



WOKINGHAM BOROUGH COUNCIL

A Meeting of an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held in LGF2 - Civic Offices on **FRIDAY 22 MARCH 2019 AT 10.35 AM**

Heather Thwaites

Heather Thwaites
Interim Chief Executive
Published on 14 March 2019

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WOKINGHAM BOROUGH COUNCIL

Our Vision

A great place to live, an even better place to do business

Our Priorities

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

The Underpinning Principles

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

For consideration by

Pauline Jorgensen, Executive Member for Highways and Transport

Officers Present

Sara Allman, Senior Traffic Management Engineer

Matt Gould, Lead Specialist, Highways & Transport

Martin Heath, Traffic Management & Road Safety Manager

Callum Wernham, Democratic & Electoral Services Specialist

IMD NO.	WARD	SUBJECT
IMD 2019/06	Bulmershe and Whitegates; Coronation; Emmbrook; Ewendons; Maiden Erlegh; Remenham, Wargrave and Ruscombe; Shinfield South; Twyford; Wokingham Without	ON-STREET PARKING RESTRICTIONS - AMENDMENT NO. 1 5 - 50

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Agenda Item IMD6

INDIVIDUAL EXECUTIVE MEMBER DECISION

REFERENCE IMD: IMD 2019/06

TITLE	On-Street Parking Restrictions - Amendment No. 1
DECISION TO BE MADE BY	Executive Member for Highways and Transport - Pauline Jorgensen
DATE, MEETING ROOM and TIME	22 nd March 2019 – 10:35am LGF2 at 10:35
WARD	Bulmershe and Whitegates; Coronation; Emmbrook; Evendons; Maiden Erlegh; Remenham, Wargrave and Ruscombe; Shinfield South; Twyford; Wokingham Without; South Lake; Norreys; Sonning; Winnersh; Wescott;
DIRECTOR	Director of Locality and Customer Services - Sarah Hollamby

OUTCOME / BENEFITS TO THE COMMUNITY

Consideration has been given to install, amend or revoke on street parking restrictions throughout the borough. These will improve safety, provide more available parking or assist with congestion issues to the benefit of all road users.

RECOMMENDATION

That the Executive Member for Highways and Transport:

- 1) Notes the contents of this report;
- 2) Approves to the making of the order, with the exceptions as detailed;
- 3) Asks Officers to inform objectors of the outcome of this decision and how their objection was considered.

SUMMARY OF REPORT

This report considers objections and comments that have been received regarding proposed parking restrictions changes within the borough. The majority of the parking restrictions will be implemented as proposed, with the exception of Wiltshire Drive, Meadow Road and Wokingham Road (Earley). Which will be amended or withdrawn from the proposal.

Background

In October 2017, Wokingham changed enforcement of parking restrictions. This went from Thames Valley Police responsibility to enforce and transferred to a civil parking team within the council. This resulted in many more parking restrictions being enforced and as such, resulted in many more requests for existing restrictions deemed no longer necessary to be removed; areas to be considered for new parking restrictions; and for existing parking restrictions to be amended in some format. Investigation has been carried out and a batch of changes have been considered to be implemented.

Formal consultation was carried out between 25th October and 16th November 2018 on a number of proposals around the borough, the locations and reasons for the changes are shown as part of Appendix 1 – Notice of proposals. This has resulted in a number of objections to the proposals and this report considers those objections. A large number of objections do not relate directly to the proposal, but request additional restrictions, so these are not considered here. They will be assessed as a new request and processed along with current policy on new waiting restrictions.

As shown in the Notice of proposals, the majority of parking restrictions relate to junction protection or are to prevent parking on bends, as per the guidance in the Highway Code.

Wokingham Road in Earley was reported that a one hour parking restriction was no longer required. It was proposed that the reason the restrictions were implemented was due to the close proximity to a London bound bus stop and the area was used by all day commuter parking. It was considered that the bus no longer operated and therefore the restriction was no longer necessary and could therefore be revoked. This resulted in objections from some residents stating that the bus did still operate and that the restriction should remain and so this this has been removed from the proposed changes.

Meadow Road area has been proposed for a prohibition of waiting at junctions and bends and a restricted waiting (single yellow line) section on alternating times of peak hours on the straight section of Meadow Road. A number of objections have been considered and it is proposed that the prohibition of waiting is installed and the restricted waiting is not installed at this time. Monitoring of the area will continue to consider the impact on congestion at peak times and this may be reconsidered at a later date.

Wiltshire Drive has been proposed for a prohibition of waiting along one side of the road and on both sides of the bend as well as a restriction on waiting (single yellow line) during the working day. Objections relate to the need for the restriction of waiting due to the nature of the road (cul-de-sac) and the accident history. As these are valid and substantive objections, we should not install the restriction of waiting at this location.

RECOMMENDATION:

That the proposals as advertised by approved for implementation, with the exceptions of Wokingham Road, Earley being removed from the proposals and the amendment of restrictions at Meadow Road and Wiltshire Drive as shown in Appendix 2 be made as shown.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £20m over the next three years and all Executive decisions should be made in this context.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£5,000		Revenue
Next Financial Year (Year 2)			
Following Financial Year (Year 3)			

Other financial information relevant to the Recommendation/Decision
None

Cross-Council Implications
None

SUMMARY OF CONSULTATION RESPONSES	
Director – Corporate Services	No Comment
Monitoring Officer	No Comment
Leader of the Council	No Comment

For Highways use only	
Town and Parish Councils	
Wokingham Town Council	None received
Shinfield Parish Council	None received
Sonning Parish Council	None received
Winnersh Parish Council	None received
Earley Town Council	None received
Twyford Parish Council	None received
Wargrave Parish Council	None received
Wokingham Without Parish Council	None received
Local Ward Members	
Keith Baker	None received
Kate Haines	None received
Mike Haines	None received
Laura Blumenthal	None received
Jenny Cheng	None received
Andy Croy	None received
Carl Doran	None received
Shahid Younis	None received
Pauline Helliard-Symons	None received
Angus Ross	None received

David Sleight	None received
Ullakarin Clark	None received
Philip Mirfin	None received
Imogen Shepherd-Dubey	None received
Julian McGhee-Sumner	None received
Oliver Whittle	None received
Chris Bowring	None received
Sarah Kerr	None received
Dianne King	None received
Alistair Auty	None received
Rachel Burgess	None received
Malcolm Richards	None received
Prue Bray	None received
Philip Houldsworth	None received
Rachelle Shepherd-Dubey	None received
Graham Howe	None received
Lindsay Ferris	None received
John Jarvis	None received
Charlotte Haitham Taylor	None received
Barrie Patman	None received
Anthony Pollock	None received
David Chopping	None received
Guy Grandison	None received
Ken Miall	None received

Reasons for considering the report in Part 2
N/A

List of Background Papers
Objections and Officers comments

Contact Sara Allman	Service Customer and Localities
Telephone No Tel: 0118 974 6856	Email sara.allman@wokingham.gov.uk

Amendment 1 – On street parking restrictions – Objections and comments

<p>Barkham Road / Woosehill Lane</p>	<p>I live at xxx Barkham Road, of which our driveway sits on Woosehill Lane. I think this is a very good idea to put yellow lines on the corner of Woosehill Lane. I have lived there for five years and every week day vehicles are parked on this corner from 0700-1930. It makes it very difficult for my children to cross the road on their journey to School because of the blocked view. As per the Highway Code, it states no vehicles should park within ten metres of a junction.</p> <p>I hope the proposal is a success and I look forward to hearing about the commitment to put this in place.</p>	<p>This resident is in support of the proposals as per the Highway Code.</p>
<p>Barkham Road / Woosehill Lane</p>	<p>Woosehill Lane Junction with Barkham Road – To extend the no Parking along Woosehill Lane to at least double the length proposed on the exit side to Barkham Road.</p>	<p>We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>
<p>Barkham Road / Woosehill Lane</p>	<p>We would like to suggest that the Double Yellow Lines in Woesehill Lane be extended to the boundaries of the properties of 123 and 83 Barkham Road to make it safer to access Woosehill Lane from the Barkham Road</p>	<p>We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>
<p>Barkham Road / Woosehill Lane</p>	<p>Thank you for your letter and details relating to the proposed parking restrictions for the Wokingham area and we welcome especially the restrictions planned for Meadow Road.</p> <p>At present, the proposal is to create double yellow lines at the mini roundabout junction of Barkham Road and Woosehill Lane.</p> <p>We wish to propose additional parking restrictions for the stretch of Woosehill Lane between the junction with Barkham Road and the junction with Meadow Road.</p> <p>The rational for this proposal is as follows:-</p> <ol style="list-style-type: none"> 1. Consistent parking on the south side of Woosehill Lane with a significant number of vehicles owned by railway commuters. This creates a problem with traffic flow especially during the am and 	<p>We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>

	<p>pm peak periods.</p> <p>2. Due to the proximity of the parked vehicles to the junction with Barkham Road, traffic turning left from Barkham Road into Woosehill Lane assumes the right to overtake them immediately after turning the corner. They then proceed at an unsafe speed on the wrong side of the road before turning into Meadow Road. This situation creates a hazard both for traffic proceeding down Woosehill Lane in the opposite direction and also vehicles pulling out of driveways on that side of the road (including no 3).</p> <p>3. The effect of the above is to create an ongoing hazard that has been exacerbated in recent years by the significant increase in traffic flow using Woosehill Lane and Meadow Road as a diversion from the railway crossing and then proceeding in the direction of the local schools in Murray Road and towards the Reading Road.</p> <p>4. We have seen a number of close calls where accidents have just been avoided and have ourselves been involved in several dangerous situations where, only by taking evasive action, have avoided collision: in one instance having to mount the pavement to avoid an accident.</p> <p>5. The parked vehicles often block the tactile paving crossing and/or mount the pavement near the junction with Barkham Road. This creates a potentially dangerous situation for pedestrians especially those with pushchairs, in wheelchairs, blind people and children en route to schools in Murray Road and Smiths Walk. This situation also affects people with learning difficulties proceeding to and from the local shops and the Acorn Centre from their residence Oakfield Court in Barkham Road.</p> <p>In view of the above issues, we appeal to the Council to seriously consider extending the timed parking restrictions to the stretch of Woosehill Lane between Barkham Road and Meadow Road.</p> <p>We would be more than happy to meet and discuss the above matter with a representative of the council and/or Councillors if required.</p>	
<p>Brunel Drive, Walmer Road & Telford Crescent</p>	<p>As a resident of Telford Crescent I do get frustrated at the congestion in the Walmer Road, Brunel Drive, Telford Crescent area at times. However, I do not think the proposed waiting restrictions, even with the most optimistic outcome, will make any significant difference and will be, in my opinion, a total waste of money. Please consider the following points:</p> <ol style="list-style-type: none"> 1. Congestion only occurs during the afternoon 'school run' i.e. for 15 - 20 minutes between 3.00 p.m. and 3.20 p.m. and only during school term 	<p>Parking at a junction is in contravention of the Highway Code at any time of day. These proposals reinforce this message. Restricted times would indicate it is safe to park at a junction, whereas it is not. Whilst there will always be motorist</p>

	<p>time i.e. about 200 days a year. Congestion is not as bad during the morning school run because parents park, drop their children off at school and drive off again.</p> <ol style="list-style-type: none"> 2. As I understand it, it is illegal to park on a junction anyway. Yellow lines would not change anything. 3. It is my opinion that either people park responsibly or they do not. i.e. those who park on a junction would also park on a yellow line for they consider to be more than a few minutes. That is certainly my impression since yellow lines were painted at the junctions of Brecon Parade. 4. In practice, in my experience, even though it can be challenging driving up Walmer Road in the afternoon, it is not really dangerous. It is so congested that you have to drive slowly and be especially alert mainly to beware of cars coming towards you when there is only room for one car, people pulling out and people opening car doors. None of these are related to parking on corners. 5. Could you tell me, please, how many accidents there have been in this area during the last 5 years which can be attributed to people parking on corners. I am not aware of any even though I live on the junction between Telford Crescent and Walmer Road. 6. If waiting restrictions are to be imposed what steps are planned to enforce them? How much money will be budgetted for for that? Given the demands on the police has Thames Valley Police offered to actively support this? If the answer is "not much" or even "nothing" then the restrictions will have achieved nothing. 7. Just to help me see it in perspective, over the last 5 years how many people have been prosecuted or given fixed penalty notices a) for parking on junctions in this area? b) for parking on the yellow line at Brecon Parade? Also, over the last 5 years how many times has a member of Thames Valley Police, a traffic warden or a a representative of the Council visited this area and Brecon Parade to look for and take action against people parking illegally? <p>I do not know what steps Woking Borough Council has made before making these proposal but I should point out that, over the last 9 months, there have been a couple of extensions built which have made atypical demands on road space.</p>	<p>who contravene restrictions, in the majority of cases, motorists adhere to parking restrictions. Enforcement is carried out by civil Enforcement Officers and will form part of their routine patrols. Information regarding prosecutions maybe available via Thames Valley Police prior to October 2017 and via a FOI to the council post this date, but this does not form part of an objection. There have been no recorded injury accidents in the previous 5 years of data available to us.</p>
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If, despite my pleas, you do go ahead with it can I suggest points you might like to consider:

1. I do not think double yellow lines are appropriate considering that traffic congestion is only an issue for such a short time and not every day. Dotted yellow line with details of restriction on lamp posts would seem better. If you were then to say that people should not be parking on junctions anyway you are reinforcing my point (2) above. Also you would be making a strong case for putting double yellow lines on every corner throughout the Borough of Wokingham. I noticed that parking restrictions on corners in Woodlands Avenue are single yellow lines even though it is a bus route. Why would this residential area demand tighter parking restrictions?
2. The same applies to the restrictions outside Willow Bank schools. In Walmer Road there are double yellow lines and notices saying not to park at any time whereas outside Willow Bank school in Duffield Road restrictions relate to school time only even though it is a busier road. I can see no reason why the presence of a school should impose restrictions on the community when the school is closed or why restrictions would be different on the two school entrances. Can all these lines be changed to dotted yellow lines please?
3. If you think parking restrictions are appropriate on the corners of Telford Crescent and Walmer Road then please consider imposing the same restrictions on the other sides of the junctions i.e. in front of 52 Walmer Road and possibly 50 and 48. I do not recall people parking on the corners causing a problem but I have found it difficult when cars are parked in that spot. The same may well apply to the other junctions between Walmer Road and Telford Crescent and between Walmer Road and Brunel Drive.
4. I am surprised your proposals do not include what I consider to be the most dangerous place around here during the 'school run' i.e. the lower part of Duffield Road. Between 3.00 and 3.20 p.m. either driving from Brunel Drive right into Duffield Road, and the other way around, you have to commit yourself to Duffield Road without being confident the road is clear as you cannot see other cars waiting to drive into that space because of the line of parked cars. This problem only arose when The Council widened the pavement on Duffield Road several years ago. I will gladly drive any

	<p>representative of Wokingham Borough Council up and down those roads between those times and I am sure that person will very quickly see my point. It is so bad I try to avoid it.</p> <p>5. Again, if you are trying to manage parking better can I suggest that the part of Haddon Drive directly opposite the entrance to Woodford park also be considered. That drive is in frequent use throughout the day and evening most days and seems a much more urgent case than this area.</p> <p>I would be pleased to discuss any of these points with a representative of the Council or accept a visit at the critical time. However, at a time when The Council is having to work carefully to manage its finances, as I said earlier, I think the proposals here would be a total waste of money.</p>	
<p>Brunel Drive, Walmer Road & Telford Crescent</p>	<p>I agree with your traffic restrictions in Walmer Road Woodley. Could the bend which I have highlighted on the attachment be included. Cars are always parked on that corner and you cannot see around it when you pull out for overtaking</p>	<p>We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>
<p>Brunel Drive, Walmer Road & Telford Crescent</p>	<p>We would like to say how relieved we are that the corner of Walmer Road and Brunel Drive are getting double yellow lines.</p> <p>We are a reasonably active, retired couple who live in Walmer Road.</p> <p>We have to arrange that we do not leave or return to our house between 8.30 and 9.15 on weekday mornings and between 3.00 and 3.45 in the afternoon during school term times as inconsiderate parking makes it difficult to leave or access our driveway and inhibits two way traffic.</p> <p>We hope that the yellow lines will improve this situation.</p>	<p>This comment is in support of the restrictions.</p>

<p>Brunel Drive, Walmer Road & Telford Crescent</p>	<p>I currently reside in Walmer Road and whilst I appreciate parents need to park to drop off children on school run they are very inconsiderate. I think your proposals would benefit greatly but wonder how you plan to enforce them as I frequently witness people parked on double yellows in Walmer Road and on the zig zags themselves if they are running late.</p> <p>I also wondered if it was possible to add the yellow lines to Duffield Road on the T-junction of Brunel/Duffield as again people park here making it hazardous to pull out of Brunel during school pick up and drop off times.</p>	<p>All parking restrictions are enforced by the Civil Enforcement Officers, unfortunately, there will be times when officers are not present and drivers will take a chance parking where restrictions are in place. We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>
<p>Church Road, Butts Hill Road, Selsdon Avenue</p>	<p>With regard to the proposed traffic regulation order for the area of Church Road in Woodley, I fully support the proposed waiting restrictions and would be happy if they covered the entire frontage to my property as I have sufficient off road parking for myself and/or visitors.</p>	<p>Supports proposed restrictions, but we are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>
<p>Eden Way</p>	<p>I am in receipt of the proposed parking restriction plan and consultation letter for the above and would like to make the following comments:</p> <ol style="list-style-type: none"> 1. The proposed 'No Waiting At Any Time' markings are on the wrong side of the road. The area where they are shown is not where the issue is and will have absolutely no impact in eliminating the issue. The issue is with the cars parking on and opposite the bend which causes the traffic to have to take the corner on the wrong side of the road. Putting 	<p>The Highway Code Rule 243 says "DO NOT stop or park: on a bend" we are proposing this restriction due to problems with larger delivery vehicles not being able to access the road. Opposite to</p>

	<p>in these proposed markings does nothing to alleviate this problem and is quite frankly a waste of time and paint.</p> <ol style="list-style-type: none"> 2. In the 15 years that I have lived in my property I have never known anybody park within the area that is highlighted on your proposed plan, mainly because it would completely block the road due to the cars parking on the opposite side of the road on this corner despite the fact that they all have allocated parking spaces in a garage block just yards away. This would not be allowed to happen on a new development so why is it being allowed here? 3. I have liaised with our local councillor, Prue Bray, on this matter and on 26th June received a plan from WBC via Prue (copy attached) which showed parking restrictions on both sides of the road. The only ones which were of any use have now been removed on your latest plan. Why is this? Why are those restrictions no longer seen as necessary? 4. I attach the photos which I originally sent to Prue highlighting the problem. I do not see how the proposed markings on the wrong side of the road will have any impact on the problem highlighted in these photos. 5. The houses parking on the corner and causing the issue are all 2 bed terraced houses and each have a garage and an allocated parking space which is in accordance with the council's parking provision guidelines for a 2 bed property. There is no reason for them to park on this corner other than sheer laziness. From speaking to an ex-owner of one of these properties she informed us that the council had agreed that she could turn her front garden into a driveway so if the occupiers of these properties are insistent on parking directly outside their properties they should apply for this. Perhaps if the council are so intent on appeasing them they should waiver the application fee for this or alternatively they could extend the current parking area and garage block as the nearby POS is no longer of any use due to the development at Hatch Farm and we now have a footpath around the back of our houses which serves no purpose. 6. The current parking situation causes vehicles to take the corner on the wrong side of the road. This is a safety issue as there is no footpath on this stretch of Eden Way so oncoming pedestrians are likely to be on the road at this point. I have previously raised this as an issue with the council and received a reply which basically said that there 	<p>this bend is a larger open area where parking is accepted and not directly associated with the bend.</p> <p>Not all roads have a dedicated footway running along the length of the street and the Council do not have the funds to install these on every road. We have to prioritise our funding where we can have the biggest impact on improving road safety.</p> <p>Emergency services have been consulted and have made no comments on the proposals.</p> <p>We are unable to add additional restriction at this stage of the legal process, however we will monitor the situation and propose further restrictions, should this be required.</p>
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	<p>would need to be an accident before anything was done about the issue. Is this still the case as it seems a very negligent attitude and could leave the council in a very difficult legal position given that they have been made aware of the issue on a number of occasions and refuse to act despite it being in their power to do so?</p> <ol style="list-style-type: none"> 7. As can be seen from the attached photos the refuse lorry cannot get to this end of Eden Way without mounting the kerb. The introduction of markings on this side of the road is not going to alleviate that whereas markings on both side as per the drawing issued on 26th June would solve the issue. 8. The current parking situation is in contravention of rule 243 of the highway code which states that you must not stop or park anywhere you would prevent access for emergency services or on a bend and advises motorists not to park within 10m (32ft) of a junction except in an authorized parking space. If, as already highlighted, the refuse lorry cannot access the top end of Eden Way without mounting the kerb in reverse gear how is a fire engine or ambulance supposed to do so in the case of an emergency? In the case of the first 2 photos attached how exactly would an emergency vehicle get through? How are your proposed markings going to stop this from occurring given that the silver car pictured is outside of your proposed marking zone? 9. The width of a fire engine is 2.55m and more width is required for turning if they cannot approach head on (which they can't as it's a 90° bend). If you do a simulation to track a fire engine around that corner (as I have already done, see copy attached) you will see that it is impossible for it to take the corner if there is any vehicle in it's way on the opposite side of the road. How can the council sit by and allow this violation to continue through the sheer laziness of people who have alternative parking provision so close by? It's clear that the junction was originally designed to accept this so why can measures not be taken to ensure that it remains fit for purpose? 10. The end of Eden Way is inhabited by families with young children. On approval of the development at Hatch Farm permission was granted for the new spine road to cut across the only area of POS which was directly accessible from Eden Way without crossing a road. The piece of land in question is now half the size that it was previously and the 	
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	<p>goalposts which were previously present have been removed. This has resulted in the children playing at the top end of Eden Way which further highlights the need for them to be able to do so in a safe manner without the risk of cars taking the corner on the wrong side of the road.</p> <p>From comparing the original plan issued back in June with the current plan it's clear that the council have 'bottled it' and succumbed to the pressure of the occupants who continue to park illegally on this corner causing a safety issue which the council, despite having it in their power to eliminate, are seemingly willing to ignore until such time as someone gets injured.</p> <p>I sincerely hope that the council are willing to reconsider this as the difficult conversation with a disgruntled occupier who can no longer park directly outside their house and has to walk a whole 20 yards to their allocated parking space is going to be a lot easier than the conversation with the parents of a child who has been seriously injured due to the councils inability to apply common sense and the defence of a subsequent legal claim against them for negligence.</p> <p>I look forward to receiving a response to my queries above in due course.</p>	
<p>Gazelle Close/ Cavendish Gardens</p>	<p>Following the Proposed Traffic regulation order posted to us we would like to formally request to consider adding to your order yellow marks in the areas marked in blue in the drawing below (around inside bend of Gazelle Close – cul-de-sac end)</p> <p>We raised the issue with the council in April 2018 and since then we have been holding conversations with council representatives to express our concern as there has been an increase in the number of cars parked on a daily basis at either side of the road/bends leading up to Mizuno Corporation (UK) car park. This represents a safety issue as the drivers 'view' is limited specially at the sharp bend creating a blind spot. Halfords and our company have a constant flow of traffic going in an out and we strongly believe our petition to put yellow lines should not be ignored</p> <p>Attached to this are copies of correspondence held between Mizuno and the council on this respect</p>	<p>We are unable to extend restrictions beyond the proposals advertised, however we have already considered this proposal and due to its location at the end of a cul-de-sac it does not impede on safety or congestion and therefore does not meet our criteria for further waiting restrictions.</p>
<p>Hatch Ride & Hinton Close</p>	<p>When drivers leave the Hatch Ride cul de sac almost all are turning left on to the main Hatch Ride to get to Old Wokingham Road. A lot of the time they are faced with a car heading towards them on the wrong side of the road, travelling at 30mph because they are overtaking parked cars. There have been several near misses as the drivers leaving the cul de sac do not expect oncoming traffic when turning left.</p>	<p>We are unable to add additional restriction at this stage of the legal process, however we will monitor the</p>

	<p>Therefore will you please consider extending the yellow line on the corner of Hinton Close to the next raised section. I.e. in front of No's 35 and 37 Hatch Ride.</p> <p>This should prevent drivers being on the wrong side of the road at the Hatch Ride cul de sac and hopefully prevent future accidents.</p>	<p>situation and propose further restrictions should this be required.</p>
Hatch Ride & Hinton Close	<p>I am in receipt of your letter dated 21st October, and I am absolutely horrified that you are considering spending my money on putting yellow lines on 2 junctions of Hatch Ride.</p> <p>I have lived directly opposite the junction into Hatch Ride Cul-de-Sac for 31 years. Firstly there is not a parking issue with people parking on either of these junctions, there has never been an accident or a near miss due to parking on these junctions. Secondly both junctions have a solid white line which means people are not able to park there anyway.</p> <p>Even if you put yellow lines down there will still be an enforcement issue as there is at Greenwood Road shops where people constantly park on the yellow lines because nobody ever gets ticketed.....</p> <p>I would very much appreciate my money being spent in other ways which will help the community.</p>	<p>Parking at junctions is in contravention of the Highway Code, the restrictions just seek to reinforce this message. There is no legal status that you cannot park on a solid white line against a kerb edge – this is an edge of carriageway marking only.</p>
Hatch Ride & Hinton Close	<p>Ref the proposed TRO on the Hatch Ride cul de sac junction.</p> <p>The map shows the yellow lines extending approx. 20m from the actual junction – this is overkill and beyond the Highway Code recommendation. If you really must waste my council tax on painting (and then maintaining) yellow lines then this should only be to the Highway Code recommendation (10m) - which I estimate is what the existing white solid line covers.</p> <p>I also question the value of implementing further TROs when there are insufficient resources to enforce the existing TROs (e.g. Greenwood Road and Oaklands Lane). All the evidence shows that people simply ignore the yellow lines, and the more people ignore yellow lines the impact of other yellow lines reduces further...</p>	<p>The restrictions are 10 metres from the tangent of the kerb radius.</p> <p>Civil Enforcement Officers are employed to patrol all of the boroughs parking restrictions, however it is unrealistic to expect an officer to be present at all restrictions at all times.</p>
Headley Road East / Tippings Lane	<p>I recently received notice of the proposal to add parking restrictions on the road outside my house.</p> <p>The area in question is Tippings Lane/Headley Road East (Woodley).</p> <p>Whereas I understand the thinking behind such a move, I believe this is the wrong course of action.</p>	<p>The proposal is to prohibit waiting at all times on a sharp 90 degree bend.</p> <p>The Highway Code Rule 243 states “DO NOT stop or park: on a bend”.</p>

	<p>The problem is not the cars that park along this stretch of road but the speed at which vehicles travel around the corner.</p> <p>The solution should look at other traffic calming measures as once it is known that cars are not parked on the road it will only encourage some road users to travel even faster or at the very least slow down less.</p> <p>One of the reasons stated in the letter for carrying out this work is to "assist residents with parking availability". I can assure you that this will do quite the reverse in this area where on-street parking is already at a premium. The proposed plan will reduce the available parking by at least 2 cars.</p> <p>I therefore object to this proposal and would ask that an alternative solution is investigated to improve road safety in this area.</p>	<p>Vehicles parked here cause considerably more hazards due to the visibility on the bend when trying to overtake the parked vehicles.</p> <p>The consultation letter relates to many proposals of traffic orders and not all are for the same reasons, as stated "assist residents with parking availability" refers to other areas throughout the borough. This specific area relates to safety and visibility.</p> <p>There have been no accidents resulting in injury over the previous 8 years at this location which would warrant further investigation into traffic calming. We prioritise our spending for such, on sites where accidents have occurred and we can install measures to engineer these out.</p>
<p>Headley Road East / Tippings Lane</p>	<p>I am writing to provide a view on the proposed consultation referenced above. I have owned the property at XX Tippings Lane for over 20 years.</p> <p>During the previous 20 years, there has been, to my knowledge, no actual incidents on the bend of Tippings Lane and Headley Road East caused by parked cars. All issues have been caused by excessive speed of non-local drivers. There has, however, been a number of aborted attempts to introduce traffic calming measures on Tippings Lane at considerable inconvenience to the residents</p>	<p>The proposal is to prohibit waiting at all times on a sharp 90 degree bend. The Highway Code Rule 243 states "DO NOT stop or park: on a bend". Vehicles parked here cause considerably more hazards due to the</p>

	<p>and cost to the tax payer. Each attempt has reverted to the original road layout.</p> <p>This new introduction of a no waiting traffic regulation order is unnecessary. The primary outcome from the TRO is the likelihood of tension and disagreement of the residents of this part of Tippings Lane as you are reducing the ability of the residents to park vehicles. The road on the even numbered side has no other facility for off-road parking for more than a single car. Current planning guidelines state, "Where appropriate, developers will be required to demonstrate there is adequate provision of space within the site, for parking, manoeuvring, loading and unloading to fulfill the operational requirements of the ... development." By implementing this TRO you are cutting parking and loading provision to well below current planning guidelines. This can only have a detrimental impact to the community. A secondary outcome of this TRO is to create a faster throughput of traffic, which again, is detrimental to the residents directly beside the no waiting TRO.</p> <p>It is unclear what issue is trying to be resolved by this TRO. There has always been an issue with speeding vehicles on the corner of Tippings Lane with several vehicles taking the blind bend too fast. A no waiting TRO is simply likely to encourage this issue further. As a consequence I believe you are likely to be responsible for increased risk of collision, both vehicle to vehicle and vehicle to roadside, by implementing this TRO. I am sure you are aware of these issues as the local authority, as already stated, has attempted traffic calming in Tippings Lane in the past.</p> <p>As an alternative, may I suggest that a speed reduction to 20mph and actual enforcement of such a speed limit for Headley Road East and Tippings Lane, will lead to an improved quality of life for the residents, improved air quality and reduce, rather than increase the risk of collision through speeding drivers. Parked cars are not the issue here, poor speed management and judgement are.</p> <p>It is my belief that the Council is responsible for the well being of local residents and as the property owner of a property directly affected by this TRO and not one merely passing through, I strongly object to the implementation of this TRO.</p>	<p>visibility on the bend when trying to overtake the parked vehicles.</p> <p>There have been no accidents resulting in injury over the previous 8 years at this location. We prioritise our spending on sites where accidents have occurred and we can install measures to engineer these out. It is not a requirement for local authorities to provide parking facilities for residents or anyone else. The primary use of the Highway, and the Highway Law is to allow free passage to all users, including pedestrians.</p> <p>A 20mph speed limit or zonal area would need to show that speeds are around that maximum limit and if not would need engineering measures. Due to the good safety history and limited location, it would not be suitable at this location.</p>
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London Road, Wokingham	we wholeheartedly support this.	In support of the revocation proposal
London Road, Wokingham	<p>Thank you for spending some time to explain to me the proposed traffic regulation order changes to parking restrictions on London Road (Wokingham) numbers 45 to 57.</p> <p>I understood from our call that the proposed change is to remove the current parking restrictions and make the parking bay as an unrestricted parking area. You also explained that in future the road markings that demarcate the parking bay may be removed, but that this would not mean that double yellow lines would be added in their place - it would remain unrestricted.</p> <p>It would be great if you could confirm by email that my understanding of the changes above is correct.</p> <p>Furthermore I would like to comment that I support these changes.</p> <p>Thank you very much for your support on this matter.</p>	In support of the revocation proposal
Meadow Road area	<p>I live at XXX Meadow Road and want to raise an objection to parking restrictions being made outside my property.</p> <p>I regularly park a vehicle on the road outside my house and need to continue doing this. Parking a car on the road (even when I have space on my drive) helps protect my house from damage being caused from the increasing volume of speeding and over-weight vehicles using this road. Elms brook runs through my garden and then under Meadow road to the left of my property. This section of road over the culvert subsides leaving a dip. When lorries that exceed the current Road weight limitations, drive over this dip (several times a week) it is very noisy and often shakes my house. Especially when they exceed the speed limit. I can be literally shaken awake in my bed around 6-7am. Over the last few years, the noise levels have increased as the traffic volumes rise. In addition to disturbing my sleep, the shaking causes cracks to appear within my house. The stress of this has been impacting my health and I continually request sleeping tablets from my Dr because of this.</p> <p>The levels of traffic increased significantly after Wokingham previously made changes to the surrounding roads by the station. And when these were originally proposed, the traffic assessment failed to show there would be any impact for Meadow road. But it has had a</p>	<p>Parking on a bend is in contravention of the Highway Code and causes safety and visibility issues. Meadow Road is subject to a weight limit and it is widely accepted that this is adhered to in the majority of cases. Parking restrictions are installed for safety reasons on the highway and we are unable to prevent the installation of such for an individual or for requirements of an individual property. Damage should be addressed directly to the structures team with evidence to prove that the</p>

	<p>very significant impact, especially to my property and my health.</p> <p>Meadow road is not supposed to be classed as a main route through town, but due to road changes previously imposed by Wokingham council, it is now becoming a preferred route to avoid traffic elsewhere. And just continues to get busier and busier, even at night.</p> <p>I have two CCTV cameras that that capture traffic outside my house, which show me more and more (noisy and overweight) Vehicles are choosing to use this road as a cut through. (When vehicles over 7.5 ton shouldn't be). And the 20mph speed limit is exceeded more often than not. I estimated by at least 50%. Especially at night.</p> <p>I understand it may be difficult to keep this part of the road over elm brook level due to subsidence, (especially while overweight vehicles continually drive over the culvert), but it's not impossible if the foundations were significantly reinforced around the culvert.</p> <p>Some residents here don't like people choosing to park their car here all day, when using the station. But I prefer they do that and deter the speeding cars and HGV use, rather than endure further damage to my property and distress. So I intend to continue to park a car outside my property (especially overnight) unless my concerns are addressed to my satisfaction. Even if it means we end up in court.</p> <p>If you wish to impose the parking restrictions outside my house, then I insist that measures are also taken to ensure that I am not negatively impacted further. This should include significantly reinforcing the road foundations around the culvert outside my property and introducing far more effective traffic calming measures. Perhaps you could install a speed camera directly outside my property. (Or even in my front garden if necessary)</p> <p>I would also expect you to continue monitoring the structural integrity of my property to confirm that these measure are effective in preventing the shaking caused by heavy traffic driving over the culvert.</p> <p>If this is not done, then Wokingham council will have to take full responsibility for its poor traffic management policy causing the damage to my property. And my well being.</p>	<p>highway is at fault. Therefore this is not a valid objection to the parking restrictions. Meadow Road is a through route and public highway and is accessible to all members of the public excluding those limited by weight. Overweight vehicles are enforced by Thames Valley Police and these should be referred to them. Again this is not a valid objection to the proposals. The highway outside of this property is public adopted highway and is maintained by WBC. A resident can request changes, but they cannot prevent changes to the highway. The request for a full engineering study should be borne by the resident to prove negligence by the Council. Safety cameras are only installed at high personal injury collision sites and are installed by Thames Valley Police. It is unlikely a resident requesting one outside of their house would be considered viable.</p>
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	<p>I therefore request you arrange a full engineering road survey ASAP to confirm all the issues I have raised. This should capture the increasing vehicle volumes, the number of overweight vehicles and the speeding issues. I request you start monitoring the structural integrity of my house to confirm it only shakes when overweight vehicles drive over the culvert. This includes council refuse collection lorries working on behalf of the Wokingham. I have previously raised this complaint with Wokingham council, but was advised that it is not the councils responsibility to manage speeding traffic or road weight violations. But it is you responsibility not to impose policies that make them worse, and negatively effect my week being.</p> <p>Therefore, please to not implement any planned parking restrictions outside 14a Meadow Road until a full assessment of all my concerns has been made, and a viable solution agreed.</p>	
Meadow Road area	<p>Referring to the order dated 25th October 2018 for Meadow Road, Meadow Walk and Meadow Way, Wokingham.</p> <p>The proposed No Waiting at any time for the Meadow Walk cul-de-sac is excessive. The No waiting only needs to cover the corners at the junction with Meadow Road and there is no need to extend these across the driveways of numbers 1 and 2 Meadow Walk and beyond numbers 4 and 5 Meadow Walk. In fact the paper notice on the lamp post outside number 2 refers only to the corners and makes no reference to extending these as far as the turning circle at the bottom of the cul-de-sac. We have no objection to cars parking in front of number 3 (usually for the purpose of dropping off and collecting children from school).</p>	<p>Following further communication with the resident and ward members, the extent of the waiting restriction on the north west side of Meadow Walk is to be reduced to the boundary between properties 1 & 3 Meadow Walk. The objection has been withdrawn following this slight reduction in severity.</p>
Meadow Road area	<p>I would like to strongly object to the proposals for the new road restrictions in Meadow road.</p> <p>I was part of the original group who were trying to get some restrictions put into place.</p> <p>But at no point whatsoever were we to have no parking virtually all the way down.</p> <p>At no point whatsoever were we to stop children being dropped off at the three school settings on Murray road.</p> <p>I strongly oppose the use of double yellows in the cul de sacs as well as no one, to my knowledge, who lives there, wants them.</p>	<p>The proposed restrictions alternate at am and pm peak periods meaning that parking would be available at school drop off and pick up times. Restrictions in the cul-de-sacs are due to the narrowness of the roads and as</p>

	<p>But I mostly object to stopping the flow of the school run. The school sites have been there for many years and those that have chosen to live close by need to accept the limited inconvenience.</p> <p>We must not stop this school run, which is already stressful and troublesome. We can't keep pushing it out further.</p> <p>I therefore object to all planned road restrictions on Meadow Road.</p>	<p>requested by those living within the road. It is proposed that the prohibition of waiting will be implemented and we will monitor the other areas following this to see if further peak time restrictions are required.</p>
<p>Meadow Road Area</p>	<p>I am writing with regard to the above order concerning Meadow Road.</p> <p>I would like it on record that I object and oppose any restriction to that which already exists.</p> <p>I have lived at XX Meadow Road for over 38 years, and having recently retired am well able to notice any problems that may occur during the day.</p> <p>I have to assume that the restrictions are aimed at parents parking for the local Schools as well as long term parking for the Railway Station.</p> <p>In neither of these scenarios is there a significant problem. Yes, some parents do park for a very limited time in the morning before School and in the afternoon after School and over the years this has not varied greatly. I have not seen any cars that park daily during commuting hours.</p> <p>Parents need to drop off and collect and if these restrictions are put into place, it will merely move any problems to the wider local area and this process will have to be repeated. At the moment it is not really a problem and I would like to see for myself the evidence that you must have that supports these restrictions. Surely this process is not underway on hearsay or opinion?</p> <p>In addition, there are benefits allowing the status quo. Currently Meadow Road has a 20 mile an hour speed limit and is often used as a "rat run" to Oxford Road and Reading Road, avoiding the delay at the railway barriers. Currently any parents parking will cause passing traffic to slow down and observe the speed limits thereby making it safer. Any accident would then be at a slow speed and pedestrian and vulnerable road users would be much more likely to have minor injuries instead of life threatening ones.</p> <p>For your information, I have attached some photographs taken from the 1st cul-de-sac at random times last January.</p>	<p>The proposal is not to prevent school time parking, but to improve the route during peak hours when parking can cause congestion. As the restrictions alternate on both sides of Meadow Road there would still be parking available along one side of the road. The proposals for the extents of the prohibition of waiting at all times are related to traffic safety and parking on bends and at junctions. It is proposed that the prohibition of waiting will be implemented and we will monitor the other areas following this to see if further peak time restrictions are required.</p>

	<p>As you can observe, this data does not indicate a significant problem. If you wish to see the originals to verify the time and date I will gladly supply.</p> <p>I hope these objections are given full consideration and the order will be amended accordingly.</p>	
Meadow Road area	<p>I am emailing in relation to your consultation on the proposed traffic regulation order. I am not necessarily opposed. However, I am concerned that impacts are monitored on:</p> <ul style="list-style-type: none"> (a) Meadow Way, and (b) Murray Road <p>with further measures possible if these are needed due to displaced parking and/or dangerous behaviour near the school.</p> <p>I believe a residents parking scheme on the unrestricted sections of Meadow Way would be a good idea.</p> <p>In relation to Murray Road, your plans are particularly unclear – your overview map on the website seems to show major parking restrictions; the individual documents just seem to show the site of a possible zebra crossing. Given the very high volumes of people trying to access the sites on this road at the beginning and end of school, I think it is critical that the effects of any new parking restrictions are observed as part of coming up with a better solution for this area. If large numbers of people try to drop their children off whilst ‘driving by’ (at the same time as other traffic is trying to get through), this could be very dangerous.</p>	<p>With all parking restrictions, we monitor the displacement and surrounding area for a minimum of 6 months.</p> <p>Meadow Way is not suitable for residents parking as the road is too narrow and the area too small to be cost effective with enforcement.</p> <p>Murray Road change is to remove the existing School Keep Clear markings and introduce a controlled crossing, which will have zig-zags and mean no stopping at any time.</p>
Meadow Road area	<p>We are against the proposal to convert long sections of Meadow Road to a 'no waiting at any time' zone. In particular, we are against this change outside our own home (XX Meadow Road).</p> <p>Parking along Meadow Road is only problematic during school drop-off and collection time, when congestion levels are high. Converting long sections of the road to 'no waiting at any time' will hugely disadvantage residents and their visitors - who have no option but to park on the roadside.</p> <p>Sections of 'no waiting at 08:00-10:00/15:00-18:00' along short portions of Meadow Road may possibly serve to reduce congestion at peak times.</p>	<p>The prohibition of waiting is proposed on sections of bends, approaches to bends and junctions only. This is as per Highway Code rules.</p> <p>It is not a duty of the council to provide parking for either visitors or residents. Our duty is to create a safe passage for all road users. Peak time restrictions would</p>

		<p>indicate that the council considered parking on the approach to bends acceptable outside of the operational hours, which it is not.</p>
<p>Meadow Road Area</p>	<p>I am in receipt of your letter of 21st October 2018 on the above subject & am surprised to see the extent of the parking restrictions being proposed for the Meadow Road area.</p> <p>Some years ago, concerns were expressed by residents about the risk to safety caused by the excessive speed of vehicles using Meadow Road. As a result, a number of speed humps together with white lane markings were installed & a 20mph speed limit & a weight limit were imposed. I am of the opinion that the extent of the parking restrictions now being proposed will be counter-productive & will result in increased speeding, an increased volume of traffic & inconvenience to a lot of the residents.</p> <p>I have lived at XX Meadow Road for over 40 years & during this time have seen it change from a quiet residential road to it becoming a 'rat run'. This is as a result of vehicles avoiding the regular congestion in Barkham Road caused by the frequent closing of the station level crossing. Meadow Road is extensively used by children & their parents on their way to & from the nearby Nurseries, Infant & Junior Schools in Murray Road & I am concerned about the effect that the proposed restrictions will have on those parents who have to drive their children to & from school. The restrictions as presently proposed will leave very few short term places for parents to park.</p> <p>I know that some residents have complained about all day parking but I think this problem has been exaggerated. If one of the objects of restrictions is to discourage all day parking I think that imposing parking prohibitions at times during the working day other than the 8am-10am & 3pm-6pm periods would be more appropriate. This would prevent any all day parking but still allow parents to park for brief periods for the drop-off & pick-up of school children.</p> <p>In order to improve the safety aspect relating to the traffic using the road, I would suggest that it would be adequate to only impose total parking prohibitions to the insides of the various bends with partially restricted parking as described above being imposed on all remaining sections.</p>	<p>The proposed restrictions would alternate at am and pm peak periods meaning that parking would be available at school drop off and pick up times. It is proposed that the prohibition of waiting will be implemented and we will monitor the other areas following this to see if further peak time restrictions are required. Repeaters for 20mph cannot be installed as Meadow Road is a speed limit zone and they are not permitted within zones.</p>

	<p>This would allow adequate visibility beyond the bends to be ensured while continued permitted parking on the outsides of the bends would have the additional benefit of contributing to the slowing down of traffic & consequent reduction of the risks of accidents. One additional suggestion I would make is that additional reminder signs of the 20 mph speed limit be fixed at intervals along the road, possibly on some of the lamp posts.</p> <p>I recognise the problems which exist & have tried to be constructive with my comments & suggestions, I hope that they will be given appropriate consideration.</p>	
<p>Meadow Road area</p>	<p>Since the original residents' request for parking restrictions in Meadow Road, Wokingham was submitted, we have had time to further consider the implications of the proposed changes.</p> <p>WE WISH TO OBJECT to the proposal for waiting restrictions in Meadow Road, Wokingham, for the following reasons:</p> <p>1) SAFETY WILL BE COMPROMISED We understand that a recent council traffic monitoring exercise found that a significant proportion of drivers exceeded the 20mph limit by at least 20%. Removal of parking would further increase speeds and significantly increase the danger to vehicular and pedestrian traffic. One vehicle is usually parked outside number 14a. Whilst this does partially obstruct vision through the S-bend beyond, it acts as an effective speed limiter - when there is no car at 14a, drivers are regularly observed to speed and cut the corners. We are not aware of any accidents in this road over many years, but are convinced that these would occur through increased speed if the proposal is adopted. Should parking restrictions be implemented, it will be ABSOLUTELY ESSENTIAL, for the purpose of safety, to vigorously enforce the speed limit.</p> <p>2) PARKING ON MEADOW ROAD IS NOT A PROBLEM Parking on Meadow Road for any length of time is currently very limited. Since this proposal has been mooted, we have watched occasionally for evidence of all-day parking. One car is usually parked at 14a, and often another car at the northern end of the road outside number 6 or 8. However these, and miscellaneous vehicles parked for a short while, do not obstruct normal traffic. Meadow Road is often completely clear of parked vehicles. It is school traffic, and not the parked vehicles, which is the cause of congestion.</p> <p>3) ESSENTIAL PARKING FOR TRADESMEN AND VISITORS WILL BE REDUCED Residents do have occasional visitors and, often, tradesmen undertaking work. The proposed restrictions will make this more difficult and will reduce residents' parking availability.</p>	<p>The proposal is to reduce congestion whilst prohibiting parking at junctions and on a bend, as per Highway Code Rule 243 "DO NOT stop or park: on a bend & opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Therefore parking on a bend is contrary to the Highway Code and also causes visibility issues to vehicles approaching a bend whilst trying to overtake parked vehicles. Thankfully there have been no accidents resulting in personal injury along this route over the previous 8 years of data available. The proposal alternates parking prohibitions on either side of Meadow Road</p>

	<p>In summary, we believe that the proposed TRO would not 'improve safety and congestion as well as to assist residents with parking availability', which you state as the reasons for the proposal:</p> <ul style="list-style-type: none"> - it increases danger - it does little to improve congestion - it reduces parking availability for residents. <p>We believe that the proposal for Meadow Road parking restrictions should be rejected.</p>	<p>during the peak hours only, so there will be ample parking for tradespersons and visitors.</p> <p>The proposal to restrict the area during the am and pm peak periods will not be progressed at this time and further monitoring will take place regarding congestion, the prohibition on parking on bends and at junctions where this causes visibility and safety issues will be progressed.</p>
<p>Silk Lane / Weavers Way</p>	<p>I am objecting on the basis that the placement of these restrictions will mean the cars currently parked in this area will instead park further down Weavers Way (part of which has no footpath). This would make the road less safe as people (including children) will need to walking nearer the middle of the road and reduce visibility for pedestrians.</p> <p>As a wider point I think Wokingham need to consider this issue more broadly. If your process cannot accommodate objections on a more strategic level I would suggest you need to review your process.</p>	<p>The restrictions are proposed to keep the junction areas clear to allow clear access into the housing estate. The estate was designed without footways and at present there is no prevention of vehicles parking further into Weavers Way. As Weavers Way is also a cul-de-sac, this would not be expected to increase any safety hazards.</p>
<p>Silk Lane / Weavers Way</p>	<p>We refer to your letter of 21 Oct 2018 and the proposals affecting Silk Lane and Weavers Way, Twyford.</p> <p>You may wish to note that during the last few weeks:</p> <ol style="list-style-type: none"> 1. A lorry has reversed into a street light in Silk Lane; 2. Another lorry has scraped the bridge wall on the left hand side going out; 	<p>The proposals are to protect the junctions. As both roads are culs-de-sac there is no further need to prevent parking on the public highway. Senior Traffic Management engineers have</p>

	<p>3. The road name sign at the entrance to Silk Lane has been hit and badly bent by a vehicle;</p> <p>4. The bollards at the entrance to Silk Lane are regularly hit or badly broken by vehicles. Although they are currently intact, we believe that, as winter closes in, they will be the next thing to be damaged, incurring, yet again, replacement and installation costs for WBC.</p> <p>The root cause of all of these incidents has been badly parked vehicles along Silk Lane making the manoeuvring of larger vehicles very difficult. With such evidence to hand it is extraordinary that WBC should actually be encouraging car parking in an area that has proved to be so very incident prone.</p> <p>We consider that the gap proposed in the yellow lines (on Silk Lane) from the east side of High Street into Silk Lane, allowing space for a vehicle(s) to park (which would inevitably BE used as a parking space) should be included in the yellow lined area. The parked vehicle would impede the view for drivers turning out of Weavers Way, and would impede larger vehicles turning into Silk Lane from High Street (particularly important for emergency vehicles). We consider that the proposed gap would not be beneficial and do not subscribe to the theory that a vehicle parked in that gap would beneficially serve to slow down traffic turning into Silk Lane from High Street.</p> <p>We therefore submit that there should be no gap in the proposed yellow lines (as shown on the plan attached to your letter) and we would advocate that the yellow lines should be extended to all of the adopted area of Silk Lane, particularly in view of the number of senior citizens resident in the Silk Lane area.</p>	<p>assessed and suggested the proposed restrictions based on over 30 years' experience so there will be no visibility issues. However all sites are monitored following installation.</p>
<p>Silk Lane / Weavers Way</p>	<p>I acknowledge receipt of your letter of 21st.October related to the above mentioned proposals.</p> <p>I am disappointed at your proposal for double yellow lines in Silk Lane in as far that they don't go far enough to eliminate the present parking problem on Silk Lane.</p> <p>The way I would like to see them is for the double yellow lines to be continuous from the entrance to Silk Lane from the High Street - as you show them now - but be continuous to just short of the entrance to The Old Silk Mill and</p>	<p>Old Silk Mill is a private property and it is not the duty of the council to provide safe access from private properties. The proposed restrictions are in relation to junction parking and not safe access from private dwellings.</p>

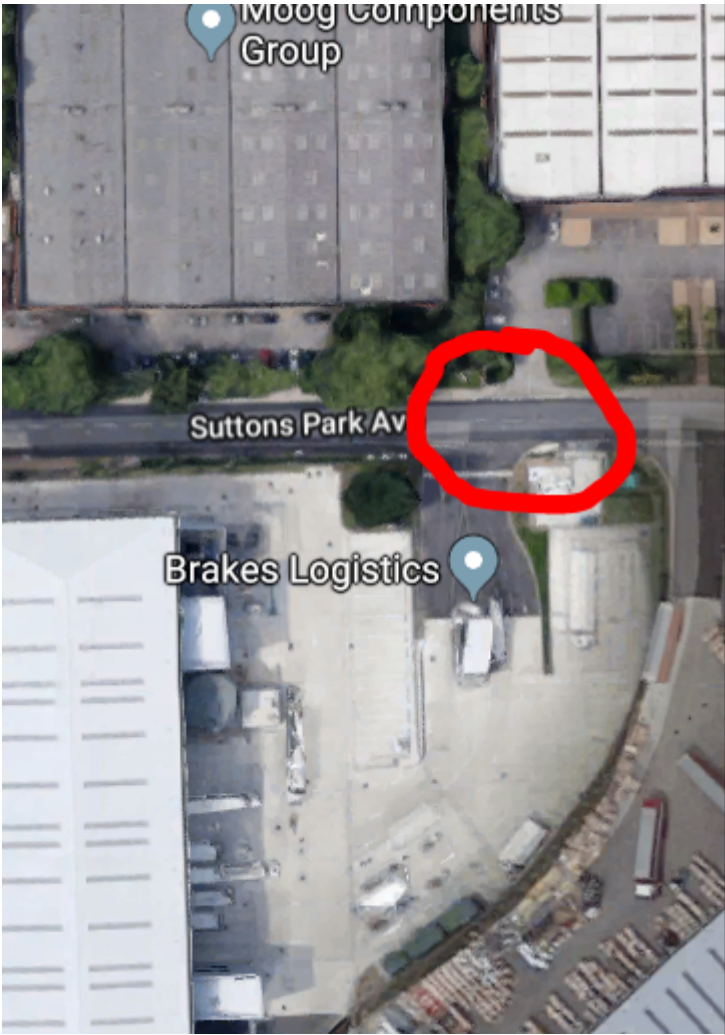
	<p>the entrance to Weir Pool Court car park/garage as indicated by the pink markings in the attached diagram of the area.</p> <p>As one of the Old Silk Mill drivers, currently exiting or returning to the Old Silk Mill is a hazardous experience. As you exit Old Silk Mill's gate, you have to check that no traffic is exiting the Old Silk Mill's visitor's parking area or Weir Pool Court's visitor parking area/garage, approach a blind left hand bend, manoeuvre between cars parked on both sides of Silk Lane and finally be aware of any vehicles entering Silk Lane from the High Street. The same challenges exist in reverse when returning to the Old Silk Mill.</p> <p>I trust my concerns will be taken into account by the Committee concerned.</p>	
<p>Silk Lane / Weavers Way</p>	<p>I acknowledge receipt of your letter of 21st October related to the above mentioned proposals and would advise you that I concur with all the comments contained in the email sent to you by XXXXXXXXXXXX another resident in The Old Silk Mill.</p> <p>In 2013 I forwarded a petition to the council which contained signatures from all the residents of Old Silk Mill (43 Flats for persons aged 55+) and Weir Pool Court (20 Flats) requesting full Parking restrictions on Silk Lane because of problems with the the parking of cars on Silk Lane .I spoke to this at the monthly council meeting for my allocated 5 minutes which resulted in a site visit by, the then Highways Chairman, councillor Baker, Julia Tredwell Traffic and Transport Technician, Matt Davey Head of Highways and Transport, Nick Rose Principal Traffic Engineer and Andrew Luck from the police because they were the only agency that could enforce parking restrictions at that time . The result was that the police could not support parking restrictions because they had insufficient resources to enforce it but everyone agreed to have white lines located at the dropped curbs. I also together with XXXXXXXXX and a representative from Weir Pool Court attended the meeting; I presume that you have this information in your records !</p> <p>Mr XXXXXXXXX of XX Weavers Way raised this matter again this year and arranged for myself and councillor John Jarvis to have a meeting at his house to discuss the problem with parked cars and whilst I felt it necessary to have parking restrictions on all Silk Lane he only wanted partial parking</p>	<p>Whilst residents concerns are taken into account, it is not practical, nor legal to install parking restrictions where residents request them. As such experienced traffic management engineers have considered the extents of the highway where safety may be compromised by parked vehicles. Following this the proposals have been drafted and advertised. Silk Lane and Weavers Way are both Public Highway, and therefore the public have a right to park where this is safe to do so. It is not a duty of the highway</p>

	<p>restrictions because he felt that full parking restrictions would push them on to Weavers way. Following this meeting I asked councillor Jarvis to take this matter up with you and in the meantime XXXX XXXXX asked me to get signatures from Old Silk Mill residents to ascertain their preferences. The replies from all the residents were handed to XXXXXXXXXXX and he stated that 100% of the residents in Silk Mill and Weir Pool Court wanted the full restriction and I presume that he gave you the letters.</p> <p>I understand that XXX XXXXX, Lindsay Ferris and XXXXXXXXXXX together with Nadeem Hussain and Emma Carral from you office met on site to discuss this matter but I was excluded so that there was no one representing Old Silk Mill residents present, which without prejudice , I would view suspiciously and may legally nullify the meeting .XXXXXXXX is a parish councillor and lives on Weavers way and would have a vested interest in the matter. At one point you get cars converging from three locations on to one lane and from The Old Silk Mill exit there is a 90 degree turn with a very high wall.</p> <p>To allow cars to park on the left hand side exiting The Old Silk Mill would create a dangerous situation with an accident waiting to happen and this could clearly be understood by another site visit exiting The Old Silk Mill by car; common sense should prevail !</p>	<p>authority to provide safe exit from a private property and this is also not a reason to include restrictions in any proposals if safety on the public highway is not compromised.</p> <p>The proposals are in direct response to safety concerns at the junctions as per the legal provisions for waiting restrictions.</p>
<p>Silk Lane / Weavers Way</p>	<p>It is very disappointing to see that the proposals presented to Residents do not reflect their wishes and do not address their concerns . Irresponsible and illegal parking have been a bane for many years and despite repeated requests to the Council and local Police nothing has changed. The current proposals do nothing to address the serious concerns of the residents.</p> <p>Cars are regularly parked on N side of Weavers Way from Silk Lane to the first house, yesterday there were 5 cars , 3 cars were also parked on the SE section of Silk Lane and 2 others were parked on the E side of Silk Lane between the High St and Weavers Way.</p> <p>Vehicles leaving Weavers Way and the car parks of Old Silk Mill and Weir Pool Ct are faced with oncoming traffic driving on the wrong side of the road. Sight lines are also compromised.</p> <p>Entrances to Silk Lane and Weavers Way are effectively single carriage ways 2.5 m wide caused by parked cars. Vehicles entering the Estate have to drive on the wrong side of the road and are in danger of colliding with vehicles leaving the Estate. Vehicles parked close to</p>	<p>Whilst residents concerns are taken into account, it is not practical, nor legal to install parking restrictions where residents request them. As such experienced traffic management engineers have considered the extents of the highway where safety may be compromised by parked vehicles.</p> <p>Following this the proposals have been drafted and advertised. Silk Lane and Weavers Way are</p>


	<p>junctions cause a further hazard by creating blind spots . Of course the situation is made worse when larger commercial vehicles are involved.</p> <p>Following advice received from Traffic Management department of the Council a poll of the residents was conducted in 2017 to seek agreement to the following proposal for parking restriction measures :</p> <p style="padding-left: 40px;">Silk Lane – The complete length of the road Weavers Way , N. Side – from Silk Lane to the E. Footpath to High St Weavers Way , S. Side - From Silk Lane to the driveway of No. 2 Weavers Way</p> <p>The result was overwhelming support 84% were in favour</p> <p style="padding-left: 40px;">12 out of 14 in Weavers Way !7 out of 20 in Weir Pool Ct 36 out of 43 in Old Silk Mill</p> <p>Concern was expressed by the residents of Weavers Way that imposition of parking restrictions might mean that the road becomes a parking facility to all and sundry. We would therefore seek parking restrictions limiting parking to residents.</p> <p>Incidentally all other roads off the High St and the Wargrave Rd have parking restrictions similar to those that the residents of Weavers Way and Silk Lane wish to have.</p> <p>These proposals have the full support of the local councillor Mr Lindsay Ferris. I urge the council to reconsider the proposals and to accede to the residents wishes.</p>	<p>both Public Highway, and therefore the public have a right to park where this is safe to do so.</p> <p>It is not a duty of the highway authority to provide safe exit from a private property and this is also not a reason to include restrictions in any proposals if safety on the public highway is not compromised.</p> <p>The proposals are in direct response to safety concerns at the junctions as per the legal provisions for waiting restrictions.</p>
<p>Sonning Lane</p>	<p>I am writing on behalf of Reading Blue Coat School to voice our support for the installation of 'No Waiting At Any Time' along Sonning Lane, as in the proposals dated 2/5/2018, drawn by Sara Allman.</p> <p>As discussed in the meeting on 15th December 2017, hosted at Reading Blue Coat School, various members of the community voiced similar support for these restrictions to be put in place.</p> <p>There are a number of car parks on Sonning Lane, at the School, in the Hockey Club, Rugby Club and Berkshire County Sports Club. As there are currently almost no parking restrictions on Sonning Lane, long lines of cars sometimes park consecutively – in spring 2018 there were often more than 50 cars parked in a row. This made</p>	<p>Supports the proposal</p>

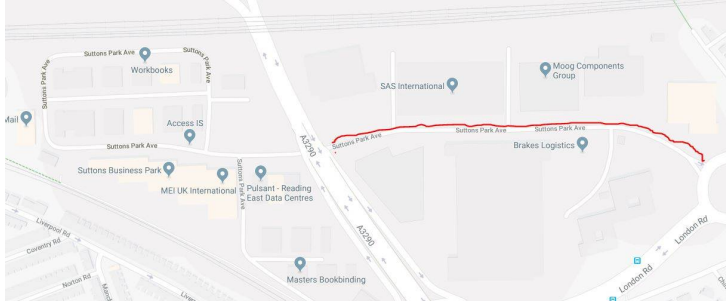
	<p>driving down the lane problematic: on numerous occasions traffic flow was severely disrupted as there is not space for two cars to pass when so many cars are parked consecutively.</p> <p>The proposed installation would mean some parking on the lane would still be possible at wider sections closer to Pearson Road, but narrower parts of the lane would not be available for parking, where it is an obstruction. We acknowledge that some cars on the lane can be a traffic calming measure, but this is when 5/6 cars are parked, followed by passing places. 50/60 cars parked consecutively simply causes problems.</p> <p>One request raised at the meeting at Blue Coat in December 2017: please would the Borough use historically sensitive road markings in line with others in the village. We understand that these are narrower than standard double yellow lines, and primrose in colour, rather than bright yellow.</p>	
Sonning Lane	<p>The Parish Council fully supports the proposals for 'no waiting at any time' along Sonning Lane, as illustrated in the drawings dated 2nd May 2018 by Sara Allman.</p> <p>The Council are pleased to see that the discussions with Sara Allman have led to this stage and would thank Sara for all her help and assistance in achieving this.</p> <p>The Parish Council are also pleased to note that the Reading Blue Coat School has made arrangements for alternative parking with the Berkshire Sports Club. This has already had a huge impact on reducing the traffic problems in Sonning Lane and the proposals will ensure that the previous highway dangers will not return</p> <p>Although not all the proposals are within the Sonning Conservation Area the Parish Council ask that narrower road markings (double yellow lines) are used, for constancy, throughout. However they would ask for the narrow road marking (double yellow lines) are used in the Conservation Area as a very minimum</p>	In support of the proposals

	The Parish Council looks forward to hearing the result of the Consultation.	
Sonning Lane	<p>The Sonning & Sonning Eye Society is a civic society established for the public benefit in the area comprising Sonning and Sonning Eye. Its objectives include the following:</p> <ul style="list-style-type: none"> • to promote high standards of planning and architecture and • to secure the preservation, protection, development and improvements of historic, natural or public interest. <p>We are writing in connection with the above proposals. The Society supports the proposal of 'no waiting at any time' along Sonning Lane, as illustrated in the drawings dated 2nd May 2018 by Sara Allman.</p> <p>Sonning Lane has become a major problem for road users with up to 60 parked cars, many of which form a continuous line on this narrow road, causing frustration and more importantly danger to the road users.</p> <p>The proposals allow for limited areas of parking, thus giving some passing places. Additionally there are several car parks in Sonning Lane for the sports clubs and the Reading Blue Coat School has made arrangements in one of the sports club's car parks.</p> <p>We do urge that narrower road markings are used – we understand these are primrose in colour rather than the wider bright yellow lines.</p> <p>We trust that you will consider our comments.</p>	Supports the proposal
Suttons Park Avenue	<p>Many thanks for your letter dated the 21st October regarding the introduction of double yellow lines on Suttons Park avenue.</p> <p>We fully support this proposal, though wish to comment that it should go further. This entrance into our business park has become quite dangerous the last 12 months. The new distribution centres built do not have enough space for their vehicles and therefore are always parking on the road.</p> <p>There is also a great deal of traffic entering the business park and making quick turns into the new Aldi/Costa shop.</p>	We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.

	<p>My suggestion would be that these should be yellow lines from the entrance until the bridge which passes under the A329 & that the junction with the road leading to Costa/Aldi should be turned into a mini roundabout, it's only a matter of time until a bad accident happens here.</p> <p>Finally, on Suttons park avenue itself, the road surface the first 250m of the road has deteriorated massively the last 12 months and is in dire need of resurfacing, is this on a plan anywhere?</p> <p>Please don't hesitate to call if easier to discuss.</p>	
<p>Suttons Park Avenue</p>	<p>I have noticed some applications for double yellow lines at Suttons Business Park, Suttons Park Avenue In Reading, RG6 1AZ on your website.</p> <p>I'm very pleased with the outcome that you are putting some double yellow line in the Estate but there is just a little part missing at the beginning of the Park I'd appreciate if you could look into, please. I couldn't see that park on your plan/ drawing.</p> <p>Please see below:</p> 	<p>We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>

	<p>The circle marked in red are crossings that need to be secured with double yellow lines too and would appreciate if the council can consider this request in the name of all Tenants.</p>	
<p>Suttons Park Avenue</p>	<p>I'm encouraged by the proposal to add double yellow lines to parts of Sutton Park Avenue, however the proposal doesn't go far enough.</p> <p>The current situation is very dangerous with large lorries parked up along the road reducing the carriageway to effectively single lane – it is not uncommon to have four or five lorries parked up outside the Brake distribution centre. And this in spite of signs along the road which forbid the parking of HGVs on the road which I assume was required for planning purposes. Any vehicle attempting to negotiate Suttons Park Avenue with these lorries parked up is potentially at risk, especially as the area in question includes the brow of a hill. Again any vehicle attempting to pull out of the parking areas or roads adjacent has no clear view of the road and any traffic on it. In my view it is only a matter of time before a serious accident takes place.</p> <p>I would welcome the opportunity to meet with one of the Traffic Management Team to review my comments on site and understand the particular dangers associated with the parked up lorries.</p>	<p>We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>
<p>Suttons Park Avenue</p>	<p>Further to your letter regarding the proposed installation of double yellow lines, I believe that this would be a good idea, however, you have failed to include on your plans, proposals for putting double yellow lines on the area which I have highlighted (on the map) below. This is the bend from the roundabout to approximately the two Royal Mail post boxes (opposite the entrance Brakes) on the Business Park. This area constantly has lorries parked/waiting to get into Manrose and Brakes which mean when you enter into the Business Park you cannot see clearly around them and you have to drive very gingerly on the other side of the road especially as there are now more cars entering and exiting the Park to access Costa Coffee and Aldi. This is an accident waiting to happen with some cars ignoring the fact that lorries are parked and are speeding around them.</p>	<p>We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>

	 <p>Please would you reassess this proposal taking in the comments above.</p>	
<p>Suttons Park Avenue</p>	<p>We note with interest the suggestions for no waiting areas on Suttons Park Avenue. We currently occupy Units 31 & 32 Suttons Park Avenue, and will be moving to Unit 28 adjacent to the Aldi and Costa in the New year. We have approximately 120 people working on the estate.</p> <p>The current situation where articulated vehicles park along the length of Suttons business park whilst they wait to go into Brakes is very dangerous, and it is only luck that there has not been a serious accident. The trucks park either side of the road, often for long periods whilst the drivers sleep, and often with engines running due to refrigeration. This causes noise pollution and air pollution.</p> <p>Vehicles travel at speed in both directions, and when pulling out to drive around the parked trucks, cars are often faced with oncoming vehicles coming up from the ramp under the road to TVP. Thus there have been accidents with vehicles pulling out of the units along the road, and it is only a matter of time before there is a high speed crash between vehicles head on caused by the parked lorries.</p> <p>Our suggestion would be restrictions on parking for the length of Suttons Park Avenue, especially around the areas where there is restricted visibility of oncoming cars. We would also suggest that a ‘no idling’ rule was strictly enforced.</p> <p>The suggested small area of yellow line around some entrances would not improve the current very dangerous situation.</p>	<p>We are unable to extend restrictions beyond the proposals advertised, however we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>
<p>Suttons Park Avenue</p>	<p>After a considerable number of complaints made by residents of Suttons Park Avenue wrt the illegal parking of lorries creating health and safety issues for pedestrians, cyclists and motorists on “Fix My Street” web site this amendment fails to address the problem. The key area</p>	<p>We are unable to extend restrictions beyond the proposals advertised, however</p>

	<p>where we require double yellow lines and active enforcement to prevent lorries parking illegally is marked with red pen on the map below. Your amendments have no impact on this area of the road!</p> <p>It is a dangerous situation at present and there will be an accident unless you take action.</p> 	<p>we will consider this as a new proposal as per our current criteria under safety/congestion and accident history.</p>
<p>Wellesley Drive / Dukes Rode</p>	<p>Thank you for the opportunity to comment on the proposed traffic regulation order for Wellesley Drive Crowthorne (RG45 6AL).</p> <p>The situation on Wellesley Drive has been out of control since parking charges were imposed at Crowthorne station. I live at X Wellesley Drive and there have been times we have been unable to leave our driveway due to the numbers of parked cars and navigating the road becomes nearly impossible. This is a no through road with a hill on a bend which does not give line of sight to see oncoming traffic behind parked cars. On at least one occasion the refuse collection vehicle was unable to continue down the road.</p> <p>I agree that the area of no waiting at anytime around the entrance to the road is appropriate however beyond this the whole road should have a maximum waiting/parking time of 2 hrs. This would prevent the numbers of cars that are being left all day, all night or all week.</p> <p>I realise this is a public road but something needs to be done to allow the residents to safely access it.</p>	<p>The proposal is for junction protection, which has been extended slightly to include access to the electricity sub-station. All properties along the road have off-street parking facilities and therefore it is not necessary to prevent all day parking near to a public transport station.</p>
<p>Wiltshire Drive</p>	<p>Wiltshire Drive – At the beginning of the road to extend the No waiting to match proposed other side of road (House 2) as shown on plan so that no waiting is same length both sides of the road.</p>	<p>Parking currently takes place on the side of road opposite No. 2, this has not caused any inconvenience or safety issues and therefore there is no need to remove this</p>

		facility on the public highway.
Wiltshire Drive	<p>We are submitting our comments as residents of Wiltshire Drive, to the proposed changes in this road. We fully support the introduction of double yellow lines on the blind bend adjacent to number one Wiltshire Drive. We are not able to support the 8am – 5pm restriction outside Marlborough Court. The private parking bay opposite is deep and with good visibility, so manoeuvring in and out of the slots is a lot easier than access to most single width domestic driveways. Many of the residents (like us) are retired, and they and their visitors, whether social, carers or delivering goods and Services, come and go during weekdays. These residents would loose out, as would we, if the roadside parking was reduced by a half. This road had very severe parking problems during the building of Renaissance Homes' Fleur de Lys development in Wiltshire Road (as brought to the attention of local counsellors), but this is no longer ongoing. We feel this proposed restriction would significantly increase congestion and have no noticeable safety benefits. We would be very unhappy to see it go ahead.</p>	<p>Whilst parking on a bend is against the guidance on any bend, we intend to still install this restriction. The parking proposal of 8am – 5pm is not a safety critical issue due to the location and does not cause congestion in a cul-de-sac. It is therefore proposed to confirm the restrictions on the bend of Wiltshire Drive but to abandon the proposal of the restricted parking due to valid objections being raised.</p>
Wiltshire Drive	<p>With regard to the proposed traffic regulation order for Wiltshire Drive in Wokingham, I am writing to register my support for this proposal based on the following</p> <p>Council Responsibility - the council has failed and will continue to fail in its obligations to the residents of Wiltshire Drive if unrestricted parking remains in place. For example, the council cannot carry out basic street cleaning functions. It is obliged to do this under the terms of the council tax contract that enforces residents to pay this tax. This creates a very real issue for residents safety. The road is unsafe during Autumn and Winter with pavements and the side of the road unsafe due to leaves and other detritus gathering, this creates a dangerous, slippery surface. Residents are also regularly obliged to clean up filth deposited by people who do not reside in Wiltshire Drive.</p> <p>Access - this is a very serious issue for Old and Disabled residents needing access for ambulance and care staff.</p> <p>Safety - despite the fact that the council does not view this as an issue excessive parking does constitute a road safety issue.</p>	<p>Whilst this supports the proposals. The parking proposal of 8am – 5pm is not a safety critical issue due to the location and does not cause congestion in a cul-de-sac. It is therefore proposed to confirm the restrictions on the bend of Wiltshire Drive but to abandon the proposal of the restricted parking due to valid objections being raised.</p>

	<p>Security and Anti-Social behaviour - This constitutes a very real threat to people who simply want to live in peace in their own homes, particularly the elderly. Many people parking in Wiltshire Drive are abusive and very threatening (you witnessed this yourselves when you visited on 31st May) and there is no clear understanding as to the purpose of their parking requirement.</p> <p>A number of residents are happy for 08:00 to 16:00 (rather than 08:00 to 17:00) and there is no objection from any resident to this on the clear understanding that it does not delay or prohibit the implementation of the proposals.</p>	
Wiltshire Drive	<p>The road parking plan is being done as clear as possible. I'm sure all the problems Wiltshire Drive has always had in the past and still suffers you will have records of it from the past so I will not try again. Do get get in touch if there are clearer ways I can help with. Thank you for all you have done in the past. It will be amazing for there to be changes. Many thanks to you.</p> <p>Plan is being enclosed for positive ideas of what could help all the residents in Wiltshire Drive. These are the positive changes being written because the plan has been altered and may need to made clearer so hope it helps.</p> <p>Double yellow lines from the beginning of Wiltshire Drive to be put on both sides of the road to the the Parking Bay. Continue on the right side past No1 house, No.3 house, No. 5 house to the wall of the parking bay on the right side of the road. Double yellow lines then continue on this side of the road only, across the parking bay on past house No. 7 continuing round a sharp bend for about a metre and the yellow lines will stop. The double yellow lines will then begin opposite across the road and go right round the short bend to finish in the cul de sac.</p> <p>Back to the double yellow lines opposite the beginning of the Parking Bay on the left side of the road there will be No Waiting Mon-Fri 8am-5pm. The yellow double line will begin again so follow the left side of the road round a sharp bend into a cul de sa.</p> <p>The description of the parking in the road is now complete</p>	<p>The plan referred to indicates the objectors home address and has therefore not been included. This plan shows further prohibition of waiting well into the cul-de-sac area, thus reducing on street parking for residents and visitors and cannot be considered as part of this consultation. The parking proposal of 8am – 5pm is not a safety critical issue due to the location and does not cause congestion in a cul-de-sac. It is therefore proposed to confirm the restrictions on the bend of Wiltshire Drive but to abandon the proposal of the restricted parking due to valid objections being raised.</p>

<p>Wiltshire Drive – from Thames Valley Police Traffic Management Liaison officer</p>	<p>Thank you for the consultation documents relating to a number of amendments to parking orders throughout Wokingham Borough Council area.</p> <p>Although Thames Valley Police are no longer responsible for parking enforcement within Wokingham Borough Council area, I am keen to ensure that where parking restrictions are placed on a public road they are in response to current Road Safety issues or will reduce congestion.</p> <p>I have reviewed each of the plans submitted within the consultation document and will only object to one, Wiltshire Drive, which already has double yellow lines in the mouth of the junction of Wiltshire Drive and Wiltshire Road as part of the experimental order that was implemented on 23rd March 2018.</p> <p>Wiltshire Drive is a cul-de-sac with private dwellings on either side of the road so the majority of vehicle movements will be residents and their visitors using the road. I have checked the current 5 year collision data which shows that there have been no injury collisions in Wiltshire Drive in that time. I am not aware of any congestion issues in this road and do not understand how parking restrictions on this road will enhance road safety in this area.</p> <p>I will therefore object to the parking restriction in Wiltshire Drive.</p>	<p>The parking proposal of 8am – 5pm is not a safety critical issue due to the location and does not cause congestion in a cul-de-sac. It is therefore proposed to confirm the restrictions on the bend of Wiltshire Drive but to abandon the proposal of the restricted parking due to valid objections being raised.</p>
<p>Wiltshire Drive</p>	<p>In respect of your letter dated 21st October and the proposal to implement additional parking restrictions in Wiltshire Drive, our comments are as follows.</p> <p>(1) In relation to the proposal to extend the “no waiting at any time” zone around the first corner on Wiltshire Drive (as shown in yellow on the map we were sent – see attachment), from our perspective this certainly makes sense since this part of Wiltshire Drive is often reduced to “one lane only ” by parked cars. This will for example reduce the amount of reversing that needs to be done to allow traffic coming in the other direction to pass. In addition we have occasionally been prevented from leaving Wiltshire Drive for up to 5 minutes by stationary delivery vehicles, which were blocking the road altogether, including council bin lorries.</p> <p>(2) In relation to the proposal to create a “no waiting zone (Monday- Friday 8AM to 5PM)” in front of Marlborough Court (as shown in red on the map</p>	<p>Point 1 is supporting the proposal of no waiting at any time. Point 2) The proposed parking restriction does not benefit the residents of the street and does not impact on road safety or congestion. It is therefore proposed to remove this restriction from the traffic order.</p>

	<p>we were sent – see attachment), we envisage this could have some positive but also negative impacts , including for the residents of Marlborough Court themselves. We assume the residents of Marlborough Court and also 3 & 5 Wiltshire Drive will confirm their own views on this proposal but as the owners of XX Wiltshire Drive , our concern would be that as it stands, this proposal could then lead to cars parking on a regular basis in the cul-de-sac serving houses 11- 27 Wiltshire Drive , which is actually far less suitable for parking , for the following reasons.</p> <p>(a) The cul-de-sac serving 11- 27 Wiltshire Drive is already narrow, was never intended for parking, is required for manoeuvring and has no pavement (unlike the road in front of Marlborough Court, which has a pavement and where 8AM – 5PM parking restrictions are now proposed). The area immediately in front of our own house for example (15 Wiltshire Drive) is frequently required for manoeuvring by vehicles delivering to or collecting from houses in the cul-de-sac, including the council green waste truck for example.</p> <p>(b) With no pavements available, the occupants of any cars parking in this cul-de-sac will often have to trespass directly on people’s private property to exit/enter their vehicles , as well as making it difficult to cut lawns etc.</p> <p>On that basis, although we trust the residents of Marlborough Court will comment on the positive and negative impacts of implementing a “no waiting zone (Monday- Friday 8AM to 5PM)” in front of Marlborough Court , from our perspective if such parking restrictions are implemented and then create a parking problem in the cul-de-sac serving 11 – 27 Wiltshire Drive instead, we will certainly expect that formal parking restrictions are then applied in this cul-de-sac as well, considering that without pavements etc, it is actually much less suitable for parking than the road outside Marlborough Court.</p>	
Wokingham Road	Thank you for your letter enclosing details of the 610-666 Wokingham Road TRO revocation. I am writing to express full support for your proposal to remove the parking restrictions it refers to. This is in line with the email that I sent on 17 October 2017 (contains details requesting removal and support from 15 residential properties) on behalf of the residents affected.	It is proposed not to continue with the revocation of the parking restriction and therefore this will remain due to the reports that the bus link is still

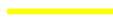

	Thank you for completing this review and trust that there will be a successful outcome soon.	active. This proposal will be removed from the confirmed traffic order.
Wokingham Road	I refer to your letter dated 21 st Oct. 2018 and wish to make the following comments. In the 42 years that my wife and I have lived here we have experienced the abolition of the parking restriction and found it to be a great nuisance, as anyone wishing to take the bus to London, at that time, was able to leave their car on our road throughout the day. We were informed that it was to prevent this behaviour that a restriction on parking between the hours of 10:00 hrs and 11:00 hrs was introduced. This measure has been a very successful one in that it keeps away all of the drivers who are not living in the road, while allowing residents and their visitors to park, other than at the hour that it is forbidden. Having experienced both the present system and your proposed system, I have to say that I most definitely would prefer things to remain as they are.	(This resident supported the original request in October 2017 for the removal of the restriction). It is proposed not to continue with the revocation of the parking restriction and therefore this will remain due to the reports that the bus link is still active. This proposal will be removed from the confirmed traffic order.
Wokingham Road	We are writing in reference to your proposed revocation of the traffic regulation order from 610-666 Wokingham Road Earley, where currently there is no waiting Monday to Friday 10am-11am. We object to the removal of the parking restrictions as it will mean a return of non-residents parking their cars outside our house all day long and parking inconsiderately whilst they catch the bus or train into Reading or commute further afield. They will be using our road as a car park as it will be cheaper for them to park here and catch the bus rather than use the park and ride at Winnersh.	It is proposed not to continue with the revocation of the parking restriction and therefore this will remain due to the reports that the bus link is still active. This proposal will be removed from the confirmed traffic order.
Wokingham Road	We are writing in reference to your proposed revocation of the traffic regulation order from 610-666 Wokingham Road Earley, where currently there is no waiting Monday to Friday 10am-11am. We object to the removal of the parking restrictions as it will mean a return of non-residents parking their cars outside our house all day long and parking inconsiderately whilst they catch the bus or train into Reading or commute further afield. They will be using our road as a car park as it will be cheaper for them to	It is proposed not to continue with the revocation of the parking restriction and therefore this will remain due to the reports that the bus link is still active. This proposal will be removed from the

	<p>park here and catch the bus rather than use the park and ride at Winnersh.</p>	<p>confirmed traffic order.</p>
<p>Wokingham Road</p>	<p>I would like to object to the proposed changes in waiting restrictions in front of my house XXX Wokingham Road, Earley Reading Berkshire. RG67HN.</p> <p>Before these restrictions of no parking between Monday to Friday 10-11am were introduced, people used to park their car all day long and make access to our driveway very difficult. The white lines on the road meant to display no parking areas have faded away so people park so tight to the entrance that we can hardly get our car in and out with out a lot of difficulty.</p> <p>I think this matter has to be taken into consideration, and the problems it creates for residents when people leave their cars in front of our houses for days, in positions which make access to our driveways difficult.</p> <p>I am awaiting your reply on this very sensitive matter.</p>	<p>It is proposed not to continue with the revocation of the parking restriction and therefore this will remain due to the reports that the bus link is still active. This proposal will be removed from the confirmed traffic order.</p>



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Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Stopping On Entrance Markings



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SCALE	1 : 1250
DATE	15/02/2019
DRAWING No.	Proposed order
DRAWN BY	Sara Allman
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SCALE	1 : 1250
DATE	15/02/2019
DRAWING No.	Final Proposal
DRAWN BY	Sara Allman
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