

APPENDIX A

Objection Area of work or residence	Summary of Objection/Comment	Officer Comments
<p>1. Davidson House, Reading</p>	<p>The closure of Market Place at its junction with The Forbury between 7 - 11am and 4 - 7 pm has resulted in increased journey times for town centre businesses, which gain access from the Kings Road. The alternative route, the IDR is already a horrendous traffic blackspot. There was little public consultation and no specific business consultation prior to the change being introduced. The Council should be encouraging businesses into the area, not making it difficult for them to get into the town centre.</p> <p>Traffic queues in Caversham and on Reading Bridge are worse than previously, adversely affecting bus reliability.</p> <p>Has the council considered giving permits to town centre businesses to allow access to Market Place in the rush hour?</p>	<p>The experimental peak hour closure was designed to remove non-essential traffic from The Forbury, Market Place and High Street thus reducing conflict with buses during the busiest times. The experimental closure has achieved this, but it has also reduced conflict in the wider bus loop, notably Friar Street, Blagrove Street, Valpy Street and Minster Street. The removal of queuing traffic in the bus loop and town centre in general has improved pedestrian safety and the general environment.</p> <p>The IDR is congested at peak times, but it is a more suitable route for traffic accessing Kings Road than the previous town centre bus loop route.</p> <p>Bus reliability and patronage has improved during the 6 months since the experimental closure has been in force.</p> <p>Access is allowed during the peak times, but only for businesses in Market Place, which have off street garaging. An access permit scheme will be costly to run, difficult to police and require automatic rising bollards with a swipe card access control to be installed at the closure point. Funding is not available for such a</p>

<p>2. Kings Road, Reading</p>	<p>The experimental closure has had a profound effect on the business. Staff have a 20 minute longer working day due to increased journey times when using the congested IDR. The business uses cars to drive to appointments during the day, many after 4pm and not being able to drive through Market Place reduces the flexibility of the business. Please reconsider the experimental scheme as it will alleviate congestion, reduce fuel emissions and help increase income.</p>	<p>system. Surveys show that 566 private cars drove through Market Place in the morning peak and 416 in the evening peak on an average day. This traffic has been displaced to other routes (predominantly the IDR). This is not a significant increase when the benefits described in Item 1 are considered.</p>
<p>3. Davidson House, Reading</p>	<p>The experimental closure causes significant problems for people who live outside Reading and have to drive to work and park at their premises. Businesses who gain access via Kings Road and who drive from the north now have to use the IDR causing major traffic delays. Prior to the experimental closure, vehicles that used Market Place to access Kings Road did not cause any problems for buses or pedestrians. The effect of these delays on the business community is totally unacceptable.</p>	<p>See previous comments.</p>
<p>4. Duke Street, Reading</p>	<p>The experimental closure has resulted in significant increase in delays and pollution. Traffic accessing Kings Road is funnelled into the Kings</p>	<p>See previous comments.</p>

	<p>Road, Queens Rd, Watlington Street junction causing significant delays. Previously, traffic using Market Place experienced little delay in reaching Kings Road. Public transport has priority access to Market Place and the experimental change cannot have resulted in significant improvement for passengers. Town centre businesses are being penalised by the experimental closure due to increased journey times, increased fuel consumption and pollution.</p> <p>The single entry point into Market Place is a safety concern as it may impede emergency services access.</p> <p>The closure would be more effective in improving pedestrian safety by making it 9.30am - 4pm.</p> <p>The traffic signals at the junction of Kings Road and Watlington Street do not give sufficient time to clear queues at peak times.</p> <p>The objector suggests that traffic flow could be reduced in Market Place by the banning of all movements except a left turn into King Street for vehicles other than buses taxis and cycles, as an alternative to the current experimental order.</p>	<p>Market Place has had a single access point for a long time. Emergency services have never reported problems in gaining access.</p> <p>Peak hour congestion would occur as before.</p> <p>The timings of these signals has been monitored and modified to prevent this problem. However, high traffic volumes at peak times will have an effect.</p> <p>Surveys show, that prior to the introduction of the experimental order, 50% of the vehicles travelling through Market Place made this left turn. This would still mean that 1250 vehicles would make this turn in a 12 hour period resulting in a resumption of the queuing in Market Place, The Forbury and the bus loop. The enforcement of such restrictions would fall to the Police who are unlikely to support its introduction.</p>
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<p>5.Emmer Green, Reading</p>	<p>Businesses need cars and on site parking to allow flexibility and safety for those working late. New office and commercial developments in the area will lead to an increase in traffic.</p> <p>The objector works in Davidson House, Forbury Square. The reason for his objection to the experimental order are as follows:</p> <ol style="list-style-type: none"> 1. The virtual absence of public consultation on this proposal 2. The large amount of unnecessary public expenditure that has been spent in enforcing what is apparently a temporary closure 3. The extra time and cost that individuals will expend using the alternative IDR route to get to Kings Road when travelling from the north. 4. The marked increase in commuter traffic that will need to use the IDR, creating in turn significant congestion. 5. The extra risk of pedestrian casualties in Market Square during the much busier lunchtime period. 6. The seemingly sledgehammer approach to 	<p>Physical changes to the junction would not be possible as public transport vehicles make all the movements.</p> <p>See previous comments</p> <p>The statutory process for advertising an experimental order was followed. The signs associated with an experimental order have to comply with the current signs regulations, including illumination.</p> <p>Observations show that traffic volumes do not increase significantly during the opening times 11am - 4pm.</p>
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<p>6. Abingdon, Oxfordshire.</p>	<p>dealing with what was perceived to be the difficulty in the previous access arrangements, namely servicing businesses in Market Place and congestion for buses.</p> <p>The experimental closure results in additional journey time when accessing Kings Road from the IDR rather than via Market Place and adds to company overheads and costs.</p>	<p>See previous comments</p>
<p>7. Market Place, Reading</p>	<p>The experimental closure means general traffic can use Market Place between 11am and 4pm and this could be dangerous for pedestrians. It would be best to exclude general traffic between 8am and 6pm but allow access for buses, taxis and those with off street garaging.</p>	<p>See previous comments</p>
<p>8. Duke Street, Reading</p>	<p>Why was the experimental closure introduced when there was previously no congestion in Market Place? It cannot be the case that bus efficiency was impaired by other users on such a short piece of road. The closure has created extra congestion on the IDR and Watlington Street and thus created more pollution.</p>	<p>See previous comments.</p>
<p>9. Southampton</p>	<p>The objector is concerned that the experimental order will cause delays to staff heading for the telephone exchange in Minster Street. The alternative route is via the IDR which is already</p>	<p>See previous comments</p>

<p>10. Tilehurst, Reading</p>	<p>congested at peak times. The closure will increase fuel costs, waste time and increase pollution. Requests that employees working at the telephone exchange are given similar rights of access as those with off - street garaging. Requests that the experimental closure is removed.</p> <p>The objector cannot see the benefits of the experimental closure. He objects on the grounds that people who cannot use public transport for their work will suffer severe delays and additional costs. The closure increases journey times due to congestion on the IDR, emissions and fuel consumption and is contrary to the Council's policy of reducing emissions.</p>	<p>See previous comments</p>
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