consolidation) Order 2023 (Amendment No. 1) Order 2023

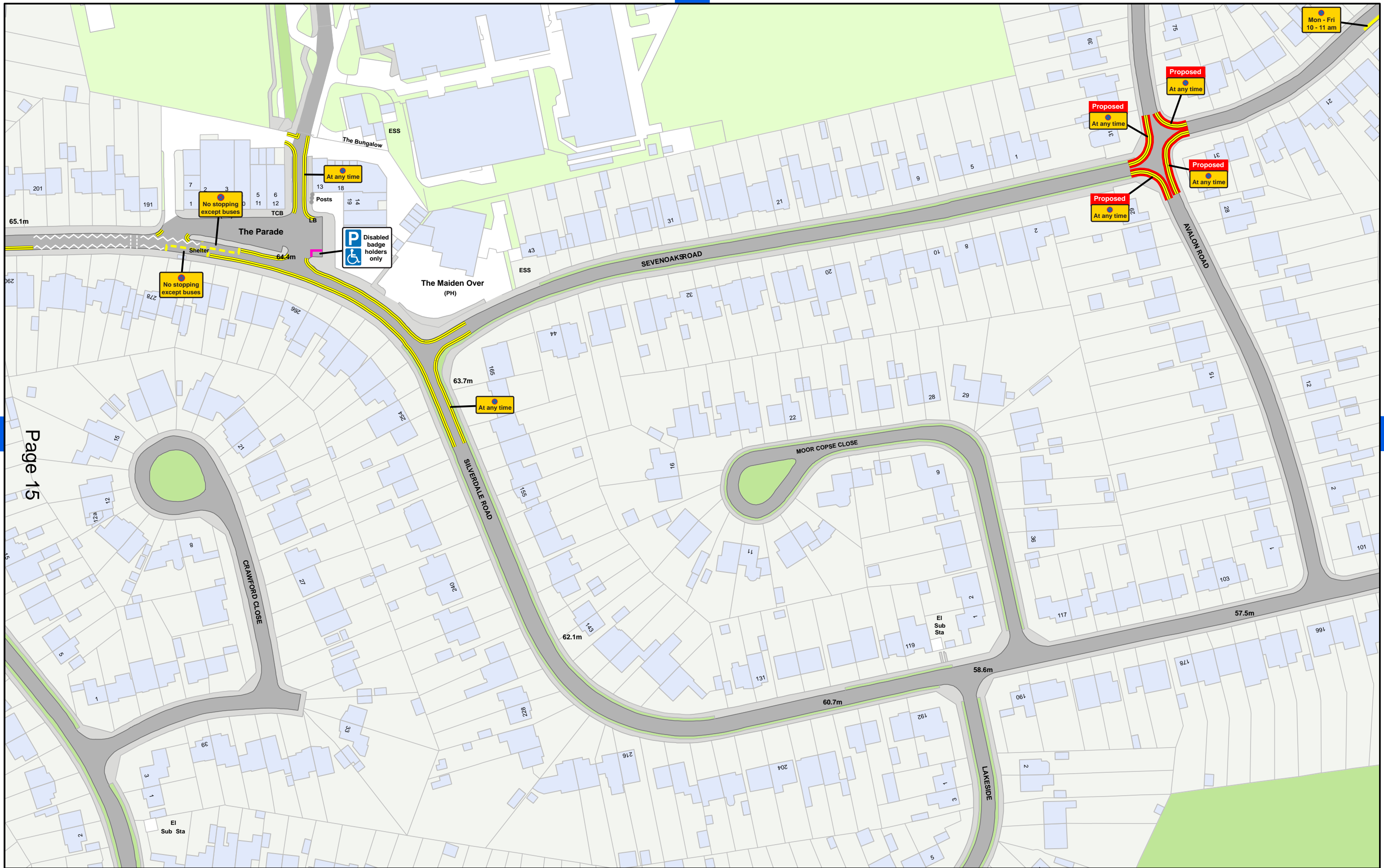
Appendix A – List of Roads affected

Outfield Crescent, Emmbrook	Double yellow lines on both sides of the road and Limited wait parking bays outside the flank wall of properties numbered 9 to 19 and 26 to 36. The parking bays will operate 8AM -10PM, MAX STAY 2HOURS NO RETURN WITHIN 1 HOUR
Poundfield Way, Twyford	Double yellow lines at the junction with Broad Hinton
Purslane, Wescott	Double yellow lines on both sides of the road
Ravenswood Avenue, Wokingham Without	Extension to double yellow lines at the junction with Ardwel Close
Rosedale Cresent, Bulmershe and Whitegates	Double yellow lines at the junction with London Road
Sadlers Lane, Winnersh	Double yellow lines at the junction with Reading Road and opposite property numbers 5 and 7
Salamanca, Wokingham Without	Single yellow lines which operate 11am to 12noon on the entire road
Shepherds House Lane, Bulmershe and Whitegates	Double yellow lines in the vicinity of properties numbered 2 to 24
Shepherds Way, Wokingham Without	Single yellow lines which operate 11am to 12noon on the entire road
Silverdale Road, Maiden Erlegh	Single yellow lines operating 8.30am -9.15, 11.30am -12.45 and 3pm -3.45 outside and opposite properties numbered 60 to 88
Stephen Close, Twyford	Double yellow lines at the junction with Cotterell Gardens
Sutcliffe Avenue, Maiden Erlegh	Double yellow lines outside and opposite the junction with Robindale Road
Suttons Park Avenue, Bulmershe and Whitegates	Double yellow lines along the access points and bends
Swanscourt Twyford	Double yellow lines at the junction with Collerton Drive
The Drive, Bulmershe and Whitegates	Double yellow lines outside property number 5
The Green, Ewendons	5m extension to Double yellow lines at the junction with Northway
The Grove, Twyford	Double yellow lines along the turning head outside property number 22

Wokingham Borough Council (Prohibition and Restriction of Stopping, Waiting, Loading and Parking Places)  
(Consolidation) Order 2023 (Amendment No. 1) Order 2023

Appendix A – List of Roads affected

Victoria Road, Remenham, Wargrave and Ruscombe	Double yellow lines at the junctions with Hamilton Road and Purfield Drive
Watmore Lane, Winnersh	Single yellow lines which operate 8.30am to 9.30am and 2pm to 4pm outside and opposite properties numbered 8 to 26
Wellesley Drive, Wokingham Without	Single yellow lines which operate 11am to 12noon on the entire road
Wessex Gardens, Twyford	Single yellow lines operating from 9am to 10am starting from property number 3 to property number 21, Single yellow lines operating from 1pm to 2pm starting on other sections of the road and Double yellow lines along junctions and bends
Whitegates Lane, Bulmershe and Whitegates	Double yellow lines at the junction with Erleigh Court Gardens
Wokingham Road, Maiden Erlegh	Single yellow lines operating 10am to 11am except bank holidays outside properties numbered 610 to 652
Woodward Close (Access Road to Oaktree SEND School), Winnersh	Double yellow lines, single yellow lines and school keep clear restriction. The single yellow lines and the school keep clear markings will operate Mon- Fri 8.30-9.30am and 3-4pm.



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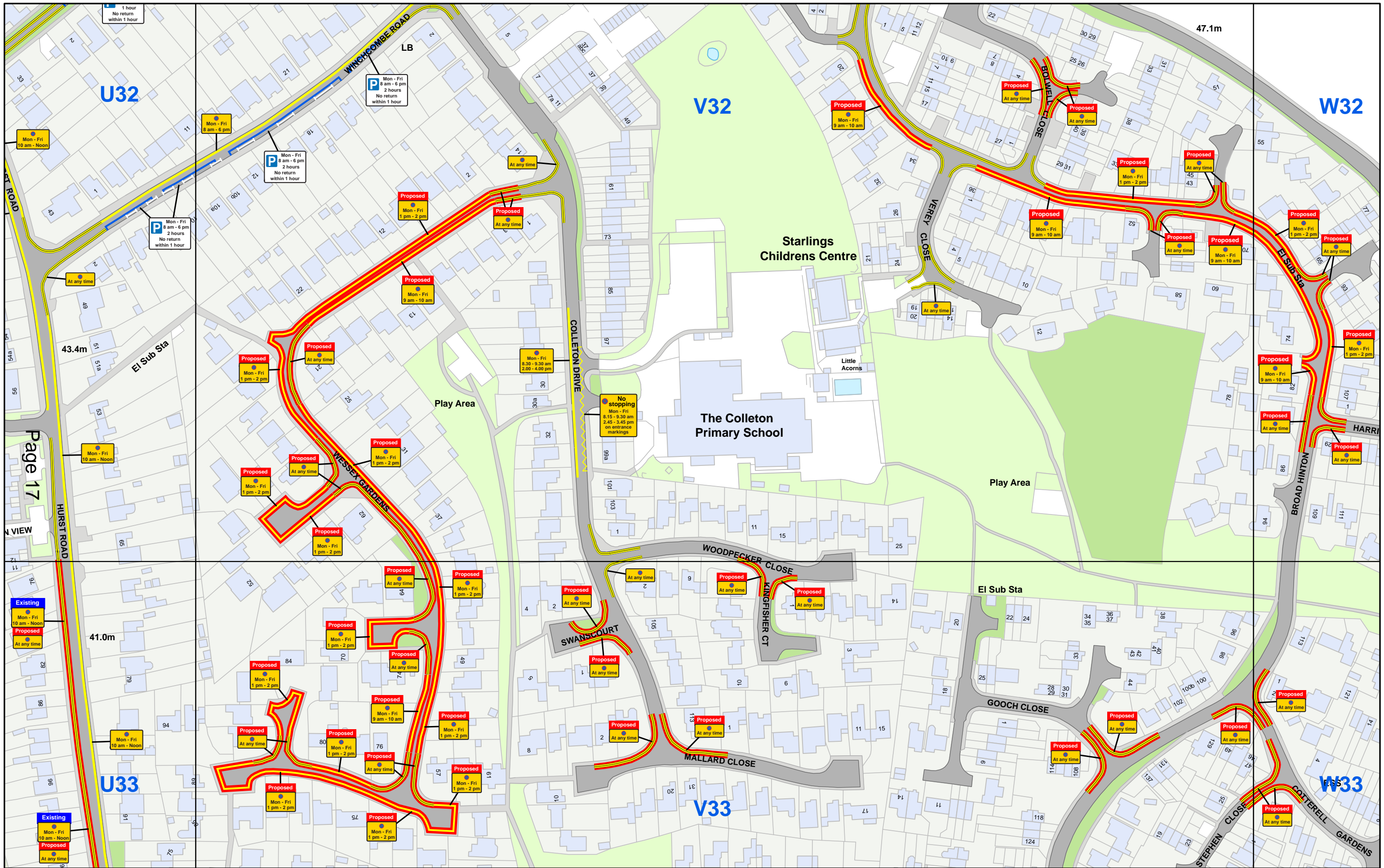




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Wokingham Borough Council (Prohibition and Restriction of Waiting and Loading and Parking Places (Consolidation) Order 2023

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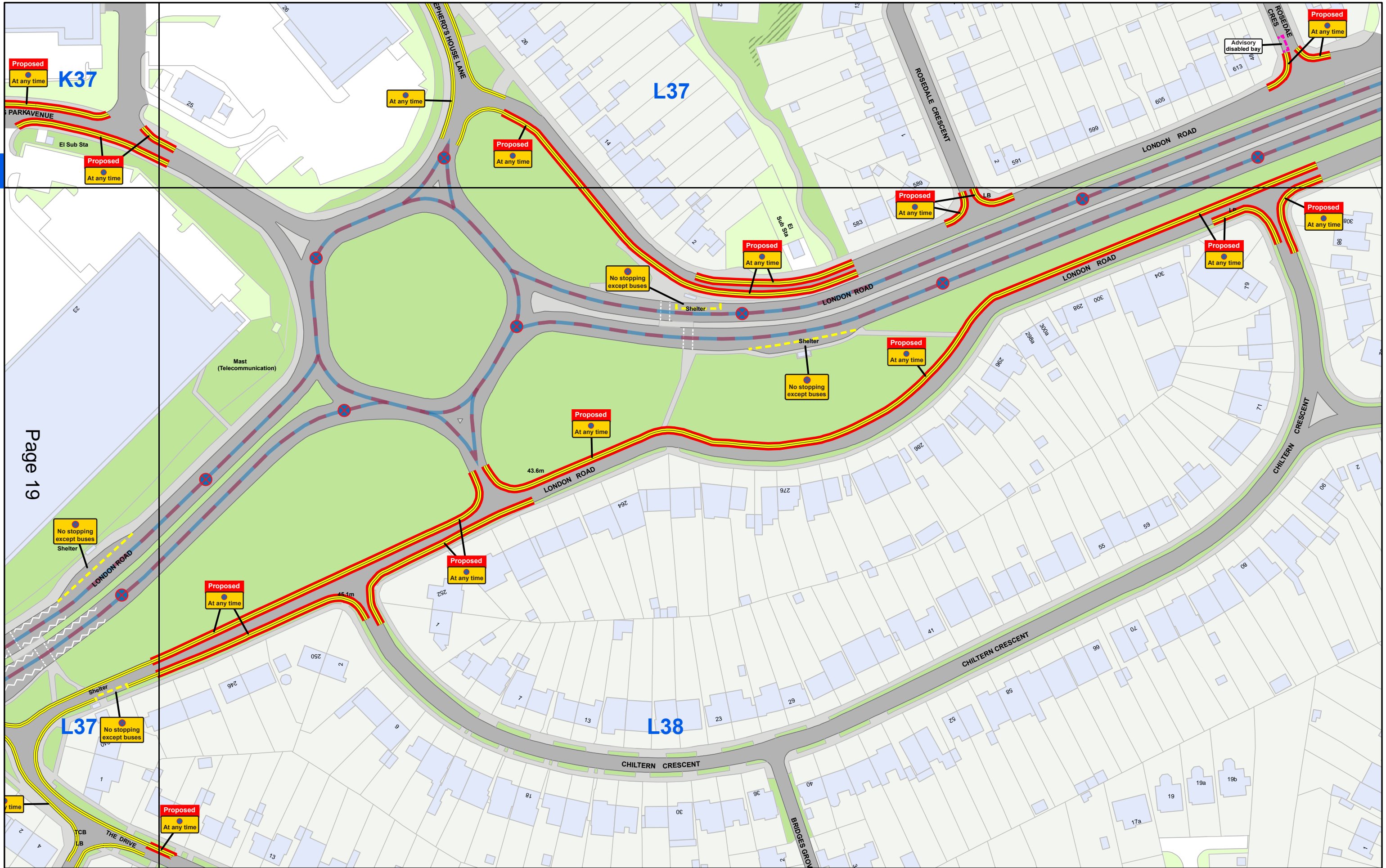




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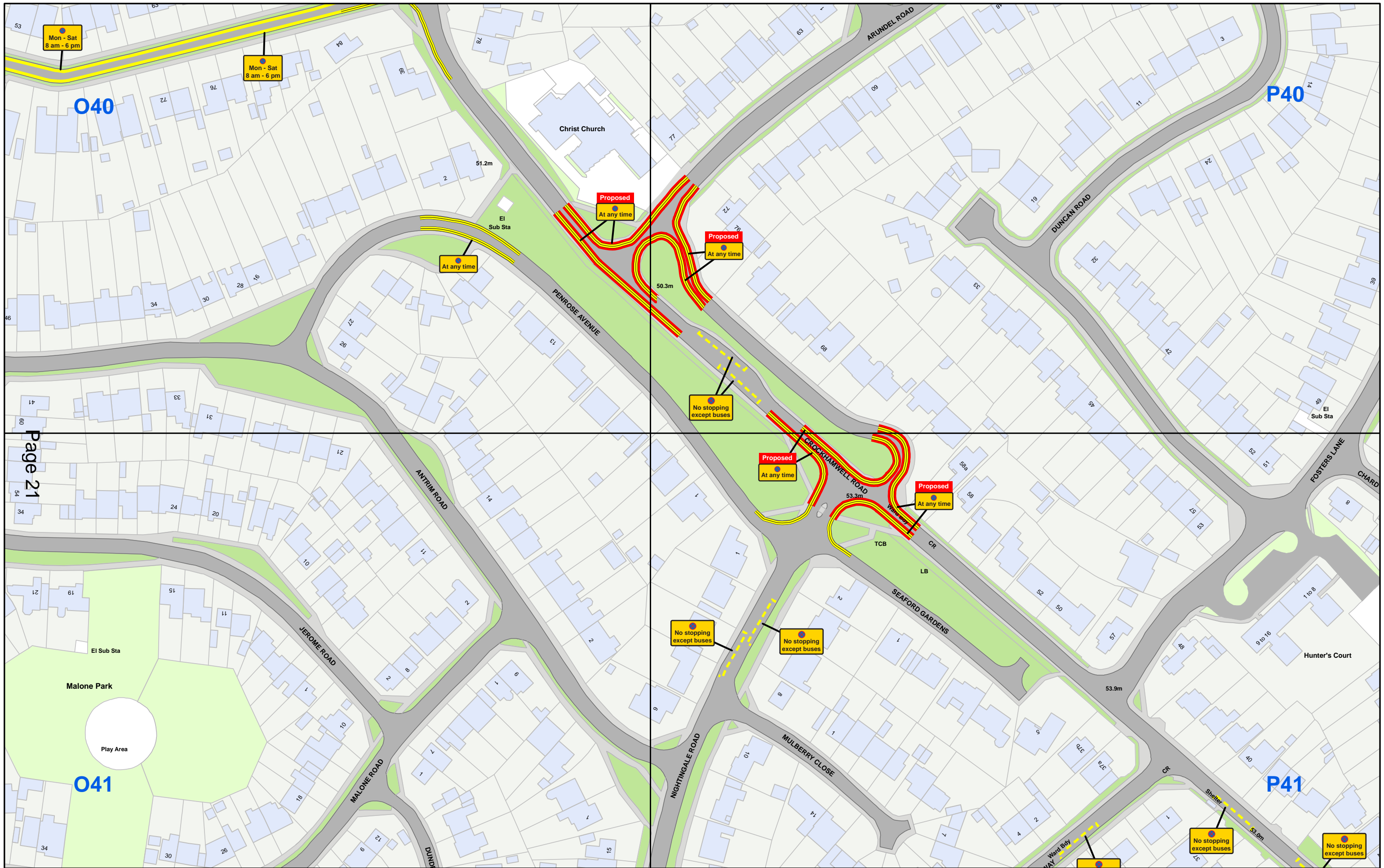




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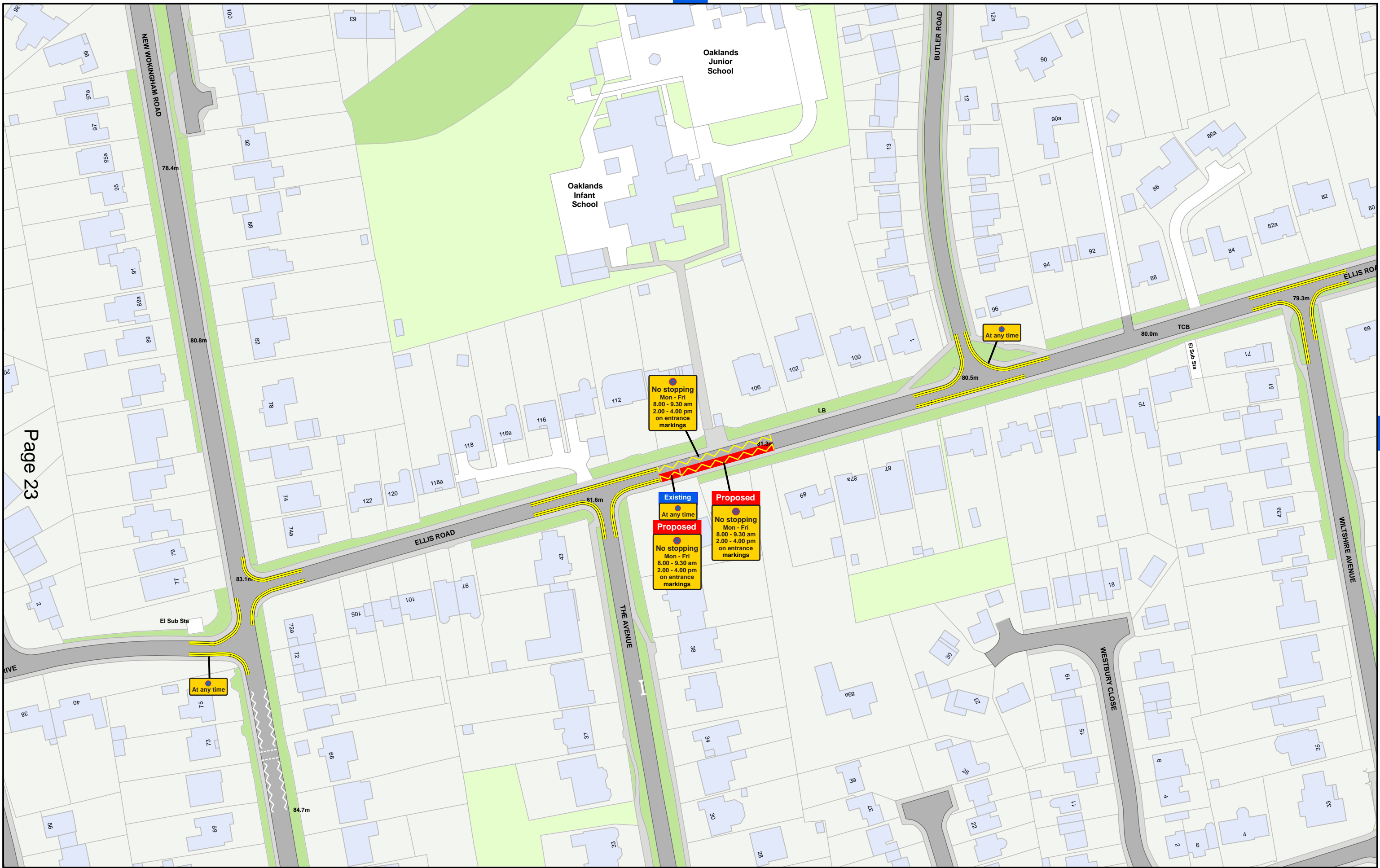


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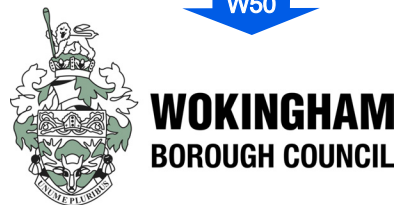




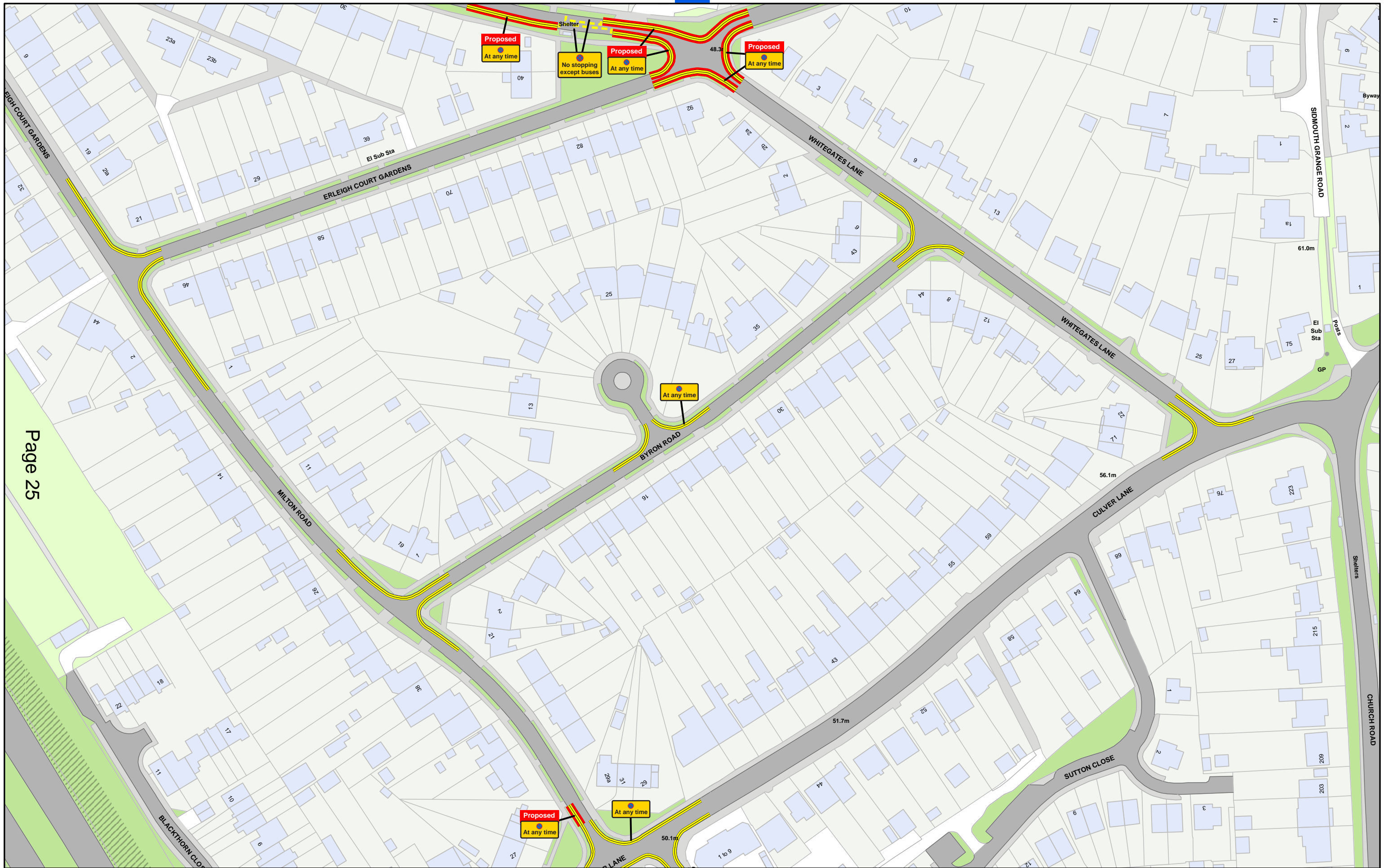
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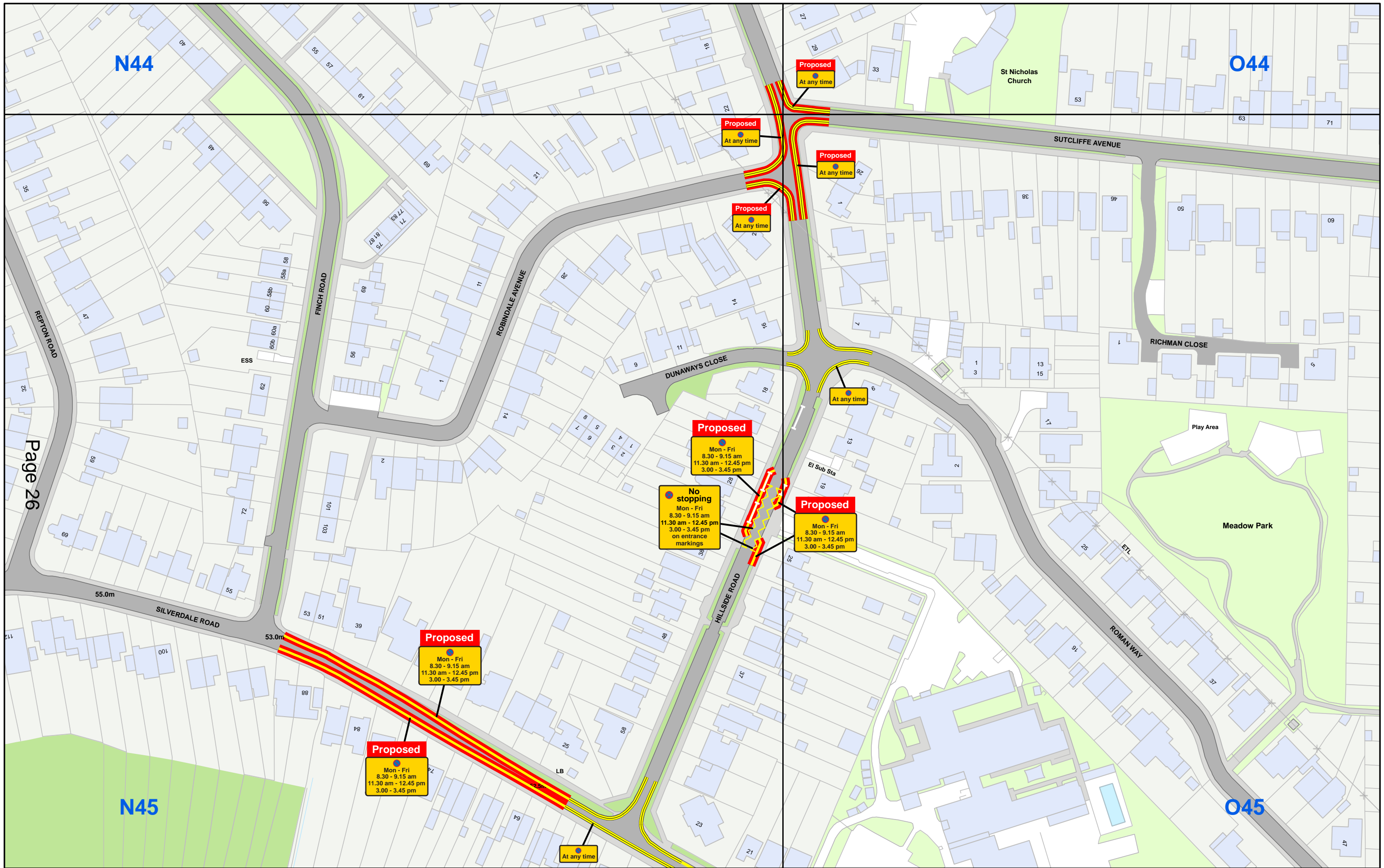






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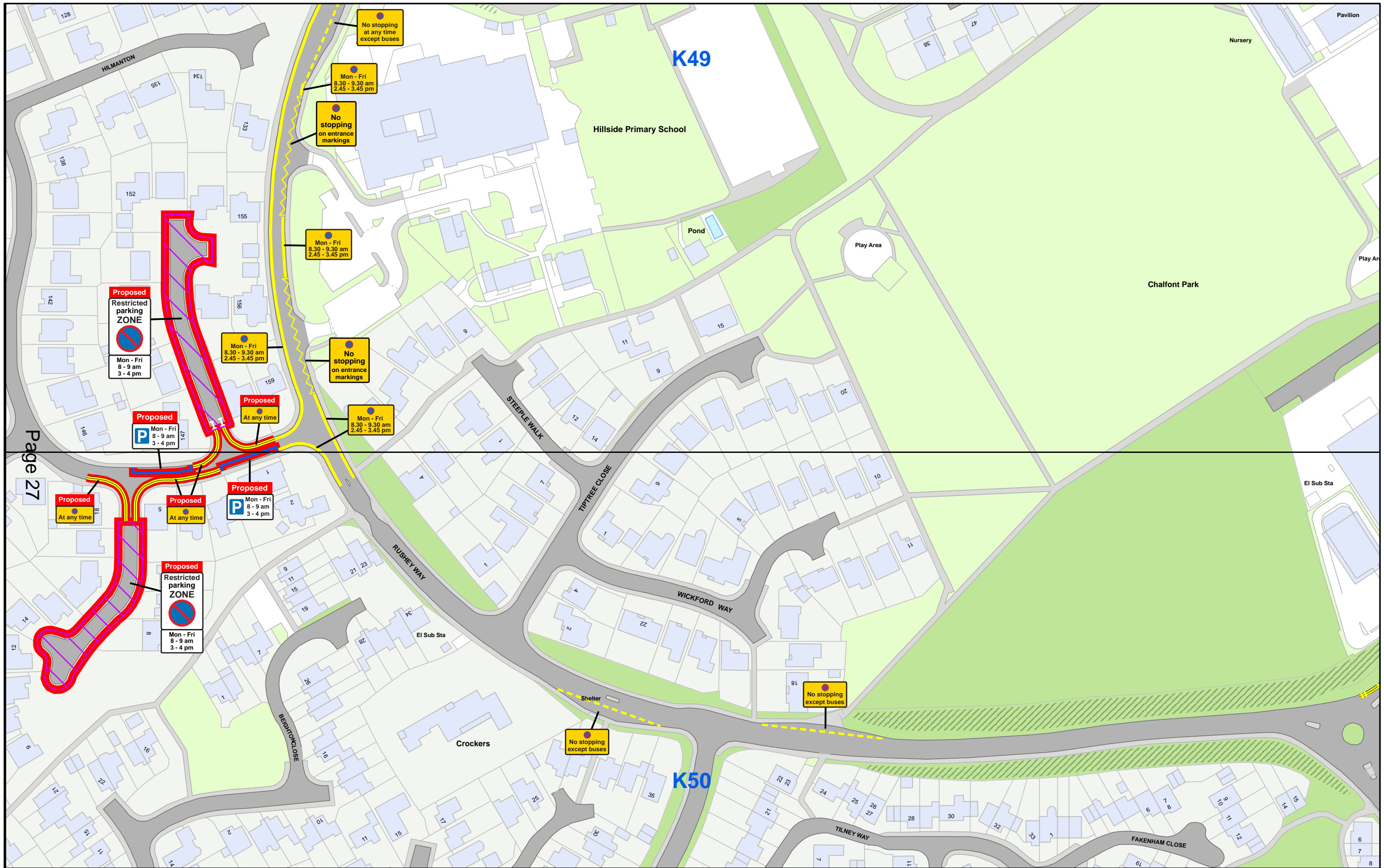




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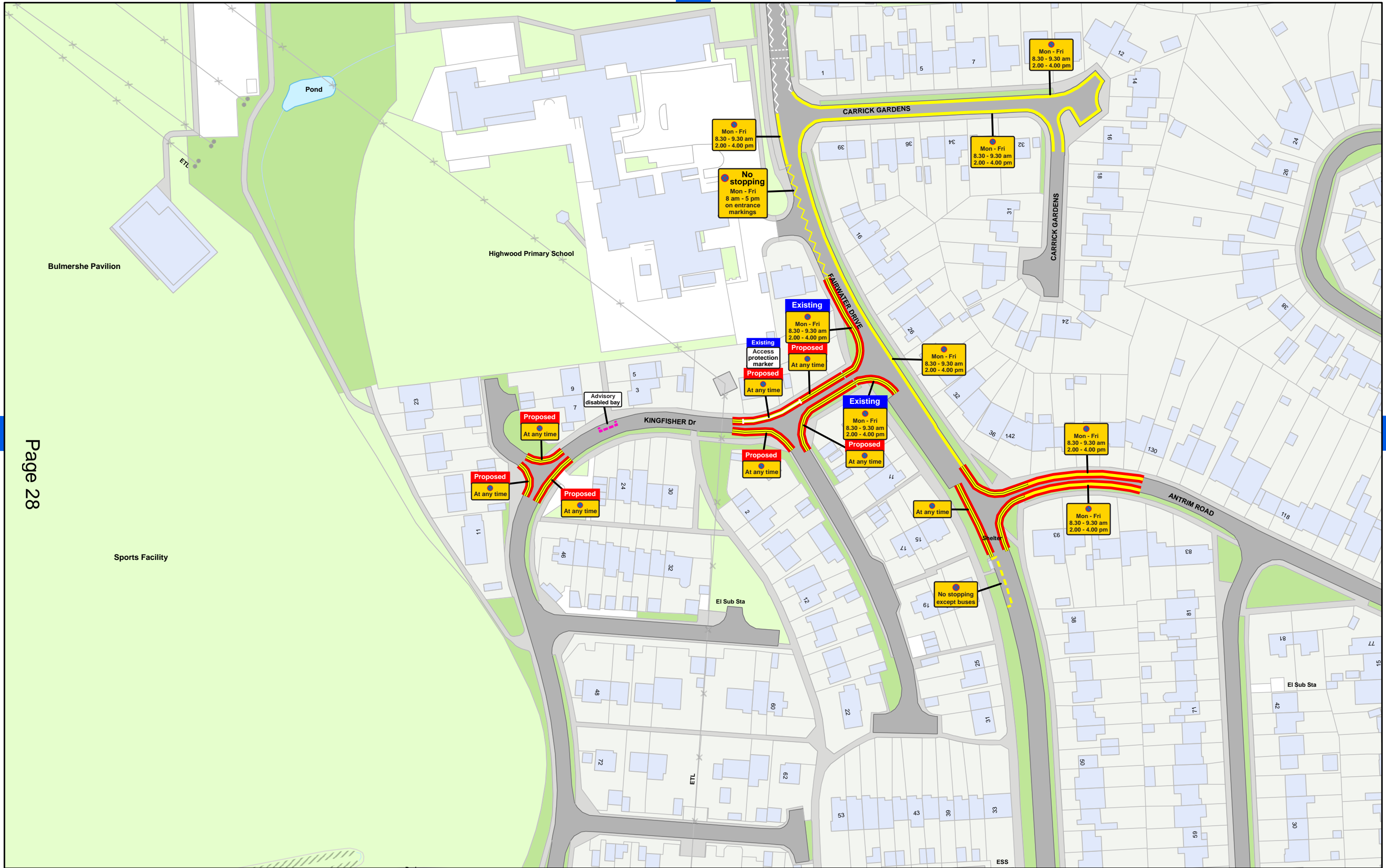




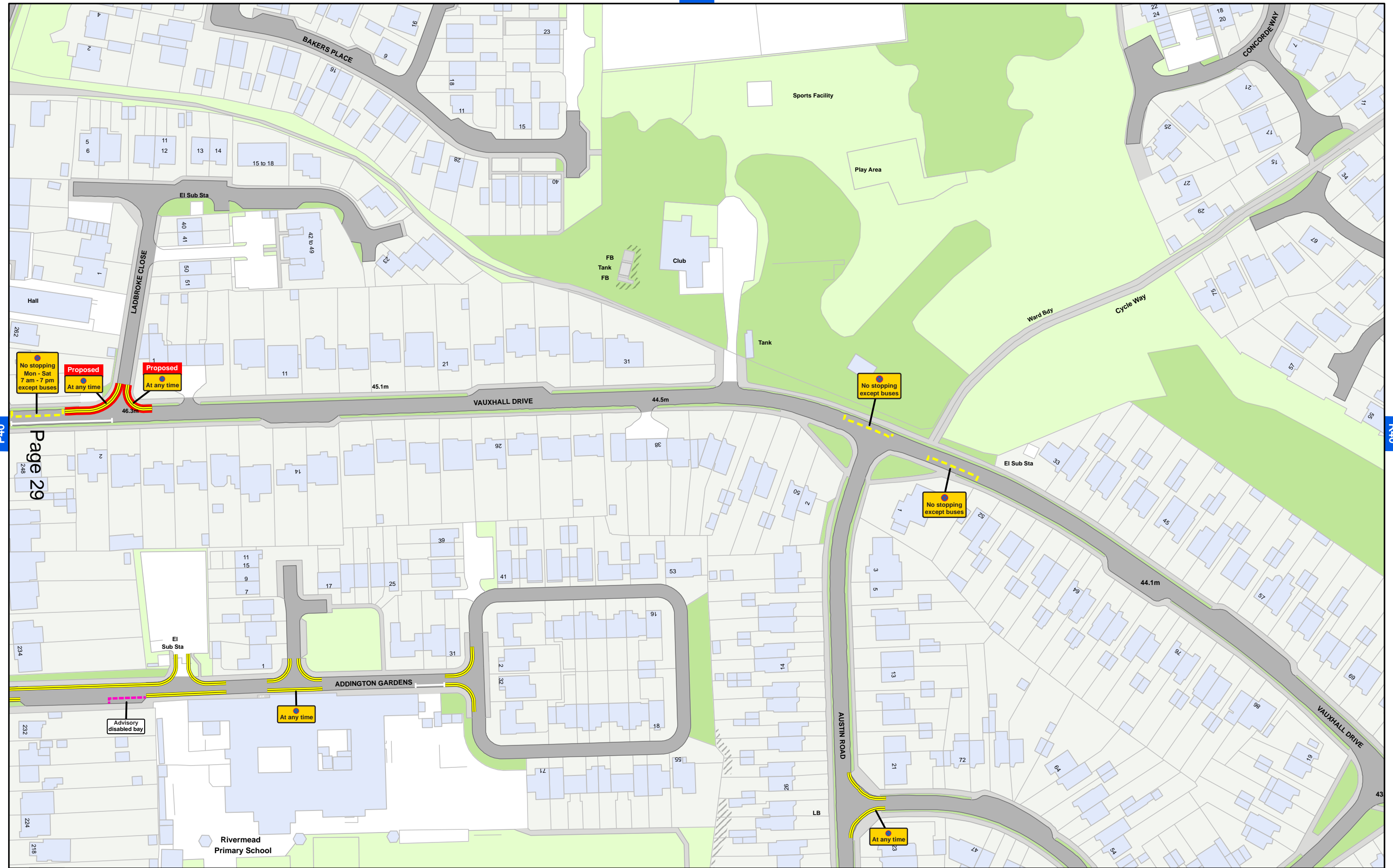


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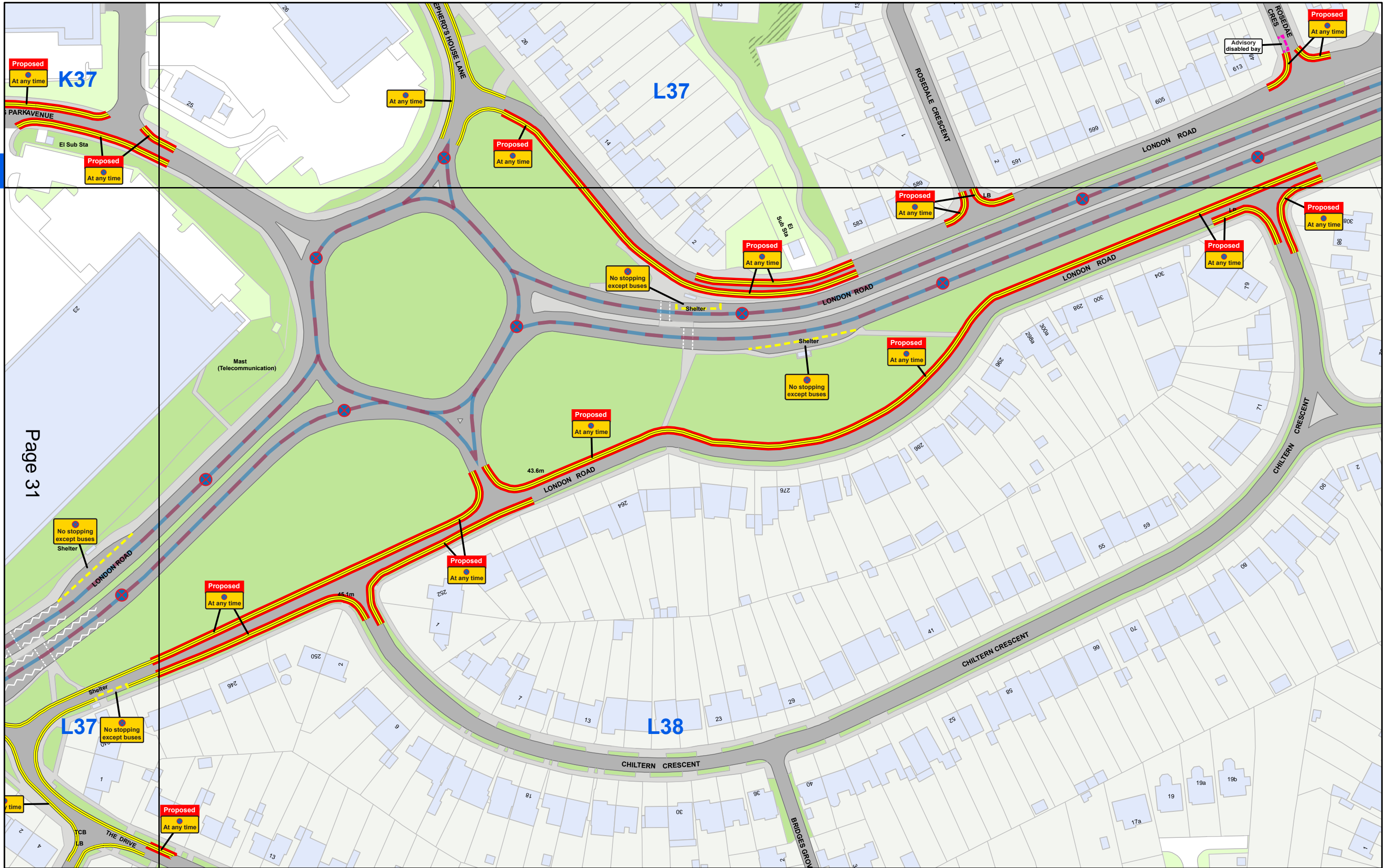




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Wokingham Borough Council (Prohibition and Restriction of Waiting and Loading and Parking Places (Consolidation) Order 2023

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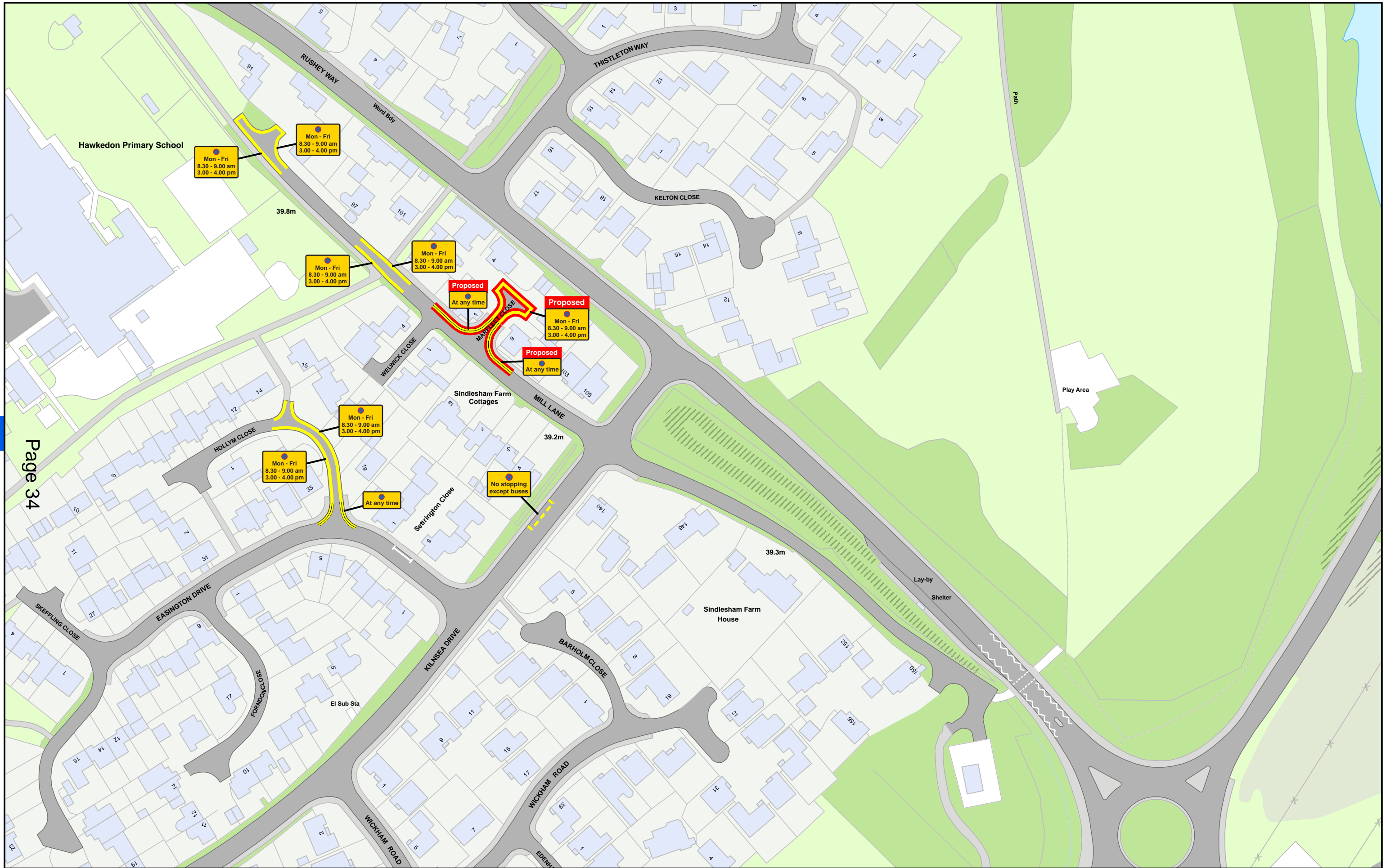
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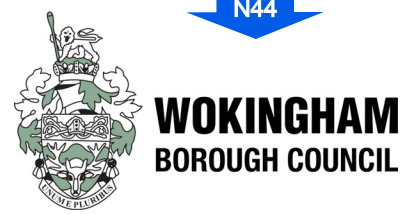


Wokingham Borough Council (Prohibition and Restriction of Waiting and Loading and Parking Places (Consolidation) Order 2023

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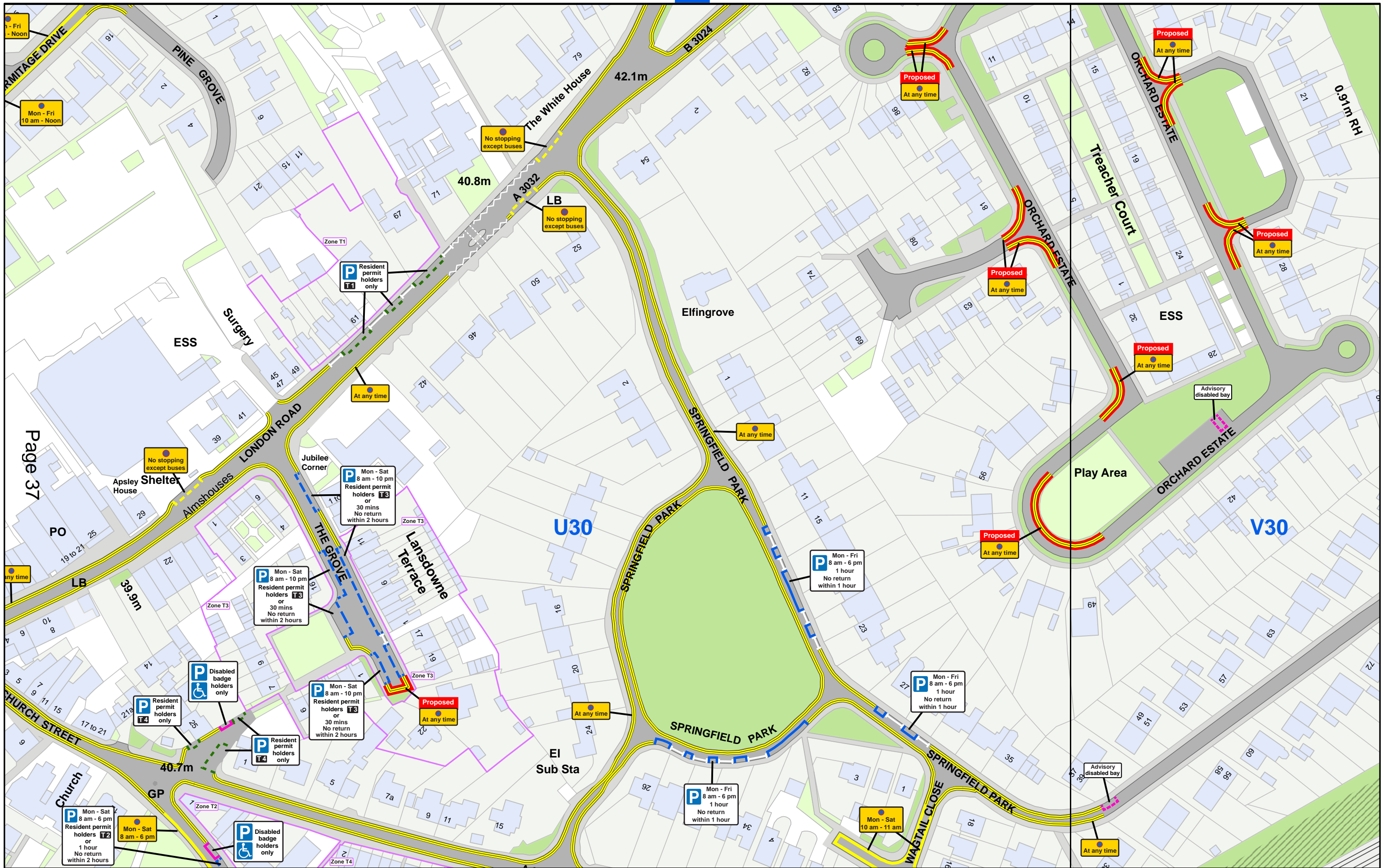
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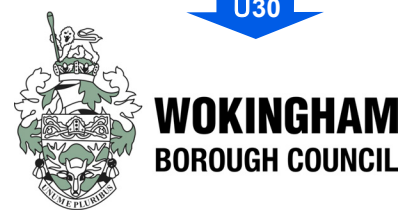
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 Berkshire  
 RG40 1BN

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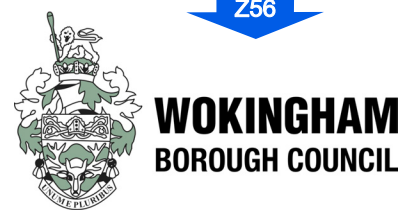


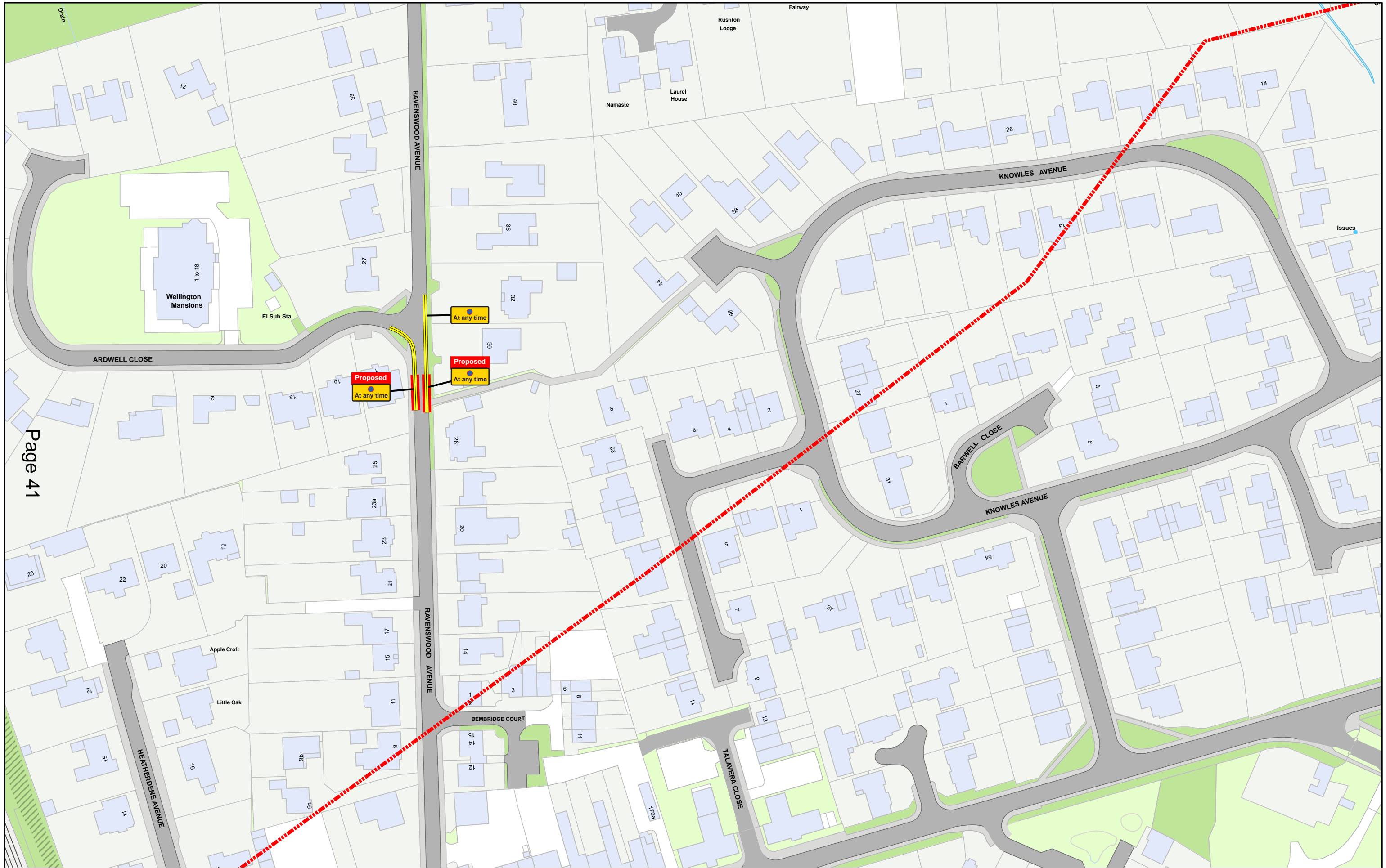


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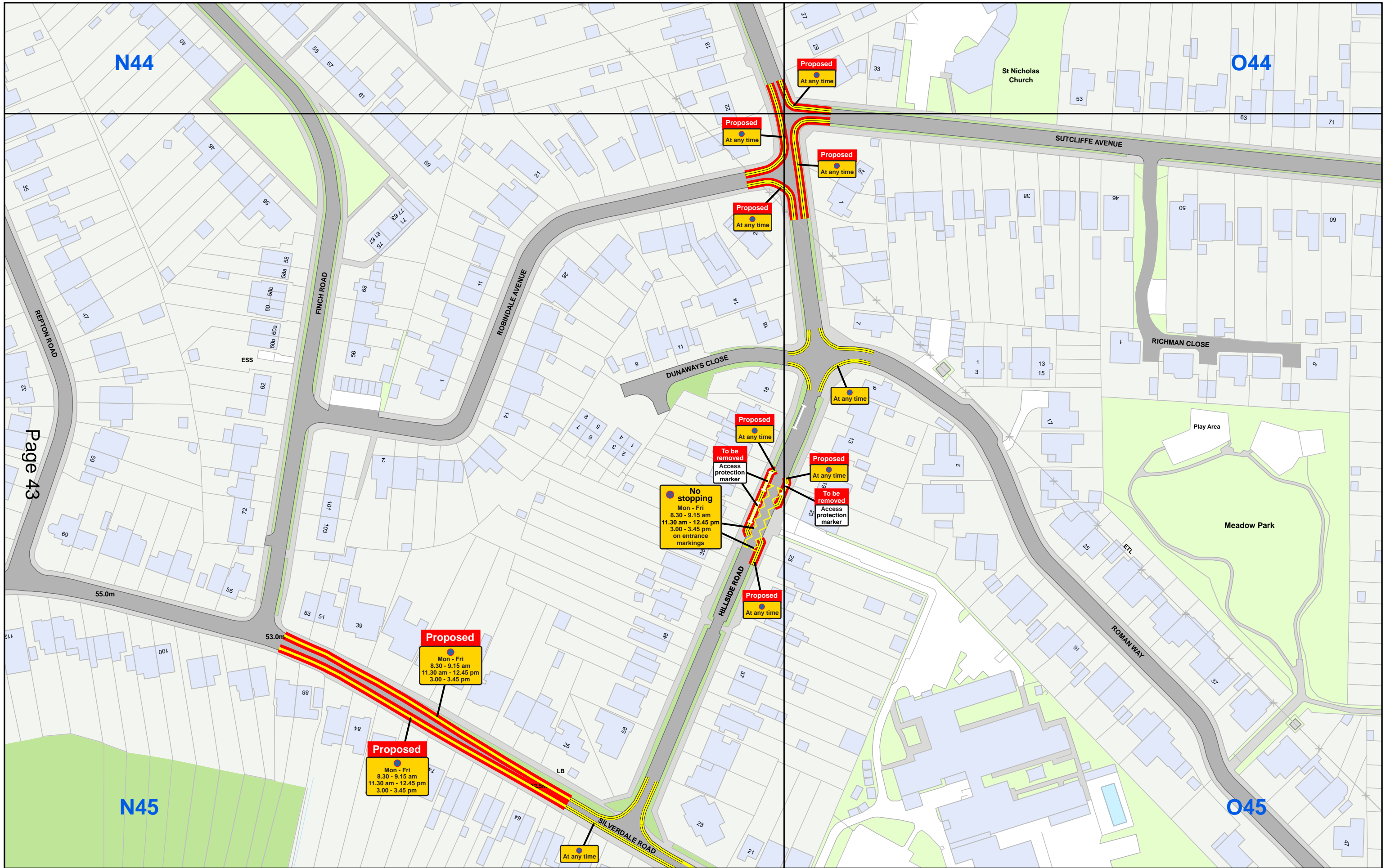




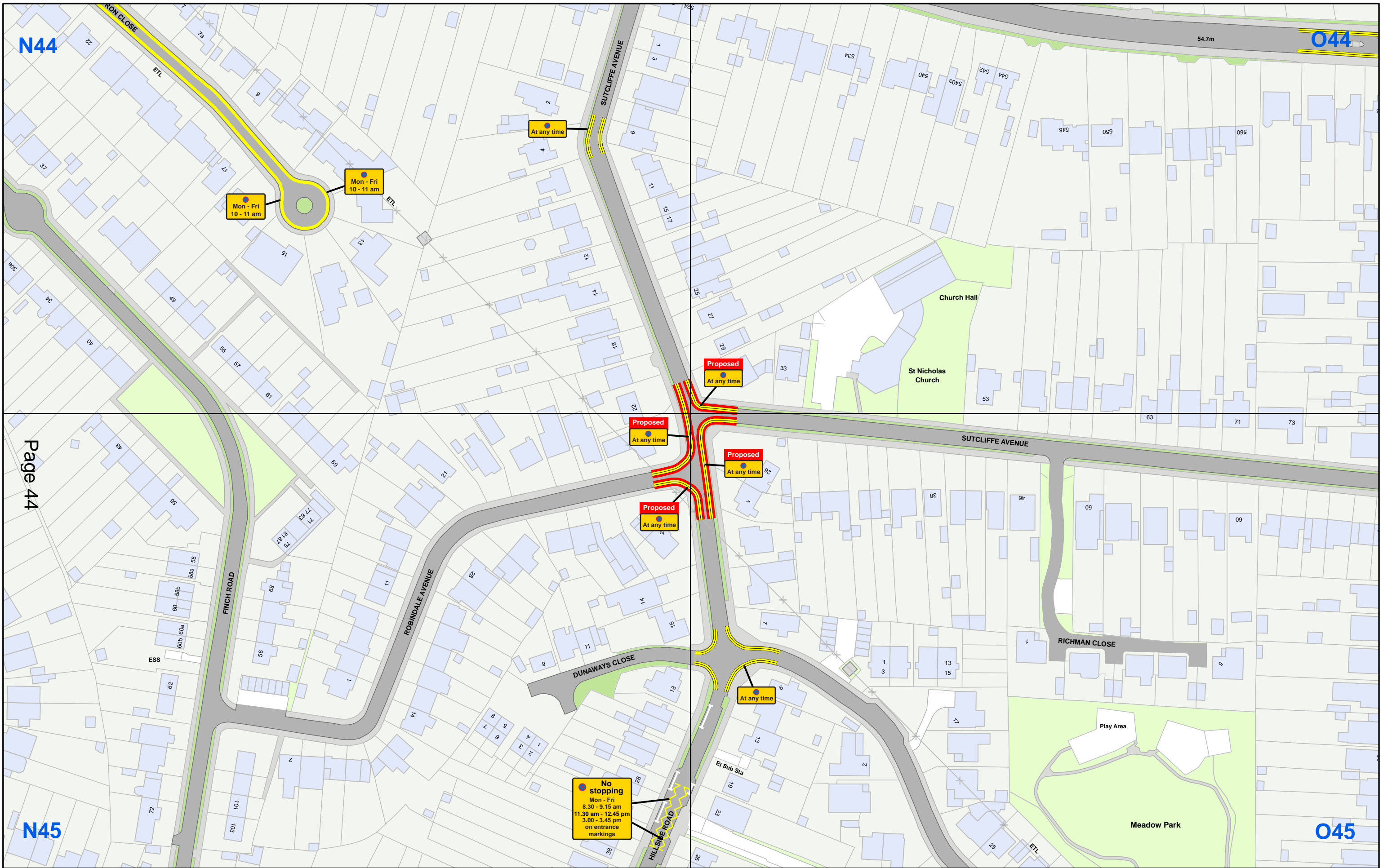
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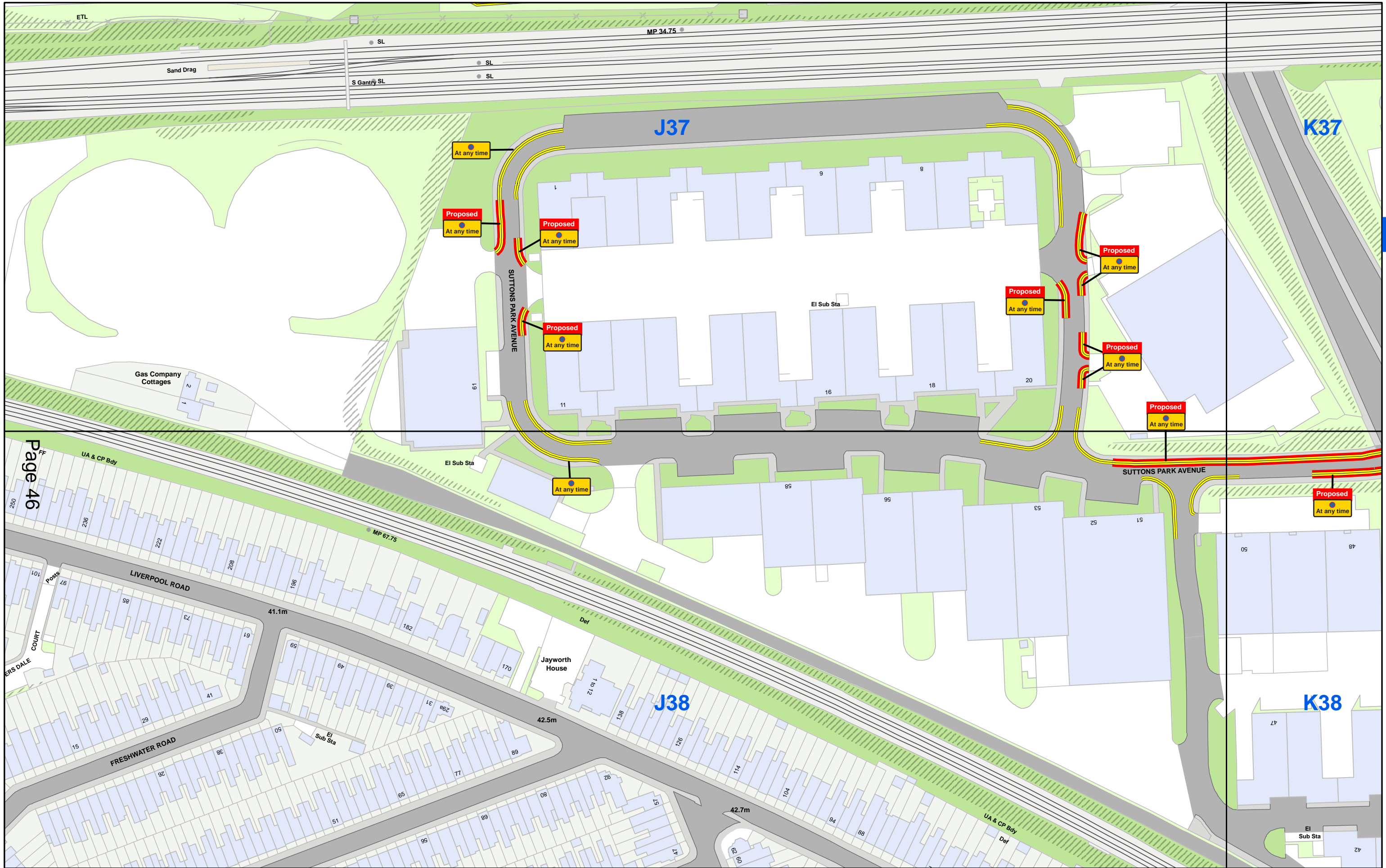
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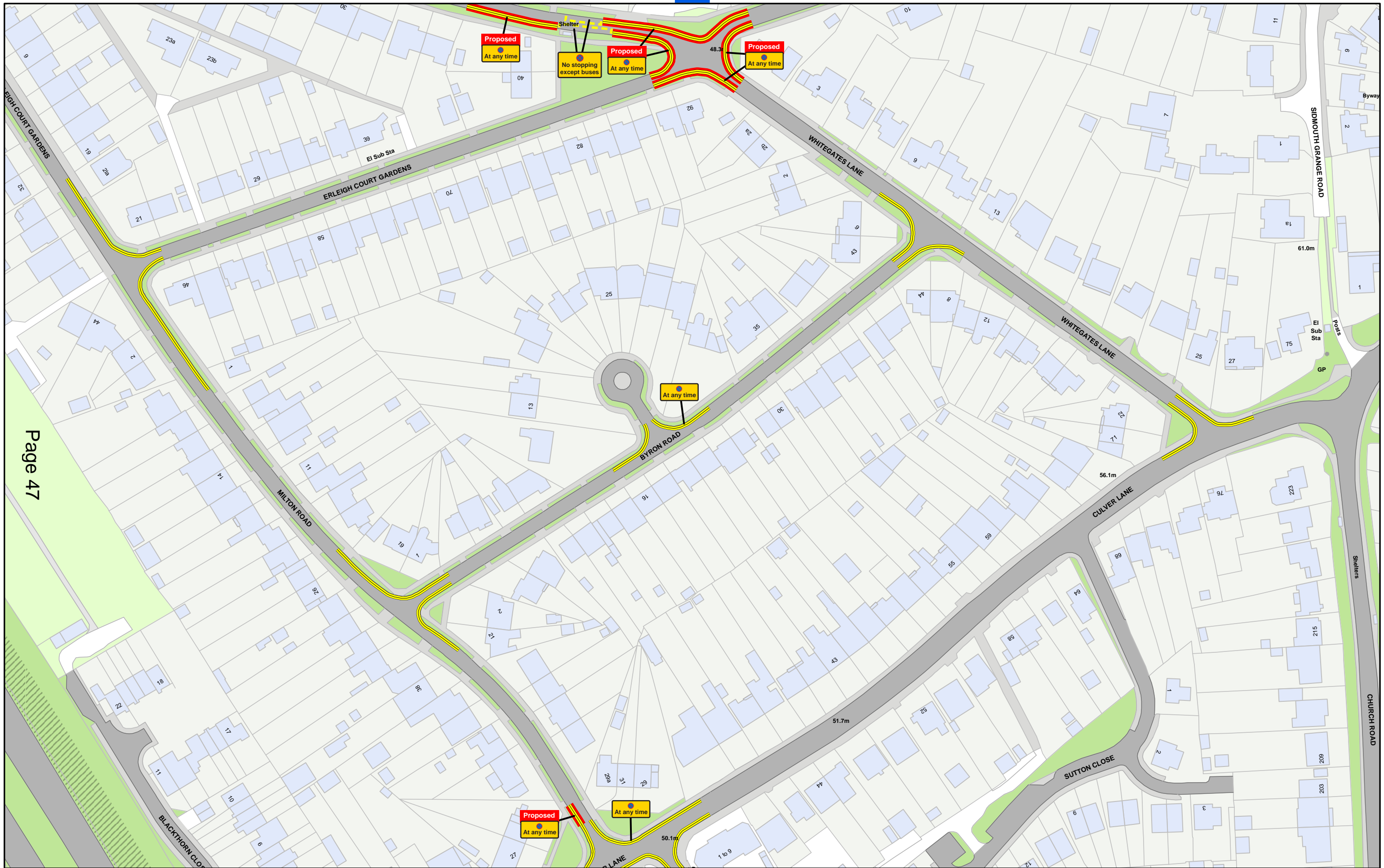
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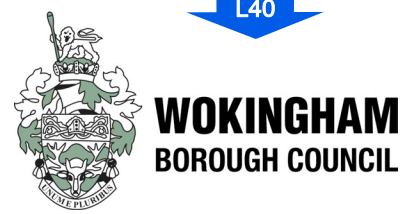
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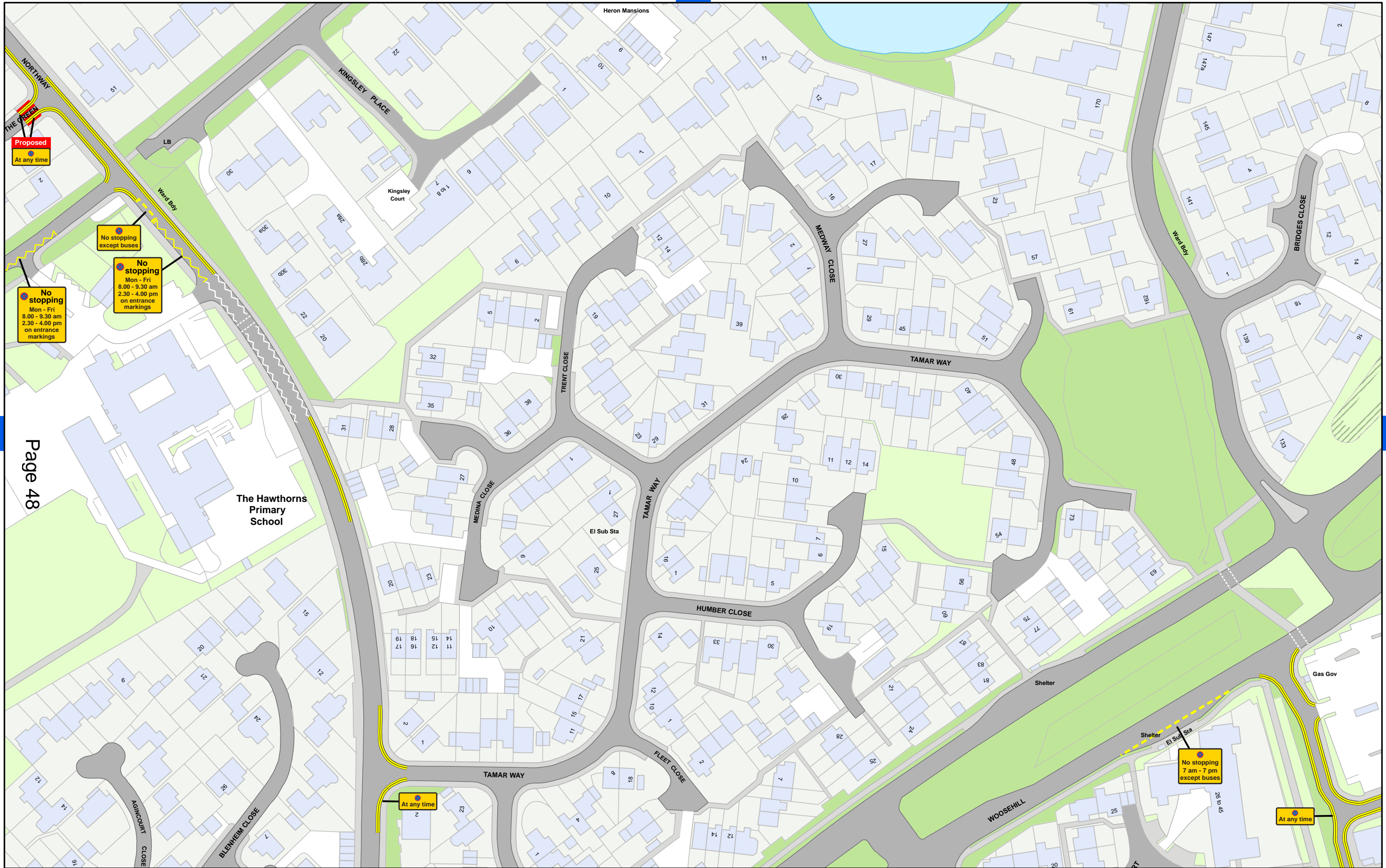




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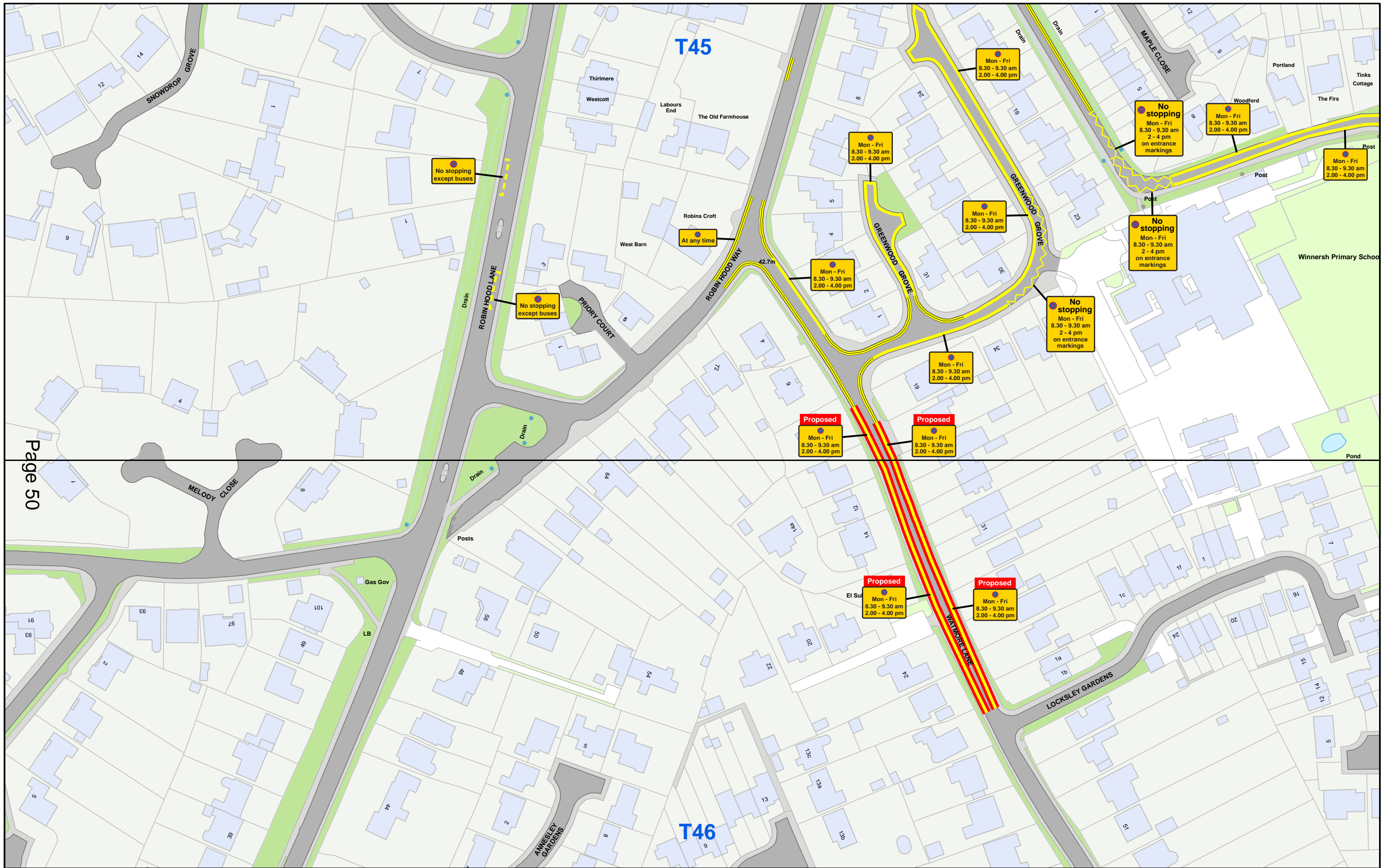












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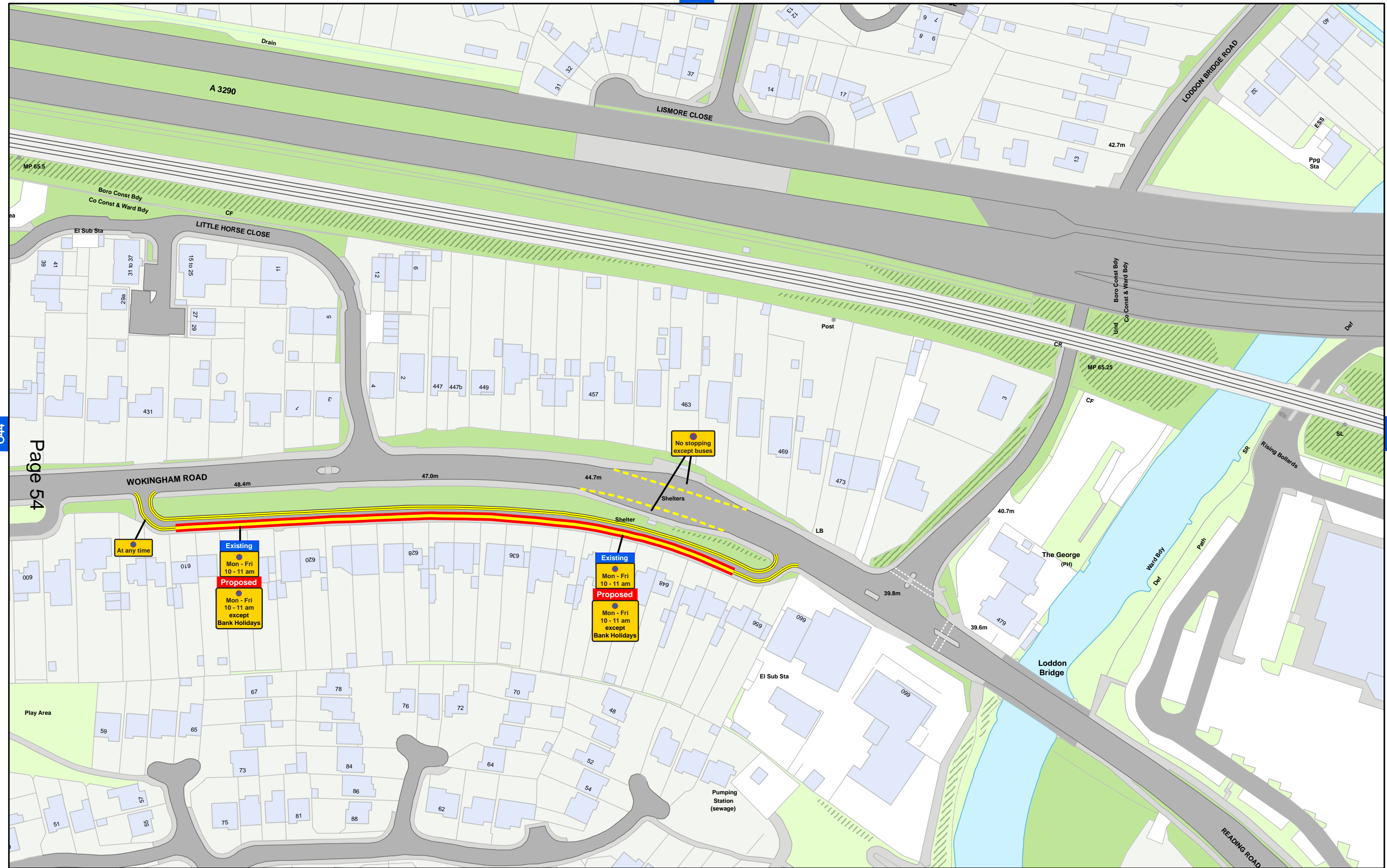
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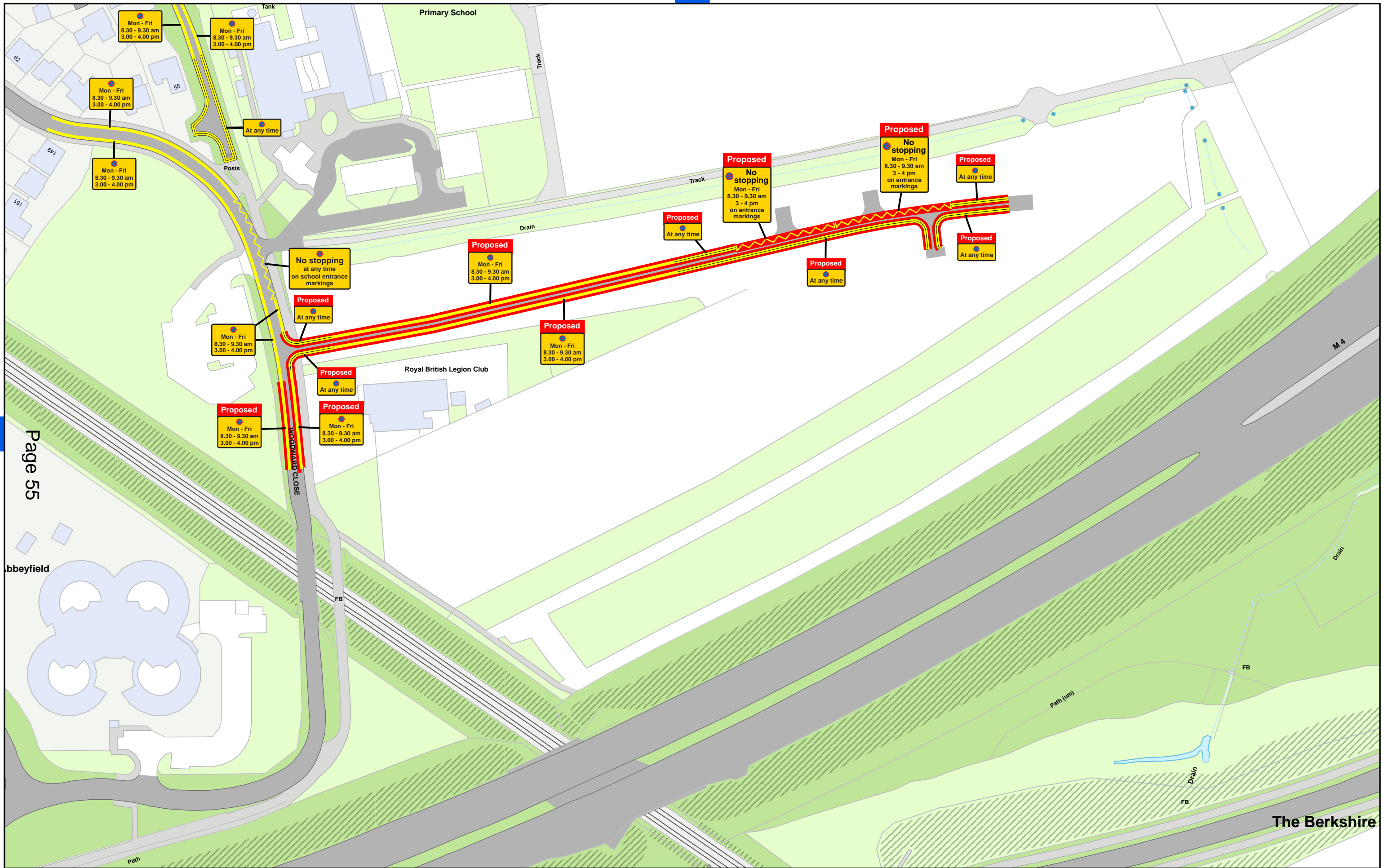
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ROAD NAME(S)	WARD	RES/BUS/MEMBER	DETAILS	OFFICERS COMMENT
London Road	Bulmershe and Whitegates	Res	<p>I would like to object to the above mentioned proposal as this is unfair for the residents just because some people have caused a nuisance the residents are having to suffer the consequences. We all have large and small family/friends get together where we are very considerate in parking on the roadsides never have the neighbour's or myself caused a problem or an obstruction to other road traffic users. If the proposal goes ahead this will affect most households of enjoying a peaceful, quiet leisure time.</p> <p>I have also paid for a large dropped kerb outside my property at [REDACTED] and this will cause a issue for my convenience because I will no longer be able to enjoy the use of my driveway fully.</p> <p>I please request that this does not happen outside my property to the very least.</p>	<p>OVERRULE- It is recommended to overrule this objection because the parts of the proposed waiting restrictions near London Road junction with Chiltern Crescent are junction protection measures aimed at improving visibility and access for local buses. Outside these sections the restrictions have only been proposed for one side of the road leaving the opposite side for residents to continue to park. London Road is approximately 7.5m wide, this means parking on both sides is not possible as a result the restrictions away from the junctions with Chiltern Crescent is not expected to lead to loss of parking spaces</p>

<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>I live on London Road rg6 1aj I am writing to oppose to possible yellow road lines opposite my house. I live [REDACTED] and believe it is unnecessary and will severely devalue my property that I have worked very hard to obtain and maintain. The yellow lines at the bottom of the road connecting to the drive I understand however outside my house is just an eye sore and there is no need. Opposite my house there has been a parking suspension accompanied with signs. This method is adequate and has stopped all members of the neighbourhood parking there. With these signs in place and no yellow lines nobody has parked there since. The signs have worked and although they are also an eye sore it's not permanently painted onto the road outside of my beloved family home. Myself and the members of the community will definitely do what we can to stop this even if it means writing to the council and taking further to the news papers If need be. You do not live here so should not be proposing such stressful and harsh parking restrictions for the residents that have worked very hard to buy houses in the area. We are not cemetery junction or a busy town center so having yellow lines is outrageous. I STRONGLY OPOSE to the proposed yellow lines. I see it as useless, an eye sore and harmful to the property value in an already struggling economy.</p>	<p>OVERRULE- It is recommended to overrule this objection because the existing signs are temporary measures which was put in place to prevent obstructive parking and allow easy access for local buses, this was a temporary measure, and the Council does not intend to make it a permanent solution due to the cost implications. The proposed double yellow lines are the permanent measures which will replace the signs. The space outside the property will also continue to be unrestricted meaning there is no loss of parking at this location. The future saleability of the property will also not be affected.</p>
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Wessex Gardens	Twyford	Non- Res	<p>As a past resident of Wessex Gardens and current parent of Colleton school I agree Twyford has an issue with parking and it has only increased as more people move to the area and the introduction of the Elizabeth line. I however object to the proposed amendments as it does not address the cause of the problem and will only create new ones. Problem Commuters are using the roads round Colleton Drive to park as Twyford station car park is too small and at capacity by 7:30am on weekdays. Twyford has become a major hub for people to start their commute with its fast trains into London and Elizabeth line. The proposed single and double yellow line changes will result in commuters just finding new parts of residential roads; as no new parking options are being proposed. Impact to Colleton and Little Acorns. Commuters will remain around Colleton drive in the areas where yellow lines haven't been added. This will exasperate the already chaotic situation where parents can't park to drop off their children at nursery or school. Both schools also rely heavily on parent volunteers to come in and help as spotters for swimming/ Reading/organising and setting up bake sales etc. Putting restrictions on parking and squeezing these parents and commuters into even smaller residential parking areas are going to make the situation worse not better. To relieve the parking issues in Twyford we need to add more parking not remove it.</p>	<p>OVERULE: It is recommended to overrule this objection because the proposed parking scheme resulted from the Twyford area-wide parking study. The feedback from the consultations carried out as part of the study indicated that majority of respondents are in support of these restrictions. The objector is also not a resident of the road but park in the road to pick up and drop off from a nearby road. Therefore, their views cannot be given more attention than that of residents</p>
Outfield Crescent	Emmbrook	Res	<p>We live at [REDACTED] in Wokingham and we object to plans to introduce double yellow lines onto our estate.</p> <p>I understand your plans are under consultation and we don't agree with the proposed approach and want our objections formally logged.</p> <p>Please confirm next steps and what will happen after 6th October 2023</p>	<p>Overrule- It is recommended to overrule this objection because the resident did not provide any grounds for objecting to the scheme.</p>

<p>Hilmanton</p>	<p>Hillside</p>	<p>Res</p>	<p>I have just seen the paper copy of this TRO amendment attached to a lamp post at the entrance to Hilmanton Lower Earley.</p> <p>School Parking in Hilmanton has always been a problem, however I think this proposal will only move the problem further into Hilmanton.</p> <p>The dangerous and inconsiderate parking in our close, [REDACTED] is already at capacity at school times and with no footpaths, is particularly dangerous for parents and residents.</p> <p>This proposal will only move the bad parking to other areas, for this reason I object and hope this view will be taken into consideration to find a more sensible approach.</p>	<p>OVERRULE: It is recommended to overrule this objection because a previous scheme proposed for the entire road was not supported by residents. This scheme has been developed to deal with obstructive parking which occurs during the schools pick up and drop of times mainly affecting the part of Hilmanton within close proximity to the school. The parts of the road outside the proposed parking zone area will be monitored closely after the restrictions have been introduced and any resultant parking changes will be dealt with through future Traffic Regulation Order amendments.</p>
<p>Outfield Crescent</p>	<p>Emmbrook</p>	<p>Res</p>	<p>We have lived at [REDACTED] for 5 years and in that time, we have never experienced any parking difficulties. We can see no reason for applying the double yellow lines to the rear of Outfield Crescent i.e. the length of the road that runs parallel to the railway line We have seen inconsiderate parking at the entrances to Outfield Crescent i.e. on the entrances and exits to Wellington Road. This situation could be addressed by merely applying the double yellow lines at these junctions. Your letter suggests that bin lorries 'can't get down the road'. In the five years that we have lived [REDACTED] we have never experienced a bin lorry not being able to access our property. This seems to be a spurious concern. In these times of a cost-of-living crisis and pressures on the public purse which will potentially put pressure on Council Tax charges we fail to see why this expenditure is justified bearing in mind our experience as residents. Surely there are more pressing funding needs than to apply double yellow lines to the rear portion of Outfield Crescent where they are not required? Can you please clarify under which powers double yellow lines may be introduced on an unadopted road? We look forward to hearing from you.</p>	<p>Overrule- It is recommended to overrule this objection because the concerns on access difficulties for larger vehicles has been raised by the council's waste department. The restrictions mainly cover one side of the road, leaving residents to park on the unrestricted side. The road is not wide enough to allow parking on both sides so its not only the junctions where waiting restrictions are needed.</p>



Watmore Lane	Winnersh	Res	<p>With regard to the recently posted notice in Watmore Lane, Winnersh. I wish to object to the proposal of "Single yellow lines which operate 8.30am to 9.30am and 2pm to 4pm outside and opposite properties numbered 8 to 26 in Watmore Lane Winnersh. My objections are:</p> <ol style="list-style-type: none"> <li>1. By not letting traffic park during school drop off and pick up times, you will actually make the road less safe. A clear road will lead to cars speeding and using Watmore Lane as a "rat run"</li> <li>2. We have seen in other parts of Wokingham, like Arthur Road, that all the single yellow lines do is move the parking problem to other areas. If parking is restricted I am concerned that it will move the problem to Sherwood Road, Danywern Drive, Reynard's Close etc. These roads, especially Sherwood Road in the area outside of the shops, can not handle any additional parking safely.</li> <li>3. I object to the parking restrictions proposal being just 1 hour in the morning but 2 hours in the afternoon. If you do decide to put yellow lines in Watmore Lane the afternoon period should be for 1 hour, as per the morning. You should then use the many traffic wardens you have to enforce the lines . There is no need for 2 hours in the afternoon. The school day is 8:45 to 3:15 pm so any afternoon restrictions should be from 2:45 to 3:45 to match the morning 1 hour</li> </ol>	<p>Overrule- It is recommended to overrule this objection because the restrictions have been proposed on highway safety grounds and they cover the section of Watmore Lane / Greenwood Grove which leads to the main entrance of the Winnersh Primary School, obstructive parking at this location during the school pick up and drop off times has led to concerns on the safety of school children who may be walking to or from the school. The afternoon restrictions has been made longer because the pick-up time takes place between 2pm and 4pm. Parents are encouraged to consider other alternative school travel modes such as walking and cycling and not rely solely on driving due to the pressure on parking spaces.</p>
Broadwater Road	Twyford	Res	<p>To whom it may concern</p> <p>I am objecting to the double yellow line proposal in Broadwater Road Twyford. The council may say that they are trying to prevent people from outside the area parking in our road but by putting double yellow lines you are punishing the people who live in these roads why is not a single yellow line or no line at all. I have family visit where are they going to park? . My neighbours who some are elderly what if they have family visiting or carers where are they to park you end up isolating those people. This is not something we asked for I think it is just so the council can stop objections to future housing in relation to cars , traffic and impacts of the roads which extra houses in the area cause .</p> <p>Our road is a 15 min walk from train station and 20 mins from middle of the village I am not sure what the benefits of yellow lines in our road are to the people who live in this road . The only benefit is for the council.</p>	<p>OVERRULE: It is recommended to overrule this objection because the Highway Code states that motorist should not park within 10m of a junction, opposite a junction or locations where the kerb has been dropped to allow wheelchair access. All the waiting restrictions proposed in Broadwater Road are along Junctions or bends where residents should not be parking. The restrictions will also not affect residents' ability to find parking spaces because there is a significant proportion of the available on-street parking spaces which will remain.</p>

Hilmanton	Hillside	Res	<p>This has been going on for a while. We, in Hilmanton, do not want parking restrictions in our [REDACTED] who needs a taxi to pick her up and take her to college between 8 - 9am, and bring her home sometime between 3.40 - 4.10pm. Both these times fall in the 'no parking anywhere' timeframe. What happens there? When we have visitors/ work people/ deliveries at that time, what happens then? How about if we need a skip out on our drive - where would our car go for 2 hours out of each day??It's a very silly view if you think that things will get any better if these restrictions are put in place. There is a very small length of Hilmanton that will have parking spaces. Parts of both of these areas are opposite the junctions of the 'no parking' roads. When should you park opposite a turning? Also, the drivers will still arrive to park. Oh dear no space.....they will just wait in the road for a place to park....causing even more hold ups for Hilmanton residents. I still say that Hillside school should reopen their car park. They should run a pull in and drop off system - JUST LIKE THEY PUT IN PLACE DURING COVID!! It's definitely workable!Stop upsetting and inconveniencing the local residents. How about reducing the number of cars? Firstly, there should be a survey of the post codes of all the Hillside students' addresses. Ensure that the people within a certain radius - a reasonable walking distance - of Hillside school, walk to school and don't drive unnecessarily. That would probably halve the number of cars. The remaining cars should park in the Bowls car park on Chalfont way and then walk to the school from there. Positive result = No residents upset. Fewer cars involved. Better for environment. Fewer children have to cross Rushey Way. Why hasn't this been considered??Another workable solution; put a lane through the grass on the empty land/ grass at the front of the school for pull in and drop off. This is a very good solution. You want to upset local residents by putting yellow lines and parking restrictions where they shouldn't be necessary. I will say again, this is not the problem of the residents, IT IS A PROBLEM FOR THE SCHOOL!!</p>	<p>OVERRULE- It is recommended to overrule this objection because provision for parking during the restricted hours have been made residents and their visitors. Unrestricted marked parking spaces will be provided at specific locations to deal with the obstructive parking which takes place during the school pick up and drop off times.</p>
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Colemansmoor Road	Loddon	Res	<p>I object to these double yellow lines as I do not see any traffic or safety issues with the current arrangement and can foresee increased speeding on the road.</p> <p>I live at [REDACTED], which these double yellow lines would directly and negatively impact.</p> <p>I have lived at this address for 17 years, and I can only recall twice when someone has parked on my drive inconsiderately.</p> <p>Similarly, there are rarely issues with traffic trying to pass traffic parked up, and never any road rage caused by parking. There has never been significant congestion or times that an emergency vehicle or bus has been unable to pass.</p> <p>There are also no safety issues on this road; as far as I know, there have been zero accidents caused by parking.</p> <p>There are safety issues on the road related to speeding; adding double yellow lines will inevitably create a wider road which will increase the average speed of traffic, and cause an increased risk of death and injury to residents and families visiting Dinton Pastures</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
Broad Hinton	Twyford	Res	<p>This is email is in relation to AMENDMENT NO.1 (ORDER 2023) as noted on the <a href="https://www.wokingham.gov.uk/roadworks-and-outdoor-maintenance/roadworks-and-road-maintenance/traffic-regulation-orders-tros">https://www.wokingham.gov.uk/roadworks-and-outdoor-maintenance/roadworks-and-road-maintenance/traffic-regulation-orders-tros</a>My wife [REDACTED] and I [REDACTED] object to the introduction of the below restriction on the Broad Hinton Road, Twyford. We are a young and busy family with a need to have two cars to effectively &amp; efficiently commute to work and to tend to the needs of our 2 year-old toddler. We only have one parking space in our home and with the introduction of the below restrictions we will have to make alternative arrangements to park the second car from 9am to 10am everyday which at the moment is parked on the road next to he pavement. "Single yellow lines operating from 9am to 10am starting from property number 20 to property number 86 and Single yellow lines operating from 1pm to 2pm starting from property number 29 to 107."I hope our serious concerns are considered and the restrictions are not introduced.</p>	<p>OVERULE: It is recommended to overrule this objection because the proposed parking scheme resulted from the Twyford area-wide parking study. The feedback from the consultations carried out as part of the study indicated that majority of respondents are in support of these restrictions. The scheme comprises of restrictions which operate 10am to 11am on one side of the road and 1pm to 2pm on the other side, this implies that resident's ability to park on-street is not affected.</p>

Colemansmoor Road

Loddon

Res

[REDACTED]  
My address is a maisonette with no designated parking, meaning the only option is to park on the road. I have lived at this address for around 20 years with no parking issues at all for the area. Everyone who lived in the maisonettes had 1 or 2 cars which all fitted perfectly outside our residents without encroaching on the bungalows either side.

[REDACTED]  
[REDACTED]. If you put double yellow lines outside these houses it will just mean everyone in the maisonettes will be unable to park as [REDACTED] all the room outside the maisonettes, therefore everyone else will need to park even further down the road, either toward the junction to Colemansmoor lane or towards the junction to Loddon Bridge road. Which will solve nothing but move the problems further down the road and inconvenience everyone living in the maisonettes.

We had a neighbour in a maisonette who wished to park on the front lawn of her property but was refused by the council, we have also had a neighbour who has suggested markings outside the maisonettes with designated parking. Which if you are going to put yellow lines further down the road will become essential. Please note we saw a meeting outside the houses which we were later informed was regarding this issue.

I have received this email address from a resident who lives further down the road. At no point has anyone contacted us from the council regarding this issue or even to inform us this is happening which is very negligent of the council. We own our property and have a right to be able to park fairly close to it. It seems exceptionally unfair that a system that has worked fine for a long time is now a problem due to one household (please note these drivers also park partially over dropped curves, again its 1 rented household who are otherwise good neighbours). In addition we frequently have cars belonging to the properties opposite us who have large driveways parking outside our houses, as well as visitor cars for these properties (several run home businesses with customers visiting). With double yellow lines it will be impossible to park and will result in dangerous parking near the junctions. If you go ahead with the yellow lines please make sure you give designated parking outside our properties for the residents in the maisonettes at the same time. This whole issue has been mishandled with zero communication to those who it will greatly effect.

UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.



<p>Colemansmoor Road</p>	<p>Loddon</p>	<p>Res</p>	<p>I object to these double yellow lines as I do not see any traffic or safety issues with the current arrangement and can foresee increased speeding on the road, this will be more of a danger to the young children and families along with the elderly residents [REDACTED] which these double yellow lines would directly and negatively impact. I have lived at this address for 17 years, and I can only recall once or twice when someone has parked on my drive inconsiderately. Similarly, there are rarely issues with traffic trying to pass traffic parked up, and never any road rage caused by parking. There has never been significant congestion or times that an emergency vehicle or bus has been unable to pass. As far as I am aware there have been zero accidents caused by parking. There are also no safety issues on this road; The safety issues on this road related to speeding and adding double yellow lines will inevitably create a wider road which will increase the average speed of traffic, and cause an increased risk of death and injury to residents and families visiting family and friends living on the road, along with visitors to Dinton Pastures.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
<p>Colemansmoor Road</p>	<p>Loddon</p>	<p>Res</p>	<p>I think the proposal to put yellow lines on part of Colemans Moor Rd will only push parking further along the road, or on to the other side. For some reason, the maisonettes don't have any front garden parking. If the houses could pave their drives and the kerb was lowered they could do what every other house in the road does.</p> <p>The council could work with residents to get them to park behind the houses where the garages are.</p> <p>The advantage of the current situation is that the parked cars slow traffic down. Most users of this road accept the situation and work with drivers coming the other way.</p> <p>As I said at the start, the residents will park elsewhere, making it difficult for dog walkers to come and go to Dinton Pastures. I live on Colemans Moor Lane so I drive past these cars a lot. Maybe a very short stretch of double lines in the middle will create a refuge half way down to allow traffic to pass easier.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>

Colemansmoor Road	Loddon	Res	<p>The reason the parking is so bad is that Dinton has become to expensive to park in so people park for free on Colemansmoor road</p> <p>I fully understand the frustrations of the properties that live near the entrance but by putting yellow lines will only push the problem further up the road and cause major issues to the residents that don't have driveways and have to street park and block the bus stops</p> <p>Parking is bad enough down Colemansmoor Road but yellow lines are not the answer.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
Colemansmoor Road	Loddon	Res	<p>I am writing in relation to the Traffic Regulation Order 2023 Amendment Number one which has been raised for Colemans Moor Road, Woodley.</p> <p>We are not in favour of introducing double yellow lines as proposed outside and [REDACTED] On previous occasions I have raised concerns with town councillors, including Bill Sloan, about speeding cars that frequent Colemans Moor Road. Cars often speed down this road and along Bader Way. Introducing double yellow lines would clear the road and encourage more of this dangerous behaviour. Being a resident myself, I have only noticed other residents parking along this stretch as it is often the same cars parked there for most of the day and during the week. As such I cannot understand the rationale for introducing double yellow lines which would only displace residents' cars further from their abodes, causing inconvenience for them and, in all likelihood, their neighbours.</p> <p>Please advise us of any further consultations taking place, and what the likely outcome of this proposal will be.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>



Colemansmoor Road	Loddon	Res	<p>[REDACTED]. I had no idea that a public meeting had been called. If I had I would have attended. I am not aware about the nature of the discussion nor numbers of people involved nor have I seen any minutes/notes from this meeting. I therefore don't know what led to the proposal to put double yellow lines in the above area. As a local resident I object to the installation of double yellow lines on both sides of the road as proposed. The reasons being are that we have a car parking problem along this road as far as at least Austin Road to the Loddon Bridge Road junction. This is exacerbated by the number of dropped kerbs, a bend on the road and heavy traffic including 4 buses an hour. The installation of double yellow lines in one area will only shift a problem further down the road and exacerbate a difficulty that other residents face. We have already had incidents of cars being damaged whilst vehicles have tried to manoeuvre out of or into their gardens. These have probably not been reported to you. I believe we have a big problem with traffic on this road which is getting increasingly busy. There are parking pressures which I appreciate are exacerbated by dog walkers using the road to park in for access to Dinton pastures. There are also issues with traffic speeding on the road which is often used as a faster route over Loddon Bridge Road. I have lived here for over 7 years and during this time I have seen a huge increase in traffic using this road. Of course we also have a new infill development of 20 homes close to Colemansmoor Lane which no doubt has added to this. What I believe is urgently needed is a full traffic management assessment of this road not a piecemeal approach to solve one set of residents concerns. I would like to think that this would include speed restrictions, traffic calming and restricted parking but all done on a considered and properly assessed basis with full and inclusive resident consultation process.</p>	UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.
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Colemansmoor Road	Loddon	Res	<p>I wish to the draft Traffic Regulation Order 2023 Amendment Number 1 pertaining to Colemansmoor Road, Loddon, Woodley.</p> <p>I assume this order is to improve safety around the Dinton Pastures Entrance and in particular for any cars turning left out of Rivermead Road into Colemansmoor Road, however the plans would not achieve that. The yellow lines should extend a little further south. The yellow lines should NOT extend as far north as they do. This would, in my opinion, make the parking situation worse with perhaps people parking towards the junction between Colemans Moor Lane and Colemansmoor Road thus impacting on road safety as well as the convenience of local residents and visitors.</p> <p>I therefore OBJECT to these proposals.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
Hilmanton	Hillside	Res	<p>I object to the proposed restriction of parking on Hilmanton as described above on the grounds that this would create further disruption to residents of these arms of Hilmanton.</p> <p>The problem with parking is caused by Hillside school and, whilst I appreciate that the Council is responding to concerns about dangerous parking by parents during school drop-off and collection, this should be addressed by working with the school and the offending parents directly.</p> <p>It is not an acceptable solution for the Council to permanently restrict residents, their guests or tradespeople from parking outside our own properties in Hilmanton during those hours just because some Hillside parents choose to park inappropriately.</p>	<p>OVERRULE- It is recommended to overrule this objection because provision for parking during the restricted hours have been made residents and their visitors . Unrestricted marked parking spaces will be provided at specific locations to deal with the obstructive parking which takes place during the school pick up and drop off times.</p>
Colemansmoor Road	Loddon	Res	<p>I am a resident in Colemansmoor road. Objecting to yellow lines being placed by the Dinton entrance.</p> <p>I feel doing this will only speed cars up more than they already do by having yellow lines, it will give a clear run for cars as there won't be parked cars there to slow them down. I feel this will make the speed of cars down the road even worse. It's a community where there are children walking to &amp; from school and I feel it's an accident waiting to happen. If yellow lines are approved, then I think something needs to be done about the speed of cars in this road, for example, speed humps to slow cars down.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>



<p>Outfield Crescent</p>	<p>Emmbrook</p>	<p>Res</p>	<p>I am writing to you with an objection regarding the objection to TRO AMENDMENT NO1 (Order 2023) with regards to Outfield Crescent and the notice that appeared attached to road signs on Thursday 21st September. There has been an issue with non residents parking in outfield crescent since I moved into the crescent 4 years ago, it has been frustrating and I have noticed a vast increase in non residents parking since the increased parking charges have been brought in by the council. Parked cars on both sides of the road have caused a nuisance for bins being collected and means that pulling into the crescent is like driving around a blind corner. In the past I have been told nothing can be done due to the road being unadopted. After much complaint from the residents and work from my local councillor, signs stating private road residents only was put up. Residents nor my local councillor have received notice that the road has been adopted so I am confused as to how double lines can be introduced through the whole crescent. The notice states that "Double yellow lines on both side of the road and limited wait parking bays outside flank wall of properties number 9 - 19 and 26-36. The parking bays will operate 8am - 10pm, Max stay 2 Hours no return within 1 hour." I have a number of concerns and objections to the proposed changes:Outfield Crescent as most roads, does not have enough resident parking and very limited visitor parking (so I have been told - I do not personally know where the visitor space is) the introduction of double yellow lines mean that no additional parking will be able to take place within the crescent by residents who have been doing so in safe and convenient places since they moved there. In a response a received from the highways team at the council I was told that "As most properties have off street parking it would not be considered appropriate for a permit scheme." However there are properties that do not have a parking space and as far as I am aware no property has more than 1 parking space even though there are 3 and 4 bedroom townhouses on the estate. The national travel survey 2021 found 33% of properties have two cars or more, so it is therefore safe to assume that a number of residents of outfield crescent have more than 1 car and I know a number of residents who do, so these household are now being left with no where to park. Providing parking bays that can be used for a max stay of 2 hours is actually encouraging non residents to park in the crescent, while this will deter non residents from parking and using the local train station to commute or go on holiday (which I have witnessed) it is offering a solution for non residents to park and pop into town or use elms fields park and the local gym. I am concerned that the solution put forward here is punishing residents, as it will bar them from parking on the street they live potentially pushing them to park on other residential streets in the area which is unfair on those residents. Or they will have to use paid parking which has just been increased by the council, so I cannot help but feel there is some profiteering going on here as all local parking is now chargeable until 10pm at night. This will also deter residents potentially from having visitors which is sad bearing in mind Loneliness has been identified by government and the NHS as a health inequality and I would like to understand more about when the road was adopted, previously we were told it was not up to standard and I haven't been aware of any recent roadworks to change this. I honestly do not feel what has been put forward is a solution to the problem for residents and look forward to a more</p>	<p>Overrule- It is recommended to overrule this objection because the restrictions mainly cover one side of the road, leaving residents to park on the unrestricted side. We have noted that the description of the restriction on the Notice to the Order was inaccurate, this description will be amended before the Order is made. Outfield Crescent is still unadopted an agreement has been reached with the developer to introduce and enforce parking restrictions in the road.</p>
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open discussion about solutions, including a permit scheme to allow residents permits to park on their own road, barring all non residents from doing so - although this would not resolve the issue of visitor parking.



Outfield Crescent	Emmbrook	Res	<p>I am writing in response to your proposed plan to put double yellow lines around Outfield Crescent in Wokingham. As a resident of the flats I have some objections to your proposals. I understand and share the frustrations raised concerning parking on this road, particularly regarding accessibility to bin lorries and emergency vehicles, and I agree that something needs to be done about this. The road seems to be a convenient place for commuters to park to avoid paying at Wokingham railway station. I believe that the parking issues outlined in your letter are predominantly caused by these vehicles and completely agree that there is a need to discourage people who do not live on the road to park here. However, I feel that the proposal of double yellow lines, alongside parking bays with such severe time restrictions, has a significant impact on residents and I believe that these effects outweigh the benefits. The limited wait parking bays you have proposed are insufficient to compensate for the loss of the roadside parking currently used by residents. Due to the limited timings enforced by the proposed bays, and the fact that there are very few visitor spaces relative to the number of properties, the proposal will significantly restrict parking for visitors of residents. I believe that there are alternative solutions that would more effectively balance the needs of residents against the concerns raised. For example, a single side of the road could be painted with double yellow lines and the other side made into roadside bays (without time restrictions but requiring resident permits). This would ensure the road is always accessible to bin lorries and emergency vehicles. Alternatively, the number of limited wait bays could be increased and the time restrictions altered to enable residents to park in these bays overnight. The "max stay 2 hours, no return within 1 hour" restriction would not discourage non-residents from parking, and could still result in blocking access to bin lorries, yet would prevent residents from keeping their vehicle on the road overnight (when no disruption is caused to bin lorry access). The timings of the parking restrictions in these bays could be amended to restrict parking to only from 6pm to 7am, for example (which would enable resident parking, but prevent commuters from blocking access to the bin lorries). Thank you for taking the time to read over my concerns and suggestions regarding this proposal.</p>	<p>Overrule- It is recommended to overrule this objection because the restrictions mainly cover one side of the road, leaving residents to park on the unrestricted side. We have noted that the description of the restriction on the Notice to the Order was inaccurate, this description will be amended before the Order is made.</p>
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Colemansmoor Road	Loddon	Res	<p>Thank you for your letter regarding the consultation of double yellow lines outside and opposite houses 26 to 52 Colemansmoor Road. I am afraid as a resident at number 86, I am going to have to oppose this order. My reasons for this are as follows; We, as maisonettes residents have no driveways, therefore we have no choice but to park on-road. I do not believe that placing double yellow lines outside numbers 26 to 52 will make the problem of Dinton parking go away, in fact I believe it will make it worse and more dangerous than it already is! Visitors of Dinton will still continue to park on-road to visit the lakes however they will now choose to park outside my maisonette, which is a little further up from where they have been used to parking, just to avoid paying the ridiculously high parking prices that you have chosen to put in place across Dinton carparks. As residents, we already struggle parking outside our own properties as plenty of other neighbours opposite our properties, with very large driveways I would like to add, feel it their right to park their own vehicles or allow their visitors to park outside our maisonettes. Do they take in to consideration maisonette owners needing to park outside their property when we have come home from work or have heavy shopping to get in to our properties? No they do not! Why on earth do you think that dog walkers or families visiting Dinton will take parking outside our maisonettes into consideration either? People are ignorant I am afraid and will do what they like! Should these double yellow lines be approved, rules and regulations must be put in to place to protect the maisonette residents. I would like to see 'residents only parking' signs placed kerbside outside the maisonette properties. I think an order should be put in to place that every maisonette property is issued with two car permits, one for the car attached to the property, another for when we have visitors. I would like to point out at this stage that a neighbour has told me that one maisonette on our row has 6 vehicles (including two vans) this is unacceptable and is causing absolute parking chaos! These permits should be issued by the council for FREE at the inconvenience of the double yellow lines. The other option you have is to provide parking outside all maisonettes, asking residents to remove their front gardens and tarmac it so we have designated parking spaces directly outside our properties and dropping the kerb all the way along, essentially creating driveways for us? I would also like to add the speed that people drive past my property is dangerously fast at times. They are speeding past to try and get ahead of oncoming traffic, as they don't want to wait behind all the parked cars parked outside the maisonettes. I believe a watch your speed digital speed monitor needs attaching to a lamppost or potentially a speed camera! Me and other neighbours would be happy to discuss this matter further and do offer our solutions but please work with us and not against us on the matter of adding double yellow lines. We love our homes and do not wish for further parking inconveniences.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
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Colemansmoor Road	Loddon	Res	<p>Firstly, I would like to thank you, fellow Councillors and the Wokingham Borough Council representative who took time to listen to the concerns of the residents of Colemansmoor Road on 31st July 2023, regarding parking on the road between House Nos. 26 - 52. With reference to the proposal for double yellow lines outside and opposite to houses 26 to 52 under Traffic Regulation Order 2023 Amendment Number 1, I believe there are two issues to be addressed namely: the parking of vehicles near the entrance footpath to Dinton Pastures and the overspill parking of vehicles from residents of the [REDACTED]. The provision of double yellow lines would obviously prevent vehicle parking outside Houses 26 - 52 but without alternative nearby parking for visitors to Dinton Pastures this would only create parking problems elsewhere. There is parking at the main gate, the aviation museum and at the eastern end of Sandford Lane but not all visitors will go to these parking areas. Parking could easily be provided, albeit at a cost, by clearing the land adjacent to the entrance footpath to Dinton Pastures and covering it with an all weather layer of gravel. Otherwise these visitors will park elsewhere on Colemansmoor Road or Rivermead Road. With regard to the overspill parking from the maisonettes the main concern of the adjacent residents is the close proximity of the parked vehicles to the driveway entrances and the difficulty and safety issues this causes. The provision of the proposed double yellow lines would move this parking issue further along the road beyond House No. 94. However, the provision of a solid white H bar across each of the driveways to House Nos. 26 - 52 would greatly improve the sightlines and safety, and a more regulated parking regime. For the reasons stated above I do not support the provision of double yellow lines as proposed, without alternative parking provision, but would support an alternative solution such as the solid white H bars described above. I trust you find this response helpful and look forward to your continued support to resolve this parking issue.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
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London Road	Bulmershe and Whitegates	Res	<p>I am writing to object to the proposed double yellow lines outside my property at [REDACTED]. While I understand the need for traffic regulation, I am also concerned about the impact the double yellow lines would have on people such as tradespersons when visiting my property. Additionally, I believe that double yellow lines would limit visitor parking in the area. As a resident, I am concerned about the impact this will have on my ability to host guests in the evenings and access my property.</p> <p>I would like to suggest an alternative solution of implementing single yellow lines instead. This would still allow for necessary traffic regulation during the day, while also providing some flexibility for visitors to park in the evenings.</p>	<p>OVERRULE- It is recommended to overrule this objection because the restrictions have not been proposed outside the property that the objector is referring to. Residents can continue to park at the location. London Road is approximately 7.5m wide, this means parking on both sides is not possible as a result the restriction opposite this location is not expected to lead to loss of parking spaces for the immediate inhabitants. The proposed double yellow lines outside property numbers 254 to 258 and 242-248 are to be replaced by single yellow lines which operate Monday to Friday 8am -6.30pm. This has been done in response to residents concerns on loss of parking.</p>
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<p>Kingfisher Drive</p>	<p>south Lake</p>	<p>Res</p> <p>I am writing again to voice my concerns about the proposed Traffic Regulation Order AMENDMENT NO.1 (ORDER2023) concerning specifically the implementation of partial double yellow lines in Kingfisher Drive South Lake. I sent a previous email to your highways team as advised by my local councillor but received no reply and also to your Cleaner and greener team as advised by Wokingham Borough Council but they forwarded it onto highways and said " We have forward your recommendations to them and have asked them to email you back directly" no email was ever received! This proposal will merely push the problem further up Kingfisher Drive and ultimately result in the churning up of the grass verges either side of the yellow lines and the blocking of a different set of driveways! The majority of residents at this end of Kingfisher Drive take pride in keeping the verges mowed only to watch them turn to mud every winter by often abusive non residents. [REDACTED] neighbour is now too scared to walk her dog during drop off and pick up times because of the abuse she has received from parents for politely requesting that they do not block her driveway or park on the verge that she still mows. As it is not currently illegal to park on the verges, could the council not install bollards, posts or low wooden barriers similar to the ones outside Nos 24, 44 &amp; 46 to protect the verges nearest the school. We appreciate that the parents have to park somewhere and while many park considerately, unfortunately the majority don't! Which seems to be endemic around schools due to the other proposed restrictions within this TRO It is not even worth attempting to enter or exit this end of the road at school start or finish. This plan seems to be in the interest of pedestrian safety, with minimal consideration of the antisocial effect the current situation and proposed plan has on actual residents. During the football season we now have similar issues every weekend with parents abandoning their cars wherever they deem suitable including across people's driveways in order to get to the match in the field opposite. We were advised by Wokingham Borough Council to send photos of inconsiderate and dangerous photos to them, which several residents have been doing but we have never received any acknowledgment or seen any evidence that said photos are acted upon. I attach some recent photos mainly taken since the start of the September term and also some of the weekend football parking which severely reduces the visibility when exiting the service roads. The Highway Code states that "you must not stop or park within 10 metres (32 Feet) of a junction". You will see that is not adhered to from the following photos. When we have contacted our local councillors previously about the parking, they have arranged for a traffic warden to patrol at drop-off and pickup and this has had a massive effect on the antisocial parking but unfortunately is only ever for a couple of days and a parent I know who's children attend Highwood tells me they have What's App and Facebook groups to warn each other when they see them. The grass verges, we are prevalent in most of Woodley and have always been a feature are not only a buffer for pedestrian safety but havens for wildlife but if you drive past any school, sports facility or shop now, you can clearly see they have been eroded or completely churned up by inconsiderate drivers. It is unfair for the residents to have to look at ruined verges when with a bit of council action this could be remedied fairly easily.I trust residents opinions</p>	<p>OVERRULE: It is recommended to overrule this objection because the grounds of objections have not been cited.</p>
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matter to the council! and that they will be taken into consideration when deciding the outcome of this consultation



<p>Outfield Crescent</p>	<p>Emmbrook</p>	<p>Res</p>	<p>I am writing in response to your proposed plan to put double yellow lines around Outfield Crescent in Wokingham. As a [REDACTED] I have some objections to your proposals. I understand and share the frustrations raised concerning parking on this road, particularly regarding accessibility to bin lorries and emergency vehicles, and I agree that something needs to be done about this. The road seems to be a convenient place for commuters to park to avoid paying at Wokingham railway station. I believe that the parking issues outlined in your letter are predominantly caused by these vehicles and completely agree that there is a need to discourage people who do not live on the road to park here. However, I feel that the proposal of double yellow lines, alongside parking bays with such severe time restrictions, has a significant impact on residents and I believe that these effects outweigh the benefits. The limited wait parking bays you have proposed are insufficient to compensate for the loss of the roadside parking currently used by residents. Due to the limited timings enforced by the proposed bays, and the fact that there are very few visitors spaces relative to the number of properties, the proposal will significantly restrict parking for visitors of residents. I believe that there are alternative solutions that would more effectively balance the needs of residents against the concerns raised. For example, a single side of the road could be painted with double yellow lines and the other side made into roadside bays (without time restrictions but requiring resident permits). This would ensure the road is always accessible to bin lorries and emergency vehicles. Alternatively, the number of limited wait bays could be increased and the time restrictions altered to enable residents to park in these bays overnight. The "max stay 2 hours, no return within 1 hour" restriction would not discourage non-residents from parking, and could still result in blocking access to bin lorries, yet would prevent residents from keeping their vehicle on the road overnight (when no disruption is caused to bin lorry access). The timings of the parking restrictions in these bays could be amended to restrict parking to only from 6pm to 7am, for example (which would enable resident parking, but prevent commuters from blocking access to the bin lorries). Thank you for taking the time to read over my concerns and suggestions regarding this proposal.</p>	<p>Overrule- It is recommended to overrule this objection because the restrictions mainly cover one side of the road, leaving residents to park on the unrestricted side. We have noted that the description of the restriction on the Notice to the Order was inaccurate, this description will be amended before the Order is made.</p>
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<p>Hilmanton</p>	<p>Hillside</p>	<p>Res</p>	<p>As a home owner and resident of [REDACTED], I will like to object to traffic restrictions proposed.</p> <p>This proposal is mainly because of Hillside school parents parking on the road .We do not want to inconvenience parents with primary school going children, we see the parents stay only for 10-15 minutes in the morning, and afternoons traffic is barely there.</p> <p>Also then should parents not find safe places to park, in desperation they will keep driving around for parking, may park incorrectly somewhere, be hurried or speed up along Rushey way which has a lot of people crossing Buses etc and will cause congestion.</p> <p>We feel if you restrict parking it will cause undue stress to the parents and to the residents as then they too cannot park along the road neither would their visitors be able to park. We do want our visitors to park nearby as well.</p> <p>If one resident at the beginning of the road has issues (I think they may have) please restrict the 10 feet in front of their drive on the turn. also how will the council enforce this , don't think any resources should be spent on these restrictions.</p> <p>We think there is a very limited useability of this proposal, kindly do not implement it .</p>	<p>OVERRULE: It is recommended to overrule this objection because the restrictions have been proposed in response to concerns raised by residents who live within proximity to the school and they s are aimed at preventing obstructive parking which occurs during the school pick up and drop of times.</p>
<p>Hilmanton</p>	<p>Hillside</p>	<p>Res</p>	<p>Hilmanton, Hillside. Restricted parking zone Monday - Friday, 8am-9am and 3pm to 4pm along the arms leading to property numbers 5-18 and 147-159. I strongly object to the proposal to introduce restricted parking as above. The problems that are mentioned started after Hillside School closed its car park to parents dropping off children. Introducing these restrictions would adversely affect residents parking outside their own properties and tradespeople and visitors. A better solution would be for the school to reopen its car park and encourage people to use the Chalfont Pavilion car park.</p>	<p>OVERRULE: It is recommended to overrule this objection because the restrictions have been proposed in response to concerns raised by residents who live within proximity to the school and they s are aimed at preventing obstructive parking which occurs during the school pick up and drop of times. The school can advise parents not to park in an inconsiderate manner but without restrictions parking enforcement will not be possible. Unrestricted marked parking spaces will be provided at specific locations so residents and visitors will still be able to park</p>

Colemansmoor Road	Loddon	Res	<p>Thank you for the update on parking in Colemansmoor Road. It is good to know that councillors listen to the electorate, however this proposal is misguided and will increase the risk of accidents as opposed to making the area safe.</p> <p>Unfortunately, the proposal submitted, Traffic Regulation Order 2023 Amendment Number 1, is not a solution on the grounds of safety, Colemansmoor Road, house numbers 26 to 52, but just a transfer of the same safety problems to another area, Colemansmoor house numbers 94 to 114, where the safety issues are even greater.</p> <p>By just placing double yellow lines in front of houses 26 to 52 the offending cars and vans will merely park in the non-double lined areas of 94 to 114. Thus, causing the same risks to safety as they do to the proposed area. Houses 94 to 98 already have cars parked in front of their houses causing safety issues when leaving or entering their property by car. The offending cars will park on the same side of the road and as the road to the right of the maisonettes has a sharp bend before the Bus stop at the end of Colemansmoor Lane, cars overtaking parked cars must do so on the wrong side of the road and will not be able to see oncoming traffic or residents entering or leaving their property by car.</p> <p>I will therefore NOT support this proposal.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
Outfield Crescent	Emmbrook	Res	<p>Further to TRO AMENDMENT NO1 (ORDER 2023) - Outfield Crescent, please find below my reasons for strongly objecting to the proposal of 8AM-10PM, MAX STAY 2 HOURS NO RETURN WITHIN 1 HOUR proposal.</p> <p>Parking bays in Outfield Crescent should be solely for residents and visitors, and not for car drivers from elsewhere coming into the town. I have witnessed many people parking in the Crescent close to both junctions onto Wellington Road, then going off in the direction of the station or over the road to Elms Field. These cars are parking on both sides of the pavement, making it very dangerous for multiple reasons;</p> <ol style="list-style-type: none"> <li>1. The road is narrowed to one lane and cars driving out of the Crescent are often met with vehicles trying to turn in from Wellington Road and especially dangerous when they're travelling from Carnival Hub direction as this first junction is blinded by the hedging on the corner, with vehicles having to stop suddenly in Wellington Road. This is a busy road and there will be an accident before long</li> <li>2. Larger vehicles have difficulty turning in, and hope there's never an occasion when a fire engine has to attend an emergency in the Crescent and is delayed because of restricted access</li> <li>3. It's also difficult for pedestrians with pushchairs, wheelchairs, and residents trying to get lawnmowers to their front gardens</li> <li>4. Offering short-term parking will encourage even more traffic into Outfield Crescent and even less parking for residents.</li> </ol> <p>The Carnival, Plaza and Station car parks are all close by and should be used by people taking the train and using Elms Park etc.</p>	<p>Overrule- It is recommended to overrule this objection because the restrictions mainly cover one side of the road, leaving residents to park on the unrestricted side. We have noted that the description off the restriction on the Notice to the Order was inaccurate, this description will be amended before the Order is made.</p>



<p>Outfield Crescent</p>	<p>Emmbrook</p>	<p>Res</p>	<p>Hope you all are doing well. First of all, thank you for the great job being done on keeping our area clean and safe. Now, coming to the point where we, the residents, are to provide our view about the council's proposal to put yellow lines and enforce parking restrictions, I would take this opportunity to Object to the proposal, based on certain observations. I very well understand that parking cars on both the flanks of the road at the entry and exit has always been a problem, not only for the Bin Lorries, but also for any other big sized vehicles including the delivery trucks. But much of the problem is not because of inconsiderate parking by the residents, but for the outsiders who come and park here and walk off to the station, basically travelling to their offices. Apart from that, people going to the town centre tend to park their cars here as well inconsiderately. Based on such points, I would like to propose the below -1. Please issue the Residents with Residents Car Parking Permit. 2. The Entries and Exits can be marked with restricted parking as mentioned in the map. If that is a problem still, this zone can be marked off as NO PARKING. 3. The straight road inside the society which has never been a problem for lorries to move about and which has been marked on the map as NO PARKING, can be marked as Residents parking only and the residents who request for a Residents Car Park permit be issued with one. Any car found without the permit be issued with Parking Tickets. I believe the above mentioned points will ensure that anyone apart from the residents are completely stopped from parking here as well as the residents parking their cars will be liable to park inconsiderately and be held responsible for their actions. Honestly, the primary reason for me to move to Outfield Crescent and extend my rent contract recently (20th September 2023-24) was because of the availability of a road parking facility as both me and my wife have separate cars as we need to travel to office at different locations. Along with that we also need to take care of school drop off and pick up duties and with such sudden parking restrictions, that will surely be hampered. More importantly, it seems that for the inconsiderate behaviour of the outsiders, we the residents are being made to pay the price. Please consider my points and let me know if there are any concerns around that. Hope you find a way out. We will always try to work along with you to get the best solution.</p>	<p>Overrule- It is recommended to overrule this objection because the restrictions mainly cover one side of the road, leaving residents to park on the unrestricted side. We have noted that the description of the restriction on the Notice to the Order was inaccurate, this description will be amended before the Order is made.</p>
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<p>Colemansmoor Road</p>	<p>Loddon</p>	<p>Res</p>	<p>I am writing, with regards of the proposed double yellow lines on Colemansmoor road between no 25-52.I would like to confirm that I am OPPOSED to the double yellow lines for the following reasons.1. I have lived here for 26 years and I have never witnessed or been aware of any type of accident as a result of any reasonable or unreasonable parking.2. In the 25 years I've lived here, anyone parking outside my property has not hindered me in any way of entering or exiting my driveway.3. The biggest problem on this road is not parking, but in actual fact speeding... I welcome people parking on the road as it operates as a natural calming to the speeds of which 9 out of 10 cars do not stick to.4. If double yellow lines are added I believe it will just push the problem further down the road and affect other local residents.5. This section of Colemansmoor Road is predominantly made up by retired, pensioners and senior citizens and I'm concerned that this will go in some way to isolating them from visitors.6. I want the opportunity to be able to park or have friends and family park their car outside my house if we so wish.7. A better solution would be to shut this entrance to Dinton pastures altogether... double yellow lines here just move the problem elsewhere and puts a "plaster on a broken leg" ... I note that some of the residents who have complained about it weren't complaining when they had dogs and were happy to have an entrance to the wonderful park 20 m from their house.8. I note that some residents that have complained about the parking are also residents that are planning to move away in the very near future. Thus leaving us are committed to the area with the problem.9. Ultimately, if you buy a house opposite a school, you can't then complain, that people are forever parking outside your house, dropping off the children... We all knew there was an entrance to the country park here when we bought our houses.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
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Colemansmoor Road	Loddon	Res	<p>To whom it may concern,</p> <p>I am writing to oppose the recent request for double yellow lines outside and opposite houses 26-52 Colemans Moor Road Woodley.</p> <p>My reasons for the opposition are:</p> <ol style="list-style-type: none"> <li>1. Double yellow lines will only push the parked cars further down the road, creating a new problem.</li> <li>2. I have never seen any unreasonable parking in my time living here</li> <li>3. Often when I have guests, the additional road parking is useful</li> <li>4. The residents for the double yellows must have known about the entrance to the park when moving in.</li> <li>5. The parked cars actually act as a speeding deterrent</li> </ol>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
Colemansmoor Road	Loddon	Res	<p>I am writing to oppose the recent request for double yellow lines outside and opposite houses 26-52 Colemans Moor Road Woodley.</p> <p>My reasons for the opposition are:</p> <ol style="list-style-type: none"> <li>1. Double yellow lines will only push the parked cars further down the road, creating a new problem.</li> <li>2. I have never seen any unreasonable parking in my time living here</li> <li>3. Often when I have guests, the additional road parking is useful</li> <li>4. The residents for the double yellows must have known about the entrance to the park when moving in.</li> <li>5. The parked cars actually act as a speeding deterrent</li> </ol> <p>Thank you,</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>



Colemansmoor Road	Loddon	Res	<p>I am writing, with regards of the proposed double yellow lines on Colemansmoor road between no 25-52.Traffic regulation order amendment number 11 would like to confirm that I am OPPOSED to the double yellow lines for the following reasons.1. I have lived here for 26 years and I have never witnessed or been aware of any type of accident as a result of any reasonable or unreasonable parking.2. In the 25 years I've lived here, anyone parking outside my property has not hindered me in any way of entering or exiting my driveway.3. The biggest problem on this road is not parking, but in actual fact speeding... I welcome people parking on the road as it operates as a natural calming to the speeds of which 9 out of 10 cars do not stick to.4. If double yellow lines are added I believe it will just push the problem further down the road and affect other local residents.5. This section of Colemansmoor Road is predominantly made up by retired, pensioners and senior citizens and I'm concerned that this will go in someway to isolating them from visitors.6. I want the opportunity to be able to park or have friends and family park their car outside my house if we so wish.7. A better solution would be to shut this entrance to Dinton pastures altogether... double yellow lines here just move ls the problem elsewhere and puts a "plaster on a broken leg" ... I note that some of the residents who have complained about it weren't complaining when they had dogs and were happy to have an entrance to the wonderful park 20 m from their house.8. I note that some residents that have complained about the parking are also residents that are planning to move away in the very near future. Thus leaving us are committed to the area with the problem.9. Ultimately, if you buy a house opposite a school, you can't then complain, that people are forever parking outside your house, dropping off the children... We all knew there was an entrance to the country park here when we bought our houses.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
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<p>Colemansmoor Road</p>	<p>Loddon</p>	<p>Res</p>	<p>I am writing with the regards to the proposed double yellow lines on Colemansmoor Road Woodley subject to the Traffic Regulation Order 2023 Amendment Number 1.&gt;&gt; I want it to be known that I strongly object to having double yellow lines in front of my house and have listed the reasons for this below.&gt;&gt; 1. I have lived on this road now for almost 20 years and have to reverse of my driveway on to the road, In all this time I have not been impacted by and of the cars parked either side of my driveway, I have seen no impact for any emergency services either stopping at my house or travelling down the road to visit another address. This can almost be highlighted by all the other cars par inking on the road in front of their houses further down the Colemansmoor Road.&gt;&gt; 2. Putting double yellow lines by the entrance to Dinton Pastures will only move the problem further up or down the road.&gt;&gt; 3. This will infuriate Tax payers as a new footpath has recently been laid through Dinton Pastures to allow people to access the amazing space.&gt;&gt; 4. The local council has never (in my knowledge of the last 20 years) gritted the road even though it is a Bus route and because of they poor drainage the road often has black ice on it. I have witnessed 3 motor cyclists fall off their bikes due to the black ice.&gt;&gt; 5. With the recent news of the requirement of the council to save £15 million next year why would they even be focusing on adding these when in my opinion this is only due to a few residents complaining for years about people paring in front of their homes and in fact they are not the ones I would consider to be impacted.&gt;&gt; 6. Having family and friends to come and visit would cause issues and again would only move the problem further down the road as I would just ask them to park there if double yellows were to be applied in front of my home.&gt;&gt; 7. If this is purely about making a dozen or so people happy then why don't you close of the entrance to Dinton and do a deal with Showcase Cinemas to utilise some of their car parking and then people can access from there or just don't care for car parking.&gt;&gt; 8. My main concern is that the people that are wanting the double yellow lines are of an age that they are moving away or in 1 case they spend a lot of their time out of the country at their second home abroad.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
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London Road	Bulmershe and Whitegates	Res	<p>I would like to object to the above mentioned proposal as this is unfair for the residents just because some people have caused a nuisance the residents are having to suffer the consequences. We all have large and small family/friends get together where we are very considerate in parking on the roadsides never have the neighbour's or myself caused a problem or an obstruction to other road traffic users. If the proposal goes ahead this will affect most households of enjoying a peaceful, quiet leisure time.</p> <p>I have also paid for a large dropped kerb outside my property at 244 London Rd and this will cause a issue for my convenience because I will no longer be able to enjoy the use of my driveway fully.</p> <p>I please request that this does not happen outside my property to the very least.</p>	<p>UPHOLD: It is recommended to uphold this objection and replace the proposed double yellow lines with single yellow lines which operates Mon- Fri 8am to 6.30pm. This proposals will allow residents to park at the location in the evenings and weekends when the local bus services are significantly reduced. The bus route will also be protected from obstructive parking which takes place during the day.</p>
Shepherds House Lane	Bulmershe and Whitegates	Res	<p>I hereby write to you with regards to the proposal of double yellow lines along Shepherds House Lane. I am a resident along Shepherds House Lane. By painting double yellow lines along Shepherds House Lane the authorities are pushing the problem to another area which will experience the problem currently being faced at Shepherds House Lane. The question here is where are the residents supposed to park their vehicles? Either provide them with parking facilities then paint the double yellow lines, but not providing any facilities to park &amp; also restricting them to park their vehicles outside their houses is not really eliminating the problem. Why can they not park to the green little park along Shepherds House Lane? What good is the little green park when it is not maintained by the council, the residents can be allowed to park their vehicles. I agree to double yellow lines at the corners and junctions to the main road but not on the main road especially as no buses also use Shepherds House Lane. Serious consideration should be given to this proposal especially when WBC has not &amp; is not giving any solution to the problem. I personally object to the proposal along Shepherds House Lane.</p>	<p>Overrule- It is recommended to overrule this objection because the restrictions mainly cover one side of the road, and does not directly affect parking outside of residents properties. The restrictions on the bend cover both sides of the carriageway and this is in the interest of improving visibility splays on this bend and preventing obstruction.</p>



<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>I am writing to express my deep concern regarding the proposed double yellow lines on London Road, as outlined in TRO AMENDMENT NO.1 (ORDER 2023)- - Drawing Number WBC/TRO2023/AM1-05. While I understand the importance of effective traffic management and road safety, I believe that the current proposal discriminates against the Muslim community by hindering their ability to perform their religious prayers due to parking restrictions.</p> <p>The proposed double yellow lines along London Road could disproportionately impact Muslim residents and visitors who rely on available parking spaces to attend the local mosque for their daily prayers, especially during peak times when parking is already limited.</p> <p>I would like to draw your attention to the Equality Act 2010, which prohibits discrimination on various grounds, including religion or belief. Implementing these double yellow lines without taking into consideration the specific needs of the Muslim community may raise concerns about potential violations of their rights under this legislation.</p> <p>I would suggest the council review alternative options for maintaining effective traffic flow and road safety. Firstly, consider rerouting the bus along the main London Road, where there is already a designated bus layby. This adjustment would help alleviate congestion caused by parked cars and will be least impactful to local residents while maintaining accessibility to places of worship.</p> <p>Furthermore, the consequences of the double yellow lines will push the traffic issue elsewhere. Implementing restrictive measures without a comprehensive plan for alternative parking solutions may simply relocate the problem, causing inconvenience to residents in other areas and exacerbating the overall issue.</p> <p>I kindly request that you review the proposed double yellow lines on London Road, taking into account the concerns raised and exploring a more balanced solution that respects the rights of all community members while ensuring road safety.</p> <p>Why not provide free parking at the nearby Park and Ride with a free courtesy bus to the mosque every 5mins from 1pm to 1:35pm?</p>	<p>OVERRULE- It is recommended to overrule this objection because the council consider road safety paramount to ability to find parking spaces and the needs of residents should be prioritised over the needs of visitors. Visitors to the Mosque may not necessarily live in London Road</p>
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<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Because of the eye sore it will cause in our lovely neighbourhood. Will also increase the parking flow of public and traffic wardens in a quiete family area. We pay a heavy amount of council tax in comparison to other areas and are very happy with the current parking space we have as everyone one has their own driveways which are blocked my there own cars in the evening once people are back from work etc and then moved again in the morning leaving the roads nice and empty. The area closer to the mosque is understandable as it does cause traffic sometimes one a busy day which usually lasts an hour and clears up. The locals are all familiar with one another and are very courteous towards each other with regards to parking and has never been a cause for concern around the upper side of London rd past the roundabout if your coming from the mosque side. The proposal for double yellow on the opposite side along London rd makes no sense as no one park's on the grass near the trees anyway. Please do not go ahead with this as there is no need along the whole rd if you do it near the mosque and opposite side up towards the roundabout it would still make sense but no need along the whole road.</p>	<p>OVERRULE- It is recommended to overrule this objection because the parts of the proposed waiting restrictions near London Road junction with Chiltern Crescent are junction protection measures aimed at improving visibility and access for local buses. Outside these sections the restrictions have only been proposed for one side of the road leaving the opposite side for residents to continue to park. London Road is approximately 7.5m wide, this means parking on both sides is not possible as a result the restrictions away from the junctions with Chiltern Crescent is not expected to lead to loss of parking spaces</p>
<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>I object against the yellow lines as it will limit spaces for residents to park cars and after the amount of Council tax we pay we don't deserve for the area to look like reading town centre with wardens marching up and down the road.          If you are allowing people to extend their properties and have more than 5 drivers per house hold they obviously need cars as the buses are not reliable in this area and too get to work they need to drive. However if this yellow line system comes in place you may have more families moving out as they don't have parking space which may result in moving out and needing council houses and for those who are for now living with parents with spouse and children.          Yellow lines means we are paying extra in taxes for a low graded living less privacy with wardens marching around, lower value of are road which will look like a busy town road tacky.          House prices will drop as the area will be looking cheap.          If yellow lines are going to be done then we want the council tax to drop and completely stop extensions cause you can't park outside the house to allow skips builders or anyone to be able to build. The wardens will cost up more in tickets then the build, we already pay higher road tax in this area yet traffic wardens and yellow lines are trying to be forced upon us as if its not difficult paying, mortgages council tax and Bill's now you want to pay more for permits???          How is this fair what are we getting back from all the council tax we pay ??</p>	<p>OVERRULE- It is recommended to overrule this objection because the parts of the proposed waiting restrictions near London Road junction with Chiltern Crescent are junction protection measures aimed at improving visibility and access for local buses. Outside these sections the restrictions have only been proposed for one side of the road leaving the opposite side for residents to continue to park. London Road is approximately 7.5m wide, this means parking on both sides is not possible as a result the restrictions away from the junctions with Chiltern Crescent is not expected to lead to loss of parking spaces</p>

<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Although I have a full time job as a Azure Cloud engineer working for the government I also volunteer my time at Aisha Masjid, helping to manage the traffic on busy days. Today I was made aware of TRO AMENDMENT NO.1 (ORDER 2023)- Drawing Number WBC/TRO2023/AM1-05 and as someone who actively takes time out to help manage the traffic in the area I have to say I was dismayed by the proposal. While I understand the importance of effective traffic management and road safety (it's why I volunteer), I feel that the proposal as outlined 1 - Discriminates against the Muslim community by hindering their ability to perform their religious prayers due to heavy handed parking restrictions2 - Will impact the local residents themselves leaving them with no on-road parking3 - I understand the parking may also be used by local office workers who may not be able to afford to park elsewhere As a community we have made a concerted effort to minimise impact to local residents and businesses. Whatever the weather we stand outside to guide and direct our visitors to make the most efficient use of spaces. We also support the wardens in their work when people have parked illegally. In the meantime you have stopped parking under the A329 bridge, which has directed more traffic towards the mosque. You then disallowed parking on the grass verge, the original concern raised with us by Highways was folks driving straight onto the dual carriageway. At this point you could have fenced off one side but chose to close the parking for another reason. I never liked people parking here anyway but the way this was handled left a bitter taste and increased the work for us volunteers.I understand that your concern now is that even when cars are parked legally on both sides of the road it becomes narrow causing difficulty for buses to get past. I have witnessed this first hand and this does not happen every time but only if 2 large vehicles park opposite each other. I believe the most reasonable option would be for you to double yellow a single side of the road (ideally the driveways) that will still allow two way traffic to flow along the road. It will also allow the local residents space to park for their visitors and if they are not able to park on their driveways. The road will also be more than wide enough in this case for buses to get past.Another option would be to look at rerouting the bus along the main London Road, where there is already a designated bus layby. This adjustment would help alleviate congestion caused by parked cars and will be least impactful to local residents while maintaining accessibility to places of worship. It seems strange that buses are sent down these narrow roads at all when there is another route available.I would like to draw your attention to the Equality Act 2010, which prohibits discrimination on various grounds, including religion or belief. Continuing to increase restrictions for the Muslim community whilst making allowances for others, including the cones outside Deadline and Norwegian log in the past couple of weeks may raise concerns about potential violations of their rights under this legislation.Furthermore, the consequences of the double yellow lines will push the traffic issue elsewhere. Implementing restrictive measures without a comprehensive plan for alternative parking solutions may simply relocate the problem, causing inconvenience to residents in other areas and exacerbating the overall issue.I kindly request that you review the proposed double yellow lines on London Road, taking into account the concerns raised and exploring a more balanced solution that respects the rights of all community members and the local</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils consider road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. Visitors to the Mosque may not necessarily live in London Road</p>
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residents, whilst ensuring road safety. I would just also like to confirm I am a local Wokingham borough resident and as someone who actively helps to manage the traffic at peak times would be happy to sit down and review any future proposals. Thanks and Kind Regards

<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>I am writing to express my deep concern regarding the proposed double yellow lines on London Road, as outlined in TRO AMENDMENT NO.1 (ORDER 2023)- - Drawing Number WBC/TRO2023/AM1-05. While I understand the importance of effective traffic management and road safety, I believe that the current proposal discriminates against the Muslim community by hindering their ability to perform their religious prayers due to parking restrictions. The proposed double yellow lines along London Road could disproportionately impact Muslim residents and visitors who rely on available parking spaces to attend the local mosque for their daily prayers, especially during peak times when parking is already limited. I would like to draw your attention to the Equality Act 2010, which prohibits discrimination on various grounds, including religion or belief. Implementing these double yellow lines without taking into consideration the specific needs of the Muslim community may raise concerns about potential violations of their rights under this legislation. I would suggest the council review alternative options for maintaining effective traffic flow and road safety. Firstly, consider rerouting the bus along the main London Road, where there is already a designated bus layby. This adjustment would help alleviate congestion caused by parked cars and will be least impactful to local residents while maintaining accessibility to places of worship. Furthermore, the consequences of the double yellow lines will push the traffic issue elsewhere. Implementing restrictive measures without a comprehensive plan for alternative parking solutions may simply relocate the problem, causing inconvenience to residents in other areas and exacerbating the overall issue. I kindly request that you review the proposed double yellow lines on London Road, taking into account the concerns raised and exploring a more balanced solution that respects the rights of all community members while ensuring road safety</p>	<p>OVERRULE- It is recommended to overrule this objection because the council considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework. It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users. (including pedestrians).</p>
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<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users. (including pedestrians).</p>
<p>London Road</p>	<p>Bulmershe and Whitegates</p>		<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework. It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and</p>



				secure environment for all road users.(including pedestrians).
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<p>Broadwater Road</p>	<p>Twyford</p>	<p>Res</p>	<p>I am writing in strong opposition of the proposed TRO AMENDMENT NO.1 (ORDER 23) in Broadwater Road.</p> <p>I firstly am confused why this has been proposed. Could you help me to understand how this proposition has been made? How do you believe it will benefit the community? I believe there has not been a problem and see this as not a problem to be solved.</p> <p>My reasonings against:</p> <ul style="list-style-type: none"> <li>- I believe it will lead to neighbour conflict and dispute over parking. By not being able to park (as a resident or visitor) in front of, or near your house, it will lead to parking in front of other houses which has already led to disputes amongst residents.</li> <li>- I have seen the safe parking of vehicles to slow traffic down along Broadwater Road, which in turn makes the road safer. Many children and wildlife crosses these roads, which are at risk of faster traffic.</li> <li>- The proposed double yellow lines are not proposed for areas we find people are parking and creating dangerous obstacles. Vehicles have been parking along the A321 and directly in the entrance of Broadwater Road. The proposed double yellows do not tackle these problems which I deem to be more dangerous.</li> <li>- I believe this undertaking would be a waste of council money which could be spent on something more valuable and beneficial to the community.</li> </ul>	<p>OVERRULE: It is recommended to overrule this objection because the Highway Code states that motorist should not park within 10m of a junction, opposite a junction or locations where the kerb has been dropped to allow wheelchair access. All the waiting restrictions proposed in Broadwater Road are along Junctions or bends where residents should not be parking. The restrictions will also not affect residents' ability to find parking spaces because there is a significant proportion of the available on-street parking spaces which will remain. Without yellow lines at these locations the Council will not have any legal powers to enforce against individuals who park at these locations now or in the future</p>
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<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils consider road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users. (including pedestrians).</p>
<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils consider road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework. It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and</p>



				secure environment for all road users.(including pedestrians).
Colemansmoor Road	Loddon	Res	<p>I'm a writing with regards to the proposed double yellow lines on Colemansmoor Road between houses 25-52.</p> <p>I am personally extremely against the idea of the double yellow lines outside my house for the following reasons.</p> <p>I have a very close relationship with my grandparents, who are getting older and struggle to get onto my driveway meaning they park on the road, I believe that if the double yellows were out it would deter them from coming to visit as much due to the stress of getting onto my driveway. This also goes for the rest of my family and friends.</p> <p>Another reason for being against the double yellow lines is that I have never in my 23 years living here had trouble getting in or out of my driveway so I feel it would be unnecessary and a waste of the councils time and resources.</p> <p>Thank you for your time.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>

<p>Colemansmoor Road</p>	<p>Loddon</p>	<p>Res</p>	<p>1. Traffic Regulation Order 2023 Amendment Number 1</p> <p>2. Colemansmoor Road, Woodley.</p> <p>3. We would oppose the suggestion of putting double yellow lines outside and opposite houses 25-52 in this road.</p> <p>We assume the idea behind this proposal is to deter non residents who want to park there to enter Dinton Pastures. If the double yellow lines are put there, we think it will simply push the problem further down the street and non residents will simply park a bit further from the entrance. In addition, the yellow lines may inconvenience residents of numbers 25-52 who may want visitors to park outside their house.</p> <p>We would prefer not to have yellow lines at all, but if something needs to be done, why not put up single yellow lines and forbid parking there between say 8am and 4pm? This would deter park visitors and still enable residents to have some visitor parking?</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
<p>Hilmanton</p>	<p>Hillside</p>	<p>Res</p>	<p>My husband and I object to the proposal for restricted parking zone in Hilmanton. Hillside Primary School used to run a drop off service for parents and this stopped during covid. They need to reopen this scheme which will cause less disruption in and around Hilmanton. Years ago, there used to be a lollipop man/school crossing patrol man who retired, but he was never replaced. Last week, there was an incident just outside the school where a young girl was hit by a vehicle. The driver was one of the teacher's at school. The school needs to take some responsibility and steps to help with congestion. Asking us residents to make changes to help the school is not the answer! Also, the school can communicate to their parents that they can park at Chalfont car park next to Suttons Bowls club. It is only a 5 minute walk from there to school. This can be communicated via email, text messages and their brochure for new starters.</p>	<p>OVERRULE: It is recommended to overrule this objection because the restrictions have been proposed in response to concerns raised by residents who live within close proximity to the school and they s are aimed at preventing obstructive parking which occurs during the school pick up and drop of times. The school can advise parents not to park in an inconsiderate manner but without restrictions parking enforcement will not be possible.</p>

<p>Colemansmoor Road</p>	<p>Loddon</p>	<p>Res</p> <p>Firstly, we would like to thank the Council for starting to look at the parking situation in Colemans Moor Road, Woodley. Unfortunately, we knew nothing about the meeting for residents during the summer as we were not notified. We have learnt that both of our neighbours received notification through their letterboxes, but we did not, so we have been unable to voice our opinions earlier.</p> <p>We believe that the installation of Double Yellow lines between properties 26 and 52 is an over-the-top reaction to what we believe is not that great a problem.</p> <p>Our understanding is that there are 2 issues with the parking along Colemans Moor Road:</p> <ol style="list-style-type: none"> <li>1. Near the entrance to Dinton Pastures – we have never considered this to be a problem. There are rarely more than 4 or 5 cars parked there. By putting double yellow lines up to number 26, all that will happen is that the cars will park further up Colemans Moor Road in the direction of Loddon Bridge Road, which is much more dangerous as they will be closer to a bend and a bus stop.</li> <li>2. An increase in parking between numbers 46 and 52 by residents who live in the maisonettes which start next to number 52. This has only recently become a problem as the residents in one of the maisonettes own 5 or 6 cars and vans. As the residents of the maisonettes have no choice but to park on the road, inevitably they have had to park further down the road towards our house (number 48) and sometimes beyond. This can create a problem with visibility when exiting our driveway as vehicles (specifically large white vans) sometimes park right up to our driveway entrance which makes it very difficult to back out of the drive as sometimes we are unable to see any oncoming vehicles. The maisonette residents with the 5 or 6 cars and vans have also in the past parked vehicles outside our property and not moved them for weeks/months. If these residents were to move away, then there would be no problems with the parking in Colemans Moor Road. Ever since we were notified by you about the proposed double yellow lines, there has been no problem with parking as some of the vehicles seem to have disappeared, so it may be that nothing needs to be done at all. If there is a problem with parking in the future, we don't believe that the solution is to put double yellow lines up to number 52 as all that will do is to push the problem towards the other side of the maisonettes towards Colemans Moor Lane, which is much more dangerous as there is a bend there and a junction and bus stop beyond the bend. It is essential to us that visitors to our house can park outside or very near to our property. We look after our two grandchildren during the week (ages 3 and 1). When they are dropped off and collected by one of their parents, they need to be able to park outside the house or as near as possible. It is not practical for them to have to park a long way down the road and then transport two children and all their associated baggage required for the day in all weathers. Guests visiting or staying would also like to be able to park nearby. <p>We feel alternative solutions to double yellow lines should be investigated which are not so disruptive such as:</p> <ol style="list-style-type: none"> <li>1. The painting of white "H" lines in front of the driveways and extending just</li> </ol> </li></ol>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
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beyond the top of the drop curbs would mean that vehicles would not park quite so close to the driveways. This is our preferred option.  
2. Single yellow lines which are only active during certain periods, say Monday to Friday 09:00 to 17:00 this would prevent "long term parking".

<p>Watmore Lane</p>	<p>Winnersh</p>	<p>Res</p>	<p>I wish to make my comments on the proposal of single yellow lines on Watmore Lane, preventing drivers parking there between 8.30am-9.30am and 2pm-4pm outside and opposite properties numbered 8 to 26, as shown in drawing number: WBC/TRO2023/AM1-30. I do not approve of this proposal. The single yellow lines, will be on one of the main roads adjacent to Winnersh Primary School. Therefore, for those parents and carers that cannot walk their children to school, this is an area where they park. If single yellow lines preventing parents and carers from parking there, they would need to park along the other smaller roads, causing more havoc. It would not result the problem, but move it to another area, which would mean others finding it harder to park and more problems with residents, as the sides roads will be blocked. Instead, I propose that if there are going to be single yellow lines, not to put them as far up as Locksley Gardens, and have them stop outside properties 23 and 10, i.e. half of the proposed line. This would make it safer for children crossing, but also leaving just that little bit extra space for drivers to park. Schools were, obviously, not designed for cars, because they were built before many parents and carers had cars to take their children to school. I believe we need to accommodate for those that need to drive their children to the school. I do know that some drivers park anyway and cause obstruction problems and chaos. I strongly recommend there are traffic wardens around schools in the area every day, to prevent people from parking in ridiculous places. The majority of parents and carers do park sensible, and it seems that these will feel the brunt of single yellow lines on Watmore Lane, as it stands in the proposal. Thank you for taking my comments onboard.</p>	<p>Overrule- It is recommended to overrule this objection because the restrictions have been proposed on highway safety grounds and they cover the section of Watmore Lane /Greenwood Grove which leads to the main entrance of the Winnersh Primary School, obstructive parking at this location during the school pick up and drop off times has led to concerns on the safety of school children who may be walking to or from the school. The afternoon restrictions has been made longer because the pick-up time takes place between 2pm and 4pm. Parents are encouraged to consider other alternative school travel modes such as walking and cycling and not rely solely on driving due to the pressure on parking spaces.</p>
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<p>Colemansmoor Road</p>	<p>Loddon</p>	<p>Res</p>	<p>I strongly oppose double yellow lines in front of my house and feel that this has only come about due to certain neighbours that don't even live in their house for the majority of the year feeling like they are having their privacy invaded or they have nothing better to do than become frustrated with dog walkers , young families and friends parking in front of their houses.</p> <p>I have lived in my house for almost 18 years now and have never had an issue with anyone parking on the street, there has never been any accidents due to parked cars, and at times my elderly parents, in-laws and guest have parked on the street without causing anyone any issues.</p> <p>Putting double yellow lines in front of my house will only move the problem further down or up the road growing the already long line of parked cars in front of houses with no driveways.</p> <p>Beyond safety concerns, of which there are none, I do not understand the rationale behind this apart from appeasing a few residents. As we are in a huge cost of living crisis and with councils trying to balance the books by removing key crucial services from the needy I do not agree with my council tax being wasted for what can only be a handful of residents wanting double yellow lines.</p> <p>Looking at the housing costs for this street and then speaking to estate agents the feel that double yellow lines will have an impact on the value of houses and this alone should be taken on to consideration.</p>	<p>UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.</p>
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<p>Broadwater Road</p>	<p>Twyford</p>	<p>Res</p>	<p>I write to comment on your proposed implementation of parking restrictions as a result of the Twyford Area-wide parking study. We note that WBC plan parking restrictions on a great number of roads in the area. I write specifically about Broadwater Road and the immediate locality. For reference, I live at no2 Broadwater Road. The proposal seems to be three-fold: a) Implementation of double yellow lines opposite junctionsb) Implementation of double yellow lines on bends into junctions (arms off roads in cul-de sacs)c) Implementation of single yellow line timed parking restrictions (which is assumed to prevent all day parking by commuters) 1. In our road, you appear to be addressing a non-existent problem and that is to restrict parking on and near bends, particularly into cul-de-sacs (arms as you refer to them) off of Broadwater Road. Cars do not tend to park on the corners of the arm at 2 Broadwater Road (and opposite at 30 Broadwater Road) 2. The map reference as to where double yellow lines extend to from the corner is vague and requires further information to evaluate. However, it appears these extend far enough into the arm that if, we have visitors, they will not be able to park in front of the house, nor across our driveway due to restricting the access to the drive of no 4 next door (if the lines come into the arm far enough, there will be insufficient space to park between the lines without restricting access to no 4 driveway. By this, I mean visitors to no 2 where blocking our own driveway would be acceptable. 3. If your proposal is to restrict parking within 10 metres of a junction (rule 243 Highway code), this has enormous implications for everyone living in this type of location country wide, not just in Twyford and surrounding areas. Seeing as it would be impractical to actually implement this elsewhere where the argument is stronger due to actual cases of parking on bends, the argument is no longer a technical argument and therefore carries less justification. If the argument is due to complaints about parking on corners (with emphasis on Broadwater Road), then please state this in your justification. Understanding WBC justification for these changes would be useful 4. If 2) above is the case, and bearing in mind our drive has been extended for two cars already, visitors to no 2 will have to park somewhere entirely different which then impacts other residents or creates restrictions on the through road section to Hurst Park Road 5. If parking therefore becomes restricted immediately outside no2, and immediately opposite to the side of no 30 for the same reason, there will be an inevitable knock-on effect. Cars will then tend to park further into the arm on the side of no 30 and opposite the drive of no 2 and no 4. This causes a problem, since then it becomes very difficult to access either driveway at no2 &amp; no 4. On occasion this does happen and is a bigger issue. 6. I believe that imposing the restrictions into the arm of Broadwater Road by no2 will exacerbate the issue of access to the driveway at no 2 and no 4 due to parking opposite these driveways 7. When 5) above does occur, sometimes the only way to park in or exit our drive at no 2 is to drive further up the arm to the turning area located at the top of the arm to turn around. However, this turning area at the top of the arm usually has parked cars in it and turning in this area then becomes extremely challenging 8. Therefore, unnecessary restriction of parking outside no2 and no 30 will then require you to consider restricting parking in the turning area further up the arm. If not, you increase the risk of potential accidents and conflict 9. This will then elicit a response that</p>	<p>OVERRULE: It is recommended to overrule this objection because the Highway Code states that motorist should not park within 10m of a junction, opposite a junction or locations where the kerb has been dropped to allow wheelchair access. All the waiting restrictions proposed in Broadwater Road are along Junctions or bends where residents should not be parking. The restrictions will also not affect residents' ability to find parking spaces because there is a significant proportion of the available on-street parking spaces which will remain. Without yellow lines at these locations the Council will not have any legal powers to enforce against individuals who park at these locations now or in the future</p>
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ultimately will end up with more residents protesting the proposals. There's no problem now and your proposal overwhelmingly only affects those with houses on corners. Others likely haven't protested because it doesn't impact them (yet), rather than because they support the proposals. The unintended consequences have yet to be realised by an upset in the current status quo. 10. I note in your letter WBC/TPS/JY Resident Notification letter from July 2022, you state that schemes proposed for Byron Road, Colleton drive, Hermitage Dive, Pine Grove, Ruscombe Road, Silk Lane , Springfield Park, Weavers Way and Wensley Close were not supported by residents and will not be taken forwards. This strongly suggests that enough people objected for you to drop the plans and that itself indicates there is little if any technical argument to the parking restrictions you have proposed. It also means that the proposals are largely optional for residents that want them. However, your proposals feel compulsory unless objected to. This is an underhand technique designed to take advantage of apathy by those currently unaffected. 11. If such an argument were made for double yellow lines on bends, citing rule 243 of the highway code as justification, this would apply to all areas irrespective of objections by residents. You have withdrawn proposals in some areas and not others due to lack of resident support rather than technical justification. Further, you word it as "not supported by residents". Please provide evidence that proposals for Broadwater Road are supported by residents. Assuming support comes in the form of a lack of an objection is disingenuous. 12. I would request therefore information on how many people have requested these changes on Broadwater Road and how many people have written to support them.? I further request information as to how many people have written to object to the proposals on Broadwater Road. 13. Residents on Broadwater Road generally seem to have little conflict with each other and I know of no issues with parking here having lived here since 2009. Implementing these proposals on Broadwater Road may create conflict where there is currently none. Sometimes people park outside of our house if they have visitors and I do not consider this an issue, particularly as it is infrequent 14. I anticipate a response that suggests access for emergency vehicles is restricted by parking on corners and I agree with that statement. However: o We do not experience parking on the corners of this section of Broadwater Road Residents of Broadwater Road are not generally idiots, and generally consider access for otherso Access for emergency vehicles can be restricted by parking on straight sections of road, usually by parking on both sides of the road and therefore restrictions due to parking on corners is not exclusive 15. Implementing these proposals may have a further unintended consequence and that might come in the form of a request from residents for further restrictions and changes in the future. I refer to the turning area at the top of the arm on Broadwater Road at No2. To restrict parking on the road but not in a turning area makes little sense. I do not currently wish these to see any additional parking restrictions on this arm of Broadwater Road nor in the main section of Broadwater Road through to Hurst Park Road, as I know that it will cause more issues than it attempts to resolve. Bearing in mind I am not aware of any current issue, I cannot see the purpose of the restrictions. 16. I also refer to the section of Broadwater Road acting as a through road to Hurst Park Road. Residents in this

section of Broadwater Road would argue that a speed restriction of 20 mph is required due to speeding of vehicles to and from Hurst Park Road to the main road. Your restrictions do not limit parking in the through road section of Broadwater Road except near bends, nor limit speed below 30 mph for this section. If you have ever driven down Broadwater Road from the turn in off the main you would be aware that 20 mph is fast enough for a road with parked cars with cul-de-sacs at regular intervals. Again, I am not campaigning for a change to this, but I'm not campaigning for any changes. Bringing unwanted changes will likely cause issues for the future however. 17. The cost to WBC must be significant. This places a burden on council tax payers that seems unnecessary when it appears to be only applied to certain areas. As a council tax payer, I object to this. I believe that if it is positively supported by residents then that would be sufficient justification. However, that would require positive support, rather than a lack of objections. Please provide evidence of this positive support by residents in Broadwater Road. 18. This area of Broadwater Road was built in 1977 i.e. 46 years ago, and as a resident, I do not believe there to be an issue. This parking restriction implementation tries to address a problem that doesn't exist in this area

London Road	Bulmershe and Whitegates	Res	Same comments as item recorded on row 46	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users. (including pedestrians).</p>
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Colemansmoor Road

Loddon

In reference to the proposed double yellow lines on Colemansmoor Road Woodley subject to the Traffic Regulation Order 2023 Amendment Number 1. I strongly object to having double yellow lines in front of my house for several reason. I have never seen any traffic issues or safety issues with the current road and parking layout and feel that any double yellow lines being added will impact the number of speeding vehicles as the road would be wider.I have lived at 34 Colemansmoor Road for almost 20 years now and have never been impacted by anyone parking their car in front of my driveway and adding these yellow lines would really only move the problem further down the road.If the council wants to add double yellow lines then why did they recently seen a lot of money upgrading the footpaths through Dinton Pastures? Surely this was not just for the immediate residents. Why block the use of this entrance when it is used by familys exploring the park, dog walkers and walkers wanting to look after their mental health.I have never experienced problems driving down Colemansmoor Road and passing spaced out parked cars has been easy, even the double decker busses pass without any issues.Speeding is they real problem and by adding double yellow lines you are just making the road a faster cut through for more people to abuse.

UPHOLD: It is recommended to uphold this objection and carry out further investigations on parking in Colemansmoor Road before any decisions are made. This is because of the number of objections received. Any new proposals which will result from the investigations will be progressed through future TRO Amendments.



<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users. (including pedestrians).</p>
<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>I live on London Road and I oppose the proposal for double yellow lines all the way along the road.          The reason for opposing is that it would adversely impact my family by restricting further our parking options.          I am fully aware of the congestion created when either the Gudwara or Mosque have events as it is on my doorstep as it were.          Double yellow lines will only aggravate the situation by either pushing it somewhere else or causing more frustration and anger.          Moving the bus stop from in front of Deadline offices back to its original place on the A4 would help.          Also traffic wardens issuing fines would be a deterrent.</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils consider road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. Visitors to the Mosque may not necessarily live in London Road</p>

<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework. It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users.(including pedestrians).</p>
<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment</p>

for all road users.  
(including pedestrians).

Broadwater Road	Twyford	Res	<p>My observations and objections refer not only to where I live in Broadwater Road, but in general across the proposed Traffic Regulation Orders.1. I believe that the proposed yellow lines will serve no beneficial purpose in terms of road safety or convenience to the local residents because there is not a significant parking problem in this area.I work from home and I have observed during the day that although there is some commuter parking that happens near the entrance to Broadwater road, the other areas remain clear of any obstructing vehicles.In fact some of the yellow line restrictions are proposed to be placed on parts of the road that rarely and in some cases, never have any vehicles parked.2. The above leads on to my next point, that I believe that putting in these restrictions is a waste of council money, and would better be spent on more important issues.Since moving in to Broadwater Road in 1995, I have not seen or heard of any traffic incidents involving moving or parked vehicles. I would re-iterate that I think the proposed parking restrictions both in Broadwater Road and beyond in the Wokingham are as stated in the proposed traffic regulation orders, are in general trying to solve problems that do not really exist, and are therefore a waste of public money which could be better spent elsewhere.If these proposed traffic restrictions were not to be put in place, I believe this would have no detriment to the public and would benefit the council who would have more money to spend elsewhere3. I would like to specifically object to the proposed restrictions outside the front of my house, No. 30 Broadwater Road. We have two cars, and one is parked outside on the road in a safe manner.The proposed restriction will mean that we are no longer able to park there as we have done since we moved in in 1995. I believe this restriction is unfair and should not be put in place.Nobody to my knowledge has ever objected to our parking there.4. I would also like to raise an objection to the parking restrictions, on traffic safety grounds. A few years ago I undertook some advanced driver training and was observed by an experienced ex traffic policeman (Terry Franklin) who had been an advanced police driving instructor with many years experience.He told me that he was in favour of allowing parking on minor roads such as ours, as that encourages drivers to be more careful, observant and slower on these roads.By putting in more restrictions to effectively clear the road of parked cars will lead drivers to go faster.We already have a problem on Broadwater road in terms of through traffic to Hurst Park Road speeding to and from their destination. As one of my neighbours and myself have observed, a significant number of drivers going to/from Hurst Park Road just see Broadwater Road as a through road and speed through as fast as possible.Encouraging on road parking on Broadwater Road acts as a traffic calming measure.Improvements for consideration5. On the entrance into Broadwater Road off the A321, there are no proposed changes to parking restrictions. This is the place where there is a strong argument to extent the double yellow lines, as when you turn in to Broadwater road off the main road, there are cars that park there and you have to stop to let other traffic through.This causes congestion as when other cars are turning in, they have to slow and stop on the main road.6. If you want to raise money, put speed cameras on the A321 between Hurst and Twyford Railway Station to monitor the 30 MPH restriction which is clearly violated on a constant basisIn summary, the proposals are trying to solve a problem that is not there. Not implementing the</p>	<p>OVERRULE: It is recommended to overrule this objection because the Highway Code states that motorist should not park within 10m of a junction, opposite a junction or locations where the kerb has been dropped to allow wheelchair access. All the waiting restrictions proposed in Broadwater Road are along Junctions or bends where residents should not be parking. The restrictions will also not affect residents' ability to find parking spaces because there is a significant proportion of the available on-street parking spaces which will remain. Without yellow lines at these locations the Council will not have any legal powers to enforce against individuals who park at these locations now or in the future</p>
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proposed changes will have no negative impact on the areas concerned, and will have the benefit of making more money available for the council to spend on higher priority services at a time where budgets are squeezed.

<p>London Road</p>	<p>Bulmershe and Whitegates</p>	<p>Res</p>	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users. (including pedestrians).</p>
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Broadwater Road	Twyford	Res	<p>I wish to strongly object to the proposed double yellow lines for Broadwater Road, and Hurst Park Road. Parking is not, and had never been an issue for these roads. Indeed, parked cars provide a much needed traffic calming effect, as speeding drivers need to slow down and take care. The speeds along the Hurst Road are frightening. I have lived in Broadwater Road since 1995 and have never had an issue with any parking along this road. The double yellow lines outside my house, 30 Broadwater Road will cause my family members not to be able to park outside our own home and will also prohibit our visitors. This is both unnecessary and unfair. These restrictions will only push parking to unrestricted areas, and that will cause major parking issues, that have previously not existed and lead to neighbour problems. I would say that 90% of the cars parking on these roads are the residents and their visitors. In my opinion, you are "solving" a problem that does not exist. I would much rather the money be spent on: 1) Getting cars to slow down along the Hurst Road. A speed camera would help enormously, it is rare that the speed limit is observed. I walk up to the station most days and crossing the road can be very difficult and dangerous. 2) Improving parking at Twyford station, but if you did a survey of the users of the parking, they mainly be from outside of Twyford. So many houses have been built without, it seems, any planning for their impact. Perhaps a park and ride scheme from the main areas of new development would be better.</p>	<p>OVERRULE: It is recommended to overrule this objection because the Highway Code states that motorist should not park within 10m of a junction, opposite a junction or locations where the kerb has been dropped to allow wheelchair access. All the waiting restrictions proposed in Broadwater Road are along Junctions or bends where residents should not be parking. The restrictions will also not affect residents' ability to find parking spaces because there is a significant proportion of the available on-street parking spaces which will remain. Without yellow lines at these locations the Council will not have any legal powers to enforce against individuals who park at these locations now or in the future</p>
London Road	Bulmershe and Whitegates	Res	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of</p>

				<p>maintaining a safe and secure environment for all road users. (including pedestrians).</p>
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London Road	Bulmershe and Whitegates	Res	Same comments as item recorded on row 45	<p>OVERRULE- It is recommended to overrule this objection because the councils consider road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework. It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users.(including pedestrians).</p>

Hilmanton	Hillside	Res	<p>I object to the above proposal to prevent parking in Hilmanton during those hours because it would cause unnecessary inconvenience to the residents. It would be better to find a solution by working with the school to find safe and convenient parking for the parents.</p>	<p>OVERRULE- It is recommended to overrule this objection because provision for parking during the restricted hours have been made residents and their visitors. Unrestricted marked parking spaces will be provided at specific locations to deal with the obstructive parking which takes place during the school pick up and drop off times.</p>
London Road	Bulmershe and Whitegates	Res	<p>Same comments as item recorded on row 45</p>	<p>OVERRULE- It is recommended to overrule this objection because the councils considers road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users. (including pedestrians).</p>

London Road	Bulmershe and Whitegates	Res	Same comments as item recorded on row 45	<p>OVERRULE- It is recommended to overrule this objection because the councils consider road safety paramount to ability to find parking spaces and the needs of local residents should be prioritised over the needs of visitors. This decision also aligns with the principles set forth in the Road Traffic Regulation Act 1984, specifically under Section 1. According to this section, measures can be taken to facilitate the passage on the road or any other road of any class of traffic, which includes pedestrians. In this context, prioritising road safety through the proposed measures is in accordance with the legislative framework.</p> <p>It is recognised that visitors to the Mosque may not necessarily reside in London Road, and therefore, the parking needs of residents should be prioritised. This decision is made in the interest of maintaining a safe and secure environment for all road users. (including pedestrians).</p>
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Appendix D – Councillor Comment and officer response

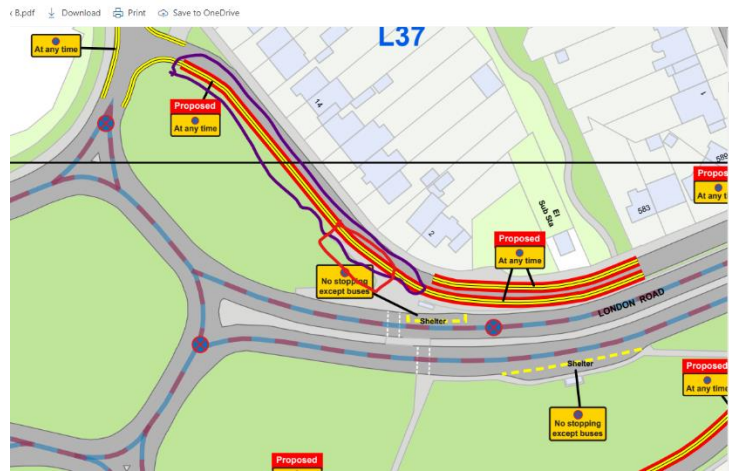
Name	Ward	Comment	Officer Response				
Andy Croy	Bulmershe and Whitegates	<p><b>Firstly</b>, I wish to comment on this. The resident is right about the loss of parking capacity.</p> <p>To dismiss his request as the DYL is not outside his house is unfair. He will clearly be affected by DYL opposite his property.</p> <p>I am pretty sure that many of the Colemansmore Road objections were from people who did not live in the road and who did not live where the DYL were planned but who just wanted to carry on parking next to Dinton. Collecting comments made by email meant anyone could reply.</p> <div data-bbox="607 823 1133 1011" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <table border="1"> <tr> <td style="width: 20%;">Shepherds House Lane</td> <td style="width: 20%;">Bulmershe and Whitegates</td> <td style="width: 10%;">Res</td> <td style="width: 50%;"> <p>I hereby write to you with regards to the proposal of double yellow lines along Shepherds House Lane. I am a resident along Shepherds House Lane. By painting double yellow lines along Shepherds House Lane the authorities are pushing the problem to another area which will experience the problem currently being faced at Shepherds House Lane. The question here is where are the residents supposed to park their vehicles? Either provide them with parking facilities then paint the double yellow lines, but not providing any facilities to park &amp; also restricting them to park their vehicles outside their houses is not really eliminating the problem. Why can they not park to the green (left) park along Shepherds House Lane? What good is the little green park when it is not maintained by the council, the residents can be allowed to park their vehicles. I agree to double yellow lines at the corners and junctions to the main road but not on the main road especially as no buses also use Shepherds House Lane. Serious consideration should be given to this proposal especially when NCC has not &amp; is not doing any studies to the problem. I personally object to the proposal along Shepherds House Lane.</p> <p>Override: It is recommended to override this objection because the restrictions mainly cover one side of the road, and does not directly affect parking outside of residents properties. The restrictions on the bend cover both sides of the carriageway and this is in the interest of improving visibility safety on this bend and preventing obstruction.</p> </td> </tr> </table> </div> <p>The DYL on the bend are welcome. The DYL on the stretch of road between the two bends ( I have indicated in purple do nothing to improve visibility.</p> <p>The DYL in this area will prevent the grass verge here being used for parking. In places the verge is wide enough so vehicles are not on the road at all.</p> <p>Please can this comment be reconsidered.</p>	Shepherds House Lane	Bulmershe and Whitegates	Res	<p>I hereby write to you with regards to the proposal of double yellow lines along Shepherds House Lane. 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Serious consideration should be given to this proposal especially when NCC has not &amp; is not doing any studies to the problem. I personally object to the proposal along Shepherds House Lane.</p> <p>Override: It is recommended to override this objection because the restrictions mainly cover one side of the road, and does not directly affect parking outside of residents properties. The restrictions on the bend cover both sides of the carriageway and this is in the interest of improving visibility safety on this bend and preventing obstruction.</p>	<p>It is appreciated that any person is entitled to object to a TRO, regardless of their proximity or direct impact from the proposed changes. We acknowledged 33 responses received for Colemansmoor Road, comprising 22 objections, 8 in support, and 3 partially supporting the proposal. It is notable that over half of those objecting mentioned residing on the road, while others did not specify their location.</p> <p>In light of the significant objections received, we have made the decision to withdraw the current proposal for double yellow lines on Colemansmoor Road. We understand the importance of exploring alternative solutions that address the concerns raised by the community.</p> <p>Regarding Shepherds House Lane, we acknowledge the potential benefits of preventing parking on both sides of the carriageway, hence the proposal for introducing them opposite the houses. This would stop parking on the verge, and the makeshift layby opposite No.16, and ultimately addressing concerns about vehicle displacement when we place DYL on the bend. Once installed we would</p>
Shepherds House Lane	Bulmershe and Whitegates	Res	<p>I hereby write to you with regards to the proposal of double yellow lines along Shepherds House Lane. I am a resident along Shepherds House Lane. By painting double yellow lines along Shepherds House Lane the authorities are pushing the problem to another area which will experience the problem currently being faced at Shepherds House Lane. The question here is where are the residents supposed to park their vehicles? Either provide them with parking facilities then paint the double yellow lines, but not providing any facilities to park &amp; also restricting them to park their vehicles outside their houses is not really eliminating the problem. Why can they not park to the green (left) park along Shepherds House Lane? What good is the little green park when it is not maintained by the council, the residents can be allowed to park their vehicles. I agree to double yellow lines at the corners and junctions to the main road but not on the main road especially as no buses also use Shepherds House Lane. Serious consideration should be given to this proposal especially when NCC has not &amp; is not doing any studies to the problem. I personally object to the proposal along Shepherds House Lane.</p> <p>Override: It is recommended to override this objection because the restrictions mainly cover one side of the road, and does not directly affect parking outside of residents properties. The restrictions on the bend cover both sides of the carriageway and this is in the interest of improving visibility safety on this bend and preventing obstruction.</p>				



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monitor and make any amendments should they be necessary in future TRO's.

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Appendix D – Councillor Comment and officer response

		<b>Secondly</b> The officer comments refer to the number of comments AGAINST Colemansmoor Road. But I cannot see any positive comments. Are the positive not counted? Or just ignored. Could you tell me the total number of comments both FOR and AGAINST Colemansmoor Road?	
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