

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2016	AGENDA ITEM:	6
TITLE:	RESULTS OF STATUTORY CONSULTATIONS: MINSTER STREET - ACCESS RESTRICTION TOWN CENTRE - PAY AND DISPLAY EXPANSION E.P. COLLIER SCHOOL - 20MPH ZONE & WAITING RESTRICTIONS HIGHMOOR ROAD - WAITING RESTRICTIONS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBAY & THAMES
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 Following the meeting of the Sub-Committee meeting in September 2016, Officers have conducted a number of statutory consultations. This report provides the results of these statutory consultations and Officer recommendations for each scheme.
- 1.2 Appendix 1 provides the equality impact scoping document for Town Centre Pay and Display Expansion proposals.
- 1.3 Appendix 2 (presented at the meeting, as the consultation ends on 27th October 2016) provides the objections report that relates to the proposed changes to waiting restrictions in the streets that surround E.P. Collier School.
- 1.4 Appendix 3a provides the objections report that relates to the proposed changes to waiting restrictions in Highmoor Road. Appendix 3b provides an illustration of the next proposed phase of lining work.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

- 2.2 That the alterations to the Minster Street access restriction timings (Item 4.1) be implemented, as advertised.
- 2.3 That the expansion of town centre pay and display parking (Item 4.2) be implemented, as advertised.
- 2.4 That the 20mph zone around E.P. Collier School (Item 4.3) be implemented, as advertised.
- 2.5 That the E.P. Collier Waiting Restrictions (Item 4.3) consultation ends on 27 October 2016 be noted. [Officer recommendations will be presented at the meeting.]
- 2.6 That the waiting restrictions on Highmoor Road (Item 4.4) be implemented as advertised.
- 2.7 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals.
- 2.8 That the objectors be informed of the decision of the Sub-Committee accordingly.

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking and movement restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 Improving road safety through the reduction of casualties is a statutory duty of the council as highway authority.

4. BACKGROUND AND PROPOSALS

4.1 Minster Street Access Restriction

- 4.1.1 Following long-standing public safety concerns during the night-time economy period along Gun Street, Officers presented a proposal for increasing the operational hours of the Minster Street Access Restriction to the Sub-Committee in September 2016.
- 4.1.2 The proposal extended the operational hours of the access restriction to include the period between 7pm and 7am, thus increasing the operational hours to 4pm - 11am, daily. The result of this extension would be the reduction in vehicular traffic during the period in which pedestrian encroachment

onto the carriageway, through the popularity of the establishments on Gun Street, would be at its peak.

4.1.3 The Sub-Committee agreed that Officers may conduct a statutory consultation for this proposed alteration and Appendix 1 presents the objections, support and comments that were received during this 21 day consultation period.

4.1.4 The statutory consultation ended on 20th October 2016. Reading Borough Council has received no objections to the proposals.

4.1.5 Officers recommend that the Traffic Regulation Order be sealed and the changes to the restriction implemented, as advertised - the new restriction will be 'Between the hours of 4PM and 11AM, access is restricted to buses, wheelchair accessible taxis, bicycles and permit holders only'. As a result of this change, Minster Street will remain open for through traffic between 11AM and 4PM only.

4.2 Town Centre Pay & Display

4.2.1 Officers conducted a review of the existing on-street Pay & Display parking provision in the town centre, with consideration for any areas where bays could be increased in length, or new bays added. Proposals to increase the provision of Pay and Display parking bays were presented to the Sub-Committee in September 2016.

4.2.2 The Sub-Committee agreed that Officers may conduct a statutory consultation for the proposed alterations and Appendix 2 presents the objections, support and comments that were received during this 21 day consultation period.

4.2.3 An equality impact scoping document has been produced and is attached as Appendix 2b

4.2.4 The statutory consultation ended on 20th October 2016. Reading Borough Council has received no objections to the proposals.

4.2.5 Officers recommend that the Traffic Regulation Order be sealed and the scheme be implemented, as advertised.

4.3 E.P. Collier School 20mph Zone and Waiting Restrictions

- 4.3.1 As part of the school expansion works for E.P. Collier School, a number of proposals were identified and listed for the Sub-Committee in January 2016. These proposals included the introduction of a 20mph zone and alterations to waiting restrictions on the residential streets around the school.
- 4.3.2 Officers presented details of the proposals to the Sub-Committee in March and September 2016, where it was agreed that they could be progressed to statutory consultation.
- 4.3.3 The Council received no objections to the proposed introduction of the 20mph zone. It is therefore recommended that the Traffic Regulation Order be sealed and the restriction introduced as proposed.
- 4.3.4 The consultation for the introduction of new waiting restrictions ends on 27 October 2016. The objections report will be presented at the meeting, alongside Officer responses and recommendations.

4.4 Highmoor Road Waiting Restrictions

- 4.4.1 The road safety work continues to find a solution for this junction and, at the time of writing this report, a speed survey is being carried out on Albert Road. We have also carried out a video survey of the junction since the 'dragons teeth' road markings have been painted on the Highmoor Road eastbound approach. As a part of the double yellow line extension the dragons teeth will be extended on the Highmoor Road approach. Additional dragons teeth will be painted on the Albert Road northbound approach with further consideration to the southbound approach. Once this assessment and work has been completed Officers will meet with the two community groups (CADRA & HARC) to review the position at that time.
- 4.4.2 The Council has received 20 objections to the proposed introduction of waiting restrictions. Many of the responses provide recommendations that are outside of the scope of this consultation, but may be considered for inclusion in a future phase of works.
- 4.4.3 Of the objections received, 6 objectors were opposed to the principle of introducing any length of waiting restriction and 14 objectors were opposed to the length of restriction that was proposed, with a consensus that 50m back from the junction would be sufficient.

4.4.4 As a result of the continued accident situation it is recommended that the double yellow lines are implemented as advertised.

4.5 Hospital & University Area Waiting Restrictions

4.5.1 The results of this consultation and Officer recommendations are presented in the Hospital & University Area Update report.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 These proposals support the aims and objectives of the Local Transport Plan and contribute to the Council's strategic aims, as set out below:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Proposed changes to waiting restrictions and vehicle movement prohibitions will require advertisement of the sealed Traffic Regulation Order, prior to implementation.

7. LEGAL IMPLICATIONS

7.1 The sealed Traffic Regulation Orders will require advertisement, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9. FINANCIAL IMPLICATIONS

- 9.1 The Minster Street scheme in Item 4.1 will be funded through the LTP capital programme.
- 9.2 The Town Centre pay and display expansion scheme in Item 4.2 will be funded from the LTP Capital programme and Section 106 developer contributions.
- 9.3 The E.P. Collier scheme in Item 4.3 will be funded from Section 106 developer contributions.
- 9.4 The Highmoor Road scheme in Item 4.4 changes will be funded from the LTP Capital programme.

10. BACKGROUND PAPERS

- 10.1 Minster Street - Extension to Bus Only Restriction Operational Hours (Traffic Management Sub-Committee, September 2016).
- 10.2 Town Centre Pay & Display Expansion (Traffic Management Sub-Committee, September 2016).
- 10.3 School Expansion and Sustainable Transport Update (E.P. Collier School) (Traffic Management Sub-Committee, September 2016).
- 10.4 School Expansion and Sustainable Transport Update (Traffic Management Sub-Committee, March 2016).
- 10.5 School Expansion and Sustainable Transport Update (Traffic Management Sub-Committee, January 2016).
- 10.6 Highmoor Road Junction with Albert Road - Road Safety Update Report (Traffic Management Sub-Committee, September 2016).



Provide basic details

Name of proposal/activity/policy to be assessed

Town Centre Pay and Display Expansion

Directorate: ~~Children, Education & Early Help Services / Adult Care & Health Services / DENS / CSS (delete as appropriate)~~

Service: Transport

Name and job title of person doing the assessment

Name: James Penman

Job Title: Assistant Network Manager

Date of assessment: October 2016

Scope your proposal

What is the aim of your policy or new service/what changes are you proposing?

To increase the provision of pay and display parking around Reading town centre. The proposed changes will increase the current provision with space for approximately 70 additional vehicles, for which the majority of spaces are located outside of the town centre part-time access restrictions.

The review of kerbside space that led to the proposals aimed to make better use of this space, for which the majority is yellow-line restricted. One of the locations proposed for conversion to pay and display is a short disabled bay on Howard Street. During our review process, this bay was identified as being underused by the Council's Civil Enforcement contractor and was empty during every Officer visit. This bay accounts for approximately 3 of the [anticipated] additional 70 vehicle spaces that this scheme would create and conversion to pay and display parking would still provide usability by blue badge holders at no charge. This proposed conversion will not set a precedent for the conversion of other disabled spaces to pay and display.

Who will benefit from this proposal and how?

Visitors to the town centre will benefit from an increase in the number of on-street pay and display parking bays. This type of parking facility provides short-stay/high-turnover, street-level parking, which is also likely to benefit town centre businesses. With the exception of West Street, the proposed locations of the bays are all outside of the town centre part-time access restrictions.

Under Reading Borough Council's current model, Blue badge holders are exempt from pay & display charges (provided their badge is clearly displayed in the vehicle) and they are also exempt from the maximum stay limit that would apply to the bay. The implementation of these additional bays will increase the availability of formal on-street parking and provide an enhanced facility for blue-badge holders overall.

This street-level parking will also benefit those visitors with mobility difficulties, who do not currently qualify for a blue badge.

What outcomes does the change aim to achieve and for whom?

As above.

Who are the main stakeholders and what do they want?

Visitors to / users of the town centre.

The Council receives requests for increases in short-stay, street-level parking in the town centre, from persons with mobility difficulties, from businesses and general users.

Assess whether an EqIA is Relevant

How does your proposal relate to eliminating discrimination; promoting equality of opportunity; promoting good community relations?

Do you have evidence or reason to believe that some (racial, disability, gender, sexuality, age and religious belief) groups may be affected differently than others? (Think about your monitoring information, research, national data/reports etc.)

Yes / No (delete as appropriate)

Is there already public concern about potentially discriminatory practices/impact or could there be? Think about your complaints, consultation, and feedback.

Yes / No (delete as appropriate)

If the answer is **Yes** to any of the above you need to do an Equality Impact Assessment.

If No you **MUST** complete this statement

An Equality Impact Assessment is not relevant because: the proposals will improve overall parking facilities and parking space turnover for all users of the town centre.

A statutory consultation has been conducted for the proposed changes to waiting restrictions. There have been no objections raised against the proposals.

Signed (completing officer)

Date October 2016

Signed (Lead Officer)



Date October 2016

EP COLLIER CHANGES TO WAITING RESTRICTIONS - OBJECTIONS TO TRAFFIC REGULATION ORDER
 ITEM 6 APPENDIX 2 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 31/10/2016

No.	Objections/support/comments received.	Officer Response and Recommendation
1	<p>Hi we are writing to object to the purposed removal of the hatch markings on York Road in Reading. We wish to point out the implications to the already limited parking for residents as even with the hatch markings its extremely difficult as it is to find a space. To take away the opportunity to park on the hatchings will now make it almost impossible to park in the area, as the cars that would have been parked in front of the school will now use up the spaces on the other side of the street. We would also like to point out that as carers we only have 1 permit between 3 members of staff, and when there two members on we have to use the hatchings as parking on a Saturday or we have to use a permit that the people we support have to pay for. This will obviously have financial implications on them which feel is extremely unfair.</p>	<p>These proposals do not result in the removal of parking provision on York Road as there are currently double yellow lines with the 'School Keep Clear' marking. Therefore, parking shouldn't be taking place at this location at any time.</p> <p>There are a number of discretionary permit application options available on the Council's website (http://www.reading.gov.uk/parkingpermits), which includes carer permits.</p>
2	<p>I would like to place an objection to the proposed order to change waiting restrictions on York Road. I make this objection on the basis that from the current order it is unclear how removal of the "School Keep Clear" markings will affect parking restrictions on the relevant section of York Road. For example, will existing sections of Mon-Fri 8-5 parking and sections of double yellow exist in the same positions after the school markings are removed I would like clarification of this, in writing, before removing my objection</p>	<p>These proposals shall remove a section of the 'School Keep Clear' restriction on York Road but retain the 'No Waiting at Any Time' restriction.</p>
3	<p>I am writing to you on behalf of the Bell Tower Community Association to object to the proposed changes to waiting restrictions in the area around E.P. Collier School. The shortening of the "School Keep Clear" road markings would create a hazard at the pedestrian entrance to the nursery from cars dropping children off. The general facilitation of taking children to school by the extension of the double yellow lines will do nothing to mitigate and would probably exacerbate the rise in vehicle movements during the school run caused the expansion of E.P. Collier. More traffic inevitably raises the risk of accidents, and Bell Tower has no desire to see anyone, particularly, a child, from our in our community injured or possibly even killed as a result. Should an accident occur during the school run the situation could well be compounded by the difficulty the emergency services would have in accessing the scene because of the vehicle traffic the council would be encouraging by its proposed changes. In addition, the</p>	<p>The main objective of this scheme was to have the correct 'School Keep Clear' restrictions implemented to reflect the new layout of the school, which should be placed outside of an entrance.</p> <p>These proposals do not result in the removal of parking provisions on York Road as there are currently double yellow lines with the 'School Keep Clear' marking, which are not being extended. Therefore, parking shouldn't be taking place at this location at any time.</p> <p>The proposed 'No Waiting at Any Time' on Ross</p>

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	<p>extension of the double-yellow lines in York and Ross Roads will lead to a loss of parking spaces for local residents. A recent survey of those living in the area we represent showed that one of the main complaints about the area was the lack of parking. The changes the council is proposing will just make the situation worse and add insult to injury after six permits for street parking have been issued to members of school staff. To sum up, we are objecting on the ground of road safety and loss of amenity. I hope, for once, the council will pay a modicum of regard of the needs of local residents.</p>	<p>Road is to facilitate access/egress to the new staff car park, which will introduce new vehicle turning movements on this narrow street with parking already on the southern side of the street.</p> <p>Reading Borough Council has already implemented Highway improvements and a replacement of the pedestrian crossing on Caversham Road to encourage walking to school. The proposal to implement a 20mph zone around the school will further address perceived road safety concerns.</p> <p>However, some parking provisions could be created on York Road that could be added into the a future Waiting Restriction Review programme.</p>
4	<p>I object to the proposed changes to the waiting restrictions as follows: Proposal - Replacement of School Keep Clear restriction with No Waiting at Any Time along Ross Road from its junction with Swansea Road with Addison Road. Objection - The proposed change on Ross Road between Swansea Road and York Road junctions is excessive and will result in the loss of five evening and weekend parking spaces for local residents and visitors (based upon the minimum standard car length requirement of 4.8m). The overdevelopment of E. P. Collier School on a constrained site has already resulted in the loss of amenity to local residents and existing community groups due to the increased traffic (and associated problems) and loss of parking spaces. The loss of even more parking spaces than is actually required to allow school gate access will cause yet further loss to local residential amenity and possibly cause resentment. Parking within the area of concern has become extremely limited and competitive since the development and residents often need to park on the sections marked as keep clear school in the evenings and weekends. It should be noted that many residents parking spaces have already been lost following the issue of unrestricted residents permits to school staff that could not be accommodated on site by the expanded development. This</p>	<p>The main objective of this scheme was to have the correct 'School Keep Clear' restrictions implemented to reflect the new layout of the school, which should be placed outside of an entrance.</p> <p>On Ross Road there is parking on the southern side of this narrow street, therefore emergency vehicles or residents would struggle to pass with parking on both side of the road. These restrictions also facilitate access/egress to the new staff car park, which will introduce new vehicle turning movements on this narrow street.</p> <p>The previously-consulted proposal to implement a 20mph zone around the school, alongside the implemented improvements to footways and the Caversham Road pedestrian crossing, will further address perceived road</p>

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	<p>includes cases where staff have also displayed permits indicating that they commute only short distances by car from neighbouring parking zones (despite this area being classified as an Air Quality Management Area).</p> <p>The removal of the School Keep Clear restriction for No Waiting at Any Time restriction will allow for setting down and collecting passengers (whilst preventing evening parking) and this change will encourage vehicular use to the school and result in more traffic and air pollution. The latter being of importance given the area is designed as being within an air quality management area. An inadequate School travel plan and continued failure of the council to enforce any of the existing road restrictions at drop off/collection times means that cars are frequently parked unattended on double yellow lines or in residents only bays. In addition, encouraging passenger set down/collection and car manoeuvres during the busy school related times and occurring next to designated crossing points and junctions is highly likely to increase the risk of accident</p> <p>Suggestion - The Ross Road section of the School Keep Clear timed restriction should remain as existing but with a keep clear H-bar marker or similar for the width of the car park access gate only.</p> <p>Proposal - Retention of the School Keep Clear time restriction along York Road from a point 16m north of its junction with Ross Road to a point 55m north of that junction. The attached diagram indicates also the removal of existing School Keep Clear restriction from a point 55m along York Road from Ross Road junction to a point estimated at approximately 96m from that junction. No information has been provided about what will be in place along this section following removal of the current restriction albeit there is currently also double yellow lines along this stretch of road.</p> <p>Objection - Removing the School Keep Clear restriction north of the 55m point at York Road (i.e. opposite New Hope Centre) is clearly also an attempt to create a drop off area for children directly outside the Nursery gates. This proposal will increase the risk of accident given there is a main pedestrian access gate to the Nursery and a dropped kerb crossing at this location. It is also located close the elbow bend of York Road meaning that visibility down the road is restricted.</p> <p>It is important that a no parking restriction remains at the elbow corner of York Road as allowing parking at this point would prevent larger vehicles (including emergency vehicles) from passing.</p> <p>Suggestion - I support the proposal to retain the School Keep Clear restriction along York Road from a point 16m north of its junction with Ross</p>	<p>safety concerns.</p> <p>The proposals in this consultation result in the removal of the School Keep Clear restriction on York Road, not the underlying double-yellow-line restriction - this would remain unchanged - so there has been no requirement to reference this restriction in the consultation Notice.</p> <p>However, some parking provisions could be created on York Road that could be added into a future Waiting Restriction Review programme.</p>

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	<p>Road to a point 55m north of that junction. However, the additional existing School Keep Clear restriction beyond this point (e.g. opposite the New Hope Centre) should remain as existing.</p> <p>The proposed changes will encourage car journeys to the school and will make parking and traffic worse for local residents. No attempt to reduce or mitigate the effects of the increased traffic caused by the expansion of the school has been considered.</p>	

HIGHMOOR ROAD WAITING RESTRICTIONS - OBJECTIONS TO TRAFFIC REGULATION ORDER
 ITEM 6 APPENDIX 3a - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: [20/10/2016]

No.	Objections/support/comments received.	Officer Response and Recommendation
-	<p>Summary:</p> <p>Objecting to the principle: 6 Objecting to the proposed length: 14</p>	
1	<p>We have lived since [REMOVED] at [REMOVED]. [REMOVED]. The property has two entrances, both in Highmoor Road. One, to the front door, is very close to the crossroads. It must be exited backwards, and straight out across both carriageways. Vehicles coming along Albert Road from Caversham might turn left into Highmoor Road and only then see our car immediately before it. Accordingly, we widened a gate into the end of our garden, [REMOVED] west of the junction and this is the entrance to our carport. Our property is narrow, and increasingly so at its end. We can drive a car into this carport but because of the narrowness only at an angle. That means that we have to drive out backwards and at an angle.</p> <p>The proposed No Waiting at Any Time restrictions would necessitate our making these awkward manouevres several times a day. I must also point out that the restriction would have to be ignored by many vehicles. I think of roofers, builders, plumbers, gardeners, electricians, Gas Board boiler services, ambulances, taxis, delivery vehicles, newspaper delivery men, even, I suspect, police cars.</p> <p>Since [REMOVED], we have driven across the crossroads several times most days, and without any danger or difficulty. It is worth remembering that some years ago the accidents were caused by vehicles coming from the opposite direction and turning right into Highmoor Road. On other occasions, cars driving from the east end of Highmoor Road have ended up in our front garden. Once, a car turned left into Highmoor Road at night and met a group of horses, one of which tried to leap over it and landed on its roof.</p> <p>Of course, like all reasonable citizens, we appreciate that the public should be protected as far as practicable from the carelessness and inadequacy of some drivers, and there has been much understandable demand by HARC for a solution to the problem of accidents at this junction. But can you direct us to any compelling evidence that your recent proposal will either alert drivers better to recognising that there is a crossroads there or ensure that they stop and look long enough in a southward direction to assure themselves that they have seen both carriageways? Without such evidence, we strongly object to having severe</p>	<p>[Resident - adjacent to proposals]</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The justification for proposing these restrictions was reported to the Sub-Committee in September 2016.</p> <p>Double yellow lines, by law, implement a 'no waiting at any time' restriction, but not a loading/unloading ban.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>inconvenience imposed upon us by the introduction of your proposed scheme, which is far from certain of success, and may well result in increasing the speed of vehicles approaching the junction.</p> <p>My own observation is that parking could usefully be restricted further along the south side of Albert Road, where parked vehicles do make it harder for a short driver like me to see if the near carriageway is clear or not. I will add that my husband, whose career was with the Department of Transport as a highways engineer, has no faith in the efficacy of your proposed scheme.</p> <p>At the least, I ask you to give some consideration to the problems we, in our property, would face should your idea be implemented. Highmoor Road is already used as a parking space by bus passengers and work vehicles, and I can envisage it being impossible on occasion to park anywhere in the road should these new restrictions be imposed. It is extraordinary that we are discussing these restrictions about an area in which we have lived for nearly forty years and which remains remarkably quiet. We sit in the garden and hear nothing more than the bus for long stretches of time. Double yellow lines are normally applied in inner city areas or tourist resorts where traffic flows are both constant and high in volume.</p>	
2	<p>We wish to object to the proposal recently posted to increase the no-waiting zone in Highmoor Road from Albert Road to extend to the junction with Buxton Avenue. We agree with the HARC opinion that this could encourage drivers to speed up near the junction and it also removes street parking for the houses involved. The length of the zone as proposed would be about 100m and we agree with HARC that a shorter zone of 50m would achieve the safety improvements as or more effectively. Further signage and dragon's teeth markings could be implemented along with the 50m no-waiting zone.</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>Officers do not agree that removing parking will increase vehicle speeds approaching the junction, but will provide greater forward visibility of the approaching STOP junction.</p> <p>Lining alterations are being proposed in the accompanying report.</p>
3	<p>I would like to register the following objections to the proposed no waiting restrictions in Highmoor Road described in the Notice dated 29 September 2016.</p> <ol style="list-style-type: none"> 1. I object to the proposal that the double yellow lines be extended to a distance of 100 metres to the west of the junction. This appears to me to be wholly excessive in a residential street. I would suggest that a distance of 50 metres would be more than sufficient to give a clear view of the junction and the proposed dragon's teeth road markings. This would allow some parking for the residents which is surely reasonable. 	<p>[Resident - adjacent to proposals]</p> <p>The objector proposes that a shorter length of restriction be implemented on the northern side of the street, but objects to the restrictions on the south side of the street.</p> <p>Officers acknowledge the suggestion to implement</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>2. I object to the yellow lines being extended on the south side of the west part of Highmoor Road. The Council has not presented any reason or evidence why these should be extended. I quote from Paragraph 4.5 of the paper to the Traffic Management Sub-Committee on 14 September 2016: <i>"There is a relatively small amount of on-street parking in this part of Highmoor Road which forces drivers onto the opposite side of the road travelling east towards the junction. It was agreed that this parking should be removed allowing an extension of the new marking. Keeping drivers on the correct side of the road with an increased length of 'dragons teeth' marking ensures the very best warning of the junction ahead and the need to stop."</i> I would contend that allowing residents to park on the south side of the road will encourage drivers driving towards Albert Road to keep to the left side of the road which is what is desired. Also cars parked in this way will make the road appear narrower and this will probably cause drivers to slow down.</p>	<p>a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
4	<p>I have been following the situation on Highmoor Road as a resident [REMOVED] between the Albert Road junction and Buxton Road. Firstly I certainly acknowledge the situation at this junction which seems to have worsened over the past few years. I have lived here for [REMOVED] and do not recall such a volume of incidents in the early years.</p> <p>I am expressing my opposition based on the fact that I feel that removing parking restrictions will actually offer cars a longer stretch to build up speed as they approach the junction. This will have the unintended consequence of having a higher proportion of vehicles approaching the junction at a higher speed. I do understand the comments regarding current parking forcing cars to go onto the opposite side of the road but I feel that this would result in slower speeds being undertaken and resulting in more care as a car approaches the junction.</p> <p>Living here for such a long time and using this junction on average 6 times per day it is the lack of road markings (now dealt with with dragon's teeth) and the view when looking right caused by the fence that is the real concern. To make the junction safer these need to be addressed.</p> <p>If you decide that your proposed course of action is appropriate my concern is where will the overflow parking go? If it goes up Highmoor you are creating a problem with drivers on the wrong side of the road up near the Darell Road junction. Potentially making this a accident blackspot. Buxton Road is also rather full with on street parking already and I am not sure if the addition of further cars will add anything to safety in this road.</p>	<p>[Resident - adjacent to proposals]</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>On a personal note which I know shouldn't come into the equation I had a hip replacement operation 8 days ago. Now I have to be parked on the road to get in and out of my car whilst recovering. With your proposed rules I would have to go 100 yards up the road to be able to get into a car to attend physio and medical follow up. I am probably going to need to get this operation on my good leg in the future and then repeated on the bad one. Though these may be isolated incidents it does concern me for the future.</p> <p>One question I did have regarding the average speed and numbers of vehicles approaching both junctions is in respect of the time the monitoring was in place. I recall this was around July/August which of course is a time when traffic is always lower than usual and hence the need to use this area as a rat run may have been lower than you would expect over the course of the year.</p> <p>I feel that your initial proposal of the closure of this portion of Highmoor Road to all traffic bar buses would indeed be a safer option to pedestrians and road users than the double yellow line option that is currently up for discussion. I do not see how double yellows will reduce speed at the junction and will only increase it.</p>	
5	<p>Please accept this email as my objection to the proposed changes to the above.</p> <p>My reasons are I feel strongly to this are that the removal of all cars will encourage motorists to speed even more than they do currently. In my opinion speed humps similar to Kidmore Road would be far more affective</p>	<p>[No address information provided]</p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction and only the introduction of waiting restrictions on Highmoor Road that is being consulted at present.</p>
6	<p>I would like to add my voice to the issues around Highmoor Albert Road intersection. The issue is not visibility approaching the junction it is visibility AT the junction - crossing Albert Road. I use the junction twice a day; sometimes more.</p> <p>Not sure how additional double yellow lines is going to help with this. I do not live on any of the roads I live on St Peters so I have no personal agenda regards the reduction in parking.</p> <p>The tree on Albert road restricting visibility on the left when crossing west needs to be removed and the corner of the plot of the house on the right when crossing east needs to be bought by the council and the fence moved back. My opinion.</p>	<p>[Reading resident - not adjacent to proposals]</p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p>

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	<p>How many more people need to be injured or worse before something serious is done. I wish I owned the house on the corner as I would move the fence in myself. I have cut vegetation down from around the tree trunk before to ease visibility but it only helps for a week or two.</p>	
7	<p>I would like to raise some concerns as part of the local consultation ref NM/JC-CMS/5543. My main objection is over the length of the proposed double yellow lines .</p> <ul style="list-style-type: none"> · It should be halved to 50 metres from the junction. If the lines are painted up to Buxton Avenue , it will create parking issues for residents living on this stretch of Highmoor Road and could also create a greater opportunity for drivers to speed on the approach to the junction. · 50 metres would provide a clear view of the junction, meeting the objective of this consultation. · sharks teeth on all four approaches to the junction should also be proposed at the same time as the painting of the lines. · Further safety and speed reducing measures should also be introduced to calm the 4 direction of traffic at that terrible junction . 	<p>[No address information provided]</p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
8	<p>I am writing concerning the order reference NM/JC-CMS/5543, and I write to object to the details of RBC's proposal to impose 'No Waiting at Any Time' restrictions on Highmoor Road and Buxton Avenue as detailed in your notice dated 29th September 2016.</p> <p>I fully agree with the council's desire to make the Albert Road/Highmoor Road junction safer, and agree that the recent spate of accidents have been due to drivers approaching from the west along Highmoor Road not recognising the presence of the junction.</p> <p>It is therefore imperative that everything possible is done to make the junction visible, and to slow traffic using the junction.</p> <p>I believe that increasing the length of 'dragons teeth' to 50m along Highmoor Road (west of the junction) along with a 50m stretch of 'no waiting at any time' restrictions would considerably help with the 'see through' problem of this junction.</p> <p>However, the proposal to extend the no waiting zone to about 100m along Highmoor Road, and to include Buxton Avenue, is taking the parking restrictions too far.</p> <p>The proposal to go beyond 50m will cause distress to our neighbours who live there, and who need to be able to park reasonably close to their property. Having</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>a long length of clear road in this situation may also encourage speeding, which is the last thing we need, so close to this dangerous junction.</p> <p>I would therefore urge the council to limit the 'No Waiting at any time' restrictions on the west side of Highmoor Road to 50m from the junction. This would take it as far as the (2nd) green gates belonging to 20 Highmoor Road.</p> <p>I would also urge the council to take this opportunity to install 'dragon's teeth' along all approaches to this junction, since the more drivers are aware of the problem, the fewer accidents we will have at this difficult spot.</p>	
9	<p>I would like to formally object to the proposal to extend the double yellow lines to Buxton Avenue. I believe that these lines should be extended to 50 metres from the junction. I am concerned that if the lines are painted up to Buxton Avenue that it will create parking issues for residents living on this stretch of Highmoor Road and could also create a greater opportunity for drivers to speed on the approach to the junction.</p>	<p>[No address information provided]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p>
10	<p>We have lived at [REMOVED] Highmoor Road since [REMOVED] and absolutely agree that something needs to be done to improve the safety of this junction. We are pleased that as an interim step the council have agreed that the current road markings are inadequate. However it is a fine balance between improving the safety in one aspect but potentially creating different equally hazardous problems in another aspect.</p> <p>As we see it we believe that by your proposal of extending the no parking at anytime to 10 metres beyond west Buxton Ave will potentially result in cars travelling too fast along this part of the road as they approach the junction giving them less time to react to the approaching junction. In effect the parked cars act as a chicane to travelling cars therefore slowing their speed. We therefore would kindly ask that the extension is limited to 50 metres west of the junction in line with the current telegraph pole. This would mean cars approached the junction at a slower speed but also allowed enough distance to greatly increase the road markings that are needed to increase awareness of the approaching junction.</p> <p>We are hoping that this is an interim measure and that ultimately the council will agree that traffic calming measures such as those at the Oakley/Kidmore junction will be the most effective way of slowing down traffic as it approaches the junction. Speed is a very real issue that is contributing to not only the accidents occurring but to the resulting consequences of accidents. If the cars involved in the fatal crash earlier this year had been going slower there is a very real chance</p>	<p>[Resident - adjacent to proposals]</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>

No.	Objections/support/comments received.	Officer Response and Recommendation
	that the pedestrian may have survived the impact.	
11	<p>We live on Darell Road, and we are responding to your consultation on changes to the junction of Highmoor and Albert Roads, which have been proposed in the interests of reducing accidents.</p> <p>The cause of many accidents, we are told, is that motorists on Highmoor Road do not register that there is a junction, and fail to stop. We believe that the solution proposed by the Council, to restrict parking for 100 metres along Highmoor Road, is likely to be counter-productive, and will not increase awareness of the junction.</p> <p>We support the proposal that yellow line parking restrictions should extend for only 50 metres, and other measures should be taken, including 'sharks' teeth', to increase the visibility of the junction and alert motorists to the potential of danger.</p> <p>We also believe that visibility should be improved for motorists approaching the junction from the west along Highmoor Road. Removing the BT junction box on Albert Road south of the junction, and a small change to the boundary of the garden on the south-west corner of the junction, would make a significant difference.</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
12	<p>I write to object to the details of RBC's proposal to impose 'No Waiting at Any Time' restrictions on Highmoor Road and Buxton Avenue as detailed in your notice dated 29th September 2016.</p> <p>One issue that should be considered when making this change is the fact that similar 'no waiting' restrictions are being introduced at the Kidmore Road end of Highmoor Road.</p> <p>Currently the stretch of Highmoor Road between Kidmore and Buxton (which includes the Albert Road junction) is used as a parking space by around a dozen vehicles. This is true during the day and at night. (Last night at 10:30 I counted 11 vehicles in this stretch.) Most of these vehicles are not owned by residents of Highmoor road.</p> <p>With the introduction of 'no-waiting' restrictions at the Kidmore Road end of Highmoor Road, and the introduction of a full 100m restriction from Albert Road to Buxton Avenue a large number of these parked vehicles will have to move.</p> <p>The closest roads are Albert and Kidmore roads, and parking along either of these roads near to Highmoor Road would not be a good idea.</p> <p>I fully agree with the councils desire to make the Albert Road/Highmoor Road junction safer, and would like to see an increase in the length of 'dragons teeth' to 50m along Highmoor Road (west of the junction) along with a 50m stretch of 'no waiting at any time' restrictions would considerably help with the 'see through' problem of this junction.</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present, but comments regarding Albert Road will be noted for future consideration.</p>

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	<p>I would therefore urge the council to limit the 'No Waiting at any time' restrictions on the west side of Highmoor Road to 50m from the junction. This would take it as far as the (second) green gates belonging to 20 Highmoor Road.</p> <p>Extending the 'no-waiting' restrictions along Albert road near to the Highmoor Road junction to 50m would also be of benefit, and enable drivers to see oncoming traffic more clearly.</p>	
13	<p>The proposal is not supported. It seems an over-reaction to extend the existing double yellow line westwards along Highmoor Road all the way to Buxton Road and in the event could be counter-productive and may encourage traffic to go faster along Highmoor Road on the approach to the junction with Albert Road.</p> <p>My main problem crossing (or turning South into) Albert Road from the West side of Highmoor Road is the obscuration of oncoming traffic along Albert Road due to the boundary fence of [REMOVED¹]. Dragon's teeth on all 4 approaches plus additional signage and calming measures to slow down traffic would therefore seem to better address all the issues.</p> <p>This is generally a quiet, residential area and it seems reasonable to maintain roadside parking for residents if at all possible. I would therefore support an extension to a total of 50 metres of double yellow lines along Highmoor Road (in the direction of Buxton Avenue). If this is not possible then as a compromise I would request residents-only parking from 50 metres away from the junction, which should greatly reduce the number of parked cars.</p> <p>Should the Council still go ahead with its proposal then an extension of the double yellow lines (to approx. 15metres) along Buxton Road is requested to ensure access to [REMOVED²] given Buxton Road is where cars are then likely to park.</p>	<p>[Resident - adjacent to proposals]</p> <p><i>Note¹: Some information was removed to prevent the perception of blame being apportioned to a particular person/property.</i></p> <p><i>Note²: Some identifying (personal) information, relating to the objector, has been removed from the objection.</i></p> <p>The installation of waiting restrictions is designed to increase forward visibility of the STOP junction. As previous reports have indicated, it is this issue that is indicated to be the cause of the accidents, not speeding. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present - it would not be possible to install a greater restriction than that which is currently proposed. The comments will, however, be considered in any further alterations to TROs in the vicinity.</p>
14	<p>Caversham And District Residents Association agrees with the principle of increasing the length of waiting restrictions in Highmoor Road west of its junction with Albert Road. We believe that the restrictions will improve the visibility of the junction, its STOP sign and associated road markings and that this is likely to improve the safety of the junction.</p>	<p>[CADRA]</p> <p>CADRA support the principle of the proposal.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the</p>

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	<p>However, we believe that the extent of the waiting restrictions should be reduced to 50 metres west of the Albert Road kerbline. This modification would minimize the impact on kerbside parking by residents and would significantly improve visibility of the junction.</p> <p>The suggested 50 metres of waiting restrictions is in excess of the 43 metres Stopping Sight Distance for 85th percentile vehicle speeds of up to 30 mph given in Table 7.1 of Manual for Streets.</p>	<p>continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
15	<p>I am writing to record my objection to the proposed changes to Waiting Restrictions on Highmoor Road and Buxton Avenue as proposed by the notice CMS / 005543 / 00253291 / Version 1.</p> <p>This proposed introduction of waiting / parking restrictions has been tabled in response to a number of accidents at the Highmoor Road / Albert Road junction but I fail to see how imposing these restrictions will in any way improve the safety of that junction, nor to prevent any recurrence of these unfortunate incidents.</p> <p>If the suggestion is that, by preventing traffic from parking in this area, that this will somehow improve visibility of the Junction (i.e. as you approach the junction), then I would argue that measures to refresh or expand on the existing 'red box', &/or road markings &/or signage would be far more effective. Removing parked cars will only I believe seek to increase the speed of traffic on Highmoor road, making the junction less safe (not more safe).</p> <p>It has to be said that the primary issues at the junction are visibility when pulling out from Highmoor Road onto Albert Road (from either section of Highmoor road) are lack of clear visibility at the junction itself, compounded by the speed of traffic on both roads.</p> <p>Despite all deliberation and procrastination to the contrary, it is very clear to residents and people who use this junction that Traffic Lights, or Traffic Calming measures to reduce the speed of traffic coupled with pro-active measures to improve direct visibility at the junction itself is what is required here; not just preventing some parked cars on one side of the junction.</p> <p>.... Cut back or remove trees and bushes, re-align the road to give improved line of sight to vehicles leaving Highmoor Road, move the Bus-Stops away from the junction, move the telecoms box that blocks the view up Albert Road, put up railings to force pedestrian to cross Albert Road away from the Junction, move the dog waste bin from its location at the junction, SLOW THE TRAFFIC DOWN etc. etc. etc. It really ISN'T hard to come up with any number of improvements that COULD</p>	<p>[Nearby resident - not adjacent to proposals]</p> <p><i>Note: Some information was removed to prevent the perception of blame being apportioned to a particular person/property.</i></p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction and it is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p>

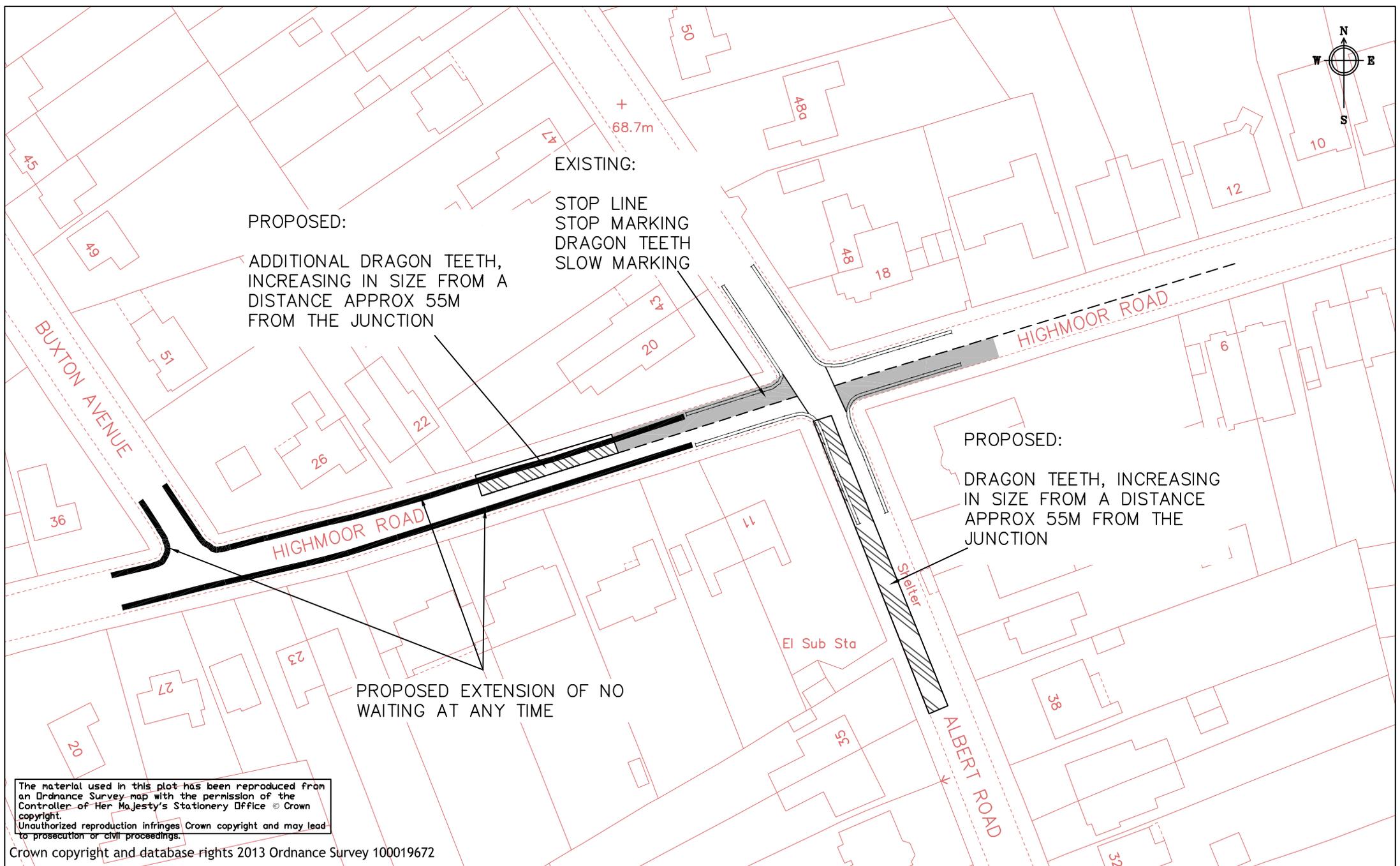
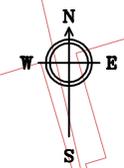
No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>ACTUALLY contribute to improved safety at the junction and not just be 'lip-service' ...</p> <p>To note also of course that any cars diverted from parking in this stretch of road will simply move to other locations and impact on traffic &/or residents in other sections of Highmoor Road, Albert Road or Buxton Avenue so is fairly self-defeating as a means of improving road safety in the first instance. On this point - I think it is worth noting that as a regular user of the Junction, my experience is that if anything, it is traffic parked on the other section of Highmoor road that obscures the junction and its existing signage [REMOVED]. I have NEVER felt that the limited number of resident's cars on the main section of Highmoor road have presented ANY kind of an obstruction!!</p> <p>In short - I do not feel that there is ANY justification for these proposed measures. They would be completely ineffective in terms of improving safety at this 'troubled' junction and they do not have my support. A complete red herring.</p>	
16	<p>I am writing in respect of the notice CMS/005543/00253291 and proposed Waiting Restrictions on Highmoor Road and Buxton Avenue and that I wish to object to this proposal.</p> <p>It has been well documented and recorded during the last several years that the Highmoor Road and Albert Road junction has poor visibility, and that there have been repeated accidents and very sadly a fatality earlier this year.</p> <p>There have been many suggestions by the Council and Local Residents and Campaign Groups/HARC, how the junction should be improved to increase road safety for drivers and pedestrians alike. I fail to see that by introducing Double Yellow lines on Highmoor Road and Buxton Avenue would improve the visibility of the junction which surely is the main issue?? Double yellow lines may deter drivers parking their cars, but this would not improve visibility at the junction itself.</p> <p>The Council have had several viable solutions put forward for traffic calming measures for the junction, such as A Raised Platform; Speed Humps; Pinchers; Road Cushions; Traffic lights etc.... I failure to see how double yellow lines would be effective. Should double yellow lines be introduced I foresee that cars that currently park on Highmoor Road (<i>Home owners and commuters</i>) will park in side roads or Albert Road and Highmoor Road East...thus creating additional poor visibility from the junction, and it will be back to the drawing board again and again and again.</p>	<p>[Send from same household as previous]</p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p>

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	<p>The Council need to <i>re-consider</i> the viable solutions put forward by the Local Residents and Campaign Group/HARC earlier this year, and not to waste limited funds/budgets as proposed in the above notice.</p>	
17	<p>Thank you for engaging with the community regarding changes to make this junction safer.</p> <p>I agree there needs to be an extension of double yellow lines, however the stretch all the way up to Buxton Avenue is nearly 100 metres and I fear will result in more car drivers speeding on the approach to the junction, creating a further issue at the junction. If we can please reduce the length of the proposed lines to 50 metres in total from the junction, this will enable the junction to be seen more clearly, but also stop the chance of cars travelling at greater speeds on the approach. I also note the Committee are supportive of Dragons teeth on all four approaches to the junction and I would be grateful if they could be implemented.</p> <p>Whilst I am appreciative of the steps you are taking to make changes to make the junction safer, I am greatly concerned this consultation is not enough.</p> <p>These proposed changes only go so far to address the 'see through' issue at the junction which is the cause of some of the accidents, however on the day of the fatality, the accident was not a result of 'see through' issues it was visibility issues negotiating the junction and the need for the cars leaving Highmoor Road to nudge out. The car coming along Albert Road clipped the car that was nudging out of Highmoor Road and the next steps very sadly resulted in a tragedy. More needs to be done to solve the issue of visibility at the junction. In my opinion the Council needs to write to the houses on the two corners to insist overhanging trees are removed, bushes maintained, and more importantly the house the other side of the road needs to lower their fence. The Council does have powers to insist this happens, and if the lower level negotiations don't work I would ask for the official powers to be invoked. This nudging out is a serious issue and can only be stopped with better visibility to negotiate the junction.</p> <p>The third issue is speed, cars roar along Albert Road, and it is imperative for speed to be reduced to enable safer crossing and driving at this junction. Very frustratingly, the position your contractors have placed the current speed wires is right outside a building site. The day after the speed wires were placed the road was dug up for gas works relating to this site for several days. Now the gas works are over, we encounter daily builders lorries parked permanently outside from 8am until 6pm while the workmen build a major extension on the house, along with additional parked cars opposite creating a natural traffic calming situation. So all</p>	<p>[Nearby resident - not adjacent to the proposals]</p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>It is the installation of new waiting restrictions on Highmoor Road that is being consulted at present.</p>

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	<p>speeds recorded on these wires are not indicative of the daily speed experienced on the road. If the wires were moved up a few yards more towards the junction and away from the building site, I am confident you would get a more realistic picture of the speeds. With the daily speeds encountered on Albert Road, and cars exiting the A4074 along Darell Road and Highmoor Road approaching the junction it is necessary to ensure speed reduction measures are put in place on all four approaches. The community are supportive of speed cushions and a raised table at the junction, and I would ask the Council to look at how this can be funded to be put in place without delay.</p> <p>So in summary, I am strongly of the belief there are three main issues with this junction</p> <ol style="list-style-type: none"> 1) See through visibility 2) Visibility negotiating the junction 3) Speed <p>this Consultation is only seeking to resolve one of them</p> <p>In order for this junction to be safer and to do our best to avoid a further tragedy I urge the Council to ensure all three issues are addressed and without delay.</p>	
18	<p>With reference to the Consultation for extension of double yellow lines on Highmoor Road, please accept this letter as our formal response.</p> <p>While we are in agreement it would be helpful to extend the existing yellow lines, we believe the length of the proposed double yellow lines should be halved to 50 metres from the junction and not extend to Buxton Avenue as per the Consultation Notices.</p> <p>The 50 metres HARC propose would see the double yellow lines extend to the telegraph pole/rear parking gates to Sunnyside, the house on the corner plot of Highmoor Road. Photo attached.</p> <p>HARC are concerned if the lines are painted up to Buxton Avenue it will create parking issues for residents living on this stretch of Highmoor Road. Resulting in a knock on effect to the parking and safety of other neighbouring roads with the potential for greater need for parking on Albert Road creating a further issue of visibility. We are also greatly concerned that the proposed longer stretch of parking restrictions could open up the road to create a greater opportunity for drivers to speed on the approach to the junction, increasing the issue of safety at the junction. We believe our suggested shortened 50 metres would provide a clear view of the junction, thus meeting the objective of this consultation.</p> <p>In the last Traffic Management Sub Committee Meeting, on 14 September, it was indicated the committee would be supportive of the inclusion of sharks teeth on all</p>	<p>[HARC]</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p> <p>Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction, but improve the forward visibility of the STOP junction.</p>

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	<p>four approaches to the junction and we would be grateful for this to occur either at the same time as the painting of the lines, or before if there is to be any delay. HARC are grateful for the committee agreeing to Councillor Ed Hopper's request for speed calming measures for both Highmoor and Albert Road to be investigated and a deliverable scheme, including improved STOP or Junction Ahead signage, to be presented back to the Traffic Management Sub Committee's meeting in January for consideration.</p>	
19	<p>I live at [REMOVED] Highmoor Road. If the lines are painted up to Buxton Avenue, there will be nowhere for visitors to park near our house. We often have elderly guests staying and to remove the street parking in this section would just create problems, without actually addressing the real issues at the junction. Worse, I believe it could also encourage drivers to speed on the approach to the junction as it will look 'clearer'.</p> <p>I believe the length of the proposed double yellow lines should be halved to 50 metres from the junction - stopping at the green double gates [REMOVED] at number 22. I believe 50 metres would provide a clear view of the junction, meeting the objective of this consultation.</p> <p>In addition, I would like to stress that the main issue at the junction, and the cause of the accidents and near-misses that have taken place, is in fact the very poor visibility to the right and left when pulling out of Highmoor Road onto Albert Road. I have witnessed myself many times, how cars are forced to pull out beyond the white marked lines of Highmoor Road, just to be able to see left and right along Albert Road. They are often jutting out a full car wheel over the junction to do this. Cars travelling up Albert Road (from the Mount) then have to veer around the obstructing car, so they end up on the other side of the road facing oncoming traffic.</p> <p>I have witnessed 3 near misses of exactly this nature in the past week. In one case, it was only because an oncoming car coming down Albert Road reduced their speed in time, that they avoided a head-on collision with a car that had moved into the right hand lane of Albert Road. I understand on the day of the fatal accident that this was also caused by a very similar situation.</p> <p>It is absolutely essential that measures are taken to improve the visibility of the junction so that cars no longer have to jut out into Albert Road before pulling out. Painting yellow lines on Highmoor Road will do nothing to address this, and so further action urgently needs to be taken.</p>	<p>[Resident - adjacent to the proposals]</p> <p><i>Note: Some identifying (personal) information has been removed from the objection.</i></p> <p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported. Officers do not agree that the removal of some parking at this location will increase vehicle speeds approaching the junction.</p> <p>Officers acknowledge the suggestion to implement a shorter length of restriction, however, due to the continued accident situation, it is recommended that the restriction be implemented as advertised.</p>
20	<p>I am a resident of Highmoor road and I do disagree with the latest plan to put double yellow lanes in near the junction.</p>	<p>[Nearby resident - unknown address]</p>

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	<p>I am still not convinced this will make any difference. Again in recent weeks i have seen more situations where cars stick out to see traffic on Albert Road so surely its the angle of the junction and the speed which needs calming? Sharks teeth may help slow down those who go too fast but is the parking on Highmoor really the challenge? I think not.</p> <p>I think a mirror and some large speed humps would make the most change to anything.</p>	<p>The accident causation factors in the Police reports have been clearly presented in previous reports - it is drivers apparently not seeing the junction and driving 'through' it. The proposed waiting restrictions aim to increase the forward visibility of the junction, as has also been previously reported.</p>



PROPOSED:

ADDITIONAL DRAGON TEETH,
INCREASING IN SIZE FROM A
DISTANCE APPROX 55M
FROM THE JUNCTION

EXISTING:

STOP LINE
STOP MARKING
DRAGON TEETH
SLOW MARKING

PROPOSED:

DRAGON TEETH, INCREASING
IN SIZE FROM A DISTANCE
APPROX 55M FROM THE
JUNCTION

PROPOSED EXTENSION OF NO
WAITING AT ANY TIME

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Directorate of Environment and Neighbourhood Services
Civic Centre, Bridge Street
Reading
RG1 2LU

Project PROPOSED INDICATIVE DRAWING	Scale N.T.S	Drawn JT
	Date OCT.16	Checked JP
Drawing HIGHMOOR ROAD	Approved SB	
	Drawing No. NM/JT/002	