

		Reply from	Comments made	Officer response
1		Resident	Option 1 preferred. To introduce a 20 mph Speed Limit on the Royal Avenue area between its junctions with Garston Crescent and Langley Hill. Would like to see it enforced by physical calming measures Parking along Royal Avenue can be problematic	See Article 2.2.1 and 4.2 of report See Article 1.3 of report
2		Resident	Option 1 preferred but with physical calming measures.	See Article 2.2.1 and 4.2 of report
3		Resident	Option 1 preferred	Noted
4		Resident	Option 3 preferred	Noted
5		Resident	Without camera's a 20mph limit would mean nothing. The "existing narrowing" actually favours the majority of 'ratrunners', most of which are travelling East. Due to the natural traffic calming provided by the lights onto the Bath Road. There are few 'ratrunners' turning into Royal Avenue to travel westward. Surely given the Parking along the summit of Royal Avenue. Why not simply make Royle Avenue one way only favouring, Westbound traffic with the exception of buses, must be cheaper than bus recognition systems.	This suggestion would require the introduction of a contra-flow bus lane system, which could not be accommodated at the known problem areas on Royal Avenue, without complete removal of all on street parking on Royal Avenue between its eastern and western junctions with Garston Crescent.
6		Resident	Option 3 preferred Suggests Curtis Road be one direction as a school route	See Article 2.2.3 of report Curtis Road is the subject of a current separate investigation.
7		Resident	If an access restriction for residents is unenforceable, and traffic cameras are not applicable, how will a 20mph speed limit be enforced? If either of Options 2 or 3 are applied, more traffic will pass down Curtis road, past the school gates, which is particularly difficult to navigate at either end of the school day.	See Articles 2.2.1 and 4.2 of report Options 2 and 3 would not encourage greater use of Curtis Road. The respondent may not fully understand the implications of these options, See Articles 2.2.2 and 2.2.3 of report
8		Resident	Option 1 preferred	Noted

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9		Resident	Options 2 and 3 would have a massive negative impact on the residence of Garston crescent adding additional unnecessary, time and fuel costs to every journey we make.	See Article 4.3 of report
10		Resident	Option 2 preferred	Noted
11		Resident	The 20mph should start from the bottom of Royal Avenue at May Close through the whole of the Royal Avenue area at night particularly, the traffic calming Islands by Avenue Stores, do nothing to slow the traffic there are 40mph signs at the bottom of the road which is ridiculous in a built up area.	The section of Royal Avenue referred to would require physical traffic calming measures to achieve a mean speed of 20 mph. The 40 mph signs referred to face traffic leaving Royal Avenue as they approach the A4.
12		Resident	Option 2 preferred	Noted
13		Resident	Option 1 preferred	Noted
14		Resident	I believe option 2 or 3 would be the best, introducing a reduced speed limit will have not effect, as a resident of Royal Avenue I witness daily the speeds at which cars race down the road, reducing the speed limit will not stop this. It would be useful to get this in place prior to the A4 widening as this is going to increase the traffic problem in Royal Avenue.	See Articles 2.2.2 and 2.2.3 of report See Articles 7.1 and 7.2 of report
15		Resident	Option 2 preferred I think the real problem is residents parking rather than rat running but I do think this will become a problem when Ikea is built. I think introducing a one way system is a good idea but it does concern me that in Curtis Road we will have to go a long way round to get into our street.	Noted See Articles 1.3 and 4.3 of report
16		Resident	Option 2 preferred We could also benefit from parking permits in Royal Avenue. It is impossible to park in our own road during school collection hours	Noted See Article 1.7 of report

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			as non residents collect their children from the school in Curtis Road.	
17		Resident	<p>Option 1 preferred</p> <p>Although rat running happens the impact on residents is negligible. Often it doesn't save any time as drivers are queuing to get out the Eastern end of Royal Ave, and as as the A4 is widened there will be less need to "rat run". Options two and three would have a massive negative effect on me as I live in Garston crescent.</p>	<p>Noted</p> <p>See Article 4.3</p>
18		Resident	<p>Option 1 preferred</p> <p>Parking in this area aggravates this situation of 'rat running' as it creates a dangerous environment for pedestrians (especially the Calcot school children) to cross and navigate the roads.</p>	<p>Noted</p> <p>See Articles 1.3 and 1.7 of report</p>
19		Resident	Option 2 preferred	Noted
20		Resident	<p>Option 4 preferred</p> <p>Hopefully the A4 widening will help to alleviate the current problem.</p>	Noted
21		Resident	<p>Option 1 preferred</p> <p>This resident also objects to possible measures being investigated for Curtis Road and poses a question. Rat run traffic is present but not intolerable at the moment but it is anticipated that there will be an increase in rat run traffic during the ten months of forthcoming roadworks and that the rat run traffic will be much improved because of the improved road widening. Are the traffic calming suggestions to cover that period and is it necessary for them to be permanent.?</p>	<p>See Article 1.7</p> <p>The measures subject to this report are intended to be permanent.</p>

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22	Resident	<p>Option 4 preferred</p> <p>This residents suggests that Garston Crescent be made one way west to east and Royal Avenue between its junctions with Curtis Road (eastern end) and Garston Crescent (western end) be one way east to west.</p>	<p>Noted</p> <p>At first glance this suggestion may seem logical, however, it would result in all eastbound traffic (both residents and other users) having to travel via a narrow residential crescent neither designed or suited to accept a substantially increased traffic flow. It would also result in all traffic approaching from the east wishing to access Garston Crescent, having to travel along Royal Avenue to the western end of the crescent where a tight right hand turn on a bend would be required for access. As there is little scope to improve this junction the manoeuvre resulting from the suggestion could not be recommended.</p>
23	Resident	Option 2 preferred	Noted
24	Resident	Option 2 preferred	Noted
25	Resident	<p>Option 3 preferred</p> <p>These residents of Curtis Road have made repeated comments about the parking problems and alleged speeding particularly on Curtis Road with emphasis on issues associated with school activities.</p>	See Article 1.7 of report
26	Resident	<p>Option 4 preferred</p> <p>This resident would not oppose Option 1 although he casts doubt on its effectiveness without a consistent means of enforcement he is strongly against Options 2 and 3 and describes at length numerous scenarios and consequences arising, from increased journey times, higher costs, restricted movements and ultimately increased traffic flows along the A4.</p>	<p>Noted</p> <p>See Articles 2.2.1 and 4.3 of report</p>
27	Resident	<p>Option 2 preferred</p> <p>Add narrow road restrictions, i.e. metal bells as in Wokingham</p>	<p>Noted</p> <p>The current restricted road widths and parking practices in the</p>

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		work very effectively.	areas subject to this report are such that natural narrowing presently exists. No purpose would be served by the introduction of additional narrowing features unless as an integral part of a physical traffic calming regime.
28	Resident	Option 2 preferred Speeding is a particular problem by Calcot School and along the road I live (Conway Road).	Noted See Article 1.7 regarding Curtis Road. There are no figures available to substantiate the claim of speeding on Conway Road. Additional surveys would be necessary.
29	Resident	Option 3 preferred Resident wrote comments : - After option 1, 'No difference - won't stop rat running' - After option 2, 'Will just go along Garston instead of Oliver' - Option 3 - 'ONLY OPTION' I live in Sovereign Way and have noticed a tenfold increase of traffic along Royal Ave at peak times, rat-running. There has also been an on-going problem with the cars parked along one side of Royal Avenue causing a single file of traffic which causes accidents and even a death along there.	Noted The car parking along Royal Avenue has not been cited as a contributory factor in any of the recorded personal injury accidents occurring over the past 7 years along this route. The one fatal incident involved a motor cycle and speed was cited as a possible contributor. Whilst the parking can lead to congestion and delays at certain times the record would indicate that the parking practices along this road do not cause accidents as has been alleged.
30	Resident	Option 1 preferred This completely ignores the parking problems caused by Calcot School, and the commercial vehicle parking at the Western end of Curtis Road. Any blockage at the East of Royal Avenue will prevent access to delivery vans, refuse lorries, caravans and fire engines. A block at the Western end of Garston Crescent might work. Why wasn't this an option? The existing narrowing had no effect and should be removed.	Noted See Article 1.7 regarding Curtis Road. For remaining comments see Articles 2.2.2 and 2.2.3
31	Resident	Option 1 preferred The resident also commented that providing adequate parking/widening the road would help more.	Noted Article 1.3 of the report provides information on parking issues. Carriageway widening in the problem areas would require

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				extensive civil engineering construction works at high capital costs, not envisaged within the scope of the current options.
32		Resident	<p>Option 4 preferred</p> <p>The resident also commented - Why not wait until A4 improvements are complete to see if that alleviates the rat running? That would make more sense! Curtis Road should be one way to avoid school run road rage and have humps.</p>	<p>Noted</p> <p>See Articles 1.7, 4.2 and 7.1 of report</p>
33		Resident	<p>Option 1 preferred</p> <p>The resident also commented - Option 2 + 3 would create far more traffic on Empress Road and St Birinus, steep slope on St Birinus treacherous in bad weather!!! and then that will cause rat run on this part of estate.</p>	<p>Noted</p> <p>Saa Articles 2.2.2 and 2.2.3 of report</p>
34		Resident	<p>Option 3 preferred</p> <p>The resident also commented. I would like to put forward a 4th option, No left turn on to Langley Hill at the East end of Royal Avenue, this option could be supported with traffic camera.</p>	<p>Noted</p> <p>This option would serve no useful purpose. It would result in preventing any movement from Royal Avenue towards Tilehurst and the northeast, particularly for all residents within the Royal Avenue area in addition to other road users. Forcing circumnavigation of the estate to access Langley Hill via the A4.</p>
35		Resident	<p>Option 1 preferred</p> <p>The resident also commented - To introduce a 20 mile per hour speed limit would stop cars speeding down the road past the narrowing of Royal Avenue and taking no notice of the give way sign.</p>	<p>Noted</p> <p>The resident has misinterpreted Option 1 which would not include the section of Royal Avenue referred to. That section would remain a 30 mph restriction.</p>
36		Resident	<p>Option 2 preferred</p>	<p>Noted</p>

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			The resident also commented - There is a major issue with sheer quantity of traffic 'rat running' via Royal Avenue, especially at peak times. The obvious measure would be to make the road wider to allow two way traffic and parking for residents.	Article 1.3 of the report provides information on parking issues. Carriageway widening in the problem areas would require extensive civil engineering construction works at high capital costs, not envisaged within the scope of the current options
37		Resident	Option 1 preferred	Noted
38		Resident	Option 3 preferred The resident also commented - It is agreed that there needs to be some action taken would the bus gate also stop the motorcycles that travel at speed through the estate	Noted Option 3 would make it illegal for all vehicles (except buses) to travel through the bus gate.
39		Resident	Option 3 preferred	Noted
40		Resident	Option 1 preferred The resident also commented - I live on Garston Crescent, I drop my son at Calcot school and then I travel up Langley Hill to work. If I am prevented from travelling east, it would have a massive impact on my journey and would quite frankly become a nightmare!! If there was a way of allowing residents through, I would support the other options	Noted See Article 4.3 of report Selective access under these options could not be achieved.
41		Resident	Option 2 preferred The resident also commented - Option 1 - It is currently 30 mph - 10 miles less will make no difference. Option 3 - will hinder residents Option 2 - Good idea re no entry - this will be alright for pm, but in am the reverse is needed. What about no entry Westbound between 7am and 9am at Mayfield Ave (Width restriction?)	Noted For optimum effectiveness and lack of confusion a No Entry restriction should be fixed and unchanging. Variable restrictions are best achieved utilising physical features such as rising bollards timed to operate during specific time slots. These systems carry their own disadvantages, particularly when continuous through movement (buses) must be accommodated. This can be achieved by utilising transponder systems and detector loops but the risk of impact by unauthorised vehicles is

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			always present. Such systems are not deemed suitable in this application.
42	Resident	Option 1 preferred The resident also commented - Parked cars along Royal Avenue probably a bigger problem if trying to pass on this road.	Noted See Article 1.3 of report
43	Resident	Option 2 preferred	Noted
44	Resident	Option 1 preferred The resident also commentated - Speed bumps would be a possible deterrent but bus passengers may not agree. The parking of residents vehicles is also not helping; when they do have off-road parking many still leave their cars in the roads.	Noted See Articles 1.3 and 4.2 of report
45	Resident	Option 1 preferred The resident also commented - More Calcot School parking - Widen Royal Avenue between (Curtis Road) Calcot Rd Surgery and West-side of Garston Crescent. - Remove unsightly block of garages around the area. - Very poor road surface on Curtis Road (due to school traffic)(Already reported to WBDC)	Noted Curtis Road is the subject of a separate investigation. See article 1.7 of report. Carriageway widening in the problem areas would require extensive civil engineering construction works at high capital costs, not envisaged within the scope of the current options. The other comments made are not directly related to this consultation.
46	Resident	Option 4 preferred. The resident also commented - 'Make Royal Ave one way and Garston Crescent the other way with 20 mph speed limit.' Put a road to the motorway by Pincents Lane. Also re-open Pincents Lane to Littleheath Rd then down to Royal Avenue, this would disperse the traffic. Why are you not addressing Royal Ave problems it looks like all you are worried about Garston Crescent.	Noted As officer response to respondent No.22. All other comments are noted.

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47	Resident	Option 3 preferred	Noted
48	Resident	Options 1 and 3 preferred	Noted
49	Resident	Option 3 preferred The resident also commented - Traffic turn left down Langley Hill going to Reading Number 1) will never work 20 mph no police. Number 3-2) from Vanlore Way not able to turn left, will be hard to get out of Royal Avenue into the old Bath Road to go West at times.	Noted See Articles 4.2 and 4.3 of report
50	Resident	Option 2 preferred The resident also commented - Option 2 would seem to be the best solution, but extra traffic from Conway Road could cause a problem with St Birinus Road and Empress Road, being their only exit to the A4 and Road Avenue. The only other idea is to place a 'no through road' at the entrance of Royal Avenue Western end.	Noted Ancillary works associated with Option 2 would include 'No Through Road' signing at the western end of Royal Avenue.
51	Resident	Option 3 preferred The resident also commented - No one observes the speed limit the road is dangerous to use for cars and pedestrians alike. Many accidents have occurred over the years, now it is even more dangerous with so much more traffic using the roads as rat runs. Something must be done before someone else is killed.	Noted See Articles 1.6 and 4.2 of report
52	Resident	Option 2 preferred The resident also commented - Unless there is a camera controlled part to stop motorists they will always try to get through.	Noted Option 3 (Article 2.2.3 of report) satisfies this comment.
53	Resident	Option 2 preferred	Noted

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54	Resident	Option 3 preferred	Noted
55	Resident	Option 1 preferred The resident commented that he is registered blind and that crossing the road is a worry.	Noted Noted
56	Resident	Option 1 preferred The resident also commented about the amount of on street parking in the area and asked if this was being addressed. She also asked if the vehicle priority regime at the western end of Royal Avenue could be reversed, giving priority to vehicles travelling towards the A4, and delay traffic entering the estate.	Noted Article 1.3 of the report provides information on the parking issues. Reversal of the vehicle priority is possible, but investigation would have to be undertaken to ensure that vehicles did not queue back onto the A4 at peak times.
57	Resident	Option 4 preferred The residents also added comments qualifying their selection of Option 4 and that they have not observed a serious rat run problem.	Noted Comments noted
58	Resident	Option 3 preferred The resident also commented - I don't think people would take any notice of a 20 mph speed limit and I would like to feel that our children can go out to play safely without lots of speeding cars whizzing up and down the road as they do now in rush hour to cut up to Tilehurst.	Noted See Article 4.2 of report
59	Resident	Option 2 preferred The resident also commented - Conway Road must be kept open to allow access to Mey Close should it snow as St Birinis Road	Noted Comment noted

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			becomes impassible.	
60		Resident	Option 1 preferred	Noted

Note: Individual members of the public have not been identified in this table. Replies from people who live in close proximity to the proposals have been labelled as “resident”. Replies from people whose addresses are not local to the proposals have been labelled as “road user”.