

To: Councillor Davies (Chair)
Councillors Ayub, Cross, Dominguez, Ennis,
Griffith, Hornsby-Smith, Keeping, Lanzoni,
Leng, Goss, O'Connell, DP Singh, R Singh,
Walkem and White

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2 June 2026

Your contact is: **Richard Woodford - Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 10 JUNE 2026

Further to the agenda sent to you for the meeting of the Traffic Management Sub-Committee which will be held on Wednesday, 10 June 2026 at 6.30 pm in the Council Chamber, Civic Centre, Bridge Street, Reading RG1 2LU, please find attached the following:

- Agenda Item 3 – Previous Decisions – Updated List
- Agenda Item 7 – Waiting Restriction Review Programme – Updated version of Appendix 1

Richard Woodford
Committee Administrator

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Traffic Management Sub-Committee - Delegated Decision List (as at: 05/06/2026)

Committee	Directorate	Date of meeting	Minute number	Item title	Decision	Officer delegated to	Lead Councillor portfolio	Expected timescale for decision
Traffic Management Sub-Committee	DEGNS	27/11/24	25(3)	Bus Service Improvement Plan (BSIP) Update Report	(3) That the Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Sub Committee be granted authority to make minor amendments to any of the proposals if required prior to the implementation of any of the traffic regulation orders	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	This relates to 4 specific schemes: [1] Oxford Road (Closed) [2] Bath Road - The revocation notice was published on 21 May 2026 and the revocation to be completed shortly. [3] The Oracle Roundabout consultation commenced on 21 May 2026 and will end on 11 June 2026. Subject to the outcome of the consultation, the Council will either progress with the works and TRO, or report back to TMSC in September 2026. [4] A33 Bus Lane (Closed)
Traffic Management Sub-Committee	DEGNS	27/11/24	25(4)	Bus Service Improvement Plan (BSIP) Update Report	(4) That that subject to no objections being received the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Orders in accordance with the Local Authorities Traffic Orders Procedure (England and Wales) Regulations 1996, and no public inquiry be held into the proposal	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	Linked to the outcome of The Oracle Roundabout consultation - see Minute 25(3) above (point [3]) - will be actioned upon conclusion of the consultation
Traffic Management Sub-Committee	DEGNS	27/11/24	25(6)	Bus Service Improvement Plan (BSIP) Update Report	(6) That that subject to the outcome of the Southampton Street (Oracle roundabout) statutory consultation, the Executive Director of Economic Growth and Neighbourhood Services be granted authority to proceed with either of the designs proposed, subject to the budget available	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	Linked to the outcome of The Oracle Roundabout consultation - see Minute 25(3) above (point [3]) - will be actioned upon conclusion of the consultation
Traffic Management Sub-Committee	DEGNS	05/03/26	39(2)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That the Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services be granted authority to undertake the statutory consultation for the proposed amendments to the Traffic Regulation Order for Sidmouth Street	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	Officers are currently working with Design Consultants to finalise the design of the scheme. Once this has concluded we will undertake the consultation. At this stage it is anticipated that the consultation will take place over the Summer, with results presented to the committee (should there be objections to the consultation) in either September or November 2026.
Traffic Management Sub-Committee	DEGNS	05/03/26	39(3)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee, be granted authority to make minor amendments to the agreed proposals, if required, prior to the implementation	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	See note for Minute 39(2) above)
Traffic Management Sub-Committee	DEGNS	05/03/26	39(4)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That subject to no objections being received the scheme be considered as approved and the Assistant Director of Legal and Democratic Services be granted authority to amend the Traffic Regulation Order	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	See note for Minute 39(2) above)

Traffic Management Sub-Committee - Delegated Decision List (as at: 05/06/2026)

Traffic Management Sub-Committee	DEGNS	05/03/26 40(2)(a)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services be granted authority to undertake the statutory consultation for the proposed amendments to the existing Traffic Regulation Order relating to the London Road Bus Lane	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	<p>The London Road Bus Lane Scheme is currently being progressed by colleagues at Wokingham Borough Council (WBC) and any statutory consultation in Reading, will follow decisions being made by WBC.</p> <p>It is understood that WBC are currently working through their internal governance process and we would expect a decision late spring / early summer, ahead of our own consultation taking place.</p> <p>It is possible that a 'consultation' may not be required in Reading, but rather a Notice of Revocation of a section of the Bus Lane, i.e. shortening the length directly outside Liverpool Road. The regulatory process will be conducted in accordance with Legal Advice.</p> <p>Following the conclusion of the consultation or Notice, the amendments will be made to the TRO. We anticipate this occurring late summer / early autumn.</p> <p>Officers will brief the Lead Member prior to commencement of the regulatory process, and if necessary will brief the Sub-Committee on progress or outcomes.</p>
Traffic Management Sub-Committee	DEGNS	05/03/26 40(2)(b)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee be granted authority to make minor amendments to the agreed proposals if required prior to implementation	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	See note for Minute 40(2)(a) above
Traffic Management Sub-Committee	DEGNS	05/03/26 40(2)(c)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The scheme be considered as approved and the Assistant Director of Legal and Democratic Services be authorised to make the amendments to the Traffic Regulation Order, subject to no objections being received	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	See note for Minute 40(2)(a) above
Traffic Management Sub-Committee	DEGNS	05/03/26 42(5)	Waiting Restriction Review Programme (2025): Proposals For Statutory Consultation	That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the 2025 programme	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	Not applicable – objections received on some items, so decision to be made by TMSC June 2026

APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME (UPDATED 5/6/26)

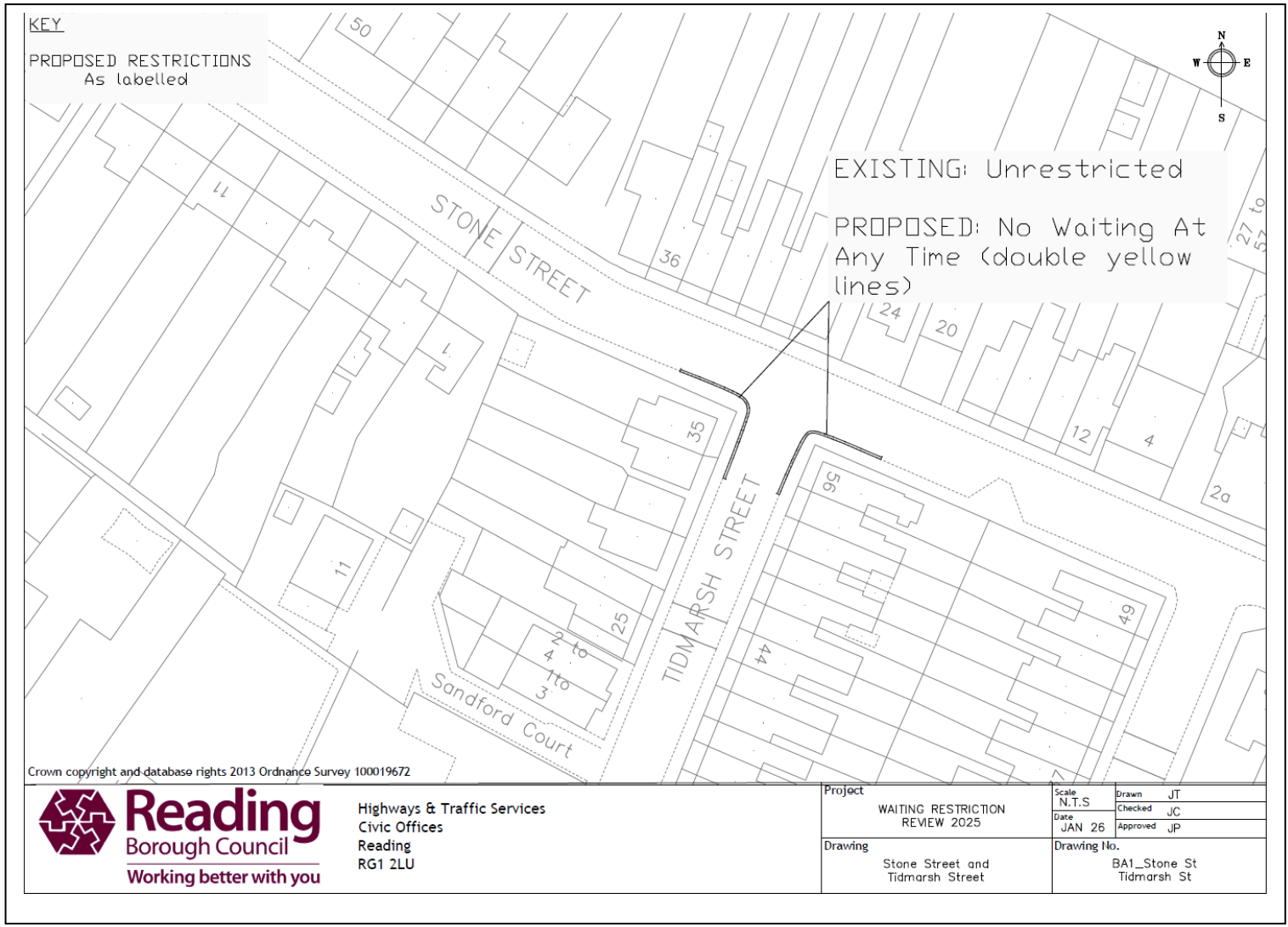
Summary of feedback received, in relation to the proposed Traffic Regulation Order for the 2025 programme.

Update 1 (1 June 2026), during consultation.

Update 2 will be published after completion of the consultation (4 June 2026).

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Battle Ward – Stone Street/Tidmarsh Street	Original request: Poor parking making it difficult for access of emergency services and delivery lorries. Original Officer recommendation: A new No Waiting At Any Time restriction at the Tidmarsh Street/Stone Street junction on both sides to prevent obstructive parking here.	Support: 0 Object: 1 Neither support nor object: 0
1. Object	[REDACTED] it is difficult to find parking as is and this proposal directly affects us as it will be putting double lines [REDACTED] which means we won't be able to park [REDACTED] . We were hoping, in future, to also utilize the Kerbo Charging scheme to be able to install an EV charger and to charge our electric vehicle. If this proposal pushes through, we will be reluctant to continue using an electric vehicle as not having the chance to park next to our property and possibly charge will be a reason less to stick with this eco-friendly vehicle.	

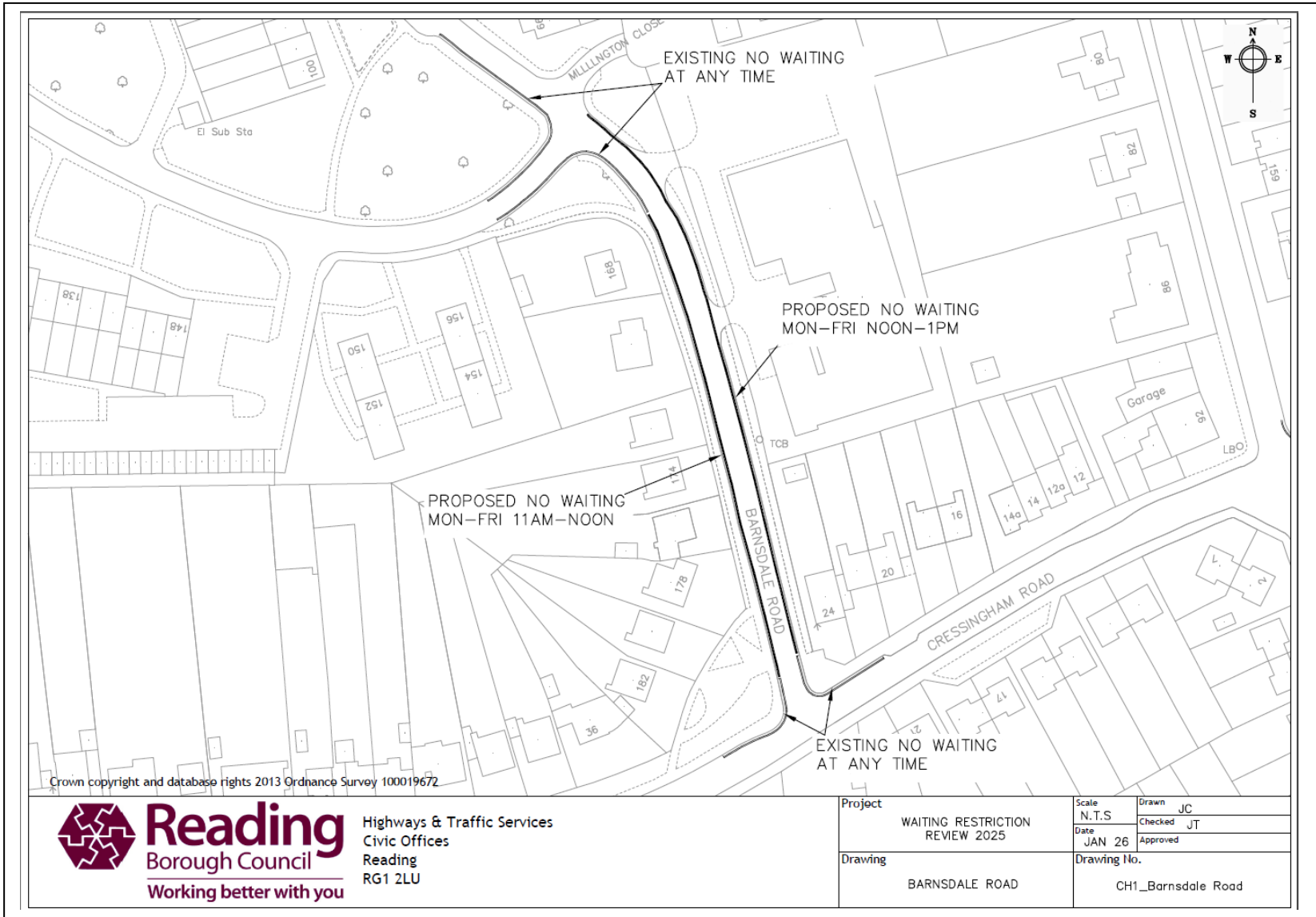


Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Church Ward – Barnsdale Road	<p>Original Request: Made by three residents to Councillor for restrictions to match those on Northcourt Avenue, to address long-term parking that is impacting footway accessibility (primarily east side of the street) and driveway access/egress. Northcourt Avenue restrictions have no waiting Mon-Fri between 11am and noon on one side of the street, and between noon and 1pm on the other.</p> <p>Original Officer recommendation: Officers proposed that a single yellow line restriction be installed along the road. This should help improve issues caused by long term parking on the road. It should be noted that if this is installed, the restriction will also apply to residents and their visitors who would need to move their vehicles during the restricted hours.</p>	<p>Support: 0</p> <p>Object: 2</p> <p>Neither support nor object: 1</p>
Officer comment (general): The 2 objections received below were from the same individual		
1. Object	<p>The timings are all wrong. (11am - noon and noon - 1pm Mon-Fri)</p> <p>1. The restrictions should be all week.</p> <p>Totally stopping out of area cars parking, but allowing church goers to park and any visitors.</p> <p>2. The no waiting on the side of the telephone exchange if this was 8am - 10am this would resolve the issue of getting off the drive and parked cars being an obstruction.</p> <p>3. The no waiting on the other side of the road where the houses are, is not such an issue as we have not had long term cars abandoned here so suggest 2-4pm.</p> <p>My neighbour has such a problem getting off her drive in the morning to take her children to school. Also this would mean no cars on pavement when mums are walking their children to school and also have a pram or pushchair.</p> <p>Please review and get it right first time to save everyone's time, happy to chat about the issues me and my neighbours are experiencing.</p>	

	<p>Also a sign indicating no cars on kerbs would be nice, I think I saw these on some roads in Tilehurst.</p> <p>[REDACTED]</p>
2. Object	<p>This is my second email to the proposed objections after chatting with neighbours.</p> <p>Top of Barnsdale is different to Northcourt Avenue, the road is narrower without homes on both sides.</p> <p>We have buses left and someone running a second hand car business AA van left.. None belonging to residents. I'm still trying to get an abandoned car removed 8 months on, I'm told it's not a police or council issue but DVLA!</p> <p>Cars are parked on pavement often in a non broken line, meaning it is impossible to pass [REDACTED]</p> <p>The pavements are in daily use by parents and kids going to school; the bad parking stops the paths being used by pushchairs and prams. Neighbours picking kids up from schools the bad parking has meant they are having issues getting off and on drives - I have revised my opinion.</p> <p>I think no parking should be a two hour blocks mornings 7.30-9.30 and afternoons 3.00-4.00</p> <p>7 days a week resolving the issue completely and still making the road usable for visitors and anyone using Tynedale Church and hopefully giving learner drivers somewhere to safely park.</p> <p>The speed that vehicles are approaching the top of the hill is worrying and it is an issue for 170.</p> <p>Hope that clarifies my opinions.</p> <p>[REDACTED]</p>
3. Neither support nor object	<p>I can see advantages and disadvantages to these proposals. My concern is that this might encourage drivers to park on both sides of the road, whereas currently it is rare for people to park on the West (residential) side (apart from delivery drivers and tradespeople visiting a resident). This would potentially restrict visibility of oncoming traffic when we pull out of our drive. It would also restrict the width of both pavements, affecting pedestrians, particularly those with prams, pushchairs, etc. It could also prevent larger vehicles such as waste collection lorries and emergency vehicles from getting through.</p> <p>I have discussed this issue with our local councillor, and I understand the desire to replicate the restrictions introduced on Northcourt Avenue, so that the restrictions on both roads can be monitored together. This makes sense, though ideally I would prefer the times of the restrictions to be reversed so that overnight parking is more</p>

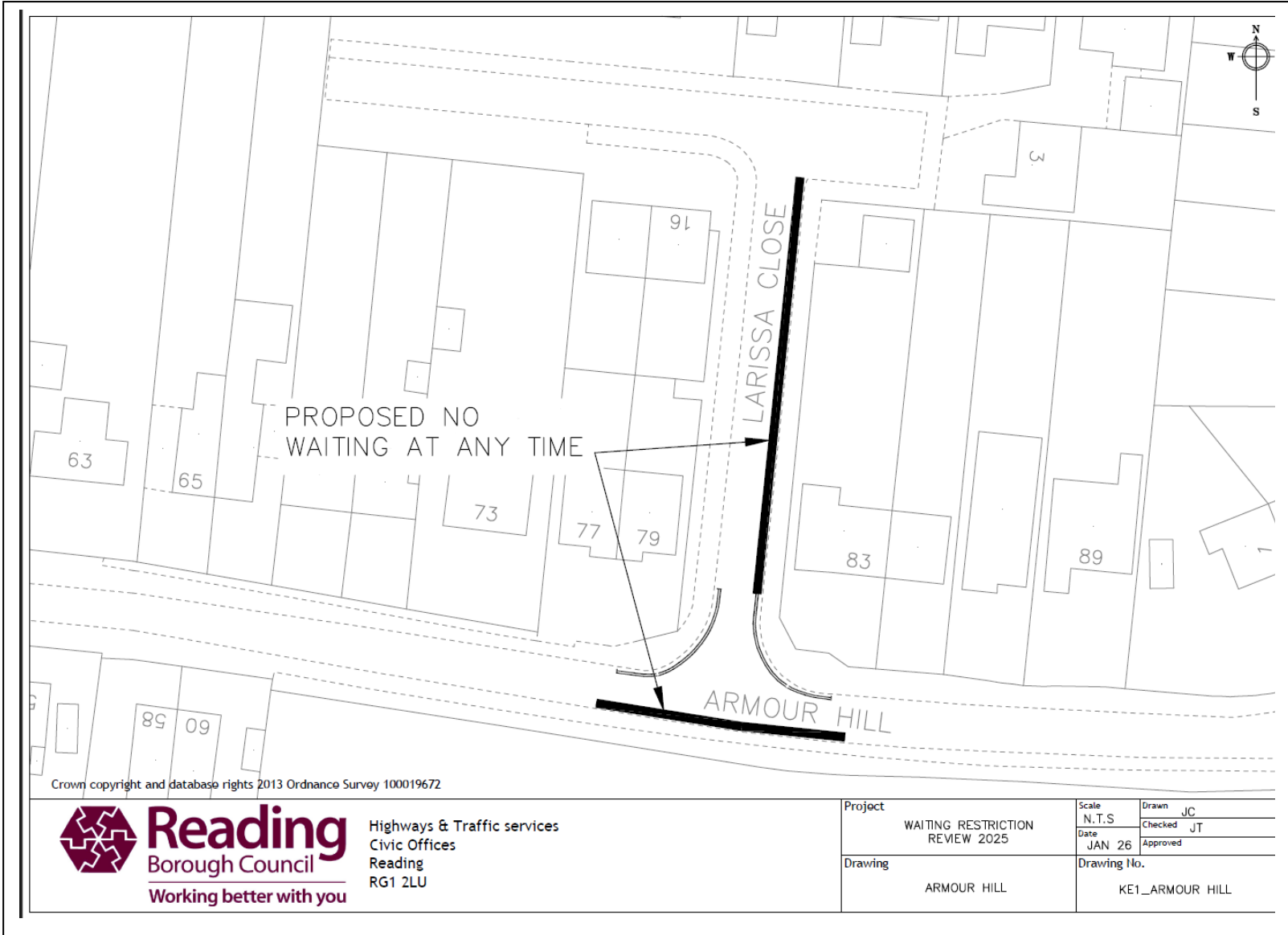
likely to be on the East (telephone exchange) side of the road rather than the West (residential) side, and also that the restrictions apply at weekends as well as weekdays.

Please also be aware that there are significant differences between Northcourt Avenue and Barnsdale Road. Apart from Barnsdale Road being narrower than Northcourt Avenue, There is more vehicular and pedestrian traffic on Barnsdale Road – it provides access - not only for residents of Barnsdale Road but also those of Windermere Road, Stanhope Road, Weardale Close, Benson Close, Millington Close and increasingly Ennerdale Road – to Cressingham Road. The telephone exchange is used as a depot for Openreach, and their vans are frequently going in and out during the day. Vehicular traffic has increased since the installation of speed humps on Northcourt Avenue, as some drivers are avoiding the humps by diverting via Ennerdale and Barnsdale. Pedestrians use Barnsdale Road for access to bus stops and convenience stores on Cressingham Road, and during school term times there are a lot of schoolchildren and parents (many with prams and pushchairs) going to and from Ridgeway Primary in one direction and Reading Girls' School in the other direction.



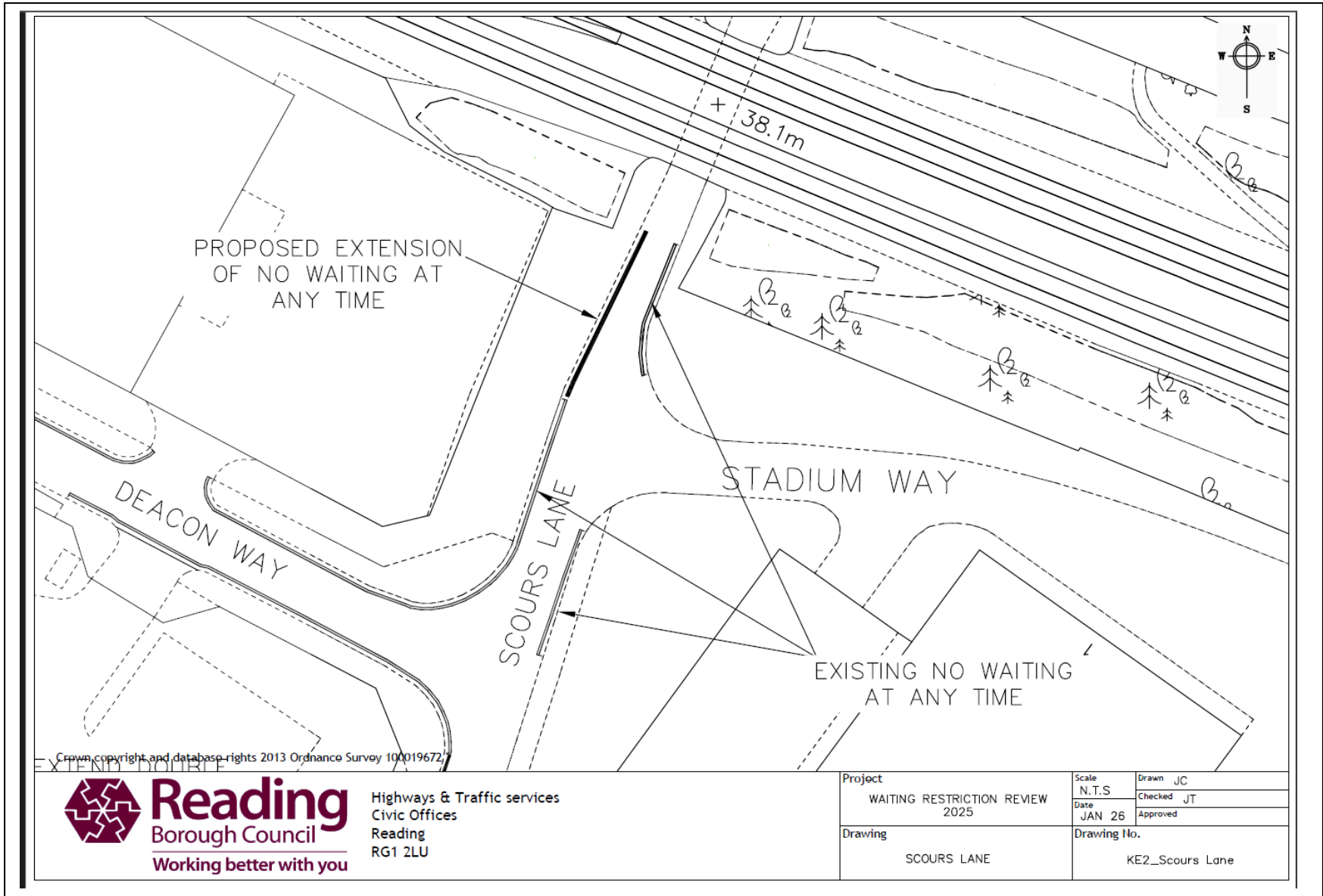
Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Kentwood Ward – Armour Hill/Larissa Close	<p>Original Request: Double yellow lines on one side of Larissa Close to prevent parked cars from obstructing emergency vehicle access, blocking narrow pathway and causing damage to the pavement.</p> <p>Original Officer recommendation: Recommend installing a section of No Waiting at any time of the east side of Larissa Close and then another section on Armour Hill opposite the mouth of the junction with Larissa Close to prevent obstructive parking in these areas.</p>	<p>Support: 3</p> <p>Object: 2</p> <p>Neither support nor object: 0</p>
1. Object	<p>I am writing to you to object against your proposal for Larissa Close. The reason are as follows,</p> <p>When there was a sink hole in Dudley Close everybody with cars had to park up and down the Armour Hill plus Larissa Close it was tight but work, transport could use both roads. If you paint yellows lines, then It would cause trouble with people using the allotments and Arthur Newbury Park plus the residents who live in Armour Hill as cars will block both sides of the Armour Hill.</p> <p>The old saying is if it is not broke why fix it. When something has worked for years please leave it alone.</p> <p>[REDACTED]</p>	
2. Object	<p>Around this area are the allotments, and there has been a lot of work to rent out these spaces so we do not loose them. There is however minimal parking so the area outside, and Larissa Close provides some of that parking. There is also restrictive parking in the area for other householders. Not everyone has driveways. The access to the other residents in that area is not restricted and they can get their large cars through any areas along the road. I feel putting restrictions here has no benefit to us in this area.</p>	
3. Support	<p>Parking on Larissa Close has been a problem. Drivers of vans and other vehicles park on both pavements in Larissa Close generating both pavements unuseable by pedestrians, young families with pushchairs, and our elderly neighbours. This improvement is very welcome and appreciated. It will make Armour Hill and Larissa Close safer for pedestrians and more enjoyable place to live.</p>	
4. Support	<p>[REDACTED] fully support restrictions., the turning from Armour Hill into Larissa Close has become very dangerous due to parking on the T junction and parking either side of Larissa Close. You have to when turning go</p>	

	<p>down the middle of the road without seeing what is coming towards you. i have personally experienced some very near bad accidents at this junction, Furthermore we have several young families now in the extended close and sometimes they cannot push pushchairs on the path and have to resort to going into the middle of the road, which is very dangerous. I sincerely hope you agree the proposal [REDACTED]</p>
5. Support	<p>I am contacting you regarding the proposed Double yellow lines in Larissa Close and Armour Hill - opposite the junction for Larissa Close.</p> <p>I fully support the proposed order, as understand the current double parking along Larissa Close could potentially hamper access for Emergency vehicles.</p> <p>I live on Armour Hill just down from this junction, and we and our neighbours often have cars / vans parking on the opposite site of the road across our driveways. These tend to be people who have a plot on the allotment or white vans left by tradesmen, which are sometimes left over night. Often this makes it quite awkward to drive on to or off our driveways.</p> <p>With the installation of Double yellow lines in Larissa Close, we are likely to have cars parked opposite our driveways more frequently. With this in mind, we are wondering if there is any scope to extend the Double Yellow lines further along Armour.</p>



Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Kentwood Ward – Scours Lane	<p>Original request: Extension of double yellow lines on Scours Lane for the section between the overhead bridge and Deacon Way to prevent parking on the new footpath pavement that makes it impassable.</p> <p>Original Officer recommendation: Recommend extending the No Waiting At Any Time restriction further north down Scours Lane, opposite the junction mouth with Stadium Way, to prevent obstructive parking here.</p>	<p>Support: 9</p> <p>Object: 0</p> <p>Neither support nor object: 0</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	<p>Make it safer for pedestrians walking along the only pavement from under the bridge where Cars usually park two up two down and block the drop-down part of the pavement which prohibits the mobility scooters from using it safe safely.</p>	
2. Support	<p>We need double yellow lines along the only pavement to the bridge to make it safer for the residence who live at Riverside Park. Most people on the Park are elderly and disabled and major majority of the mobility aids. This would stop Cars blocking the pavement.</p>	
3. Support	<p>Stop lorry's and the football match people parking there which is dangerous for other traffic and dog walkers walking under the bridge</p>	
4. Support	<p>The only pavement for pedestrians going towards the bridge on the left is sometimes not useable because HGV's and cars park on the pavement. It's can be a dangerous enough road for pedestrians and cyclists with cars racing under the bridge so double yellow lines is a MUST! Would it be possible for Reading Burghfield where if vehicles are parked on double yellow lines or blocking junctions? We could take a photo and upload it to the app? You could then fine the drivers. The council would make lots of money and people could verify the photos with the timestamp just a suggestion.!!!</p>	
5. Support	<p><i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i></p>	

6. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>
7. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>
8. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>
9. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>



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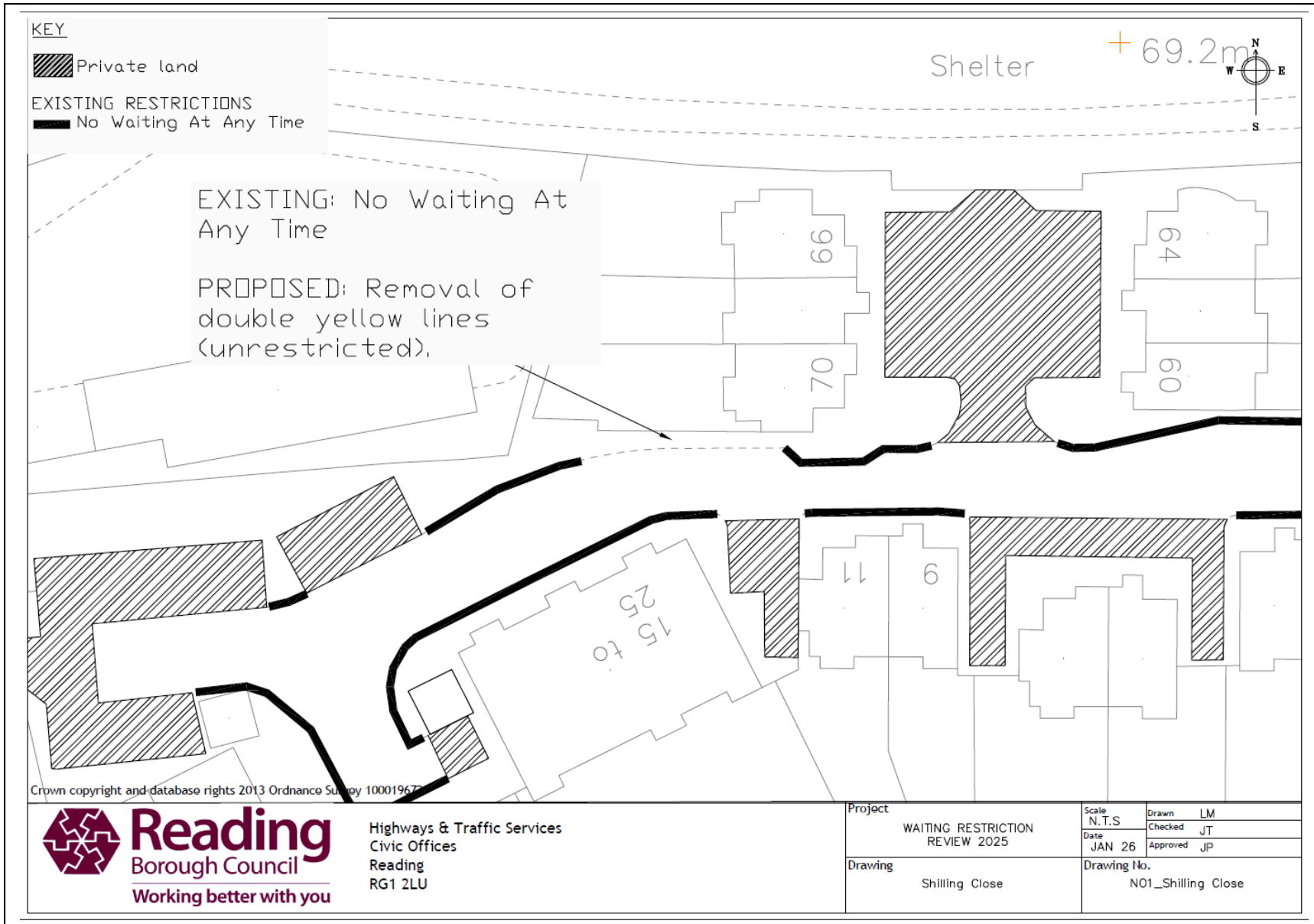
Project	Scale	Drawn
WAITING RESTRICTION REVIEW 2025	N.T.S	JC
	Date	Checked
	JAN 26	JT
Drawing	Drawing No.	
SCOURS LANE	KE2_Scours Lane	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Norcot Ward – Shilling Close	<p>Original Request: To review the double yellow line restrictions in Shilling Close to provide parking spaces for residents.</p> <p>Original Officer recommendation: The current parking restrictions were installed as part of a recent Waiting Restriction Review programme, where issues had been raised around partial footway blocking, visibility impairment and some access difficulties due to parking in the street.</p> <p>Officers consider that removing elements of this scheme will make those areas vulnerable to the same issues that the delivered scheme sought to resolve. However, officers are aware of some desire for the current restrictions to be lessened. On this basis, officers have identified areas that may be less obstructive, if parked, and have provided a proposal to remove a section of the double yellow lines from the traffic order.</p> <p>It should be noted that these spaces will be unrestricted, enabling parking by anyone for an unlimited duration.</p>	<p>Support: 0</p> <p>Object: 1</p> <p>Neither support nor object: 0</p>
1. Object	<p>I am writing to express my strong support for the implementation of the proposed double yellow lines, as failing to do so would create significant access, safety and welfare concerns for our household.</p> <p>The area [REDACTED] provides the [REDACTED] and includes a dropped kerb, which is essential for [REDACTED]. If vehicles are permitted to Park there unrestricted this access could be blocked severely affecting [REDACTED] ability to enter and exit the property safely.</p> <p>In addition should there ever be a fire or emergency affecting the [REDACTED], obstruction of the rear access would prevent [REDACTED] a safe alternative exit route. This presents a health and safety concern. I am also aware the objection of the yellow lines has [REDACTED] allocated parking spaces, however one of these spaces is currently used to store rubbish (please see attached photo) and as a result they frequently park [REDACTED] instead of using their designated parking facilities.</p>	

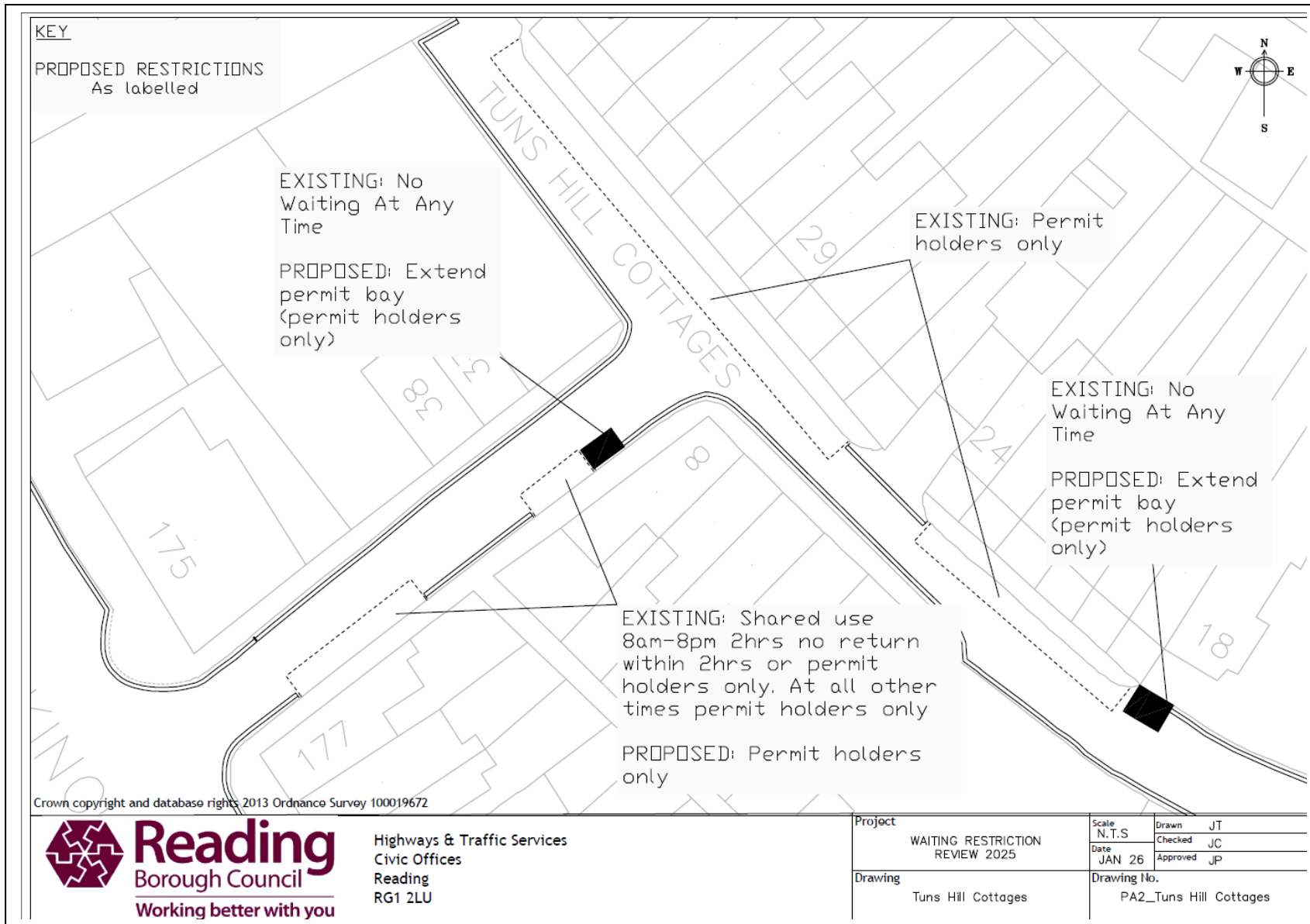
Given these circumstances I would respectfully ask the council to carefully consider the importance of maintaining clear access [REDACTED] and proceed with the implementation of f the yellow lines.

Please let me know if you require any further information

Officer Comment: statement has been heavily redacted due to sensitive content that could identify the individual. Resident indicates that they support the installation of double yellow lines, but this proposal is to remove them.



Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Park Ward – Tuns Hill Cottages	<p>Original Request: To change shared use parking bays at the entry of Tuns Hill Cottages to residents only. Request to extend length of shared use parking bays to accommodate large vehicles. Request for dual permit zone for Tuns Hill Cottages (Introduce residents only and retain 14R zone to allow overflow and visitors). These requests have been brought forward following a petition submitted to the Sub- Committee in March 2025.</p> <p>Original Officer recommendation: Recommend extending 2 of the parking bays in Tuns Hill Cottages to accommodate more vehicles and removing the shared use element of the restriction to be Permit Holders only parking.</p>	<p>Support: 4 Object: 0 Neither support nor object: 0</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	I am in favour of the proposed changes. They will improve the parking issues currently faced by the streets residents.	
2. Support	<i>*Responded to the virtual consultation on our website, but did not make any comments on the proposal.</i>	
3. Support	<i>*Responded to the virtual consultation on our website, but did not make any comments on the proposal.</i>	
4. Support	<i>*Responded to the virtual consultation on our website, but did not make any comments on the proposal.</i>	



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Project	WAITING RESTRICTION REVIEW 2025	
	Scale N.T.S	Drawn JT
Drawing	Date JAN 26	Checked JC
	Approved JP	
Drawing No.		PA2_Tuns Hill Cottages

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Addington Road	<p>Original Request: Request for a loading ban due to congestion caused by people parking at this location.</p> <p>Original Officer recommendation: Recommend that the junctions of Craven Road/Addington Road and Redlands Road/Addington Road are given additional protection by installing a loading ban. This will help ensure emergency vehicles and buses can safely access and manoeuvre around the junctions. Buses are also unable to use the bus stop on the north side of Addington Road due to the number of vehicles parking there. We therefore recommend that a bus stop cage is installed here as well to keep this section of road clear. If agreeable, the bus stop can be installed without a traffic regulation order and statutory consultation which would address the issue swiftly.</p>	<p>Support: 0</p> <p>Object: 0</p> <p>Neither support nor object: 2</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Neither support nor object	<p>I am a local resident [REDACTED] and have seen increasing problems with traffic over this time.</p> <p>Whilst the introduction of new restrictions would be welcomed, it will not solve the current traffic congestion problems along this stretch. It will merely enable buses to turn more easily onto Addington Road from Redlands Road.</p> <p>There are several contributing factors to the current problems:</p> <ul style="list-style-type: none"> * The siting of the bus stop adjacent to the hospital on Addington Road causes traffic congestion on this stretch during peak times which in turn backs up traffic onto Redlands Road. This stop could be removed as another bus stop exists immediately around the corner on Craven Road so alleviating the problem * Disabled badge holders in recent years have taken to parking part on and part off the pavement along this stretch, so narrowing the road width for other road users. This affects the buses which often have difficulty passing. 	

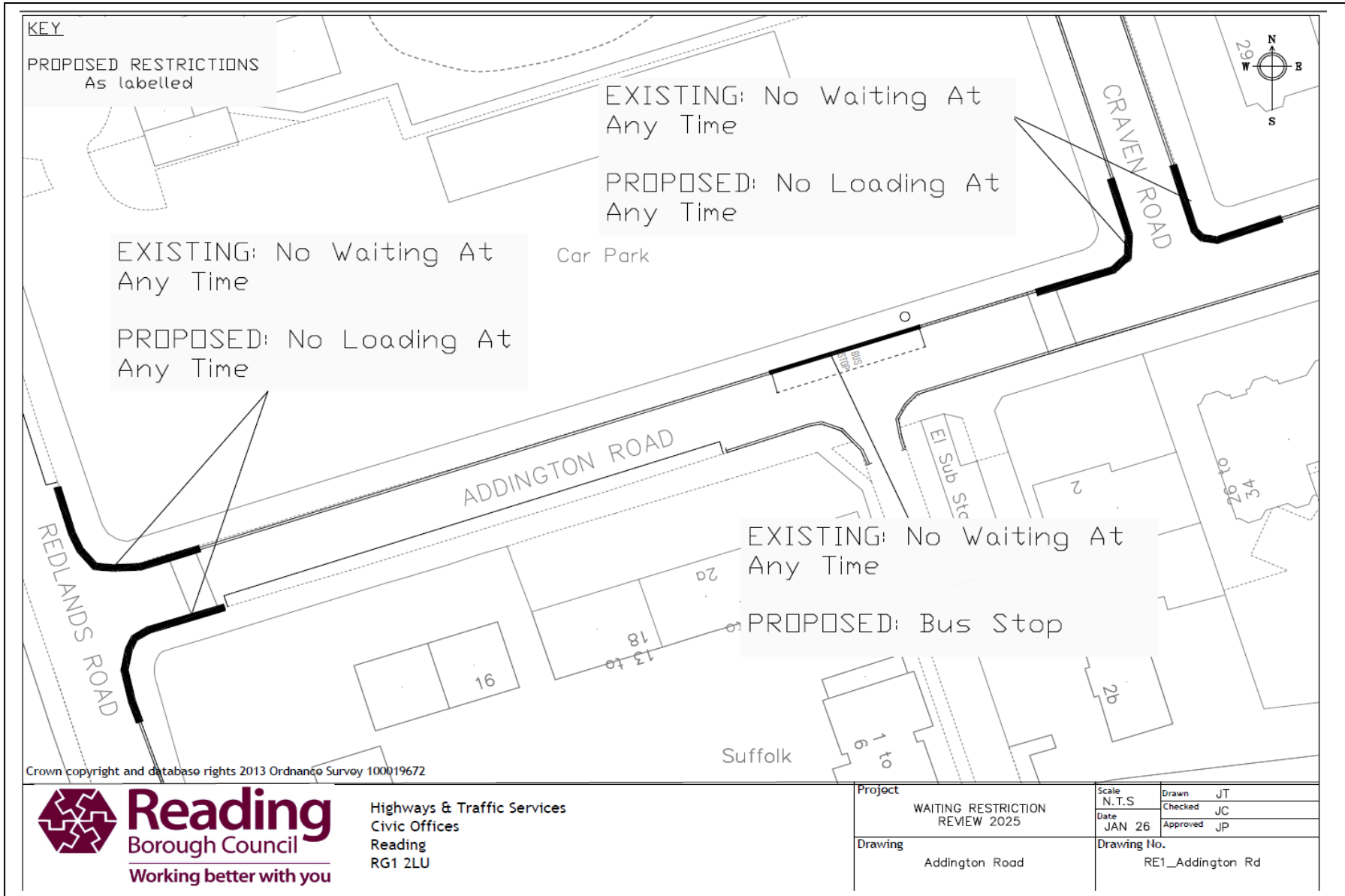
	<p>Alternatives would be:</p> <ol style="list-style-type: none"> 1) Reducing the number of people parking there by making this stretch of road a red route, preventing any parking whatsoever, as disabled badge holders can still park on double yellow lines. 2) Restricting the outpatient follow ups at the main hospital with follow ups being held elsewhere. This would reduce the weekday parking on the pavement as the parking is not an issue at weekends when the outpatient departments are closed. 3) Increasing parking for disabled badge holders onsite <p>It is evident that there is insufficient disabled badge holders parking at the hospital which has triggered this problem and as the population ages it is only likely to get worse while the hospital remains sited in a residential area.</p> <p>Finally, the road between Redlands Road, Addington Road, and Craven Road is also a rat run during rush hour and school pick up times, and so the volume of traffic using this stretch of road is particularly high. Whilst restricting parking on the corners is helpful, it does not fully address the overall issues which will no doubt continue.</p>
2. Neither support nor object	<p>I have been made aware of the proposed alterations at the junction Redlands Road and Addington Road, to try and relieve the regular congestion here.</p> <p>I live in the house [REDACTED] congestion each and every day. I am certain that greater restriction just near the junction will have no effect whatsoever. While buses and lorries often have problems turning into our out of Addington Road, this is only a minor part of the problem. It will do nothing at all to solve the overall congestion problem.</p> <p>The congestion arises because of the numerous cars always parked half on the road and half on the pavement on the north (hospital) side of Addington Road. With the line of legally parked cars along the south side of the road there is rarely sufficient room for lorries and buses to pass. Congestion results, especially when cars are trying to park in vacated spaces or there are buses or lorries passing in both directions. I see this section between Addington and Craven Roads at a standstill repeated regularly and frequently every day.</p> <p>I offer a solution to the problem.</p> <ol style="list-style-type: none"> 1) remove all the parking along the southern side of Addington Road and Craven Road;

2) make the northern side of the road legal blue badge parking all along this section, except for the current bus stop and the first several metres along from Redlands Road.

3) this will leave plenty of room for normal two-way traffic, including buses and lorries, to pass freely along the road.

Congestion problem solved!

I hope you will consider this and not do just the tinkering which will make not difference to the congestion beyond the junction.



Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Allcroft Road	<p>Original Request: Councillor requested extending the double yellow lines from the junction to move parked cars away from the junction and tackle congestion and visibility concerns.</p> <p>Original Officer recommendation: Recommend extending the No Waiting At Any Time restriction on Allcroft Road closer to the junction with Kendrick Road and removing a section of shared use parking.</p>	<p>Support: 2</p> <p>Object: 0</p> <p>Neither support nor object: 0</p>
1. Support	<p>The last 9 years since the metered parking bays were installed to the western end of Allcroft Road has been a disaster causing bottle necks, road rage, driveway blockage and vehicles mounting the grass verges. Considering the amount of large buses and coaches that now travel along this road my close neighbours and myself are extremely happy with the latest proposal for double yellow lines. Showing on the proposal plans the new parking measures would extend from the western/south side corner of Allcroft Road and stop at the west side of the driveway of number 7. Because there is a tiny grass verge (4 foot wide) between number 7 and number 9 Allcroft Road often inconsiderate drivers park there blocking or partially blocking either driveway, I am therefore requesting the new parking measures be extended to the eastern side of the driveway of number 9 Allcroft Road to meet up with the proper parking bays. Thank you for your time in this matter. [REDACTED]</p> <p>Further comments received from the same individual :</p> <p>Dear Sir/Madam, just a short time after the last inconsiderate blocking [REDACTED] left.... another inconsiderate driver took the place of it... like I mentioned in the previous email.... this happens all day.... every day... please help [REDACTED]</p> <p>Officer comment: The proposal for Allcroft Road proposes that the yellow lines end just after the dropped kerb of property no 7. If it were to be extended further, we would lose an additional two spaces. The parking services team have said that the bay is well used (likely due to its proximity to the hospital). As we are removing quite a large length of the bay already, we would recommend that no additional spaces are lost. The proposal should be enough to improve manoeuvres around the junction and reduce the issues caused by congestion there. Residents can apply for access protection markings to help deter driveway blocking.</p>	
2. Support	<p>The parking placement means that drivers are constantly blocking driveways making it difficult to enter and exit and it's creating queues of traffic. This is particularly difficult in the morning and not helped by the single lane traffic</p>	

	restriction on Redlands. It's not safer. Just slower. Parking has got more difficult since the decision to use Allcroft as an overflow car park for the hospital leaving no spaces for residents or visitors.
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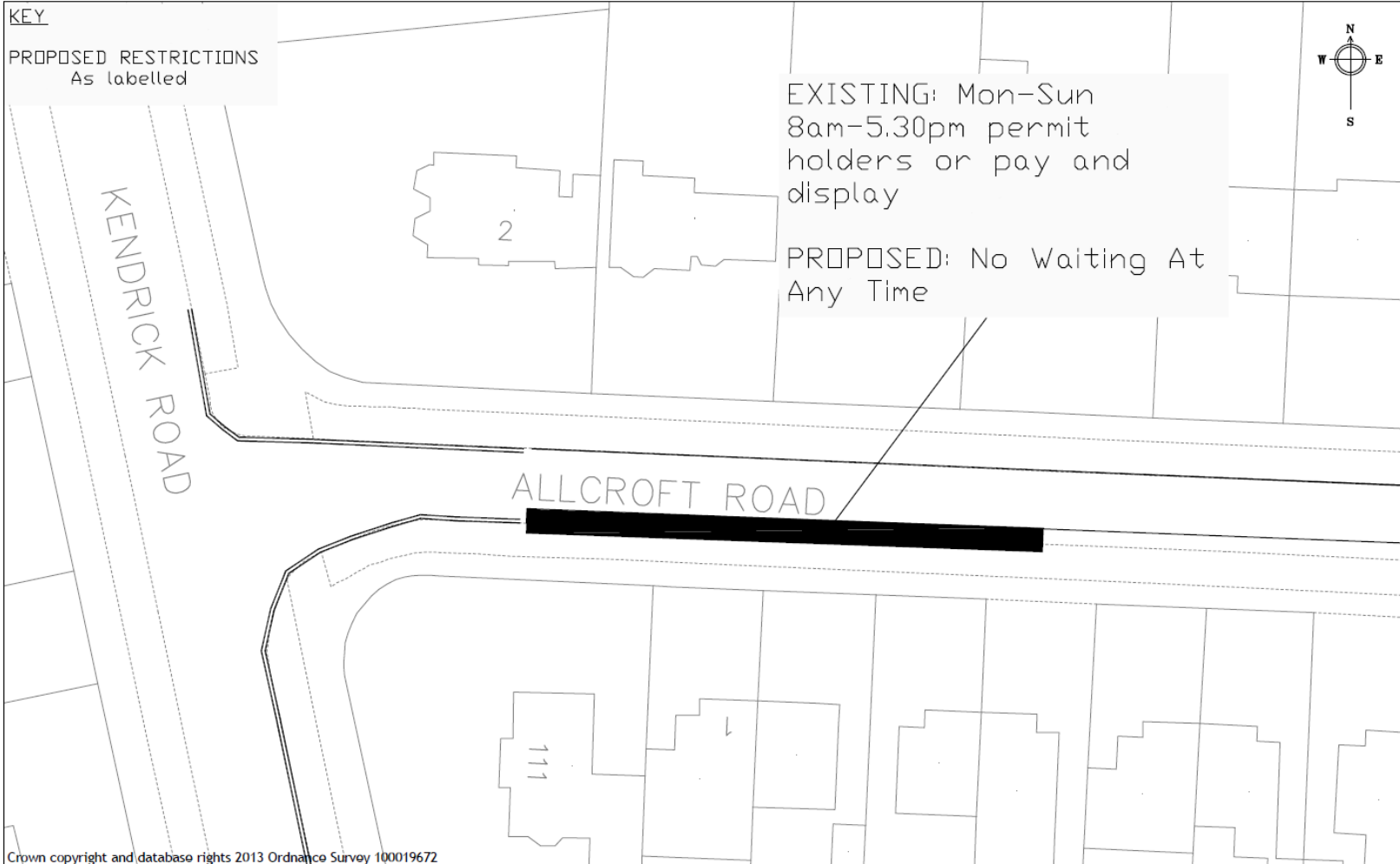
KEY

PROPOSED RESTRICTIONS
As labelled



EXISTING: Mon-Sun
8am-5.30pm permit
holders or pay and
display

PROPOSED: No Waiting At
Any Time



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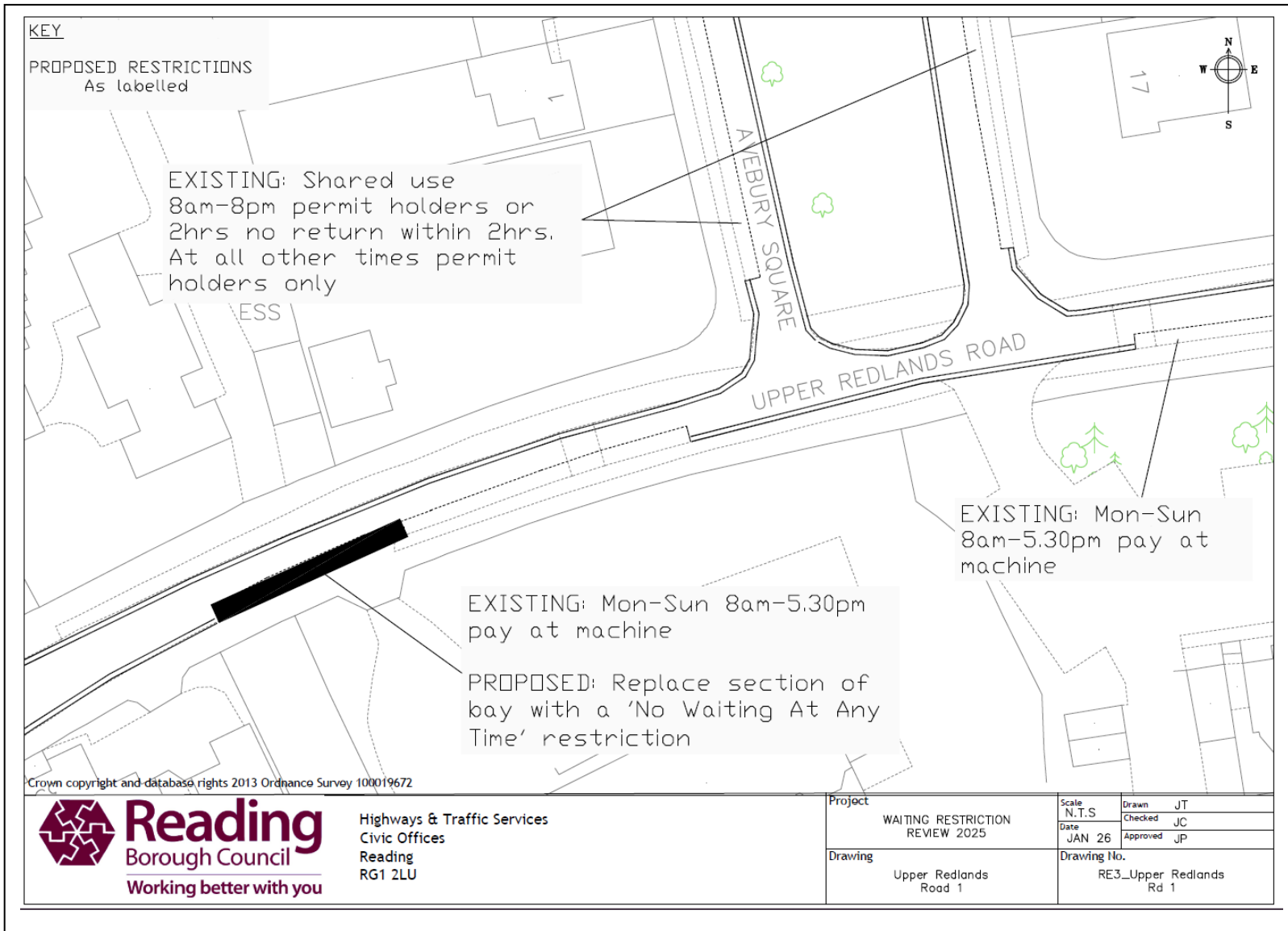


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RG1 2LU

Project	WAITING RESTRICTION REVIEW 2025	Scale: N.T.S	Drawn JT
		Date JAN 26	Checked JC
Drawing	Allcroft Road	Approved JP	
		Drawing No. RE2_Allcroft Road	

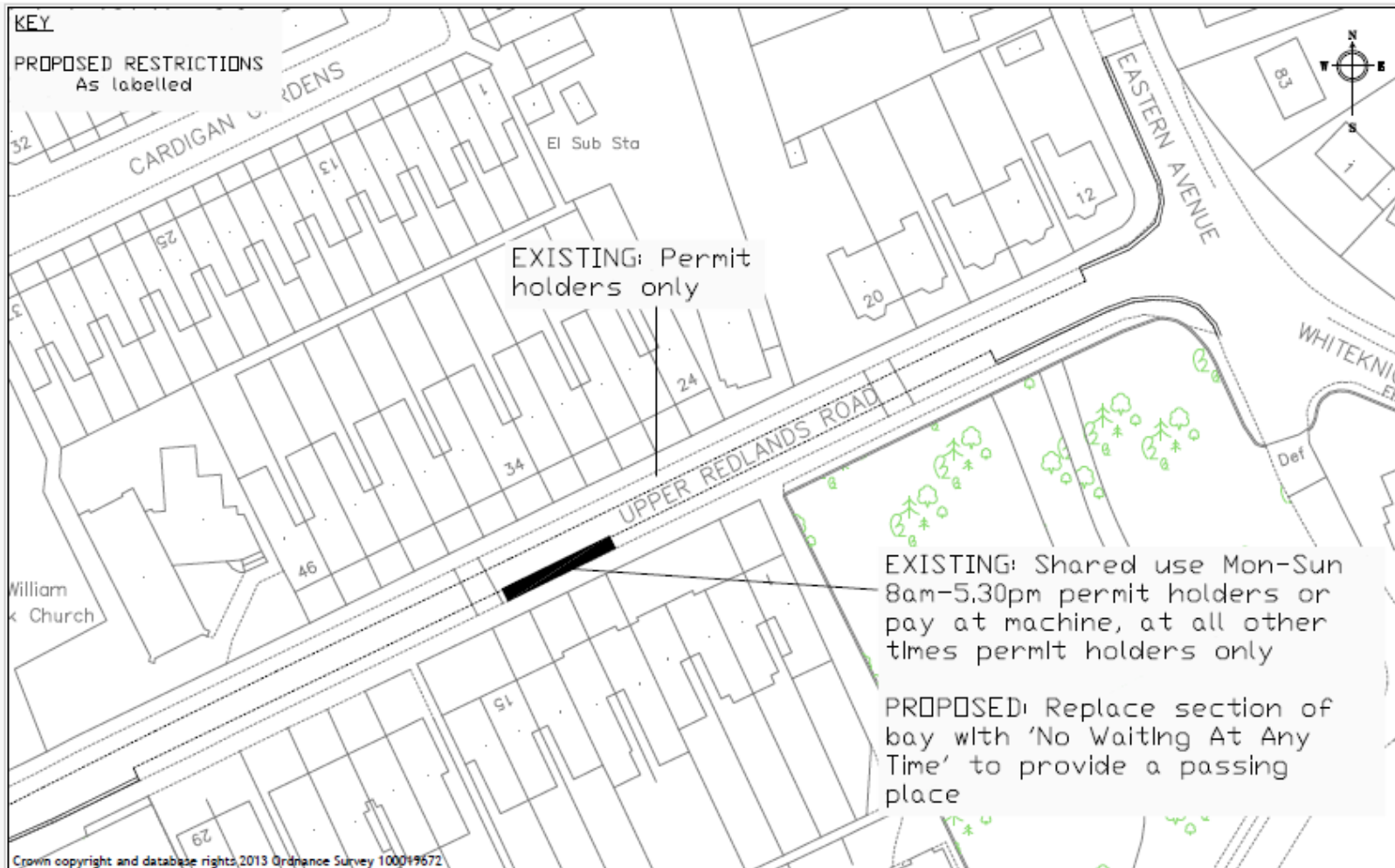
Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Upper Redlands Road 1	<p>Original request: Request to remove parking bays on Upper Redlands Road on its section between Avebury Square and Wellswood Gardens, equally near the pedestrian crossing to reduce congestion, long queues of cars and avoid vehicles driving over pavements to pass during school rush hours.</p> <p>Original Officer recommendation: Officers recommend that a section of the longest bay in this area is removed and replaced with double yellow lines. This should help with visibility of vehicles around the slight bend and reduce issues caused by congestion during peak hours. Officers do not recommend that both bays are completely removed as requested, as this could have a negative impact on Avebury Square.</p>	<p>Support: 0</p> <p>Object: 1</p> <p>Neither support nor object: 0</p>
1. Object	<p>I am writing to say that the proposed changes to Upper Redlands Road parking restrictions do not go far enough.</p> <p>As a resident of Avebury Square every week day morning I see drivers getting aggressive because they can't get through.</p> <p>All parking bays need to be removed to solve this problem not just a small section.</p> <p>The proposed changes will make absolutely no difference because it will continue to back up to the Elmhurst Road junction, the level of traffic is just too great to cope with a single lane at all.</p>	




Project	WAITING RESTRICTION REVIEW 2025	Scale N.T.S	Drawn JT
		Date JAN 26	Checked JC
Drawing	Upper Redlands Road 1	Approved JP	
		Drawing No. RE3_Upper Redlands Rd 1	

<p>Redlands Ward – Upper Redlands Road 2</p>	<p>Original request: Request to investigate a possibility of a passing place outside property numbers 9 and 11 Upper Redlands Road due to congestion concerns on this road.</p> <p>Original Officer recommendation: As there are existing dropped kerbs at this location, officers recommend that a section of the bay on the south side is removed to allow for a passing place. The yellow lines will be extended slightly past the dropped kerbs to allow enough space for cars to move in and out.</p>	<p>Support: 0 Object: 1 Neither support nor object: 0</p>
<p>2. Object</p>	<p>I do not agree with this will improve the traffic situation as it is the volume of through traffic that is the key issue Blocking off residential parking areas will merely provide a place where maybe 2 cars max will get stuck as the stretch will then be bisected Just divides the congestion in 2 Cars will race not to be in the passing place to be stuck in the passing place whilst other traffic passes by and does not let them out These spaces are unlikely to be unoccupied when there is heavy rat -run traffic during busy periods so will not provide any effective passing place anyway No one will back into a small passing space so it will only fit one car</p> <p>I appreciate the speed bumps cannot be widened because of the need for emergency vehicles to pass to RBH They are therefore completely ineffective as a speed deterrent however There needs to be speed cameras to protect residents and students in the area from speeding cars and reduce the frequency of car damage in Upper Redlands The 20 limit is not enforced My own car was written off This is the 3rd speeding incident similarly affecting stationary cars parked here in the past 10 years to my own knowledge</p> <p>Traffic lights should be installed to deter traffic from residential detours from the main roads and ensure traffic has to take turns</p> <p>The road should maybe be split by bollards west of the church grounds which could be lowered for emergency passage by ambulances</p> <p>There is far too much passing traffic that is just avoiding the main roads and using the road as a cut through</p>	

	The bus lane on the A4 has exacerbated the traffic issues considerably
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 Reading Borough Council Working better with you	Highways & Traffic Services Civic Offices Reading RG1 2LU	Project WAITING RESTRICTION REVIEW 2025	Scale N.T.S. Date JAN 26	Drawn JT Checked JC Approved JP
		Drawing Upper Redlands Road 2	Drawing No. RE4_Upper Redlands Rd 2	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Lower Mount	<p>Original request: Request to add a bay-marked parking permit restriction into Lower Mount, with appropriate restrictions to prevent parking outside of the bays. Restrictions are to reflect the nearby 10R permit scheme. Ward Councillor confirms a degree of local support for this small addition to the wider permit parking scheme. As the area is currently unrestricted and between two resident permit parking zones, it suffers from a lot of parking congestion by those not living on the street.</p> <p>Original Officer recommendation: Officers recommend that permit parking bays for zone 10R are installed on the road. We also recommend that the areas of single yellow lines as well as the dropped kerbs are covered by double yellow lines. The proposal will also involve adding properties that meet the permit criteria to the 10R parking zone. Please note that the permit holders only restriction will mean that visitors will need to use a visitor permit at all times.</p>	<p>Support: 2</p> <p>Object: 0</p> <p>Neither support nor object: 1</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	<p>Many thanks for the detailed description of the new parking scheme in Lower Mount.</p> <p>Questions:</p> <ol style="list-style-type: none"> 1. Will us residents be given a free parking permit? And will there be a chance to buy a second, and if so, at what cost? 2. Will our Parking Zone be unique to Lower Mount, or will the permits be valid for other streets in Reading, too? And, of course, vice versa, other residents in our Parking Zone now allowed to park in Lower Mount. 	

	<p>3. Is Hillside included in our Parking Zone? At present, a lot of the parking spaces are occupied by residents there, often for weeks at a time, without movement. It would be good if this practice was stopped, especially as Hillside has its own parking area which should be adequate for all its residents without any "overspill" into the adjacent public highways.</p> <p>4. When is it anticipated that the scheme will be introduced? Hopefully there will be no objections to slow it down.</p> <p>Again, many thanks for your work on our behalf.</p> <p>Officer comment: A response has been sent to the resident regarding their enquiries, however no further comments have been received.</p>
2. Neither support nor object	<p>Neither support nor object yet, due to other decisions to be made by this committee.</p> <p>This road, currently with no restrictions, is used for parking by local residents and is very busy with commuters to the hospital. It's critical for local residents with no access to parking permits. The Lower Mount residents are currently excluded from the resident parking permit scheme.</p> <p>I can only support the changes proposed to this road if, at the same time, the Lower Mount residents are allowed access to the parking permit scheme.</p> <p>If the Lower Mount residents are not allowed access to the parking permit scheme, there would be no available option to park in the near vicinity and I would have to object to the proposal.</p>
3. Support	It'll be positive for residents.

KEY

PROPOSED RESTRICTIONS
As labelled

DK Dropped kerb

EXISTING:
Unrestricted

TCB PROPOSED: Permit
Holders Only

Requing
Court

EXISTING: No Waiting
Mon-Sat 8am-6.30pm

PROPOSED: No Waiting
At Any Time

EXISTING:
Unrestricted

PROPOSED: No
Waiting At Any Time

EXISTING: No Waiting
Mon-Sat 8am-6.30pm

PROPOSED: Permlt
Holders Only

ALLCROFT ROAD

LOWER MOUNT

Sutton Walk

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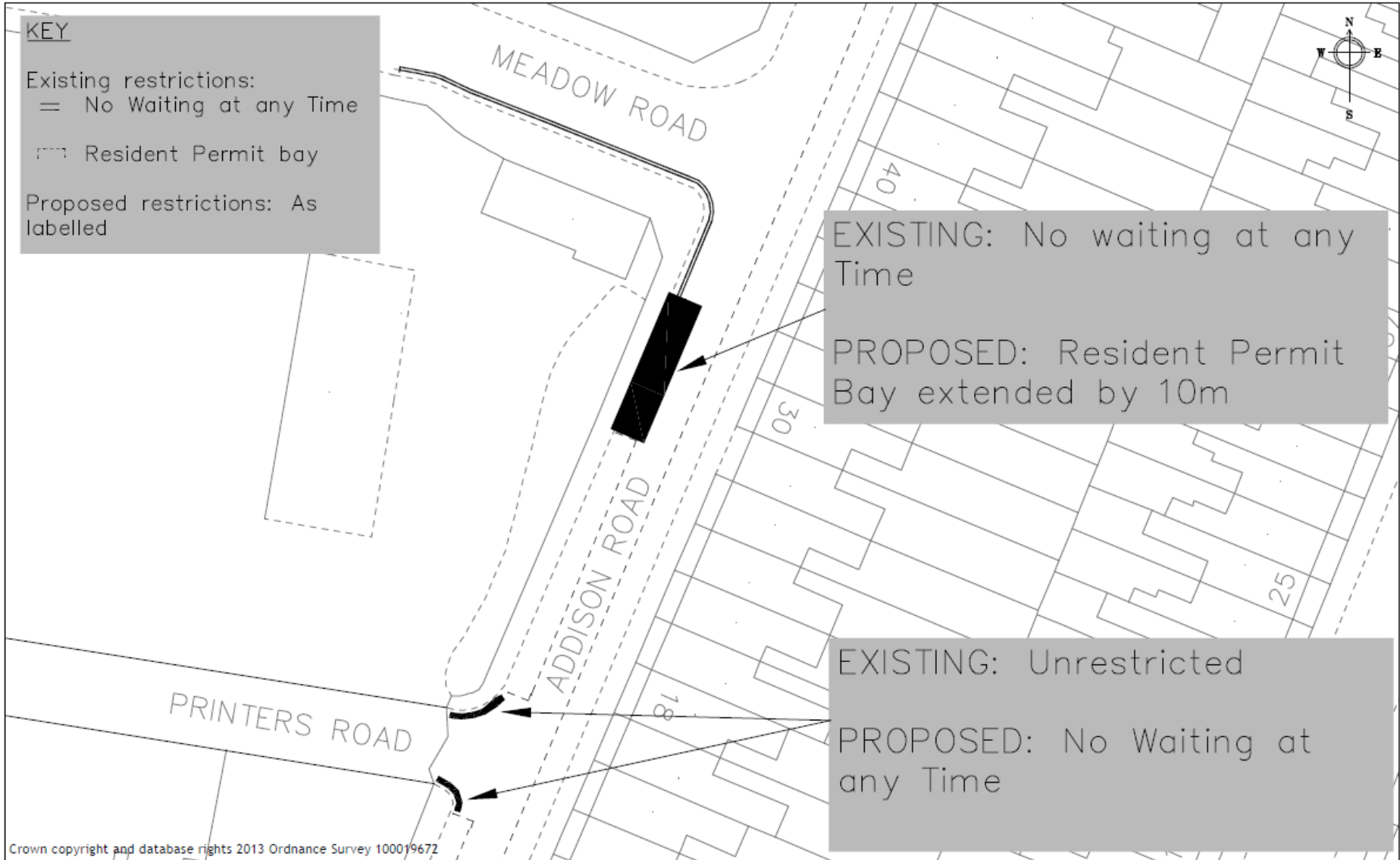
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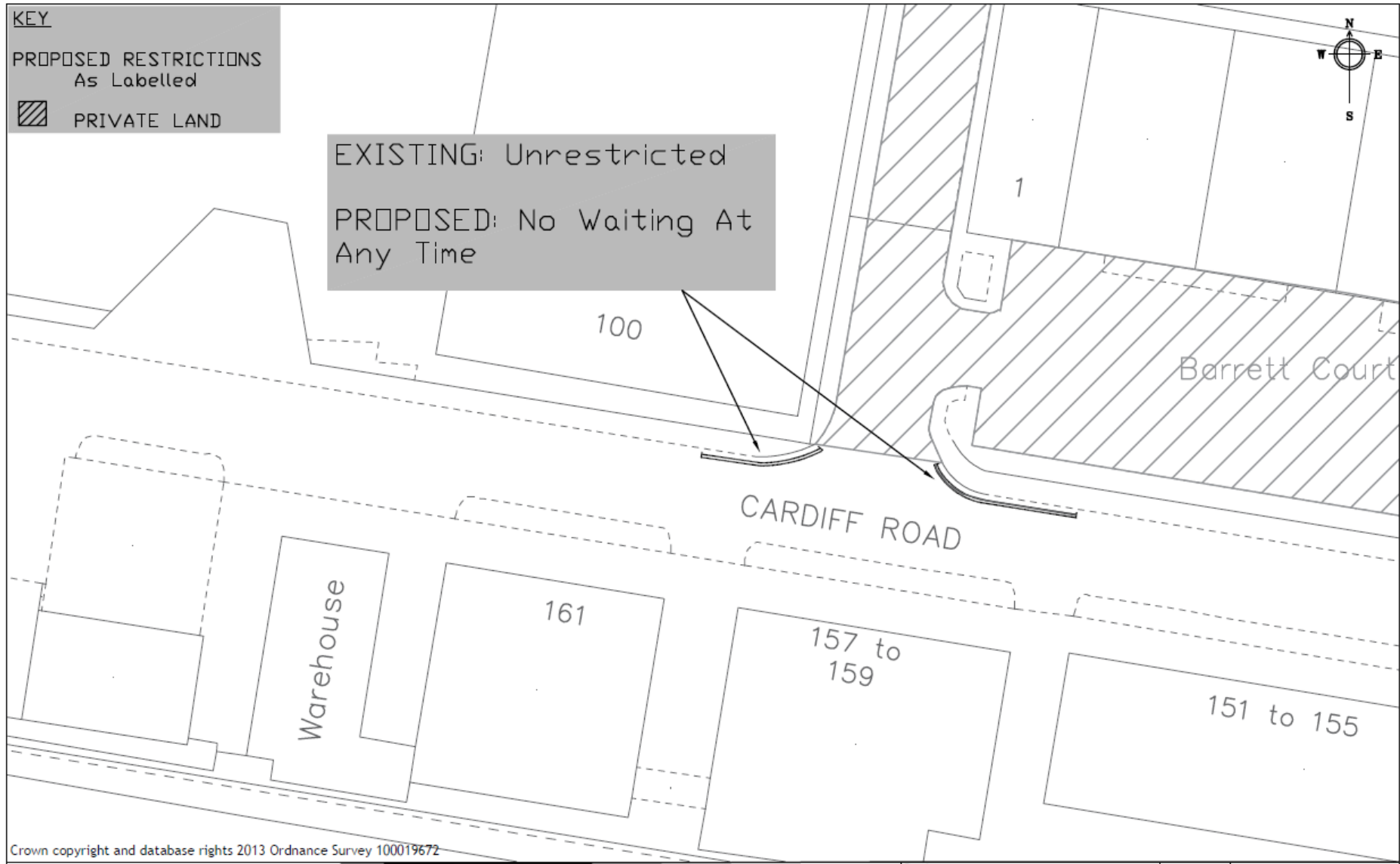
project			
WAITING RESTRICTION REVIEW PROGRAMME 2025			
drawing			
Lower Mount			
drawn	checked	approved	date
JT	JC	JP	JAN 25
scale		drawing no.	
N.T.S		RES_Lower Mount	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Thames Ward – Addison Road/Printers Road	<p>Original request: Request for double yellow lines at the junction of Addison Road with Printers Road though should be kept at minimum length that aims at keeping the junction clear and retain resident parking space. Request to shorten double yellow lines at the junction of Addison Road with Meadow Road and keep it to minimum length that keeps the junction clear to retain resident parking space as much as possible.</p> <p>Original Officer recommendation: Officers recommend that a short length of double yellow lines are installed to protect the junction and junction of Printers Road/Addison Road. The proposal also includes an extension to the existing shared use resident permit parking bay on Addison Road</p>	<p>Support: 2</p> <p>Object: 1</p> <p>Neither support nor object: 0</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	I am in favour of the proposed changes at Addison Road and Printers Road.	
2. Support	<p>I and the majority of the residents living on Addison Rd and Cardiff Road are in favour of the new proposals for increasing the much need car park spaces on Addison Road and the proposed waiting time at the junction is suitable for Printers road as it us a cul de sac is used by a few houses so the road is reasonably quiet with few cars.</p> <p>4 spaces were lost from the new development which has left it difficult to find a parking space.</p> <p>We would prefer the spaces to be 14m to provide more spaces if achievable. But also accept the proposal.</p>	
3. Object	Leave printers road alone	

	<p>We have limited amount of parking and you'd want to make printers road no waiting at any time let the residents in that estates utilise it as we the residents around on Addison Road and Cardiff road and the surrounding roads struggle to find parking as it is with larger cars being purchased by residents to be more economical friendly go ahead with the parking by 10m which is about 3-4 car lengths we struggle to find parking as it is that is why I object if you can only do the increase of 10m then I'll happily oblige.</p>
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Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Thames Ward – Cardiff Road	<p>Original request: Request for double yellow lines on both sides of the junction Cardiff Road outside the entrance of Goodman Steel Services due to inconsiderate parking of large vehicles obstructing the view of drivers in and out of this entrance.</p> <p>Original Officer recommendation: Officers recommended that some double yellow lines be installed on Cardiff Rd as this should help with access and visibility at this location. These proposed restrictions may also benefit accessibility to the properties opposite. Please note that we can only install restrictions on the public highway</p>	<p>Support: 1</p> <p>Object: 0</p> <p>Neither support nor object: 0</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	<p>The industrial side of Cardiff Road (and the whole estate in general) is such a mess. As a homeowner on the residential side it makes the area so depressing. Cars are parked everywhere and many have been abandoned. There is broken glass and rubbish on the street. I walk my dog past there most days and it makes for a poor experience.</p> <p>The whole area should be renovated and these industrial and car business should be moved into a less urban area.</p>	



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Page 41

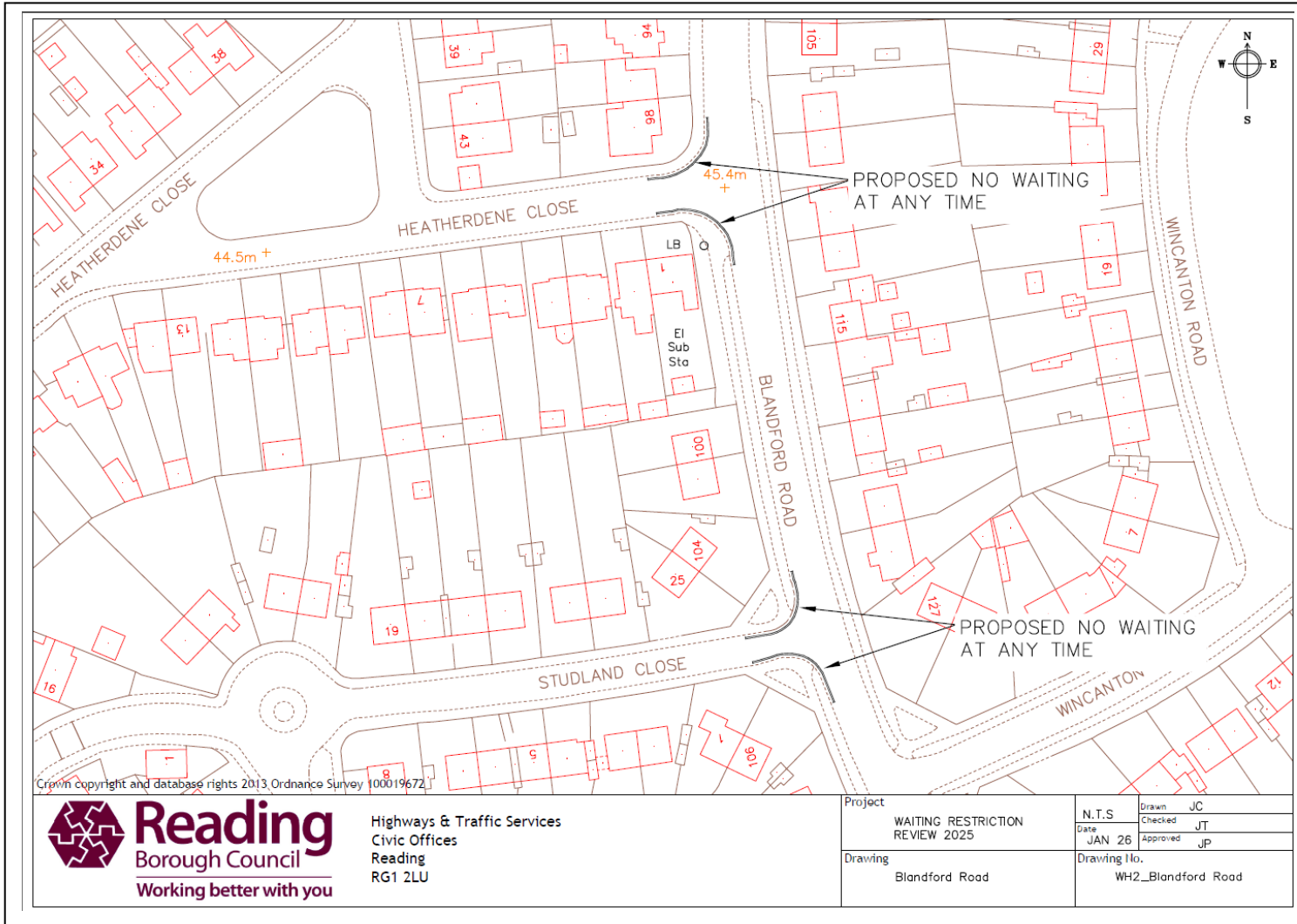


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Project	WAITING RESTRICTION REVIEW 2025		N.T.S	Drawn RC
	Date	JAN 26	Checked JT	Approved JP
Drawing	Cardiff Road proposal		Drawing No. TH1_Cardiff Road	

Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Whitley Ward – Blandford Road	<p>Original request: Request for double yellow lines on the junction of Blandford Road with Heatherdene Close due to parked vehicles that limit the visibility of drivers especially when moving out of Heatherdene Close.</p> <p>Original Officer recommendation: Recommend installing new No Waiting at any Time restrictions around the junctions of Studland Close and Heatherdene Close to prevent obstructive parking causing visibility issues when joining Blandford Road.</p>	<p>Support: 0</p> <p>Object: 5</p> <p>Neither support nor object: 0</p>
4. Object	<p>I wish to object to the proposed no waiting restrictions on Blandford Road/Studland Close.</p> <p>[REDACTED] there is no where else to park. If cars are forced to park further up the road this will then cause more issues with cars coming out and turning right from Wincanton Road. There have been cars damaged already from cars emerging from Wincanton.</p> <p>[REDACTED] In an ideal world we would have a dropped kerb but we have applied for this but could not afford it in one go and as payment options are not available this is now sadly not an option.</p> <p>Please give this consideration when making your decision.</p>	
5. Object	<p>[REDACTED]</p> <p>In principle, yes it makes sense. However, it will mean more parked cars in our road and directly opposite the junction for Wincanton Rd. [REDACTED].</p> <p>On a daily basis there are cars parked on the road, who then leave them all day and have walked off elsewhere. I can't imagine how bad it will become if this was to go ahead! Why not look into permits? For those who actually live on the roads where you propose changes? That would be a lot fairer. Unless the council would be prepared to pay the costs to change excess front lands into driveways?</p> <p>There isn't room to park. [REDACTED]</p>	
6. Object	<p>We struggle to park as it is in our area and the lines or restrictions [REDACTED] therefore pushing the parked cars further up blandford which will then block the exit from wincanton road. You will then need to put the lines there too</p>	

	as surely it is more dangerous to have to pull out of wincanton and avoid hitting more cars which will be parked opposite?
7. Object	We will not be able to park outside our own house and struggle with parking further up the road and our vehicle has already been broken into so would not be able to see.if not outside.
8. Object	Agree in principle however we have to live here and the amount of cars who don't live here, that park and block us, is unacceptable. A permit system would be far far better and fairer. Or sort out the access onto people's properties which would take a lot of the cars off the roads and therefore free up to put double yellow lines on the roads where you want! [REDACTED]



Highways & Traffic Services
Civic Offices
Reading
RG1 2LU

Project	WAITING RESTRICTION REVIEW 2025	N.T.S.	Drawn JC
		Date	Checked JT
		JAN 26	Approved JP
Drawing	Blandford Road	Drawing No.	WH2_Blandford Road

For Information Only

No objections have been received at the time of writing to the other proposals consulted in this programme, as listed below. As no objections have been received, these proposals are agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available [here](#)).

Battle Ward - Kensington Road	No objections received at the time of writing.
Caversham - North Street	No objections received at the time of writing.
Caversham Heights Ward - Soane End/ Highdown Hill - Surley Row	No objections received at the time of writing.
Church Ward - Whitley Wood Road	No objections received at the time of writing.
Coley Ward - Lesford Road	No objections received at the time of writing.
Katesgrove Ward - Basingstoke Road/ Rose Kiln Lane	No objections received at the time of writing.
Park Ward - Pitcroft Avenue	No objections received at the time of writing.

Southcote Ward - Westcote Road	No objections received at the time of writing.
Tilehurst Ward - Westwood Road	No objections received at the time of writing.
Whitley Ward - Longships Way - Exbourne Road	No objections received at the time of writing.