

To: Councillor Lanzoni (Chair)  
Councillors Ayub, Barnett-Ward, Cross,  
Eden, Ennis, Gittings, Griffith, Hacker,  
Hornsby-Smith, Keeping, McGrother,  
Nikulina, O'Connell, R Singh and White

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3 September 2025

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

## NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 11 SEPTEMBER 2025

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 11 September 2025 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. <b>DECLARATIONS OF INTEREST</b>		
2. <b>MINUTES OF PREVIOUS MEETING</b>		<b>5 - 18</b>
3. <b>PREVIOUS DECISIONS</b>		<b>19 - 20</b>
4. <b>QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS</b>		

Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.

### **5. PETITIONS**

To receive petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.

5 (a)	<b>Petition Receipt &amp; Response - Last Crumb Junction</b>	<b>CAVERSHAM</b>	<b>21 - 26</b>
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To report to the Sub-Committee the receipt of a petition requesting the Council to install controlled pedestrian crossing facilities at the junction of Westfield Road, Peppard Road, Prospect Street and Henley Road, known locally as the "Last Crumb" Junction.

6.	<b>PETITION RESPONSE - WOKINGHAM ROAD PEDESTRIAN CROSSING</b>	<b>PARK</b>	<b>27 - 30</b>
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A report providing the Sub-Committee with officer recommendations in response to the written petition requesting the Council introduce a pedestrian crossing on Wokingham Road, near to the Hamilton Road bus stop.

7.	<b>WAITING RESTRICTION REVIEW PROGRAMME</b>	<b>BOROUGHWIDE</b>	<b>31 - 88</b>
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- (a) 2024B Proposals for Statutory Consultation
- (b) Recommended Removal of Fixed Enforcement Observation Periods

A report seeking approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2024B programme. These proposals aim to address the issues raised in the initial list of requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in September 2024.

8.	<b>TRAFFIC REGULATION ORDER RECTIFICATION - UPDATE</b>	<b>BOROUGHWIDE</b>	<b>89 - 104</b>
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A report informing the Sub-Committee that the statutory consultation agreed at the meeting in June 2025 for rectifying TRO issues discovered within the Town Centre Red Route order has been carried out and highlighting an issue that has been discovered and, since rectified, with non-compliant yellow-line restrictions on Durham Close.

9.	<b>EXCLUSION OF PRESS AND PUBLIC</b>		
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The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

**10. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS      BOROUGHWIDE      105 - 166**

To consider appeals against the refusal of applications for the issue of discretionary parking permits.

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**Present:** Councillors Lanzoni (Chair), Ayub, Barnett-Ward, Cross, Eden, Ennis, Gittings, Griffith, Hacker, Hornsby-Smith, Keeping, McGrother, Nikulina, O’Connell, R Singh and White.

### 1. DECLARATIONS OF INTEREST

Councillors Ayub and Barnett-Ward declared interests in item 6(a), on the grounds that they had signed the petition requesting that a pedestrian crossing be installed on Wokingham Road.

### 2. MINUTES

The Minutes of the meeting of 6 March 2025 were confirmed as a correct record and signed by the Chair.

### 3. PREVIOUS DELEGATED DECISIONS

The Sub-Committee received the list of delegated decisions from previous meetings.

### 4. MINUTES OF OTHER BODIES

The Minutes of the following meeting were received:

- Reading Cycle Forum – 12 February 2025.

### 5. QUESTIONS

A question on the following matter was submitted, and answered by the Lead Councillor for Climate Strategy and Transport on behalf of the Chair:

Questioner	Subject
Councillor Nikulina	Tackling Whitley Street Cycle Lane Problems

(The full text of the question and reply was made available on the Reading Borough Council website).

### 6. PETITIONS

(a) Petition – Wokingham Road Crossing

The Sub-Committee received a report on the receipt of a petition that had been received requesting that a pedestrian crossing be installed on Wokingham Road, near to the junction with Hamilton Road.

The report stated that on 18 May 2025 a petition had been submitted to the Council that had counted indications of support from 180 individuals. The full petition read as follows:

*“We the undersigned request that a safe crossing be installed on Wokingham Rd close to the Hamilton Road bus stop (by the cemetery wall).”*

*Many residents have expressed their concerns about the dangers of crossing there. In particular elderly, disabled people and those with young children find it challenging to cross the road when high volumes of cars travel at speed. A safe crossing would be a clear signal to drivers that pedestrians are trying to cross the road. We urge you to implement this important measure for the benefit of the people of Park Ward."*

The report explained that at the desired location, Wokingham Road, was a 30mph street, with two westbound traffic lanes (a bus lane and a general traffic lane) and an eastbound general traffic lane with an advisory cycle lane alongside. Both sides of the road had Red Route 'no stopping at any time' restrictions in place, with the cemetery on the northern side and residential properties, some of which had off-street parking access, on the southern side.

The report recommended that officers considered the requested change and undertook a high level desktop study in order to make recommendations to a future meeting. It was likely that such a requested change would need to be considered for entry on the Council's regularly reported 'Requests for Traffic Management Measures' as there was currently no identified funding or staffing resource to commence development of a scheme at the current time.

At the invitation of the Chair the petition organiser, Electra Colios, addressed the Sub-Committee on behalf of the petitioners.

At the invitation of the Chair Brian Oatway also addressed the Sub-Committee in support of the petition.

### **Resolved –**

- (1) That the report be noted;**
- (2) That officers consider the contents of the petition and make their recommendations in a petition response report to be submitted to a future meeting;**
- (3) That no public enquiry be held into the proposals.**

(Councillors Ayub and Barnett-Ward declared an interest in the above item on the grounds that they had signed the petition. They took no part in the discussion or decision making.)

### **(b) Petition – Southcote School Street**

Further to Minute 35 of the previous meeting, the Sub-Committee received a report on the receipt of a petition that had been received requesting the establishment of a School Street for Southcote Primary School.

The report explained that a petition response report that had been submitted to the previous meeting, had explained the potential benefits of a School Street at this location and officers had carried out the additional recommended action of writing to the Head Teacher to inform them of the receipt of that petition and to encourage engagement with the Council in developing a School Street project.

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The report stated that on 28 May 2025 a petition had been formally submitted to the Council containing indications of support from 104 individuals. The petition had been hosted online and had been created on 7 September 2024. The full petition read as follows:

*“I’m a resident of Southcote, Reading, UK, and I feel it’s high time we addressed a growing concern in our community—the traffic situation near Southcote Primary School, particularly during drop-off and pick-up times. We find it nearly impossible to get in and out of our driveways on Silchester Road and Shepley Drive and it’s become a daily struggle. Numerous near misses have been recorded, an alarming sign of the dangers that exist.*

*Sadly, the challenge has been amplified by the lack of support from the school. The ample car park that was originally built to be a drop-off point for parents remains off-limits. Instead, parents are forced to drop off children along the one-way road, causing a logjam that takes up to 15 minutes to clear.*

*School Streets, implemented successfully in other parts of the UK, have been shown to significantly reduce traffic congestion around schools and create a safer environment for all. They prioritise walking and cycling during school start and end times, making drop off and pick up less dangerous and congested.*

*We believe a School Street for Southcote Primary School would alleviate this ongoing issue, freeing our driveways and reducing near misses significantly, making the area safer for both residents and pupils. We ask the local council and school management to take into consideration our concerns and create a safer, smoother traffic system for the benefit of all.*

*We appeal to you, our fellow residents, parents and local community members to support this petition. Let’s collectively ask for the establishment of a School Street for Southcote Primary School, to ensure the safety and wellbeing of our children and our community. Please sign this petition and help us make our voices heard.”*

The report explained that officers were aware of some of the difficulties that some parents were causing for local residents at school drop-off and pick-up times and the report that had been submitted to the previous meeting had summarised some of the measures that had been introduced, or had been proposed, to try and mitigate these issues.

The School Street initiative currently required schools to engage with and apply to implement a scheme. There was a level of officer support that could be provided in the development of a scheme but, currently the implementation and operation required volunteers from the school and local community to marshal the closure and facilitate legitimate access/egress. It was appreciated that finding and retaining volunteer marshals could be challenging and the Council remained appreciative of those who were currently supporting schemes. Officers were reviewing potential options that could support such initiatives but, these would need to be considered in due course. Currently, the Council was reliant on the school and community to apply and support a scheme and was not in a position to instruct or impose a scheme on a school. It was not a restriction that was currently considered feasible for imposing on a school and the surrounding streets, therefore, officers did not consider that there were currently any further actions that they could take to address the request set out in the petition.

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At the invitation of the Chair the petition organiser, Abba Lucas, addressed the Sub-Committee on behalf of the petitioners.

The Sub-Committee discussed the report and Councillor Ennis proposed that recommendation (2) be changed so that he, Ward Councillors and officers were charged with continuing the dialogue with the school and local residents with the aim of finding a safe solution to the traffic situation near Southcote Primary School.

### **Resolved –**

- (1) That the report be noted;**
- (2) That Councillor Ennis, Ward Councillors and officers be charged with continuing the engagement with the school, to invite a School Street application, remain available to advise on that application with the aim of finding a safe solution to the traffic situation near Southcote Primary School;**
- (3) That no public enquiry be held into the proposals.**

### **(c) Petition – Changes to Road-side Parking, Wokingham Road**

The Sub-Committee considered a petition that had been received requesting changes to road-side parking on Wokingham Road.

The petition had counted indications of support from 75 individuals. The full petition read as follows:

*“I am writing on behalf of the congregation of Earley Christian Fellowship (ECF), 153 Wokingham Road, Earley to express our dismay at the recent changes to the road-side parking on Wokingham Road. ECF has been based at 153 for over 40 years. For all this time, the church has relied on, and been able to park freely on Wokingham Road, albeit in the last 5 years subject to a 2 hour un-charged time limit and small charge thereafter.*

*The charging structure for Wokingham Road was carefully considered by the TMSC in 2019/20, in direct response to representations received (including from ECF) about the proposed metering. Issues considered by Committee at that time included the 'Pay to Pray' debate; the Council's requirement to comply with the Equality Act 2010 (and hence any proposal not being discriminatory to persons of protected characteristics (eg by way of religion, age (young or old), disability or pregnancy)) and the inherent importance to ECF of an adequate free parking period on Wokingham Road. The tariff arrived at at that time was a 2 hour un-charged period, followed by 50p per hour thereafter. For most week-day activities at ECF, the 2 hour free period was sufficient for parking. On a Sunday morning however, when people are typically at ECF for longer, 3 hours used to cost 50p. This has now risen to £2.70 (including 20p RingGo admin charge) - a whopping 440% increase! The removal of the 2 hour free period and extortionate hike in price is completely contrary to the careful consideration by this Committee in 2019/20 of the effect of the tariff on ECF. Many of the ECF congregation do walk, cycle or use the bus to come to services and events, but those who are older, have young families or travel from further afield rely on there being easily accessible parking nearby without*

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*prohibitive cost. Removal of the 2 hour free period and huge increase in price could therefore be considered indirect discrimination under the Equality Act 2010 (indirect discrimination can occur when there is a rule or policy that applies to everyone but disadvantages a person with a particular protected characteristic).*

*Furthermore, the disabling of the meters and the consequent requirement to use an app to park really is discriminatory against those without smartphones, those who aren't tech savvy (such as the elderly), or those who aren't local (eg if we have a funeral or wedding).*

*We would be grateful therefore if the meters on Wokingham Road could be returned to use and the previous tariff reinstated.”*

At the invitation of the Chair the petition organiser, Bernadette Cowling, addressed the Sub-Committee on behalf of the petitioners.

Councillor Ennis, Lead Councillor for Climate Strategy and Transport, gave the following response to the petition:

*“The petition from the Earley Christian Fellowship (ECF) cites a previous decision by the Transport Management Sub Committee (TMSC) in 2019/20 and the Equalities Act 2010.*

*The decision by the committee not to introduce charges at that time was in line with many other areas where there was limited free parking. The changes in the tariff structure in January 2024 removed the majority of these free periods. The change now brings the area into line with the rest of the borough. As background the free period in both Dunstall Place and Recreation Road was removed as part of the annual review of fees and charges. A petition from residents and businesses in the area around the car parks, protesting the removal of the free period was submitted to TMSC. Both petitions were rejected*

*The parking charge is now consistent across the borough treating all people and all religious groups in the same way. It would be difficult to provide a different approach at Wokingham road to support the ECF as this could be viewed as favouring one religious group over another.*

*As part of a review of the number and location of pay and display machines, it has been decided to install a card only pay and display machine close to the ECF. This will negate the need to use the Ring Go service, thereby avoiding the 20p convenience charge.*

*The Council's overall move towards creating a net zero borough is not supported by free parking, even for a limited period. Pay and display charges are an effective and proven tool in encouraging behaviour change and by maintaining a free parking period, travellers would be encouraged to continue to use their vehicles, which is not something the Council wishes to encourage.”*

The Sub-Committee discussed the petition and it was agreed that further investigation was needed particularly in relation to free parking and unification of parking in the area.

**Resolved – That the petition be noted.**

**7. WOODLEY ACTIVE TRAVEL SCHEME: PALMER PARK AVENUE PARALLEL CROSSING - CONSULTATION RESULTS**

Further to Minute 24 of the meeting held on 27 November 2024, the Sub-Committee considered a report that informed them of the results of the statutory consultation process for the proposed changes on Palmer Park Avenue and Wykeham Road junction as part of the scheme by Wokingham Borough Council. A plan of the Palmer Park Avenue and Wykeham Road crossing facilities was attached to the report at Appendix 1 and the consultation results were attached to the report at Appendix 2.

The report explained that the entire scheme consisted of the provision of a new cycle route connecting Woodly Town Centre and Palmer Park, including an upgrade to the existing shared footway/cycleway sections, junction upgrades and priority crossing points. Part of Woodlands Avenue was to be reduced to 20mph, with Palmerston Road and Culver Lane proposed to form part of a wider 20mph zone which was being delivered as a separate scheme. Church Road was to remain at 30pmh. The section of the scheme with Reading Borough consisted of the provision of a new parallel crossing over Palmer Park Avenue at the entrance to Palmer Park and improved crossing facilities, including a raised table and crossing at the Wykeham Road junction with Palmer Park Avenue. The pavement on the south side of Culver Lane, between its junction with Wykeham Road and the Borough boundary was also to be converted to shared space for pedestrians and cycles. The section of the scheme within the Borough had been developed with the engagement and feedback from Transport Officers and a statutory consultation had been carried out between 30 January and 28 February 2025. A total of 27 public responses had been received to the consultation, with 23 supportive of the scheme and four unsupportive. There had been no objections to the scheme from Thames Valley Police.

**Resolved –**

- (1) That the report and the results of the consultation be noted;**
- (2) That the implementation of the proposed measures be approved;**
- (3) That the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Order;**
- (4) That no public inquiry be held into the proposals.**

**8. TRAFFIC REGULATION ORDER RECTIFICATION – UPDATE**

Further to Minute 37 of the previous meeting, the Sub-Committee received a report that informed them of progress and decision making in respect of the TRO rectification process. The following Appendices were attached to the report:

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| Appendix 1 | Drawings pack to highlight the locations and restrictions affected, accompanying the table in Section 3.6, as reported to Council in October 2024; |
| Appendix 2 | Consultation feedback received for TRO 7 (London Road);  |

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Appendix 3	Consultation feedback received for TRO 8 (Hosier Street & St Marys Butts);
Appendix 4	Consultation feedback received for TRO 9 (A33 Bus Lanes);
Appendix 5	Consultation feedback received for TRO 10 (Redlands Road);
Appendix 6	Drawings pack to highlight the locations affected by the new items referred in Section 3.11 of the report.

The report highlighted a further three TRO issues that had since been discovered, for which officers were seeking agreement to carry out the statutory consultation processes on two of them so that the TROs might be brought back into compliance and enforcement recommenced with the restrictions presented on street. These issues affected the southbound bus lane on London Street, split bays within the town centre and a limited waiting bay on Armour Road.

With regard to the Digital TRO Project the report explained that officers were awaiting the outcome of a recent Government consultation regarding the potential implementation of their new regulations and it was anticipated that this would not happen until October 2025 at the earliest. This incoming legislation continued to inform the delivery order/priority of the overall project. The software supplier providing the TRO management suite had been appointed and officers were in the early stages of onboarding, process and delivery mapping.

### **Resolved –**

- (1) **That the report be noted;**
- (2) **That the Assistant Director of Legal and Democratic Services be granted authority to undertake statutory consultations to address the Traffic Regulation Order issues identified and recommendations proposed in item 3.11 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) **That the Assistant Director of Environment and Commercial Services be granted authority to make minor amendments to any proposals to be consulted, in consultation with the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee;**
- (4) **That subject to no objections being received, the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Orders;**
- (5) **That any objection(s) received during the statutory advertisement be submitted to a future meeting;**
- (6) **That no public inquiry be held into the proposals.**

### **9. WAITING RESTRICTION REVIEW - 2024A RESULTS OF STATUTORY CONSULTATION**

The Sub-Committee received a report informing them of objections that had resulted from the statutory consultation for the agreed proposals that had formed the 2024A Waiting Restriction Review Programme. Objections and other feedback that had been received to the statutory

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consultation for the 2024A programme and the advertised drawings relating to those proposals were attached to the report at Appendix 1.

The report explained that at the meeting on 11 September 2024 (Minute 17 refers) a list of requests for potential inclusion into the 2024B Programme had been submitted and the Sub-Committee had agreed the locations that should be investigated for potential treatment. The officer resource for carrying out this work had been occupied with other high priority work, particularly the TRO Rectification Project, see Minute 7 above. While some work had commenced, it was not sufficiently advanced for submitting to this meeting and it was expected that scheme recommendations would be submitted to the September 2025 meeting. Initial recommendations would be shared with Ward Councillors for comment ahead of that meeting as usual.

### **Resolved –**

- (1) That the report be noted;**
- (2) That the following proposals made under the waiting restriction review 2024A programme, as set out in Appendices 1, attached to the report, be implemented, amended or removed from the programme, subject to any valid and substantive objections being received, as follows:**
  - Bembridge Place – Implement as advertised;**
  - Northcourt Avenue – Remove from the programme;**
  - Oak Tree Road – Implement as advertised;**
  - Armour Road – Officer comments noted;**
  - Newcastle Road – Implement as advertised;**
  - Addison Road – Remove from the programme;**
  - Westwood Road – Implement as advertised;**
  - Childrey Way – Remove from the programme;**
- (3) That should any further valid written/postal objections be received after this meeting, provided they were sent within the statutory consultation period, 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 consider these and make a decision regarding the implementation, or otherwise, of the scheme;**
- (4) That the Assistant Director of Legal and Democratic Services be authorised to make and seal the resultant Traffic Regulation Order;**
- (5) That respondents to the statutory consultation be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**
- (6) That no public inquiry be held into the proposals.**

### **10. NORTH COURT AVENUE CIL – RESULTS OF STATUTORY CONSULTATION**

Further to Minute 18 of the meeting held on 11 September 2024, the Sub-Committee received a report that provided the Sub-Committee with the results of the Statutory Consultation for traffic calming and speed reduction proposals on Northcourt Avenue and Wellington Avenue. The following Appendices were attached to the report:

- Appendix 1     Objections and other feedback that had been received to the statutory consultation – combining feedback to the 20mph and speed hump consultations;
- Appendix 2     Drawings for the proposed scheme.

The report explained that due to the different legal processes required to consult on speed limit changes and on the installation of speed humps/tables, there had been two separate consultations that had been carried out concurrently on the scheme between 15 May and 6 June 2025.

### **Resolved –**

- (1)     That the report be noted;**
- (2)     That having considered the feedback, set out in Appendix 1 attached to the report, the Northcourt Avenue Traffic Calming scheme be implemented, subject to resolution (3) below and to any valid and substantive objections being received;**
- (3)     That should any further written/postal objections be received after this meeting, provided they were sent within the statutory consultation period, 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 consider these and make a decision regarding the implementation, or otherwise, of the scheme;**
- (4)     That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order (Speed Limit Order);**
- (5)     That respondents to the statutory consultations be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**
- (6)     That no public inquiry be held into the proposals.**

### **11.     RESIDENTS PARKING SCHEME REVIEW INCLUDING DIGITAL VISITOR PERMITS**

The Sub-Committee considered a report that sought to amend the Permit Management Rules to create a standardised approach to simplify the number of permits, and following the results of the digital parking permit trial, to recommend the adoption of digital permits and visitor permits Boroughwide from October 2025. The following Appendices were attached to the report:

- Appendix 1     Feedback from Residents
- Appendix 2     Breakdown of Visitor permit sessions used per month

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Appendix 3	List of Healthcare Professions
Appendix 4	Table 2 - Digital Visitor Permit Packs and Physical Books issued in 2024/2025
Appendix 5	Table 3 - Number of Sessions booked, including session duration

The report explained that there were 19 Resident Parking Zones across the Borough which provided spaces on-street for households to find parking near their homes and the report included a table that set out the permits that had been issued in 2024/2025. At the meeting on 13 September 2023 (Minute 23 refers) the start of a trial of digital permits had been agreed with the exception of Visitor Permits in zone 02R and a trial of digital visitor permits had been on going in permit zone 02R since 13 March 2024.

The residents in 02R, as part of the trial, were entitled to two free packs and up to five charged packs of visitor permits per year, each pack contained 120 sessions and each session was for one hour. In summary, residents were provided with 240 free hours of parking for visitors and the ability to buy up to 600 additional hours of visitor time. A resident could book a session from their pack, with the minimum being one session/hour. Once a session had been booked, the session(s) were deducted from their pack. This was all managed from their online account.

Residents had been notified of the digital trial, including the visitor pack trial, and a feedback form had been provided. To date 12 responses had been received from residents under the trial that had been held over the previous 12 months. There were 665 permits in zone 02R.

The report stated that the digital scheme was working well, with generally positive feedback. It had allowed for more efficient working practices that supported stronger compliance, and the visitor permit scheme was proving to be more suited to customer needs, with shorter stays possible, as well as being easier to access. Therefore, the recommendation was to roll out the Digital Visitor Permit packs to the other permit zones along with visitor permits for Business, Charity and other discretionary visitor permit types. The inclusion of these permits in the digital rollout would simplify the process for obtaining visitor permits and would not restrict the applicant to times when the Council offices were open, thereby providing greater flexibility for customers.

The option to have physical visitor permits would be retained for those residents who were unable to utilise the digital version. However, these books of visitor permits would not be available to purchase online through the portal, and requests would need to be made by post or email.

The report explained that it was recommended to roll out digital visitor permits Boroughwide in October 2025 to allow officers time to communicate and amend back-office systems and, as with the trial of Digital Visitor Permits in 02R, a communication and roll-out plan would be drawn up.

The report detailed other proposed changes to the following sections of Permit Scheme:

- Motorcycle Parking;
- Council Pool Vehicles;
- Nanny, Houseboat and Foreign Vehicle Permits
- Teachers Permits;
- Healthcare Professional Permits;

- Update of the Permit Scheme Rules and Definitions.

**Resolved –**

- (1) That the following the trial of Digital Permits and Visitor Permits in Zone 02R, their rolling out Boroughwide and the rolling out Boroughwide of digital Business, Charity and Discretionary permits, be agreed;**
- (2) That the following amendments be made to the permit scheme:**
  - (a) Motorcycles are included in the permit scheme but are charged for at the first permit rate regardless of other vehicles owned;**
  - (b) Reading Borough Council pool vehicles are included in the scheme;**
  - (c) Houseboats, Nanny and Foreign Registered vehicle permits are removed from the permit scheme due to low take up and the creation of a new General Discretionary permit;**
  - (d) Healthcare Professional Permits are updated to remove the list of professions and that permits are issued on the basis they visit patients in their homes;**
  - (e) Teachers permits be renamed educational establishment permits and be limited to the current demand as set out in Table 4 at paragraph 3.29 allowing the schools to determine the recipients of those permits charged at resident rates;**
  - (f) Schools applying for permits must have a current School Travel plan;**
  - (g) The Director of Finance be authorised to determine the charges for permits relating to Reading Borough Council vehicles or staff;**
- (3) That the permit scheme rules and definitions be updated as per the above agreed amendments.**

**12. EMISSIONS BASED CHARGING**

The Sub-Committee considered a report that sought to modernise pay and display parking and introduce emissions-based charging for parking and residents permits across the Borough in support of wider policy objectives around air quality, health and climate. The following appendices were attached to the report:

Appendix 1	Tariff structure including emissions charges
Appendix 2	On street permits charging structure
Appendix 3	Climate Impact Assessment
Appendix 4	Equality Impact Assessment
Appendix 5	Green House Gas Emissions by Sector (UK 2021)
Appendix 6	Responses to Emissions-Based Charging consultation
Appendix 7	Direct emails to Parking Manager

The report explained that a report on changes to Parking Services had been submitted to Policy Committee on 20 January 2025 (Minute 52 refers) that set out proposals to introduce emissions-based charging for on and off-street parking, resident and all other parking permits across the Borough. The proposal to introduce Emissions-Based Charging (EBC) was expected to elicit strong opinions and, to gauge support, an informal consultation has been conducted in March 2025. Nearly 10,000 residential properties, as well as businesses and other permit holders affected had had the opportunity to respond of which 275 had done so. 64% of respondents had strongly agreed or agreed that they were concerned about the effects of air quality on the health of their children or family and a similar number (61.8%) had been concerned about the impact on their own health. In summary, a ratio of almost 2 to 1 had expressed concern about the impact of air quality on not only their health but, also on the health of their family. There had been strong opposition to linking EBC to permits, with 70% disagreeing and strongly disagreeing when asked if permit parking charges should be linked to CO<sub>2</sub> and NO<sub>x</sub> emission levels of the vehicle. There were also a high number of responses that suggested the proposals would impact negatively on lower income households. Positively, while 73% had said the proposals were unlikely to change their travel behaviour, a significant proportion (20%) had said it would, meaning that potentially this approach could result in a significant shift in modal choice and result in positive air quality impacts.

The report stated that with regard to Pay and Display Tariffs, the planned introduction of new machines that would record Vehicle Registration Mark (VRM), meant there was an opportunity to link to Driver and Vehicle Licencing Agency (DVLA) data on tail pipe emissions. Data on vehicle type was already collected through the RingGo pay by phone system and the data enabled the Service to identify a vehicle fuel type. This information could be used to model a charging regime targeted at the most polluting vehicles with the primary objective being to encourage those with the most polluting vehicles to choose other modes of transport. RingGo data for Reading had shown that 88% of all vehicles using the parking app were either petrol or diesel and only a small percentage (6%) were Ultra Low Emission Vehicles. The proposal was that a percentage charge was added to on-street parking tariffs for the most polluting vehicles, based on the addition of 20% for petrol and 25% for diesel on a sliding scale of charging based on carbon dioxide emissions. Westminster and Lambeth Councils had both recently introduced emissions-based charging schemes; Westminster had levied 67% on diesels and a range of 15% to 100% on non-diesels. Lambeth had levied a 75% charge on diesel vehicles. The Council had started at a lower percentage uplift but, this would be subject to future review to continue encouraging and incentivising less polluting vehicles.

Recognising the tail pipe emission benefits of Electric Vehicles meant that they would not pay any additional tariff to encourage take up and reflect the delivery programme of the Council's EV Strategy, which would further support sustainable growth. As more data was gathered about the types of vehicles using the parking service, a review of tariffs would be carried out two years after the scheme had been introduced to address any imbalances within the system.

The report stated that it was proposed to introduce emissions-based charging in October 2025, following roll out of the new machines and completion of the necessary legal processes.

Finally, with regard to permits, the report stated that in 2024/25 the Council had issued 30,648 permits of all types. Post Covid, there had been a positive shift in the reduction of second vehicle permits issued to residents however, analysis of vehicle emissions had indicated a slow transition to lower emissions vehicles. Whilst affordability and availability were a clear factor in residents' choice to transition to ultra-low emissions vehicles, the impact on air quality,

particularly in densely packed town centre locations, was significant. It was therefore proposed to introduce an Emission Based Charging regime as set out in Appendix 2 attached to the report.

### **Resolved –**

- (1) That subject to statutory consultation, the Executive Director of Economic Growth and Neighbourhood Services, in consultation with Lead Councillor for Climate Strategy and Transport and Assistant Director Legal and Democratic Services, be granted authority to introduce emissions-based charging for:**
  - (a) On street pay and display;**
  - (b) Resident parking permits and all other parking permits;**
- (2) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be granted authority to make:**
  - (a) The Traffic Regulation Order for the introduction of emissions-based charging for on street pay and display;**
  - (b) The Traffic Regulation Order for the introduction of emissions-based charging for Resident parking permits and all other parking permits;**
- (3) That should formal objections be received officers submit a report to a future meeting of the Sub-Committee for consideration.**

## **13. EXCLUSION OF PRESS AND PUBLIC**

### **Resolved –**

**That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the item below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.**

## **14. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS**

The Sub-Committee received a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from four applicants who had subsequently appealed against these decisions.

### **Resolved –**

- (1) That, with regard to application 2, a temporary, 12-month, second discretionary resident permit be issued for permit zone 01R, personal to the applicant;**
- (2) That, with regard to application 4, a first discretionary resident permit be issued, personal to the applicant and charged at the standard rate;**

- (3) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1 and 3 be upheld.**

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 9.09 pm).

Committee	Directorate	Date of meeting	Minute number	Item title	Decision	Officer delegated to	Lead Councillor portfolio	Expected timescale for decision
Traffic Management Sub- DEGNS Committee		27/11/24	25	Bus Service Improvement Plan (BSIP) Update Report	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	September 2025
Traffic Management Sub- DEGNS Committee		27/11/24	25	Bus Service Improvement Plan (BSIP) Update Report	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	September 2025
Traffic Management Sub- DEGNS Committee		27/11/24	25	Bus Service Improvement Plan (BSIP) Update Report	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	September 2025
Traffic Management Sub- DEGNS Committee		11/06/25	7	WOODLEY ACTIVE TRAVEL SCHEME: PALMER PARK AVENUE PARALLEL CROSSING - CONSULTATION RESULTS	That the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Order		Climate Strategy and Transport	
Traffic Management Sub- DEGNS Committee		11/06/25	8	TRAFFIC REGULATION ORDER RECTIFICATION – UPDATE	That the Assistant Director of Legal and Democratic Services be granted authority to undertake statutory consultations to address the Traffic Regulation Order issues identified and recommendations proposed in item 3.11 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	
Traffic Management Sub- DEGNS Committee		11/06/25	8		That the Assistant Director of Environment and Commercial Services be granted authority to make minor amendments to any proposals to be consulted, in consultation with the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee	Assistant Director of Environmental and Commercial Services	Climate Strategy and Transport	
Traffic Management Sub- DEGNS Committee		11/06/25	8	TRAFFIC REGULATION ORDER RECTIFICATION – UPDATE	That subject to no objections being received, the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Orders	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	

Traffic Management Sub- DEGNS Committee	11/06/25 9	WAITING RESTRICTION REVIEW - 2024A RESULTS OF STATUTORY CONSULTATION	That should any further valid written/postal objections be received after this meeting, provided they were sent within the statutory consultation period, 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 consider these and make a decision regarding the implementation, or otherwise, of the scheme	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	11/06/25 9		That the Assistant Director of Legal and Democratic Services be authorised to make and seal the resultant Traffic Regulation Order	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	11/06/25 10	NORTHCOURT AVENUE CIL – RESULTS OF STATUTORY CONSULTATION	That should any further written/postal objections be received after this meeting, provided they were sent within the statutory consultation period, 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 consider these and make a decision regarding the implementation, or otherwise, of the scheme	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	11/06/25 10	NORTHCOURT AVENUE CIL – RESULTS OF STATUTORY CONSULTATION	That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order (Speed Limit Order);	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	11/06/25 12	EMISSIONS BASED CHARGING	That subject to statutory consultation, the Executive Director of Economic Growth and Neighbourhood Services, in consultation with Lead Councillor for Climate Strategy and Transport and Assistant Director Legal and Democratic Services, be granted authority to introduce emissions-based charging for: (a) On street pay and display; (b) Resident parking permits and all other parking permits;	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport

## Traffic Management Sub-Committee

11 September 2025



**Reading**  
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<b>Title</b>	Petition Receipt & Response – Last Crumb Junction
<b>Purpose of the report</b>	To make a decision
<b>Report status</b>	Public report
<b>Executive Director/ Statutory Officer Commissioning Report</b>	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
<b>Report author</b>	Robert Conway, Network Management Technician
<b>Lead Councillor</b>	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
<b>Council priority</b>	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. That the Sub-Committee notes the content of this report.</li> <li>2. That the Sub-Committee notes and agrees the officer response in Sections 3.3 – 3.5.</li> <li>3. That no public inquiry be held into the proposals.</li> </ol>

### 1. Executive Summary

- 1.1. The purpose of this report is to inform the Sub-Committee of a petition that has been received requesting the installation of controlled pedestrian crossing facilities at the junction of Westfield Road, Peppard Road, Prospect Street and Henely Road, known locally as the “Last Crumb” Junction.
- 1.2. This report also provides the officer response to this petition. Namely, the request for such facilities is captured on the regularly reported ‘Requests for Traffic Management Measures’. There are many other unfunded requests for change within this report and officers are seeking funding opportunities to deliver these, in addition to the potential of local 15% Community Infrastructure Levy allocation.

### 2. Policy Context

- 2.1. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, for which the principles of the Council’s Local Transport Plan and Local Cycling, Walking and Infrastructure Plan support. The principle of enhancing facilities for pedestrians and removing potential barriers to residents and visitors using sustainable, active transport modes aligns with these strategies.

### 3. The Proposal

#### Current Position

- 3.1. On 2 September 2025 a petition was submitted to the Council containing indications of support from 1855 individuals. The petition has been hosted online and was created on 3<sup>rd</sup> July 2025 stating:

*There is a total lack of facilities for Caversham pedestrians crossing from Westfield Road to walk up Peppard Road and visa versa. It is not hyperbolic to describe crossing*

*here as utterly terrifying. The simple installation of a puffin crossing at this location would have limited impact upon traffic and yet improve pedestrian safety exponentially. It is not a case of, if an accident will happen here, but more, a case of when.*

*It should be noted that crossing here by pedestrians is a very frequent occurrence. Furthermore, many of these pedestrians are children. You have children going to and from: The Hill primary school, St Anne's RC primary school, Chiltern nursery, Caversham Preparatory school, Queen Anne's school and Highdown school. All these children are regularly forced to take their lives in their hands. Not only are school children forced to cross without adequate provision, parents who live on Peppard road who wish to take their children to the closest play area (Westfield road park), are also forced to gamble with their children's safety. It is ridiculous the council has spent money on refurbishing this play area only for the journey there to be so dangerous!*

*Furthermore, if you wish to visit Balmore Park from Westfield Road, again, those wishing to access green spaces are having to play Russian roulette with their safety.*

*As any parent I want to promote a healthy lifestyle to my child by walking to school - a wish that is aligned with the government's promotion of healthy living; and yet, I am faced with the irony of having to cross a dangerous junction in order to promote a healthy lifestyle! This is of course the same danger facing anyone who wishes to walk into Reading town centre from Peppard road (and use the specially designed pedestrian bridge over the river!).*

*It is of course also important to remember that this danger to pedestrians does not only have an impact upon individuals - it has an impact upon society as a whole. If we are to reduce obesity and the associated costs to the NHS, we need to embed a culture of walking from childhood - how can this be achieved by asking children to face unnecessary dangers on a daily basis? In addition, we all need to be taking steps towards living in a carbon neutral way - how can these steps be achieved if they are literally causing our children to step onto a dangerous road?*

*Furthermore, as any parent, I want to be teaching my child the importance of road safety and the green cross code. This is impossible to do at this junction; and thus, must be having a huge impact upon the understanding of road safety for a multitude of other children, young people and adults in the area. It is also worth noting that for drivers it can hardly be a pleasant experience having to dodge pedestrians on their car journeys.*

*There are of course the normal excuses like 'it would cost too much', but are we really saying life is not valuable enough? Or, of course, the old trope, that it would cause delays. To this I ask, what is really more important? Asking a driver to add, less than, two minutes to their journey or saving a child's life as they walk to school? Or the ludicrous line that drivers would be confused by the change! This would easily be addressed with signage to indicate a change. It really boils down to, are we going to address this matter now, before a death, or find the line "lessons need to be learnt" is being said when it is all too late!*

*Finally, it should be noted the dangers faced by all pedestrians crossing junction are not only even greater for our children, but also for our elderly and disabled too. The most vulnerable are being put in the most danger! This is abhorrent!*

- 3.2. At the desired location, all approaching roads are 30mph and are single lane approaches and exits, with the exception of Henley Road, which has an additional right-turn filter lane. This junction is the meeting point of two nationally classified 'A' roads, so experiences relatively high volumes of local and commuter traffic by a number of transport modes.

The junction will be serving as a catchment for a variety of local journeys, including access to schools, shops, bus stops and businesses (local and town centre).

While the junction has traffic signal control, these do not operate a controlled pedestrian crossing phase and the equipment, while operational, is one of the Council's older installations. The nearest controlled crossing is a zebra crossing on Prospect Street, approximately 175m to the south-west.

The Peppard Road and Prospect Street approaches have relatively narrow footways that are additionally constrained behind, and the eastern footway on Peppard Road starts to raise significantly from the relative carriageway level.

- 3.3. Upon receiving a petition to improve pedestrian crossing facilities at the Last Crumb Junction in November 2017, the Council agreed to add the change to the regularly reported 'Requests for Traffic Management Measures' list for consideration at the Traffic Management Sub-Committee meeting in January 2018.

Officers appreciate the strength of feeling with regards to the requested alterations to this junction, but such changes will require substantial funding that is not yet identified. A guide cost of circa £500k+ is expected, however there are a great deal of variables that could mean a much higher cost. The request also sits alongside requests for changes across the Borough with over 130 other entries for which there is also local demand, but as yet no identified funding. These schemes are typically moved forward when funding is received externally through developer agreements and reviewed periodically for priority by councillors when that funding becomes available.

There is no set criteria which Councillors are required to apply when allocating these funds, but typically a range of factors are considered. These may include the benefits of a change such as safety or access improvements, the risks, such as increased queuing (creating air quality issues for local residents), displacement (causing rat runs down inappropriate roads) as well as the costs and available resources to allow delivery which have to be considered against other requests for change or improvement.

#### Options Considered

- 3.4. The Council is currently in the budget setting process for financial year from April 2026 and as part of this process it is actively considering whether more funding for these schemes can be provided, including this request for change, outside of developer funding. At this stage we are not in a position to confirm whether or not this will result in a funding stream as there are many competing priorities to balance against the money available to the council.
- 3.5. Until such time as funding has been secured for this project, unfortunately we are unable to commence any detailed investigation into this request, as this work will require funding and available officer time has to be used on schemes that are already funded.

The existing entry for this requested change, within the 'Requests for Traffic Management Measures' report, will be updated to reflect the receipt of this petition.

#### Other Options Considered

- 3.6. None at this time.

## **4. Contribution to Strategic Aims**

- 4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading
- Secure Reading's economic and cultural success
- Deliver a sustainable and healthy environment and reduce our carbon footprint
- Safeguard and support the health and wellbeing of Reading's adults and children
- Ensure Reading Borough Council is fit for the future

- 4.2. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first

- Building on strong foundations
  - Recognising, respecting, and nurturing all our diverse communities
  - Involving, collaborating, and empowering residents
  - Being proudly ambitious for Reading
- 4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. The recommendations in this report, if agreed, do not directly lead to a change being introduced. However, the nature of the request align most closely with the following priority:

**Deliver a sustainable and healthy environment and reduce our carbon footprint**

The appropriate provision of facilities to support walking, and/or removing potential barriers to walking, can lead to an uptake in this active travel mode and to using public transport options (walking to a bus stop). This can support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel. It should be noted, however, that the change will likely have a negative impact on traffic flow through the junction, and the impact of this will need to be considered.

These provisions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable can safely use public spaces, regardless of age or ability.

**5. Environmental and Climate Implications**

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. The recommendations of this report will not directly lead to changes being introduced, so a Climate Impact Assessment has not been considered necessary at this time.

**6. Community Engagement**

- 6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 6.2. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

**7. Equality Implications**

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendations do not directly lead to any physical changes being introduced.

**8. Other Relevant Considerations**

- 8.1. There are none.

**9. Legal Implications**

- 9.1. There are no foreseen legal implications arising from the recommendations of this report.

**10. Financial Implications**

- 10.1. There are no financial implications arising from the recommendations of this report.

**11. Timetable for Implementation**

- 11.1. Not applicable.

**12. Background Papers**

- 12.1. There are none.

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## Traffic Management Sub-Committee

11 September 2025



**Reading**  
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<b>Title</b>	Petition Response – Wokingham Road Pedestrian Crossing
<b>Purpose of the report</b>	To make a decision
<b>Report status</b>	Public report
<b>Executive Director/ Statutory Officer Commissioning Report</b>	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
<b>Report author</b>	Jim Chen, Assistant Engineer, Network Services
<b>Lead Councillor</b>	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
<b>Council priority</b>	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. That the Sub-Committee notes the content of this report.</li> <li>2. Agree to propose a new entry onto the 'Requests for Traffic Management Measures' report to reflect the receipt of this petition and the requested measures.</li> <li>3. Agree to the lead petitioner being informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.</li> <li>4. That no public inquiry be held into the proposals.</li> </ol>

### 1. Executive Summary

- 1.1. This report provides the Sub-Committee with officer recommendations in response to the written petition requesting the Council to introduce a pedestrian crossing on Wokingham Road, near to the Hamilton Road bus stop. This follows the petition receipt report at the June 2025 meeting of this Sub-Committee, which is available to view [here](#).
- 1.2. Officers have considered the content of the petition and make a recommendation that this request be considered for entry in the regularly reported 'Requests for Traffic Management Measures'. If agreed for inclusion within this process, the entry is recorded for future funding allocation and the next update is expected at the November 2025 meeting of this Sub-Committee.

### 2. Policy Context

- 2.1. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, for which the principles of the Council's Local Transport Plan and Local Cycling, Walking and Infrastructure Plan support. The principle of enhancing facilities for pedestrians and removing potential barriers to residents and visitors using sustainable, active transport modes aligns with these strategies.

### 3. The Proposal

#### Current Position

- 3.1. On 18 May 2025 a petition was submitted to the Council containing counted indications of support from 180 individuals, which stated:

#### *Wokingham Road Pedestrian Crossing*

*We the undersigned request that a safe crossing be installed on Wokingham Rd close to the Hamilton Road bus stop (by the cemetery wall).*

*Many residents have expressed their concerns about the dangers of crossing there. In particular elderly, disabled people and those with young children find it challenging to cross the road when high volumes of cars*

*travel at speed. A safe crossing would be a clear signal to drivers that pedestrians are trying to cross the road. We urge you to implement this important measure for the benefit of the people of Park Ward.*

*The Local Labour Team for Park Ward Matt Rodda MP – Labour MP for Reading Central*

- 3.2. As per the initial report to June 2025's Sub-Committee meeting, officers noted that Wokingham Road is a 30mph road with two westbound traffic lanes (a bus lane and a general traffic lane) and an eastbound general traffic lane with an advisory cycle lane alongside.

Both sides of the road have Red Route 'no stopping at any time' restrictions in place, with the cemetery on the northern side and residential properties – some with off street parking access – on the southern side.

- 3.3. The existing footway is between 1.7m - 1.85m in width on the north side and 2m - 2.3m on the south side between Hamilton Road and Bulmershe Rd, the northern footway of 1.7m is just above the desirable minimum footway width of 1.5m, which is required to provide adequate accessibility for prams and wheelchair users. The width of the northern footway is potentially an issue when considering the installation of a formal crossing.
- 3.4. There is a slight bend in the road east of its junction with Bulmershe Road, nevertheless, Wokingham Road offers good visibility in both directions in its current arrangement. When designing a pedestrian crossing facilities, it is vital that visibility between drivers and pedestrians waiting to cross is adequate and complies with nationally required standards, this is to allow drivers enough time to decelerate and stop for those waiting to cross. It is worth noting that the existing bus stop may need to be relocated away from any proposed crossing facility; in order for the minimum visibility requirement be met – a stopped bus within that area required for visibility would be a safety risk for the crossing.
- 3.5. Currently, the nearest formal pedestrian crossing is at Cemetery junction, approximately 200m west of the requested crossing near Hamilton Road bus stop. A controlled pedestrian crossing at the location requested by the petitioners would improve accessibility and reduce risks in crossing at this location, however the police-supplied casualty data does not suggest there is a current road safety issue on this section of Wokingham Road. There are no recorded incidents on Wokingham Road between the junctions of Hamilton Road and Bulmershe Road within the latest 3-years period (ending 21<sup>st</sup> January 2025). Officers therefore consider the requested crossing to be in the context of risk reduction, rather than casualty reduction/road safety.

### Options Considered

- 3.6. There is currently no allocated funding for the development and delivery of the pedestrian crossing requested in this petition. Officers acknowledge the concerns that have been raised and the requested changes appear appropriate for this location, based on the high-level review undertaken to date.
- 3.7. It is recommended that a new request entry be proposed onto the next update of the 'Requests for Traffic Management Measures' report, which is expected to be at the November 2025 meeting of this Sub-Committee. It is suggested that the entry proposes a pedestrian crossing facility on Wokingham Road near Hamilton Road bus stop, which will be investigated and consulted when funding is allocated.
- 3.8. It should be expected that scheme development will only commence once funding has been identified, where it will be programmed around other scheme development priorities.

### Other Options Considered

- 3.9. That the request is acknowledged, but no further action is taken.

## **4. Contribution to Strategic Aims**

- 4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:
- Promote more equal communities in Reading
  - Secure Reading's economic and cultural success
  - Deliver a sustainable and healthy environment and reduce our carbon footprint
  - Safeguard and support the health and wellbeing of Reading's adults and children
  - Ensure Reading Borough Council is fit for the future
- 4.2. In delivering these priorities, we will be guided by the following set of principles:
- Putting residents first
  - Building on strong foundations
  - Recognising, respecting, and nurturing all our diverse communities
  - Involving, collaborating, and empowering residents
  - Being proudly ambitious for Reading
- 4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. The recommendations in this report, if agreed, do not directly lead to a change being introduced. However, the nature of the request aligns most closely with the following priority:

### **Deliver a sustainable and healthy environment and reduce our carbon footprint**

The appropriate provision of facilities to support walking, and/or removing potential barriers to walking, can lead to an uptake in this active travel mode and to using public transport options (walking to a bus stop). This can support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel.

These provisions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable can safely use public spaces, regardless of age or ability.

## **5. Environmental and Climate Implications**

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. The recommendations of this report will not directly lead to changes being introduced, so a Climate Impact Assessment has not been considered necessary at this time.

## **6. Community Engagement**

- 6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 6.2. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

## **7. Equality Implications**

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendations do not directly lead to any physical changes being introduced.

## **8. Other Relevant Considerations**

- 8.1. There are none.

## **9. Legal Implications**

- 9.1. There are no foreseen legal implications arising from the recommendations of this report.
- 9.2. Patricia Tavernier has cleared these Legal Implications.

## **10. Financial Implications**

- 10.1. There are no financial implications arising from the recommendations of this report.

## **11. Timetable for Implementation**

- 11.1. Not applicable.

## **12. Background Papers**

- 12.1. There are none.

## Choose an item

11 September 2025



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<b>Title</b>	Waiting Restriction Review Programme: a. 2024B Proposals for Statutory Consultation b. Recommended Removal of Fixed Enforcement Observation Periods
<b>Purpose of the report</b>	To make a decision
<b>Report status</b>	Public report
<b>Executive Director/ Statutory Officer Commissioning Report</b>	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
<b>Report author</b>	Jemma Thomas, Assistant Engineer, Network Services
<b>Lead Councillor</b>	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
<b>Council priority</b>	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. That the Sub-Committee notes the content of this report.</li> <li>2. That no public inquiry be held into the proposals.</li> <li>3. Part A: <ol style="list-style-type: none"> <li>3.1. That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2024B programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained in Appendix 1.</li> <li>3.2. 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 2024B programme.</li> <li>3.3. That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee for an outcome decision.</li> </ol> </li> <li>4. Part B: <ol style="list-style-type: none"> <li>4.1. That the Sub-Committee agrees to the recommended changes to enforcement observation periods, as set out in Section 3.5.</li> </ol> </li> </ol>

### 1. Executive Summary

- 1.1. Requests for new waiting restrictions across the Borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2. Part A:
  - 1.2.1. This report seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2024B

programme. These proposals aim to address the issues raised in the initial list of requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in September 2024 (available [here](#)).

- 1.2.2. The recommendations within this report have been shared with Ward Councillors and an opportunity provided for their comment.

### 1.3. Part B:

- 1.3.1. Officers are seeking agreement to remove the fixed 5 minute observation periods currently being practiced for single-yellow, and double-yellow line enforcement. This is not a statutory requirement and it is expected that a consistent, discretionary approach will assist enforcement officers in appropriately addressing parking issues being experienced across the Borough.

## 2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal basis for making Traffic Regulation Orders (TROs). It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
  - (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
  - (b) preventing damage to the road or to any building on or near the road, or
  - (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
  - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
  - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or
  - (f) preserving or improving the amenities of the area through which the road runs or
  - (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995
- 2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22).
- 2.3. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTRA), as both seek to improve public wellbeing and sustainable development.

## 3. The Proposal

- 3.1. The Waiting Restriction Review programme is intended for relatively small-scale alterations to waiting restrictions, to limit costs and resources required for development and ensure that the programme can be progressed within the expected timescales and within budget. Requests for new area Resident Permit Parking schemes will not form part of this review programme. Minor alterations to relatively small areas of Resident Permit Parking restrictions may be considered appropriate for inclusion within this programme, on the basis that development of the proposals will follow the same timeline, resourcing and expectations as the rest of the programme.
- 3.2. The Waiting Restriction Review programme follows the below milestones:

- Request received and considered by officers (e.g. lawfulness, feasibility).
- Merited request added to the list of new requests for the start of the next Waiting Restriction Review Programme (Report to Traffic Management Sub-Committee (TMSC)). Decision made on whether request should be investigated by Officers.
- Officers investigate the issue and make recommendations in consultation with Ward Councillors.
- Officers recommend proposals for statutory consultation, or removal from the programme (TMSC report, following consultation with Ward Councillors). Decision made on whether proposals should progress to statutory consultation.
- Legal documents are prepared and on-street notices created (also advertised in the local newspaper) and erected for the start of the 21-day statutory consultation period, following publication of the agreed TMSC meeting minutes.
- The results of the statutory consultation are reported (TMSC), where feedback, particularly objection(s), has been received. Decision made on whether proposals should be implemented.
- The Legal Order for the parking restrictions is finalised and advertised in the local newspaper, following publication of the agreed TMSC meeting minutes.
- Signs are designed and ordered. Contractors are issued detailed designs and instructions for sign and post installation and lining work.
- The Waiting Restriction Review programme is implemented.

3.3. Officers understand the local frustration and inconvenience that parking issues can create. However, the programme is resource intensive, and this same resource is responsible for supporting, developing and delivering other workstreams (e.g. Local 15% CIL funded schemes) in addition to business-as-usual workload, such as addressing correspondence.

### 3.4. **Part A: 2024B Recommendations for Statutory Consultation**

#### Current Position

3.4.1. Approval was given by the Sub-Committee in September 2024 to carry out investigations at various locations across the borough, based on the reported list of requests that the Council had received for new or amended waiting restrictions. The report is available [here](#)

Officers have investigated the issues that were raised and have considered their recommendations accordingly.

3.4.2. In accordance with the report to the Sub-Committee in September 2024, Officers shared their recommended proposals with Ward Councillors on 28<sup>th</sup> July 2025, with amendments shared on 6<sup>th</sup> August 2025. Councillors were asked to provide any feedback by 15<sup>th</sup> August 2025. This period provided Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in Appendix 1 of this report.

#### Options Considered

3.4.3. **[Recommended]** Schemes proceed to statutory consultation, or are removed, as per the officer recommendations on Appendix 1.

The Sub-Committee is asked to consider the comments and recommendations in Appendix 1 and agree to schemes proceeding to statutory consultation, or being removed from the programme, as per the officer recommendations. Those proceeding to statutory consultation are recommended to follow the process described in Section 3.4.6.

3.4.4. Remove a recommended scheme from the programme.

The Sub-Committee may wish to remove a scheme from the programme. In this case, that scheme would not be taken to statutory consultation and no further action undertaken.

3.4.5. Amend a recommended scheme.

Recommendations are shared with Ward Councillors ahead of report finalisation, providing an opportunity for engagement with officers and comment around any adjustments that may be felt necessary.

It is not recommended that any significant scheme amendments are proposed at this Sub-Committee meeting. There is unlikely to be opportunity for them to be properly considered and understood by officers or Sub-Committee members – the decision and implications will not be fully understood. If a Member considers that significant amendments are required, it is instead recommended that the scheme be removed from the programme and its inclusion can be considered as part of the next programme.

3.4.6. Schemes taken forward to statutory consultation will be included in a single proposed Traffic Regulation Order that will be consulted. The proposed restrictions will be consulted over a minimum period of 21 days (Sections 6 and 9 describe the legal process).

It is recommended that those schemes not receiving objection are considered agreed for implementation, subject to decisions being made regarding the remaining items on the TRO.

For schemes where objection has been received, officers will provide a further report to the Sub-Committee seeking a decision on the outcome of the scheme. If the content of the objection is such that officers consider that the scheme should be removed from the programme, this recommendation will be made clear to the Sub-Committee. Otherwise, the recommendations of officers for each scheme is made in this report (Appendix 1).

The Legal Order will be finalised once a decision has been made on all of the schemes contained within it and no part of the legal order will be implemented in isolation.

Other Options Considered

3.4.7. None

3.5. **Part B: Recommended Removal of Fixed Enforcement Observation Periods**

Current Position

3.5.1. Civil Enforcement Officers (CEOs) have been operating a 5-minute observation period when considering potential contraventions of double-yellow-line and single-yellow-line restrictions (full-time and part-time no waiting restrictions). This period is suspected of being a legacy position dating back to when Reading Borough Council first secured civil enforcement powers for parking contraventions.

3.5.2. It is not a legal requirement of the authority to undertake a fixed observation period against these restrictions and it is considered that doing so is, in some cases, leading to unnecessary access and traffic flow issues and potentially increased road safety risks where motorists are taking advantage. This may also be adding to the number of requests that the Council is receiving for parking restrictions to address these abuses, many of which could be wholly inappropriate and quite detrimental to residential areas (e.g. loading bans).

While it is considered to be within the senior officer authority to reduce the observation period to address a specific area of risk, a Boroughwide and

transparent approach is preferred and it is this approach for which officers are seeking Sub-Committee agreement.

#### Options Considered

- 3.5.3. **[Recommended]** Removal of fixed observation periods for single yellow line and double yellow line restrictions.

Removal of fixed observation periods and the creation of guidance for CEOs to ensure consistently-applied discretion will enable CEOs to minimise the abuse of single-yellow and double-yellow-line restrictions across the Borough.

If agreed, this change can be brought into effect almost immediately, without need for statutory consultation or notification.

It would not be officers' intention to 'catch-out' motorists who may have become accustomed to this observation period, so it is additionally recommended that a two-week period of warning notices would be issued from the implementation of the change, prior to penalty charge notices being applied.

All other observation periods will remain the same.

- 3.5.4. Reduce the fixed observation period for single yellow line and double yellow line restrictions.

Reducing, but maintaining a fixed observation period is not expected to yield significant benefits.

- 3.5.5. Do not reduce the fixed observation period.

The benefits will not be realised and a case-by-case officer delegated approach could risk challenges on the basis of inconsistency across the Borough.

#### Other Options Considered

- 3.5.6. There are none.

## **4. Contribution to Strategic Aims**

- 4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading
- Secure Reading's economic and cultural success
- Deliver a sustainable and healthy environment and reduce our carbon footprint
- Safeguard and support the health and wellbeing of Reading's adults and children
- Ensure Reading Borough Council is fit for the future

- 4.2. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first
- Building on strong foundations
- Recognising, respecting, and nurturing all our diverse communities
- Involving, collaborating, and empowering residents
- Being proudly ambitious for Reading

- 4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

- 4.4. The recommendations in this report align with the Council's priorities, namely:

## **Deliver a sustainable and healthy environment and reduce our carbon footprint**

The Road Traffic Regulation Act enables the Council to introduce measures like speed limits, low-emission zones, or restrictions on certain vehicles. These provisions directly support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel like walking and cycling.

By implementing TROs, the Council can create more green spaces and pedestrian friendly areas, aligning with its goal of promoting a healthy environment which has a positive impact on the life of every resident – making Reading a greener, more attractive place to live, with a tangible impact on physical and mental health and life expectancy.

These actions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable can safely use public spaces, regardless of age or ability.

By managing traffic to reduce congestion and improve public transport flow, the Council can boost local economic activities and make it easier for everyone to access education, skills and training and good jobs.

The recommendations of this report relate to restrictions that should directly benefit the flow of traffic, improve accessibility and reduce road safety risks. The recommendations also seek to make best use of Council resources in delivering a variety of schemes that will benefit Reading Highway users by improving active travel uptake, traffic flow, and reducing risks.

### **5. Environmental and Climate Implications**

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has been conducted for the recommendations of Part A of this report, resulting in a net minor positive impact.

There has been/will be some minor negative impact for investigation and design, through travel and energy usage. Travel impacts have been partly mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever practicable. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.

However, it is expected that these relatively minor negative impacts over a short period of time will be more than overcome by the benefits of scheme implementation. The proposals cover Highway risk reduction, accessibility and traffic flow improvements that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

### **6. Community Engagement**

- 6.1. Persons requesting waiting restrictions are informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 6.2. Ward Councillors are provided with the recommended proposals prior to these being agreed for statutory consultation by the Sub-Committee. This provides an opportunity for a level of informal engagement in order to provide initial feedback to officers.

Ward Councillors are also made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.

- 6.3. Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website.
- 6.4. Where responses to statutory consultations include petitions that have not been separately reported, the lead petitioner(s) will be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes. Respondents to statutory consultations will also be informed of the Sub-Committee decisions.
- 6.5. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

## **7. Equality Implications**

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the proposals are not anticipated to have a differential impact on people with protected characteristics. The statutory consultation process provides an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

## **8. Other Relevant Considerations**

- 8.1. There are none.

## **9. Legal Implications**

- 9.1. The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders.
- 9.2. The order for the 2024B programme of restrictions will be drafted under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 9.3. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes to be followed in making TROs.
- 9.4. Before making a TRO, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any comments to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.

With any traffic regulation order proposals, the Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the TRO as published, modify it, or abandon it. If it is agreed to proceed, the TRO is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.

- 9.5. The Council has considered its Network Management Duty under the Traffic Management Act 2004 and its Section 122 duty under the Road Traffic Regulation Act 1984.

#### **9.6. Network Management Duty**

Part 2 Section 16 (1) of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

(2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—

- (a) the more efficient use of their road network; or
- (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority). This duty places an ongoing obligation in ensuring overall traffic efficiency and network performance and not only applies to vehicles but all to pedestrians and cyclists.

#### **9.7. Section 122 duty**

Further Section 122 of the Road Traffic Regulation Act 1984 places a duty on the local authority so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In carrying out this exercise the Council must have regard to the following:

- Desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
- The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the local authority to be relevant.

- 9.8. This duty focuses on the making of individual traffic regulation decisions.

- 9.9. Each of these duties has been considered in detail in relation to the schemes identified in this report.

- 9.10. Patricia Tavernier has cleared these Legal Implications

#### **10. Financial Implications**

The cost of undertaking a typical Waiting Restriction Review programme from beginning to implementation of the agreed schemes is anticipated to be less than £50,000.

In addition to the implications referred in Section 10.1, the making of the resultant TRO and delivery of the schemes therein enable civil enforcement to be undertaken. While the objective of the restrictions is to prevent the issues that were occurring previously and/or prevent unauthorised access to parts of the Highway, contraventions do occur and these generate revenue that is invested as per the Council's Annual Parking Reports. Additionally, parking restrictions help to minimise accelerated damage to the Highway occurring through, for example, parking on the footway and verges. These mitigations reduce the burden on the Council's Highway Maintenance budgets.

#### 10.1. **Capital Implications**

The Waiting Restriction Review programmes are funded by capital allocations from the Integrated Transport Block, currently providing £100,000 annually on the basis of developing and delivering two programmes per year.

#### 10.2. **Value for Money (VFM)**

The programme provides value for money by collating requests and developing and delivering schemes as a single project. In comparison to an alternative of addressing requests on a more ad-hoc basis, this provides the benefit of resourcing efficiency and financial economies of scale. For example, the restrictions are included in a single Traffic Regulation Order, minimising advertising costs and the lining implementation is commissioned as a single project.

Most aspects of the programme are delivered using Reading Borough Council's own resources. This typically includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

#### 10.3. **Risk Assessment**

The primary risk is with the 2024A programme (Part A), around the deferral of a decision regarding the elements of the programme to be agreed (or otherwise) for delivery. Deferral will result in crossover of resource-intensive elements for multiple programmes and schemes being developed by the same staffing resource. This will result in slippage to other schemes, which could have financial implications as well as impacting on the delivery expectations of these other schemes.

The financial risks with the Waiting Restriction Review programmes overall should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 3.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

10.4. Andy Stockle has cleared these Financial Implications.

### 11. **Timetable for Implementation**

11.1. The following tables provide the intended timeline:

**Table 1 (2024B programme)**

<b>Line</b>	<b>Milestone</b>	<b>When (subject to change)</b>
<b>1</b>	Draft TRO following decisions of TMSC	October 2025
<b>2</b>	Undertake statutory consultation	October/November 2025
<b>3</b>	Report objections to TMSC, seeking agreement to implement	November 2025
<b>4</b>	Adjust the TRO according to the decisions of TMSC	Winter 2025
<b>5</b>	Make the resultant TRO	Winter 2025

<b>6</b>	Deliver the scheme	Early Spring 2026
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## **12. Background Papers**

12.1. There are none.

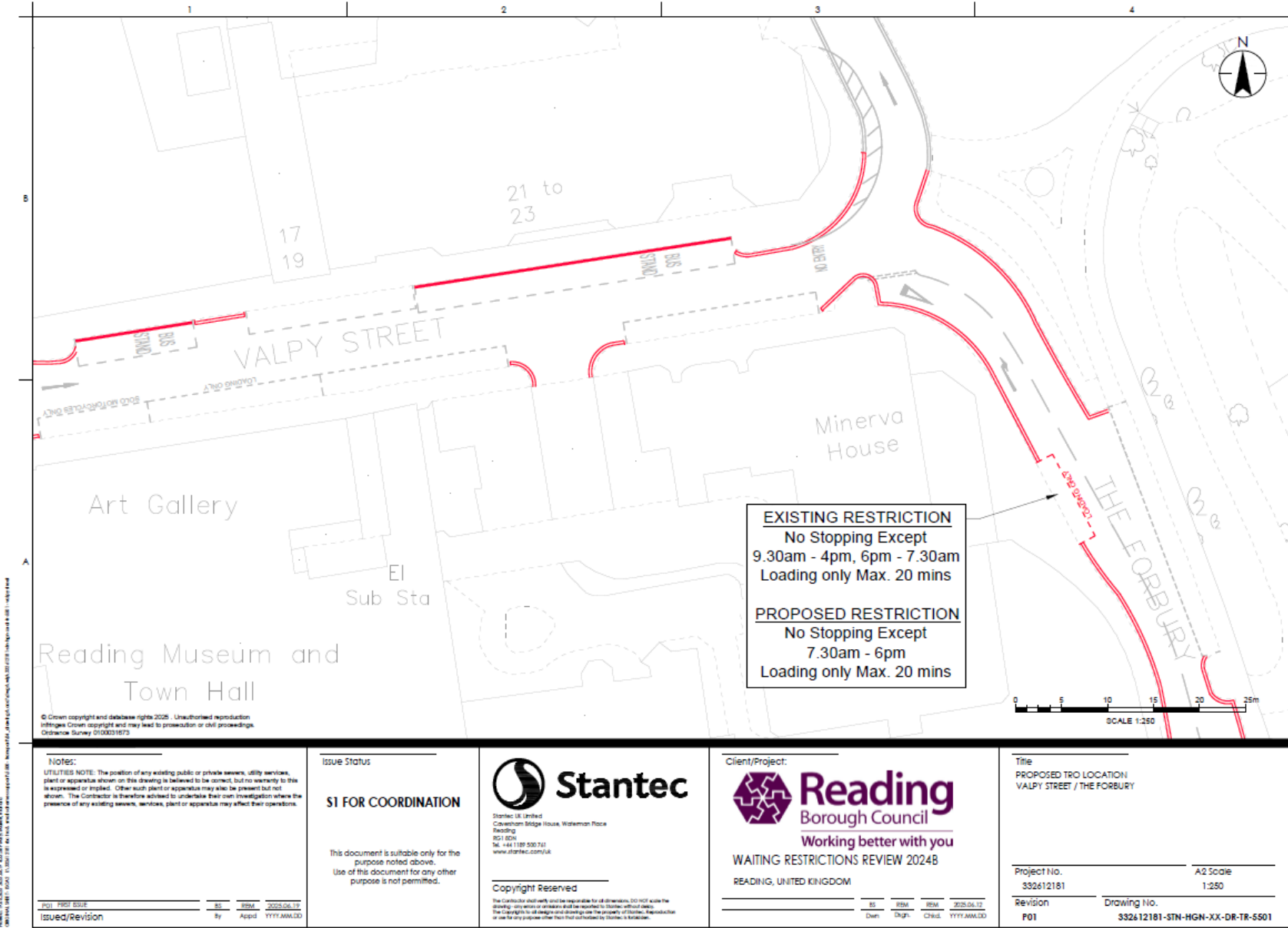
## **Appendices –**

### **1. Recommendations for consultation (2024B programme)**

## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Abbey	Valpy Street	Request to review parking restrictions on Valpy Street to allow enough time for pick up and drop off for the Little Pioneers Co-op Nursery.	<p>Valpy Street is on a Red Route due to high frequency use by buses and all available parking / loading areas are fully allocated. Additional bays or changes to restrictions are therefore not feasible. However, an existing loading bay around the corner in The Forbury could have its operating times amended so nursery users can stop in it for a period of up to 20 minutes during the day, including peak hours.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5501-P01 Valpy Street.</p>

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

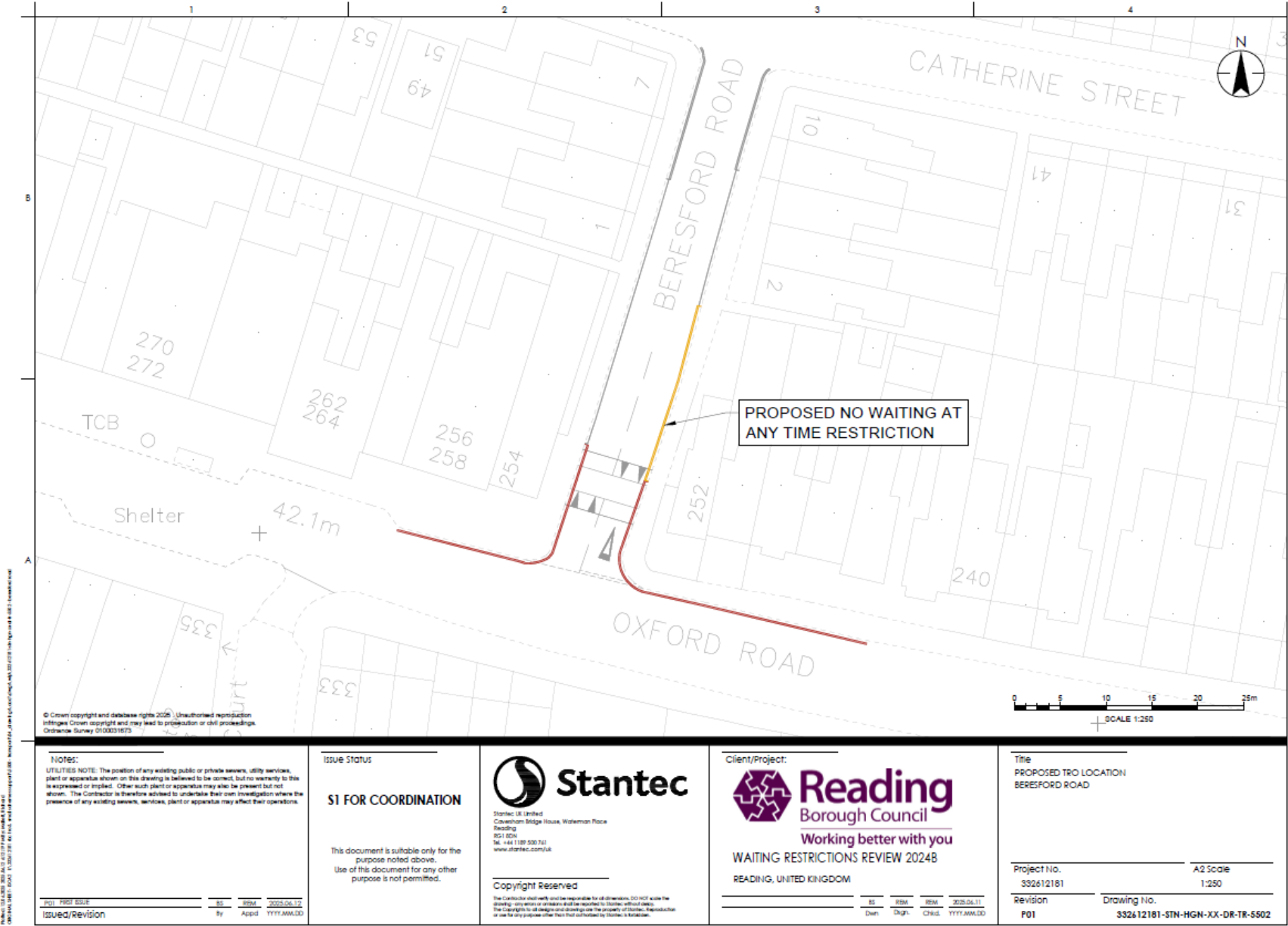


Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Battle	Beresford Road	Request to review the existing restrictions at the southern end of Beresford Rd, close to its junction with Oxford Road, due to issues caused by parked vehicles.	<p>The parking and access issues in Beresford Road are longstanding, particularly in the evenings and at weekends. It is therefore recommended that a section of the existing single yellow line should be converted to a full time double yellow line to help reduce disruption to traffic flow in and out of the junction.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5502-P01_Beresford Road.</p>

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

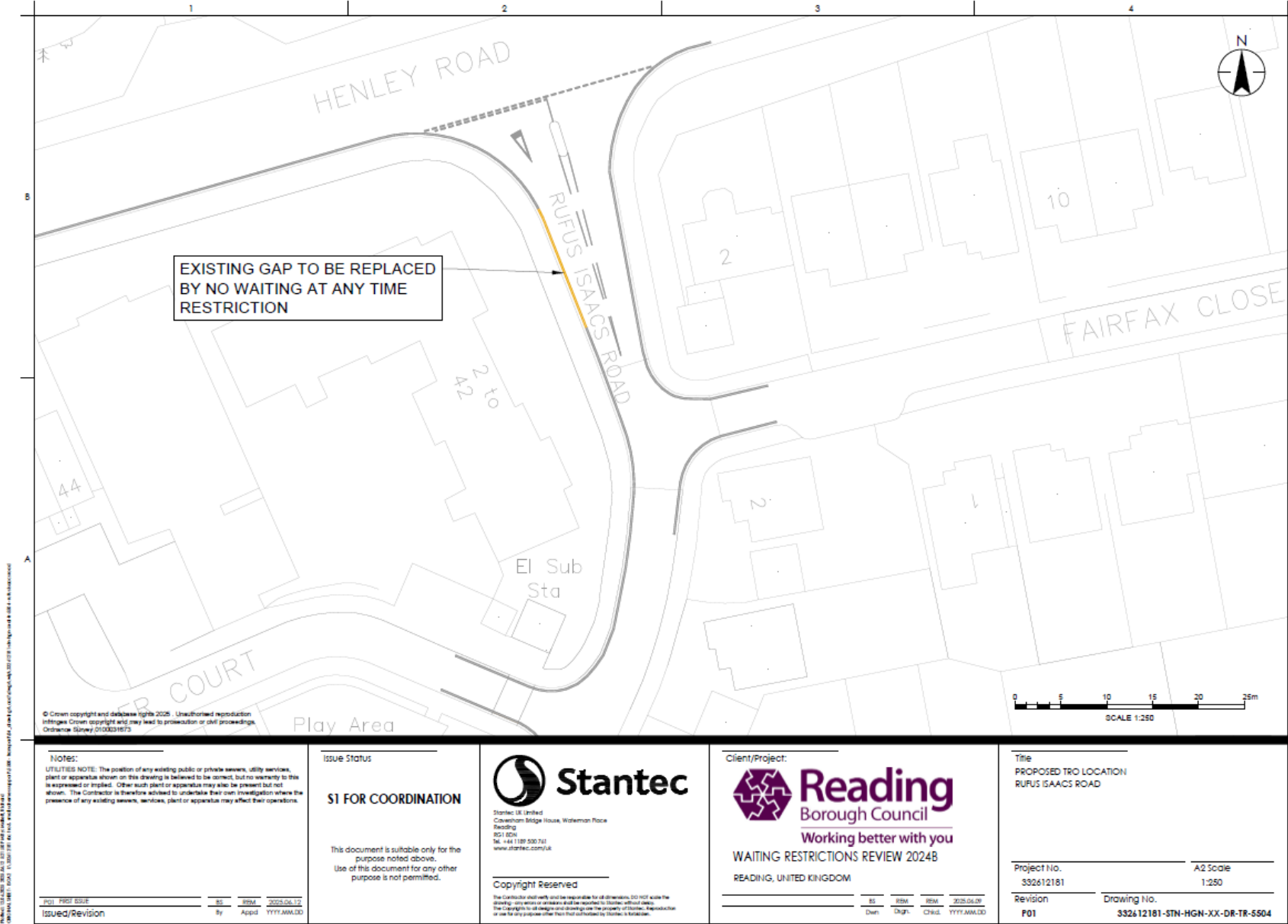
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Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Caversham	Rufus Isaacs Road	Request to install double yellow lines to prevent parking on Rufus Isaacs Road, near its junction with Henley Road. Issues have been reported by vehicles leaving Fairfax Close having near misses with vehicles entering from Henley Road.	<p>Rufus Isaacs Road already has No Waiting At Any Time restrictions on both sides including at its junction with Fairfax Close. However, there is a gap in the restrictions on the west side that allows parking for two or three cars. It is recommended that this gap is closed with a No Waiting At Any Time restriction.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5504-P01_Rufus Isaacs Road</p>

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

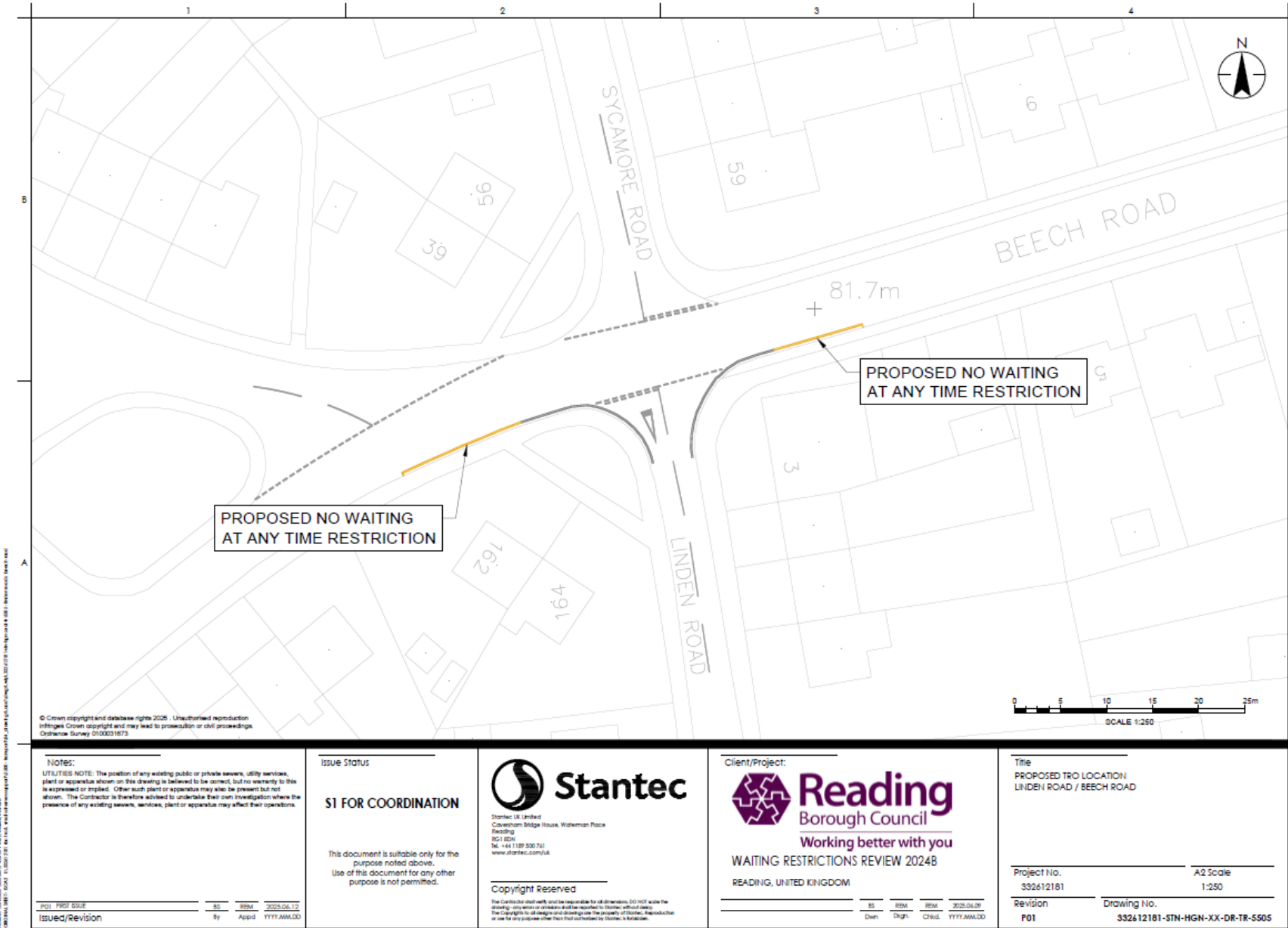


## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

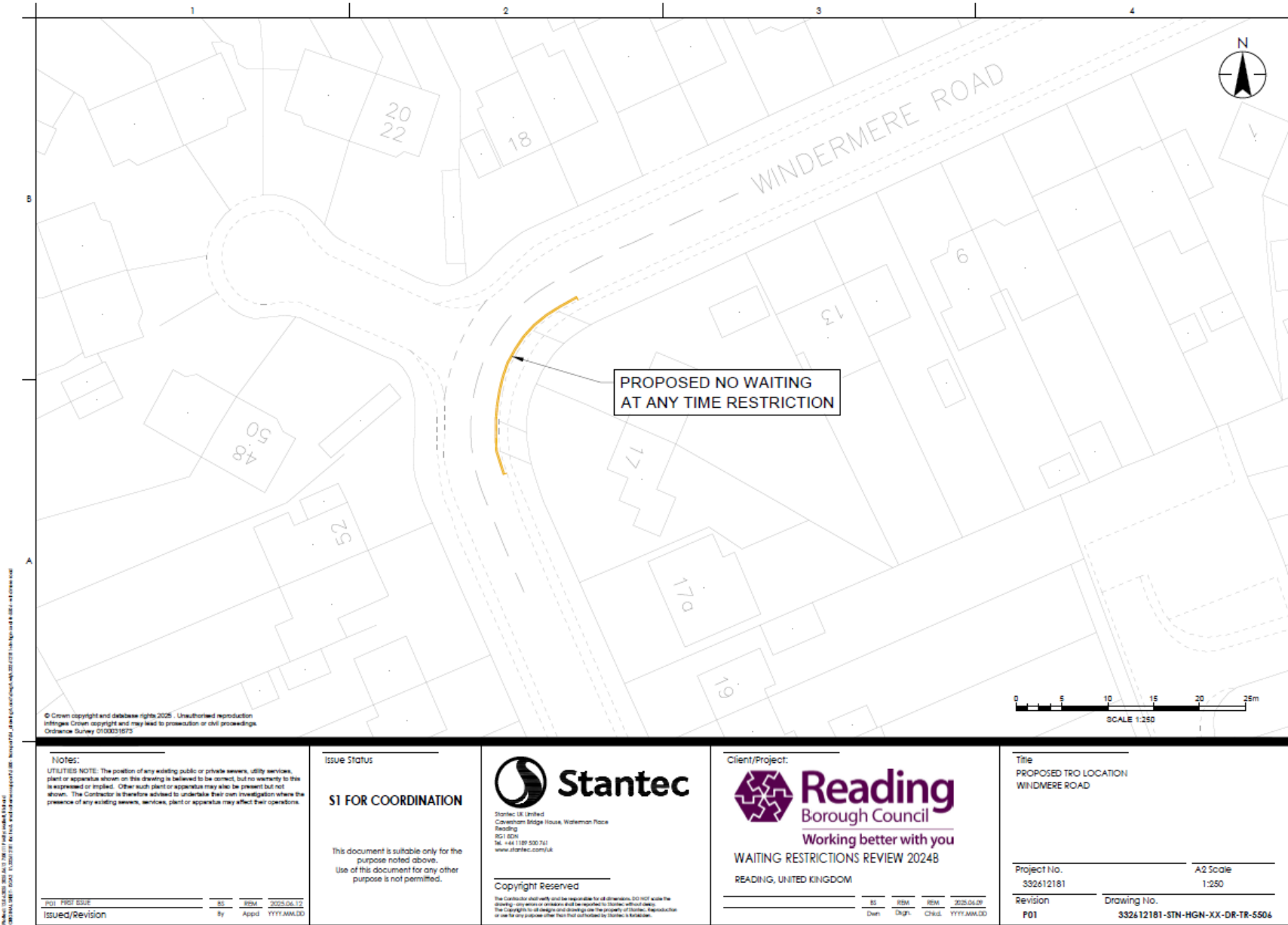
Ward	Street	Summary of Request	Officer recommendation
1. Church	Linden Road / Beech Road	Request to extend the existing double yellow lines at the junction of Linden Road and Beech Road.	<p>Visibility splays at this junction could be improved by extending the current No Waiting At Any Time restrictions on Beech Road to the west and east of Linden Road.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5505-P01_Linden Road and Beech Road</p>
2. Church	Windermere Road	Request for double yellow lines at the bottom of the hill on the inner side of the bend because it's a blind spot and parked vehicles create an additional hazard.	<p>Recommend adding a new No Waiting At Any Time restriction on the bend to help with visibility in the area.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5506-P01_Windmere Road</p>
3. Church/ Katesgrove	Long Barn Lane	Request to extend the existing 2hr parking zone to cover the entire length of the park to curb long term parking of vehicles awaiting repair.	<p>We propose installing new parking bays along the front of the park, with a gap in-between to allow access for recycling collection vehicles. The new bays would have the same time controls as the existing adjacent bays and the gap would have a No Waiting At Any Time restriction.</p> <p>A small section of additional double yellow lines is also proposed on the north west side, to prevent vehicles parking on the pavement.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5507-P03_Long Barn Lane</p>

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

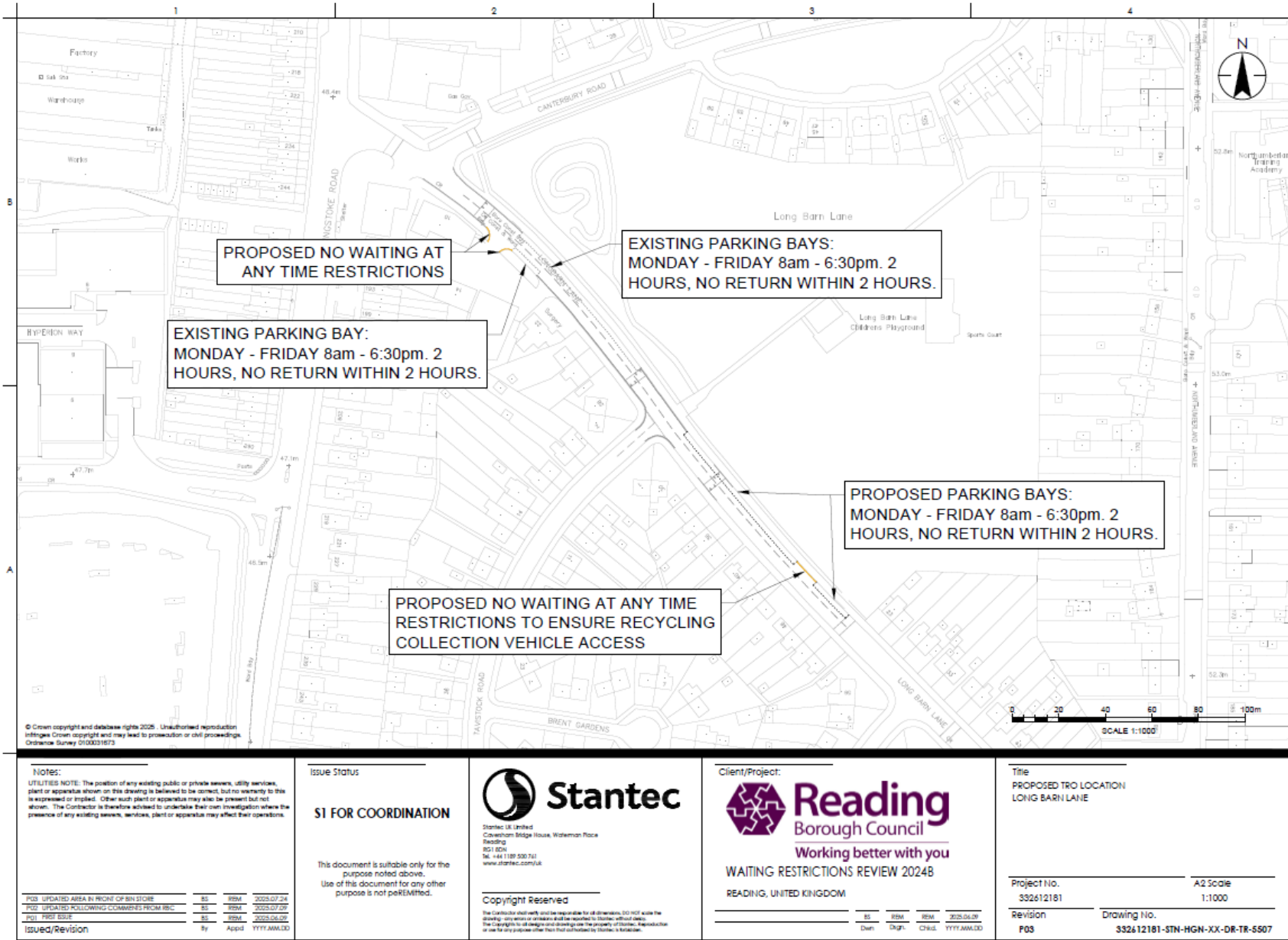
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Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



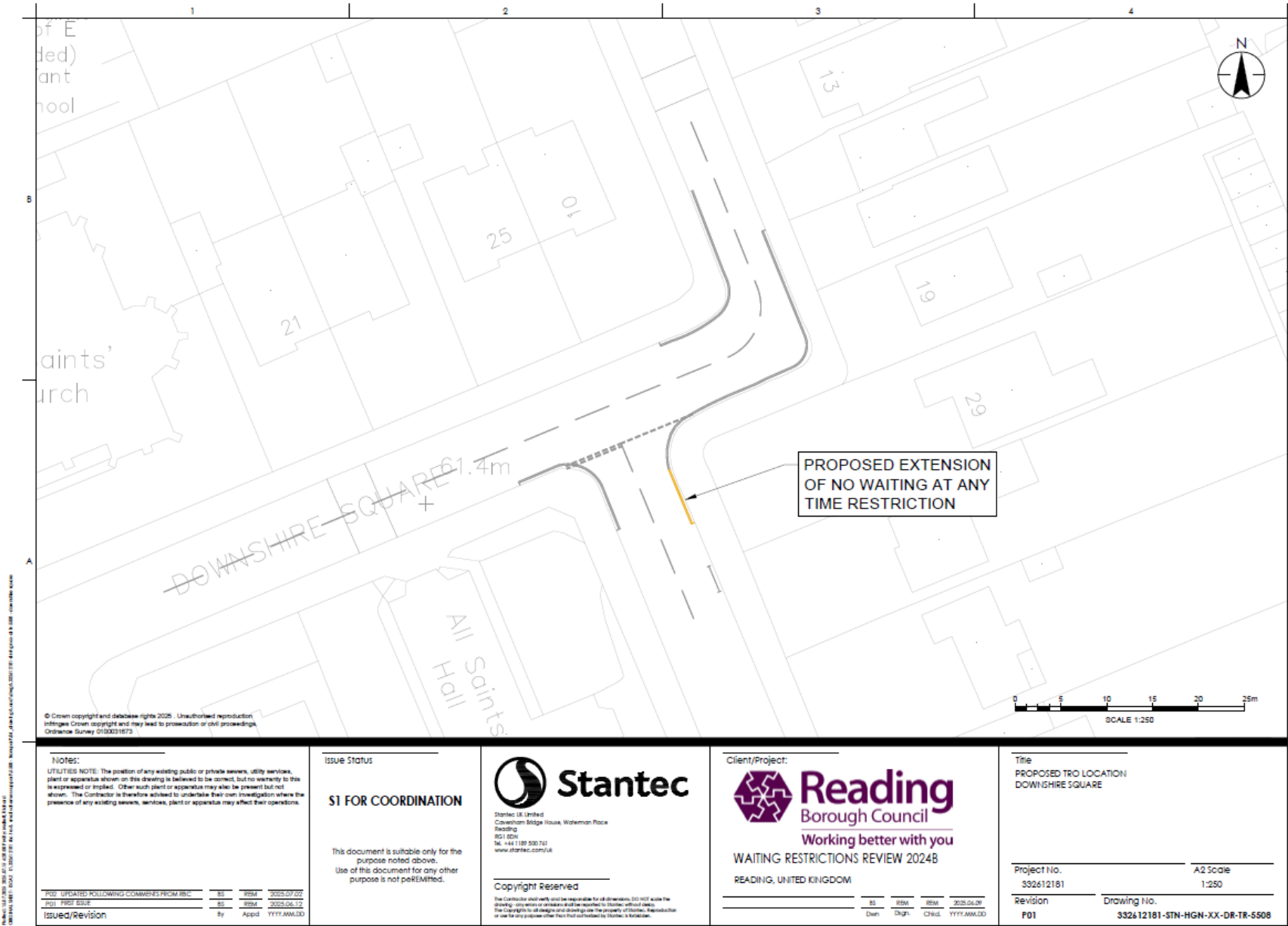
Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



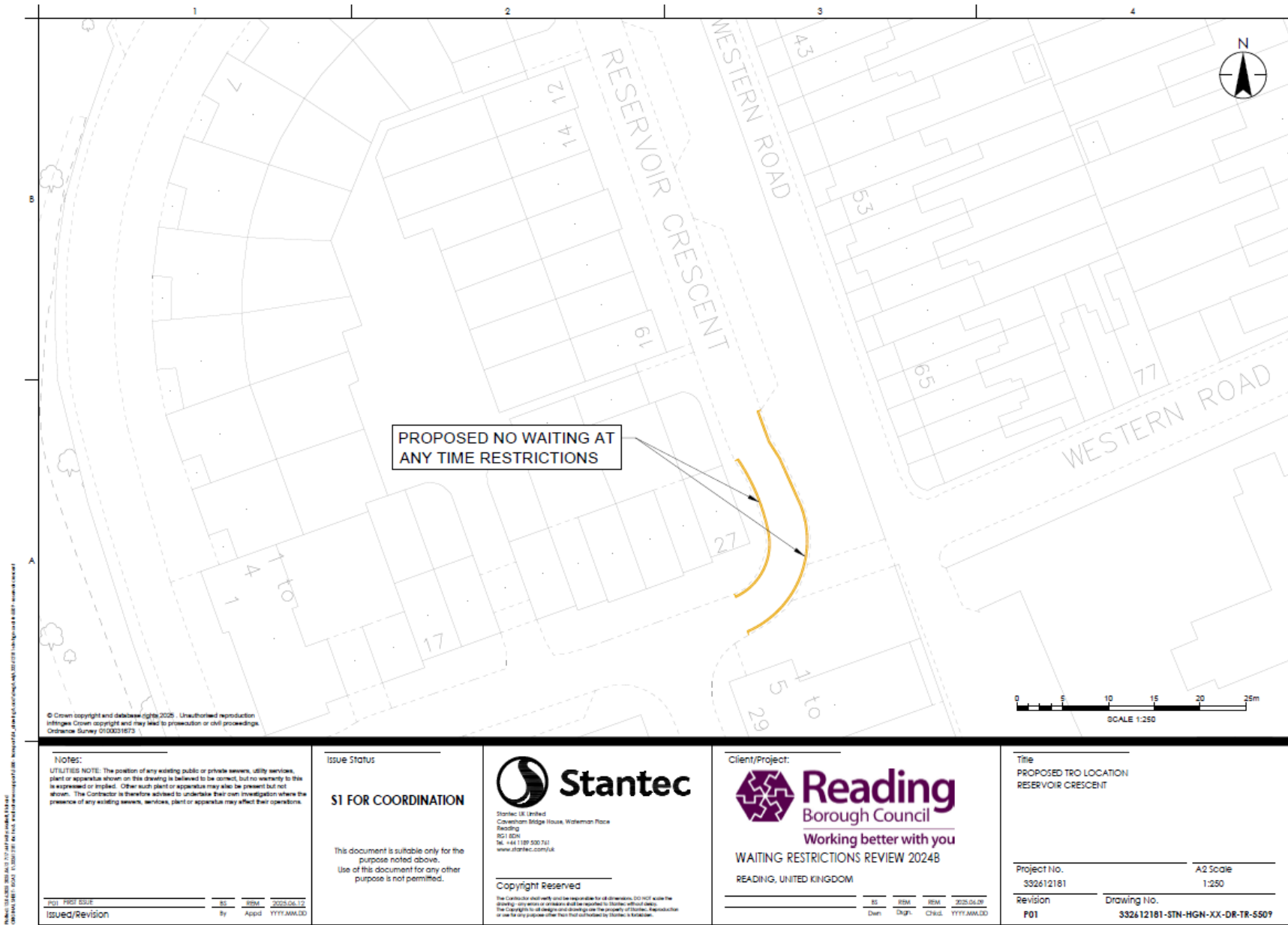
## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Coley	Downshire Square	Request to extend the existing double yellow lines close to its junction with Maitland Road due to vehicles obstructing resident driveways.	<p>We propose to extend the existing No Waiting At Any Time restriction along the east side.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5508-P02_Downshire Square</p>
2. Coley	Reservoir Crescent	Request for double yellow lines near the path to Western Road.	<p>Proposal for new No Waiting At Any Time restrictions on both sides around the bend to prevent obstruction on the roadway and ensure access to the footpath.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5509-P01_Reservoir Crescent</p>

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



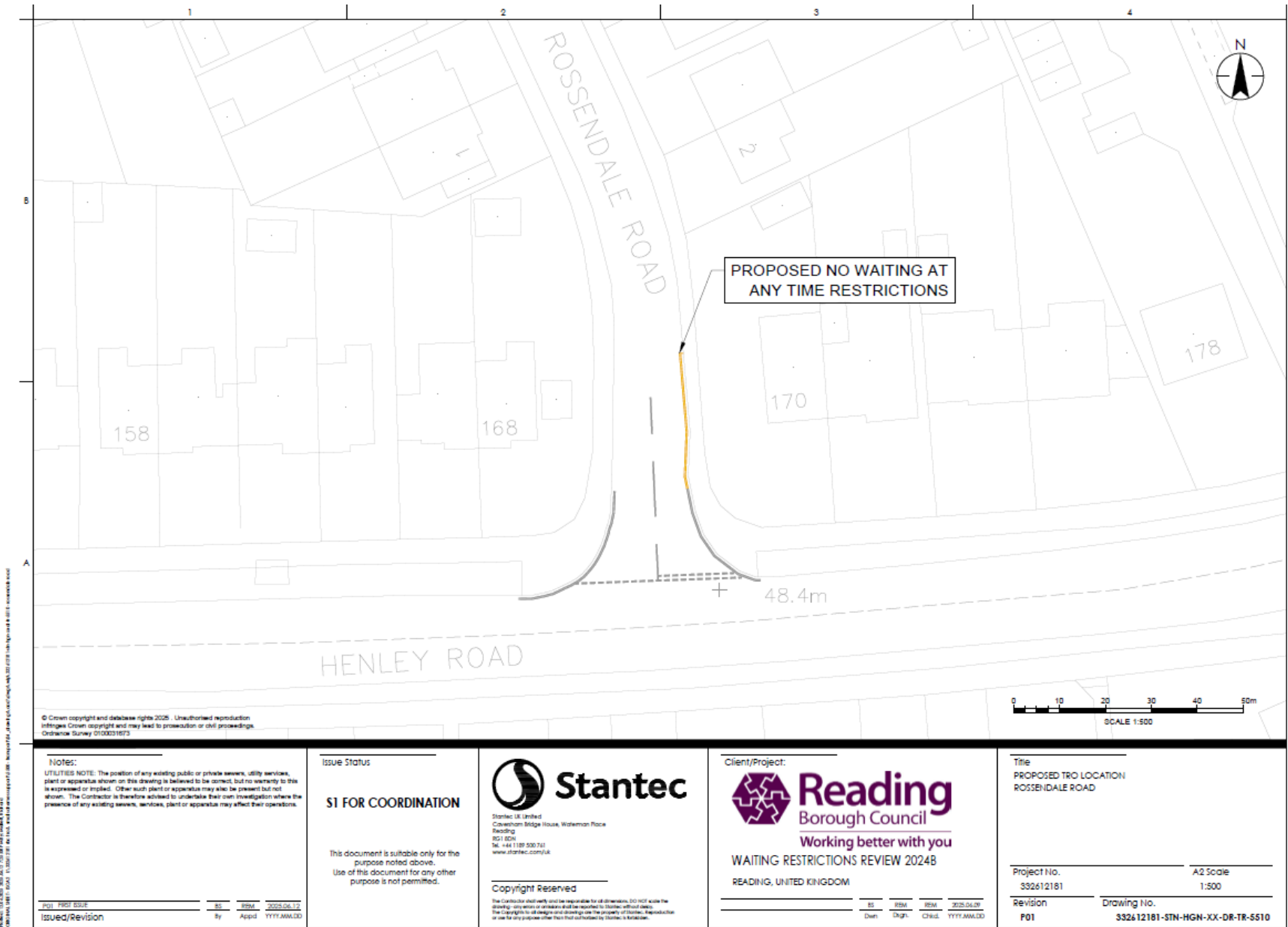
Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

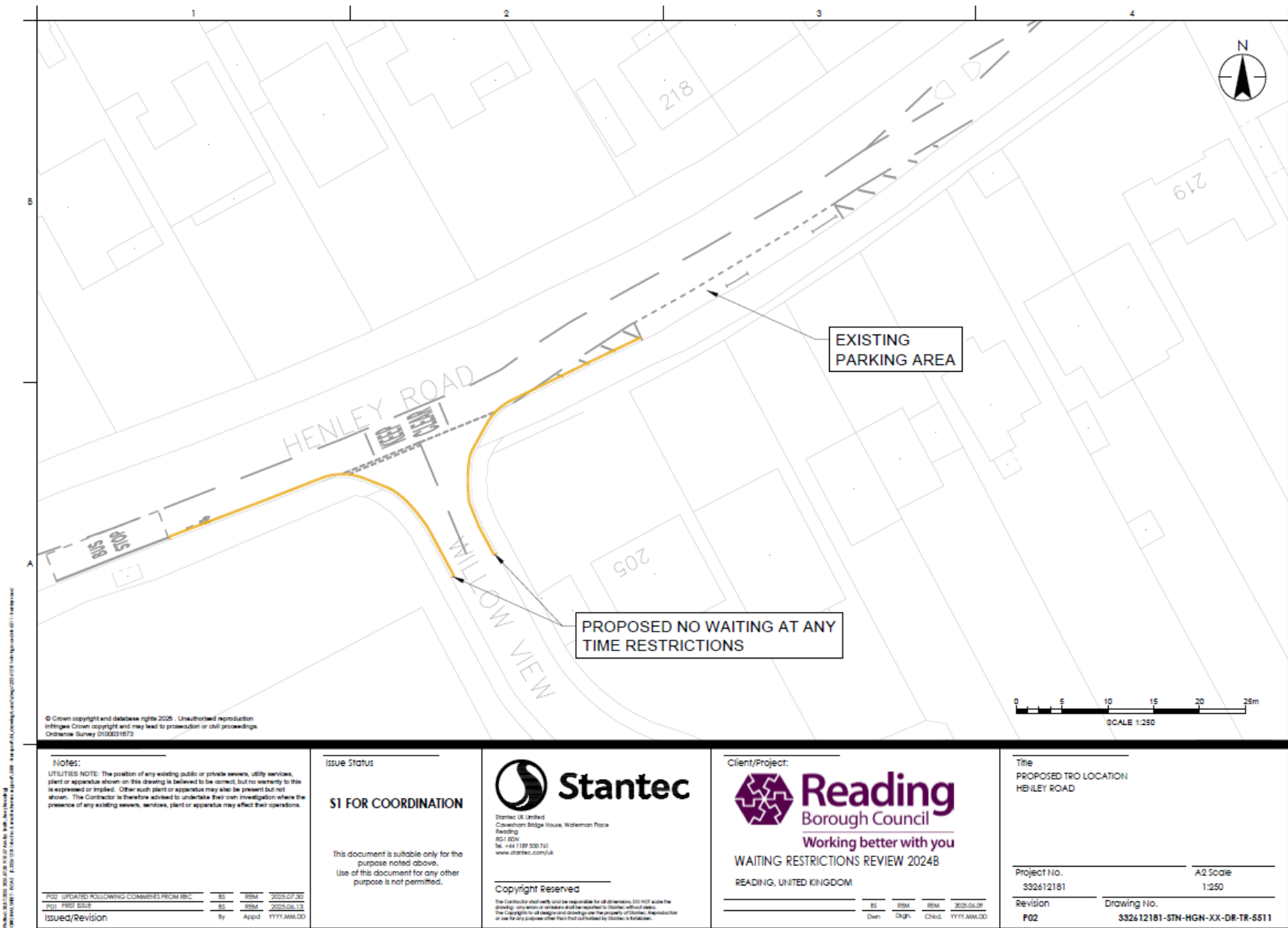
Ward	Street	Summary of Request	Officer recommendation
1. Emmer Green	Rossendale Road	Request to extend the existing double yellow lines along Rossendale Road to prevent double parking which is causing issues with visibility and blocking traffic.	<p>Proposal to extend the existing No Waiting At Any Time restriction along the east side.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5510-P01_Rossendale Road</p>
2. Emmer Green	Henley Road (south side) – between all Hallows Road to Micklands Road	Request for double yellow lines to prevent obstruction of Willow View due to parking on the footpath and carriageway	<p>Proposal for new Waiting At Any Time restrictions on both sides of Willow View and either side of the junction to improve visibility splays.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5511-P02_Henley Road</p>
3. Emmer Green	Grove Road	Request for double yellow lines on the access road to St. Barnabas Church to prevent damage on the verges and improve safety for pedestrians.	<p>There are existing double yellow lines on the highway which apply to the pavement and verge. The area outside the church is therefore enforceable. The issues raised by the resident have also been shared with our enforcement team.</p> <p>We therefore recommend that this be removed from the programme.</p>

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

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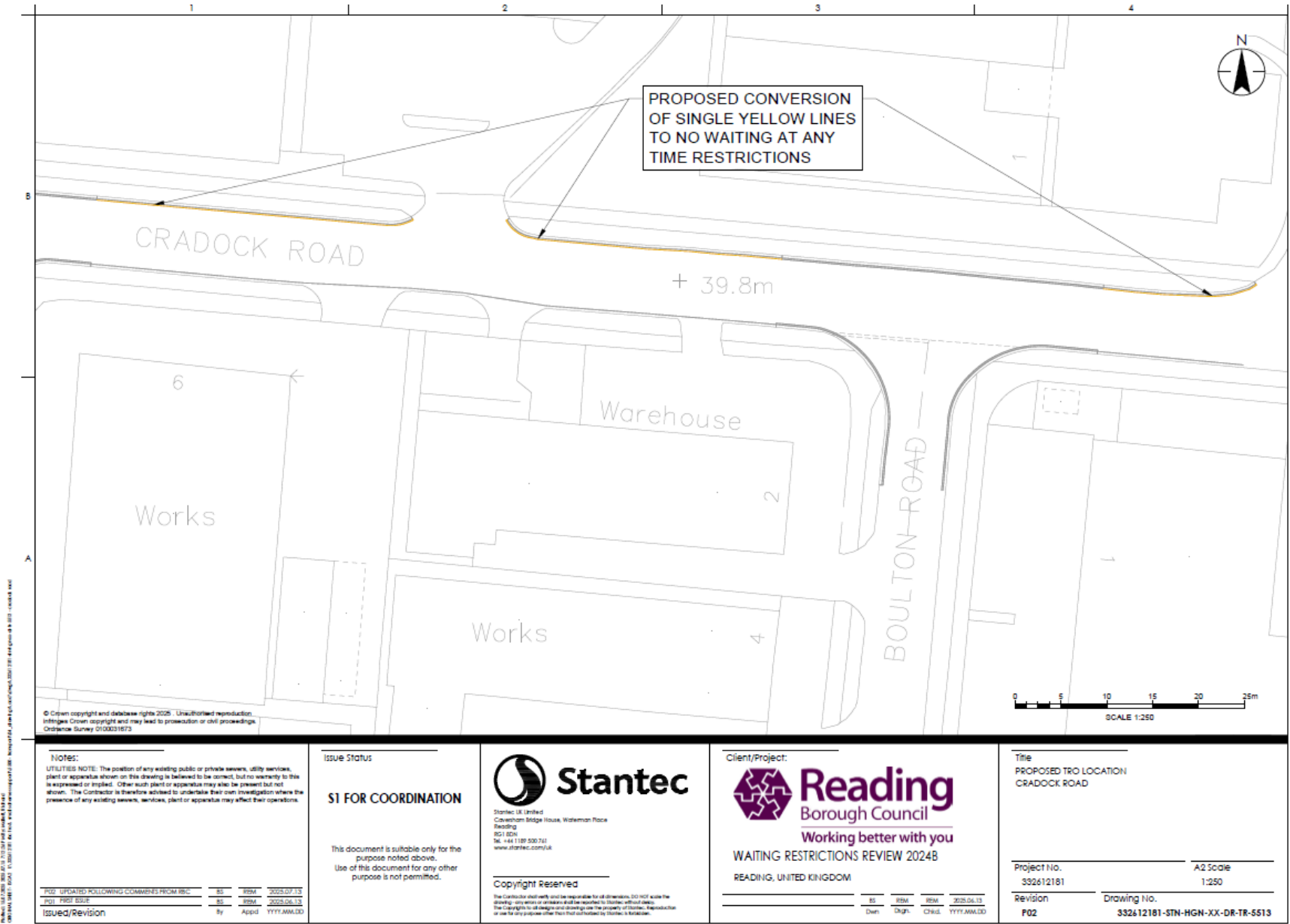
## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Katesgrove	Cradock Road	Request for additional restrictions on the north side of the road, between both of its junctions with Boulton Road, to address issues caused by parked vehicles.	To propose to convert the existing single yellow lines to double yellow lines to help with enforcement of parking on the north side.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5513-P02_Cradock Road
2. Katesgrove	Boulton Road	Request for double yellow lines on the road opposite the entrance of 5 Boulton Rd to prevent damage and obstruction of the gate.	We propose to install some additional double yellow lines to help ensure that large vehicles can manoeuvre and access the off-street parking areas.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5514_P01_Boulton Road
3. Katesgrove	Northumberland Avenue 1	Request for a loading ban near its junction with Ella Garrett Close due to issues caused by vehicles parking during school pick up and drop off.	Proposal to extend School Keep Clear markings to help prevent issues caused by vehicles parking here during school pick up and drop off times.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5515-P02_Northumberland Avenue 1
4. Katesgrove/Church	Long Barn Lane	Request to extend the existing 2hr parking zone to cover the entire length of the park to curb long term parking of vehicles awaiting repair.	We propose installing new parking bays along the front of the park, with a gap in-between to allow access for recycling collection vehicles. The new bays would have the same time controls as the existing adjacent bays and the gap would have a No Waiting At Any Time restriction.  A small section of additional double yellow lines is also proposed on the north west side, to prevent vehicles parking on the pavement.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5507-P03_Long Barn Lane
5. Katesgrove/Redlands	Northumberland Avenue 2	Request for double yellow lines near the roundabout due to issues caused by parked	We propose to install some new double yellow lines and to convert a section of the existing single yellow

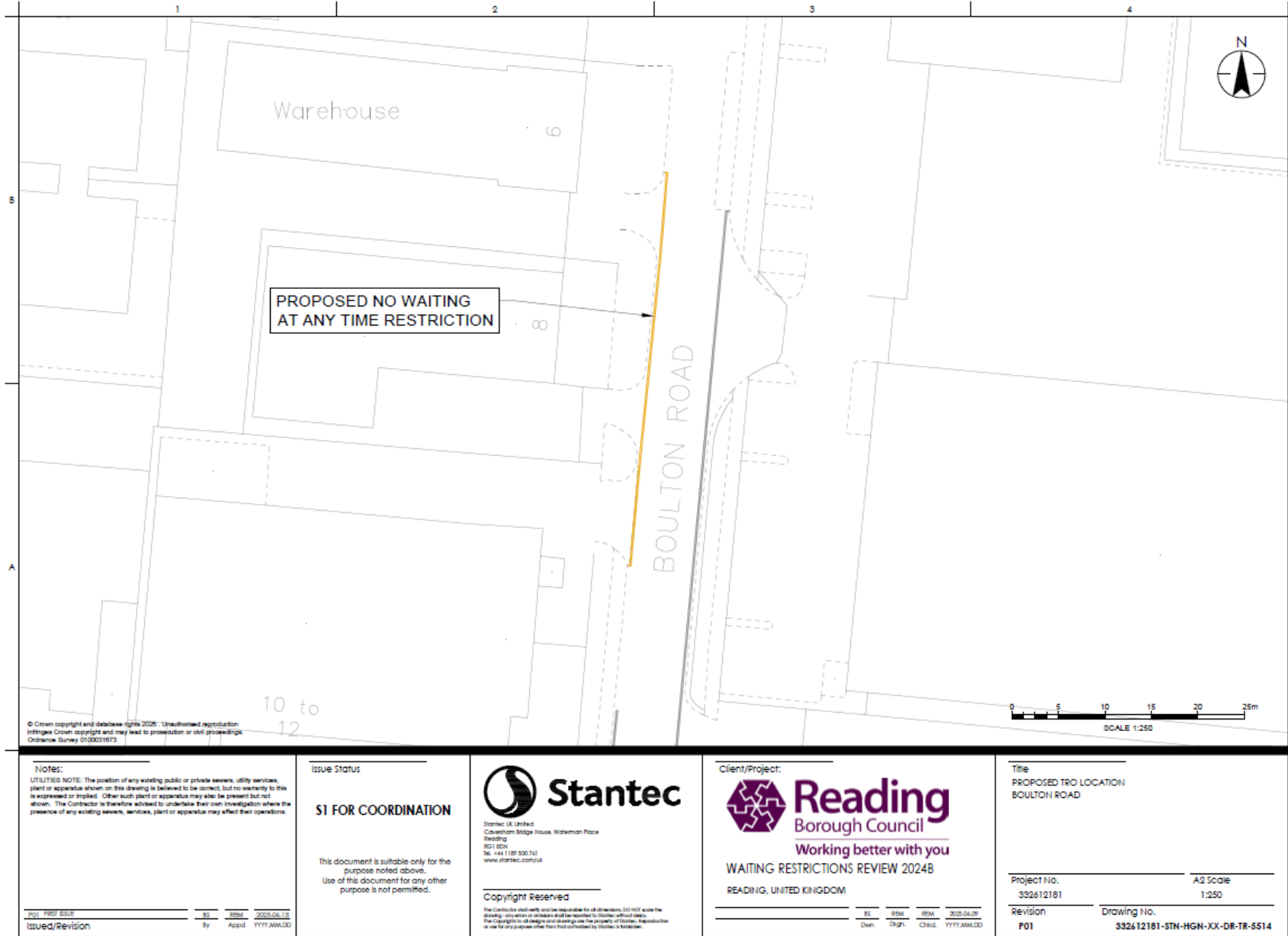
Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

		vehicles during the school pick up/drop off period.	lines to double yellow lines. This will help prevent issues caused by vehicles parking on this junction.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5516 - P03_Northumberland Avenue 2
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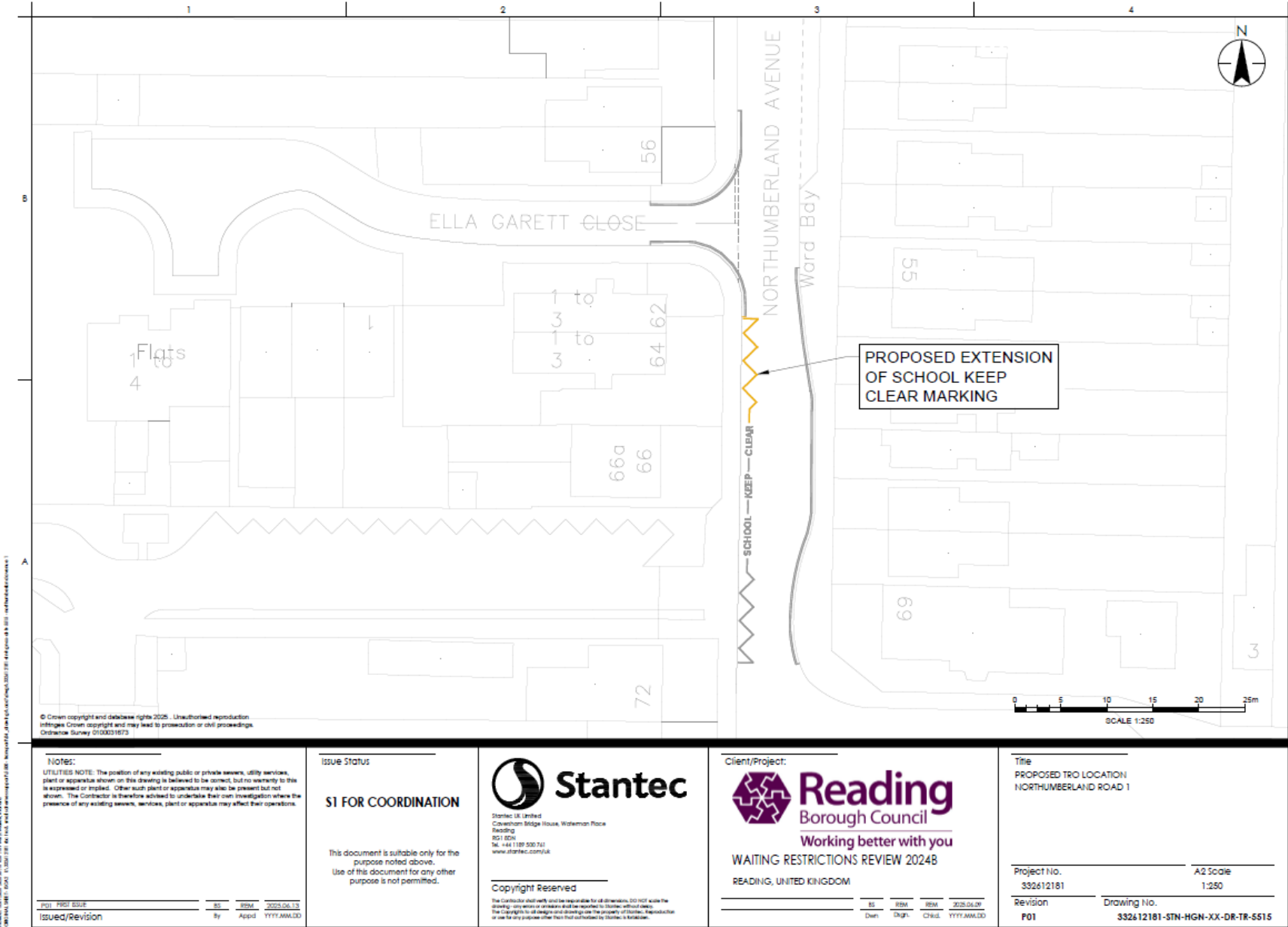
Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



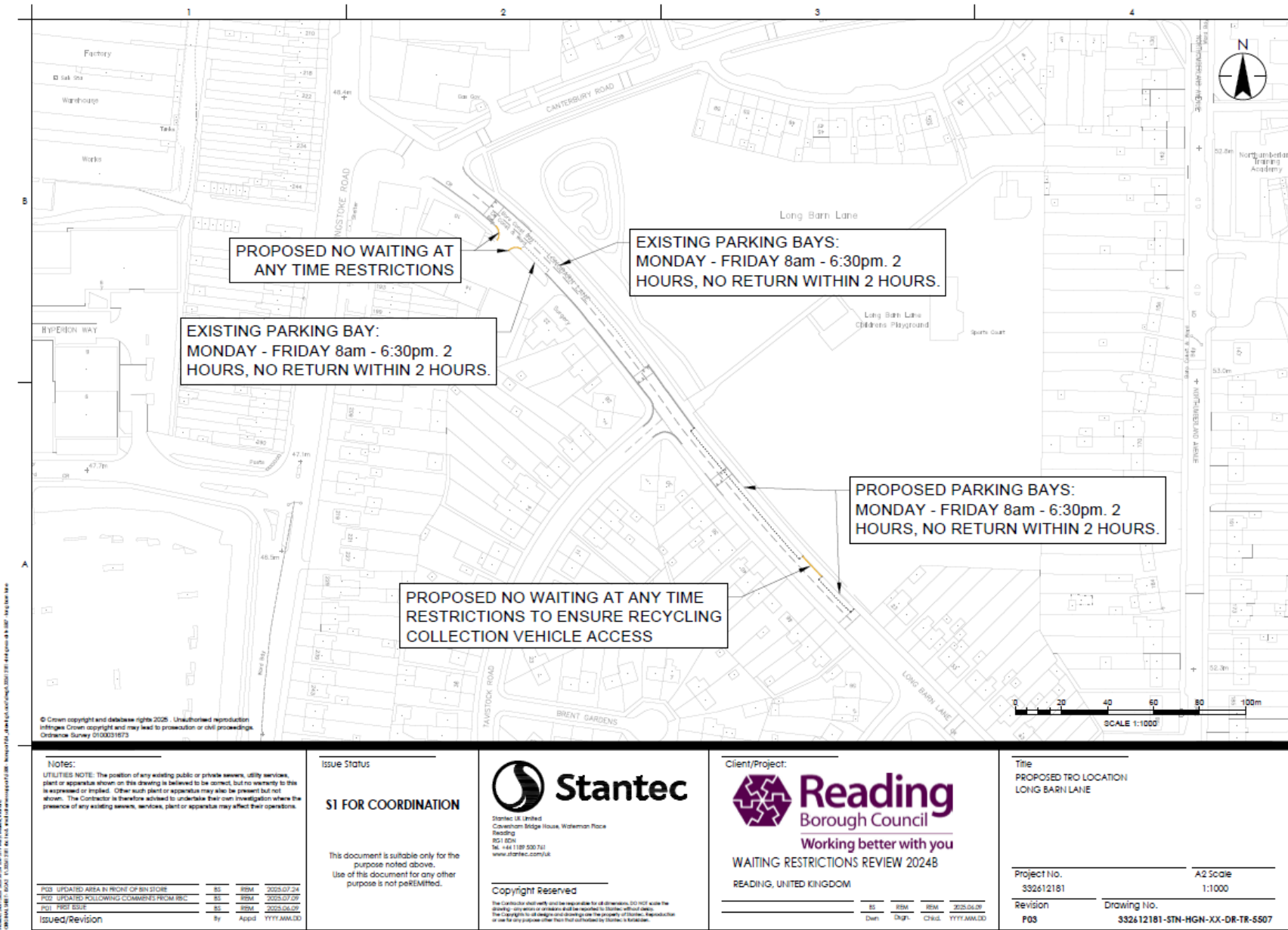
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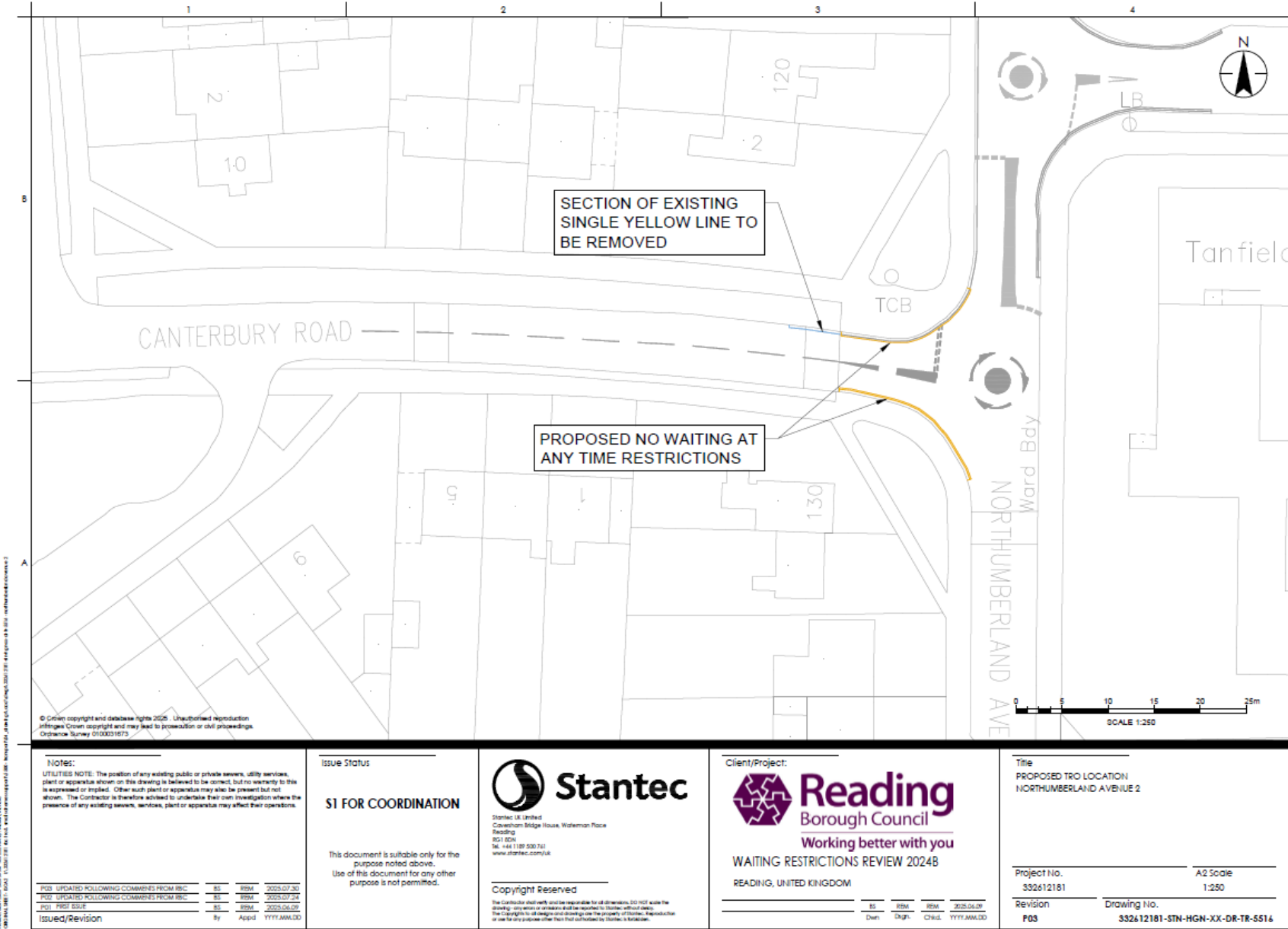
Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



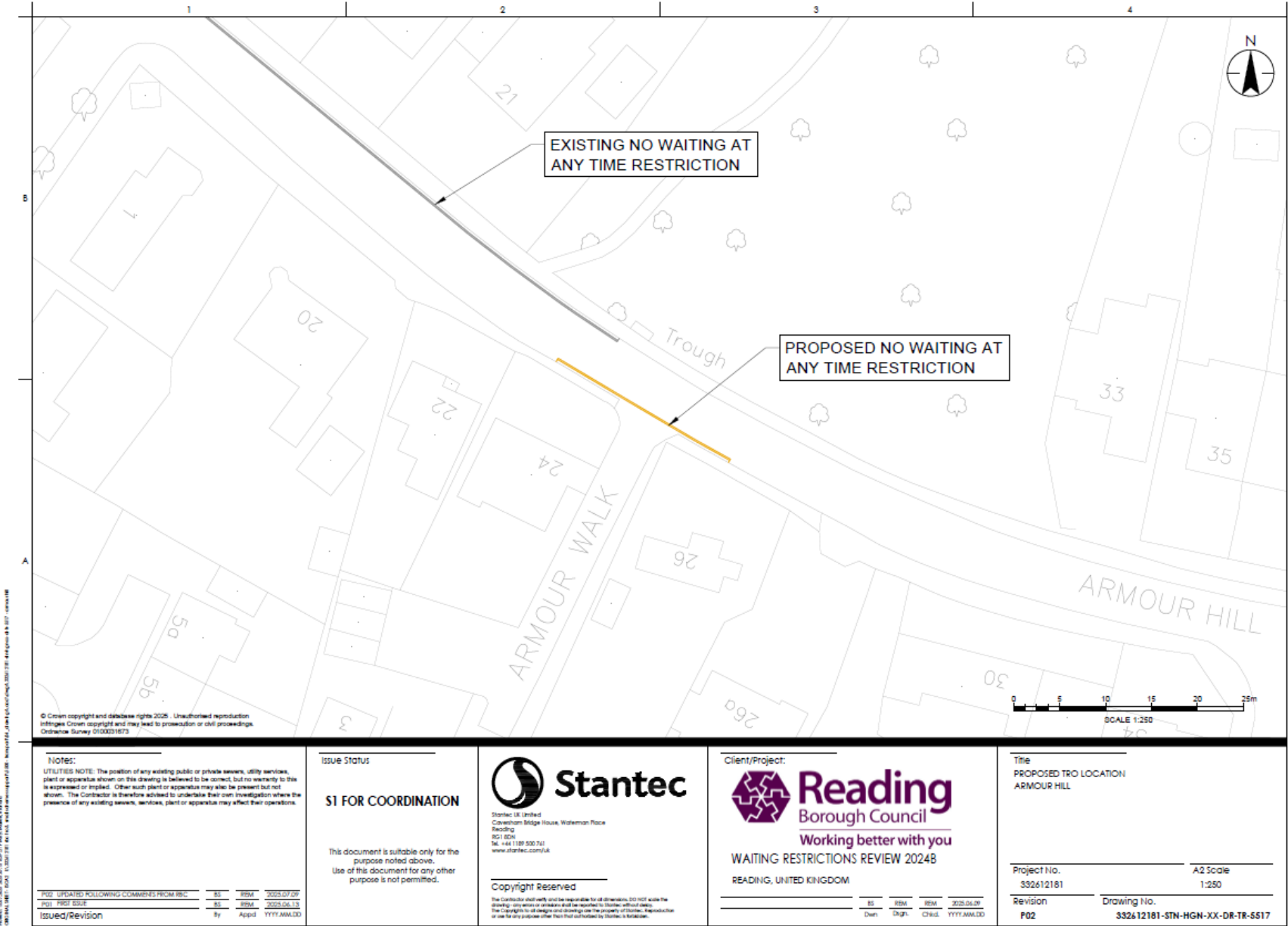
Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Kentwood	Armour Hill	Request for double yellow lines on the south side of the road, near Armour Walk due to obscured visibility caused by parking at this site.	<p>We propose to install a new No Waiting At Any Time restriction across the entrance to Armour Walk to ensure there is good visibility at this junction.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5517-P02_Armour Hill</p>
2. Kentwood	Broomfield Road	Request for additional restrictions near the Norcot Road junction due to issues caused by vehicles parking partially on the pavement.	<p>The installation of restrictions here would restrict resident and visitor parking and could cause displacement issues further up the road. There are existing restrictions in place to protect the junction.</p> <p>We therefore recommend that this be removed from the programme.</p>

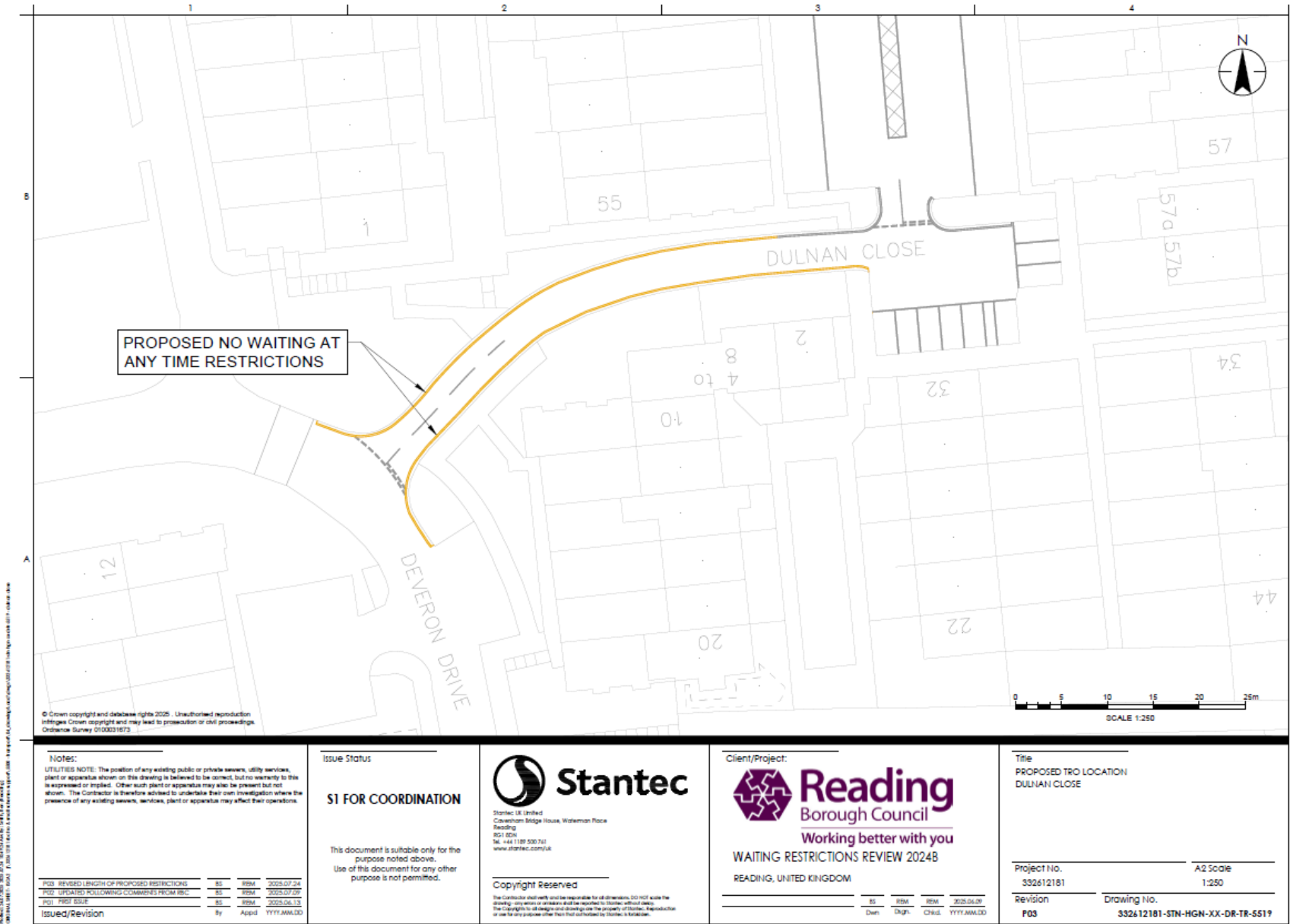
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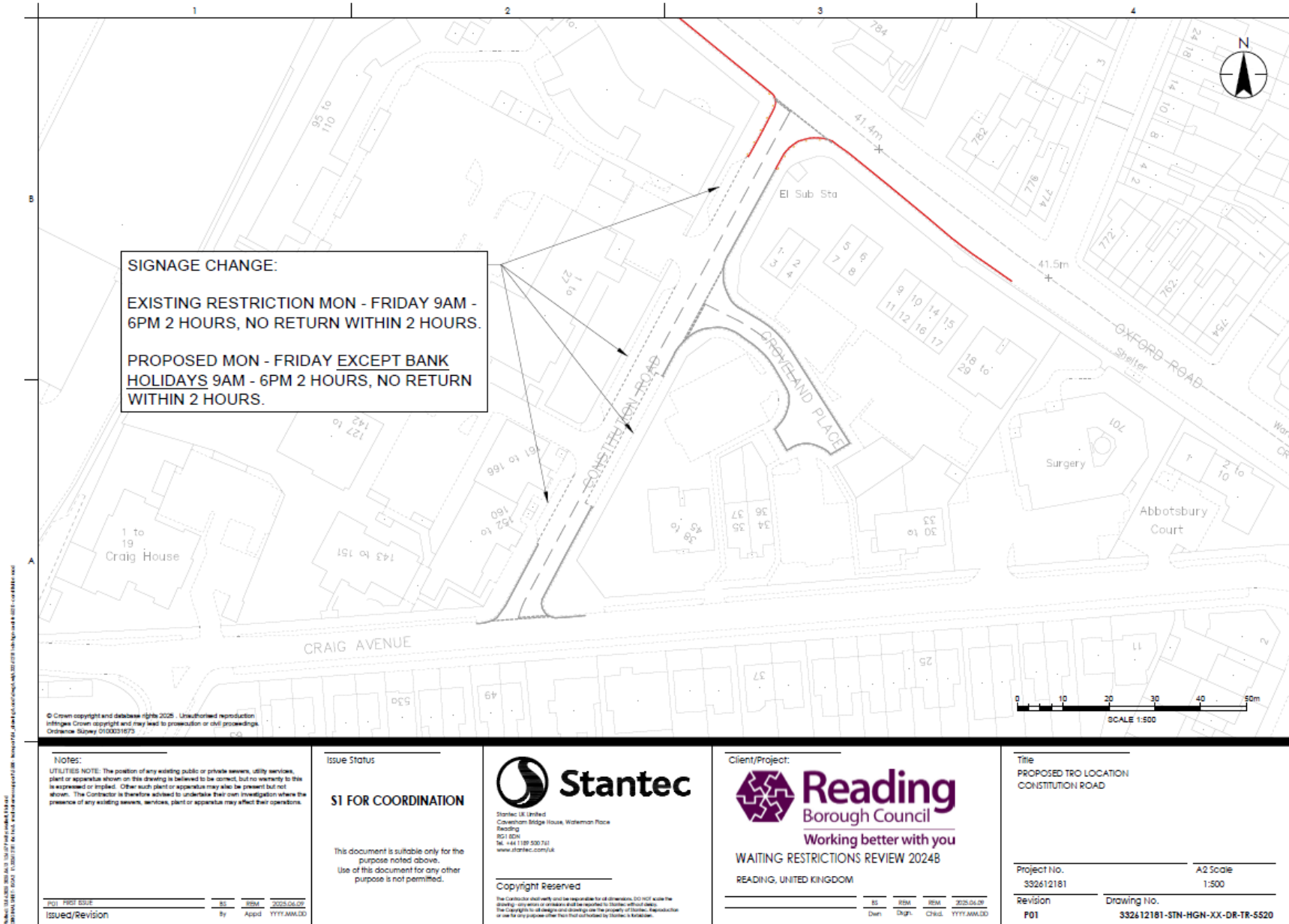
## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Norcot	Dulnan Close	Request for double yellow lines on Dulnan Close to prevent dangerous and obstructive parking which has prevented waste collection vehicles from accessing the area.	We propose to install new No Waiting At Any Time restrictions along both sides up to the car park area.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5519-P03_Dulnan Close
2. Norcot	Constitution Road	Request to remove the 2-hour restriction on Bank Holidays to allow unrestricted parking for residents, when the nearby Surgery is closed.	We propose to modify the existing time restrictions to exclude bank holidays.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5520-P01_Constitution Road

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



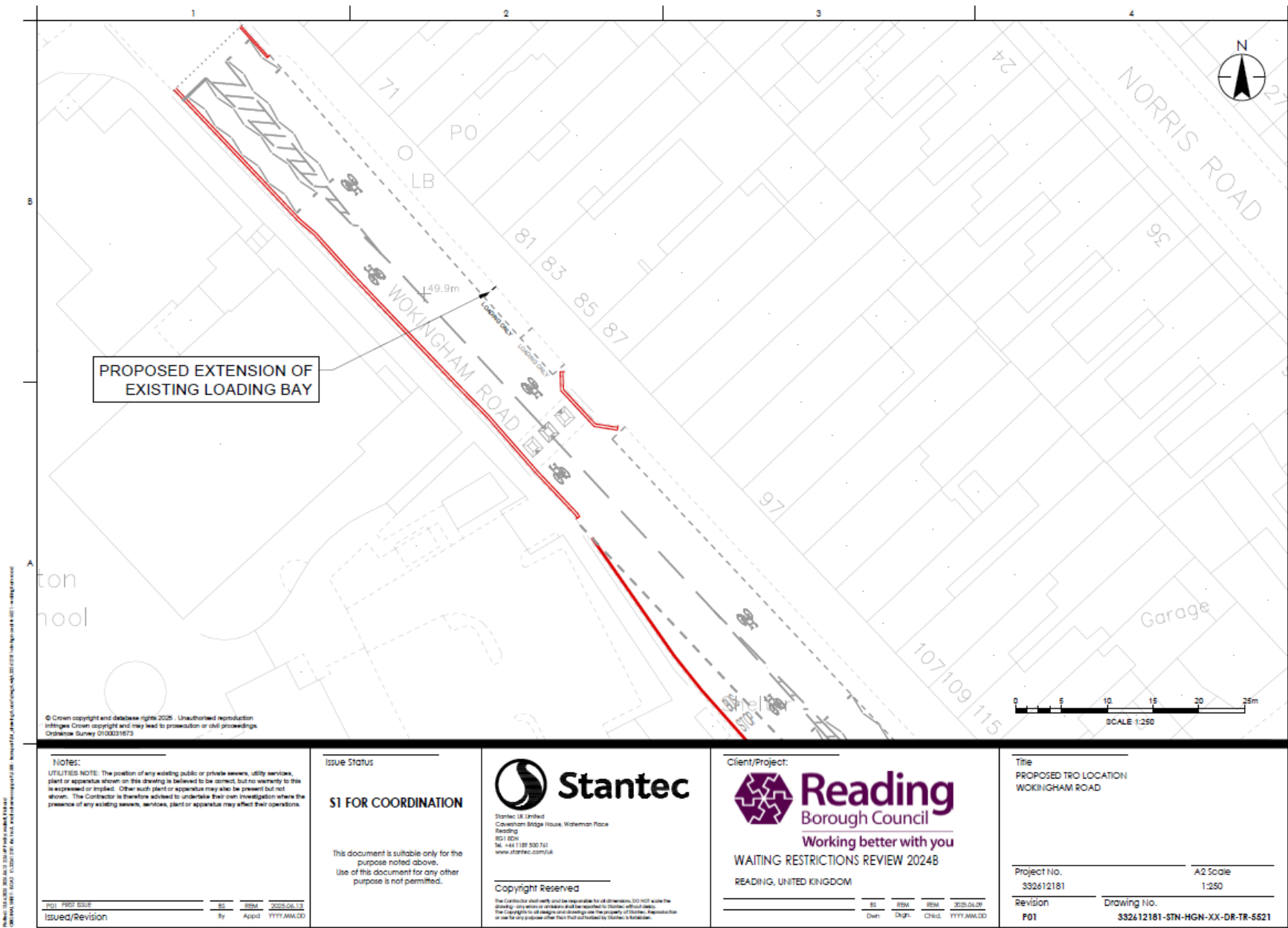
Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Park	Wokingham Road	Request to extend one of the existing loading bays near the shops on 85-87 Wokingham Road due to limited space, safety concerns, and operational delays.	We propose to extend the existing loading bay outside no 85 by converting and incorporating the parking space outside no. 83.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5521-P01_Wokingham Road

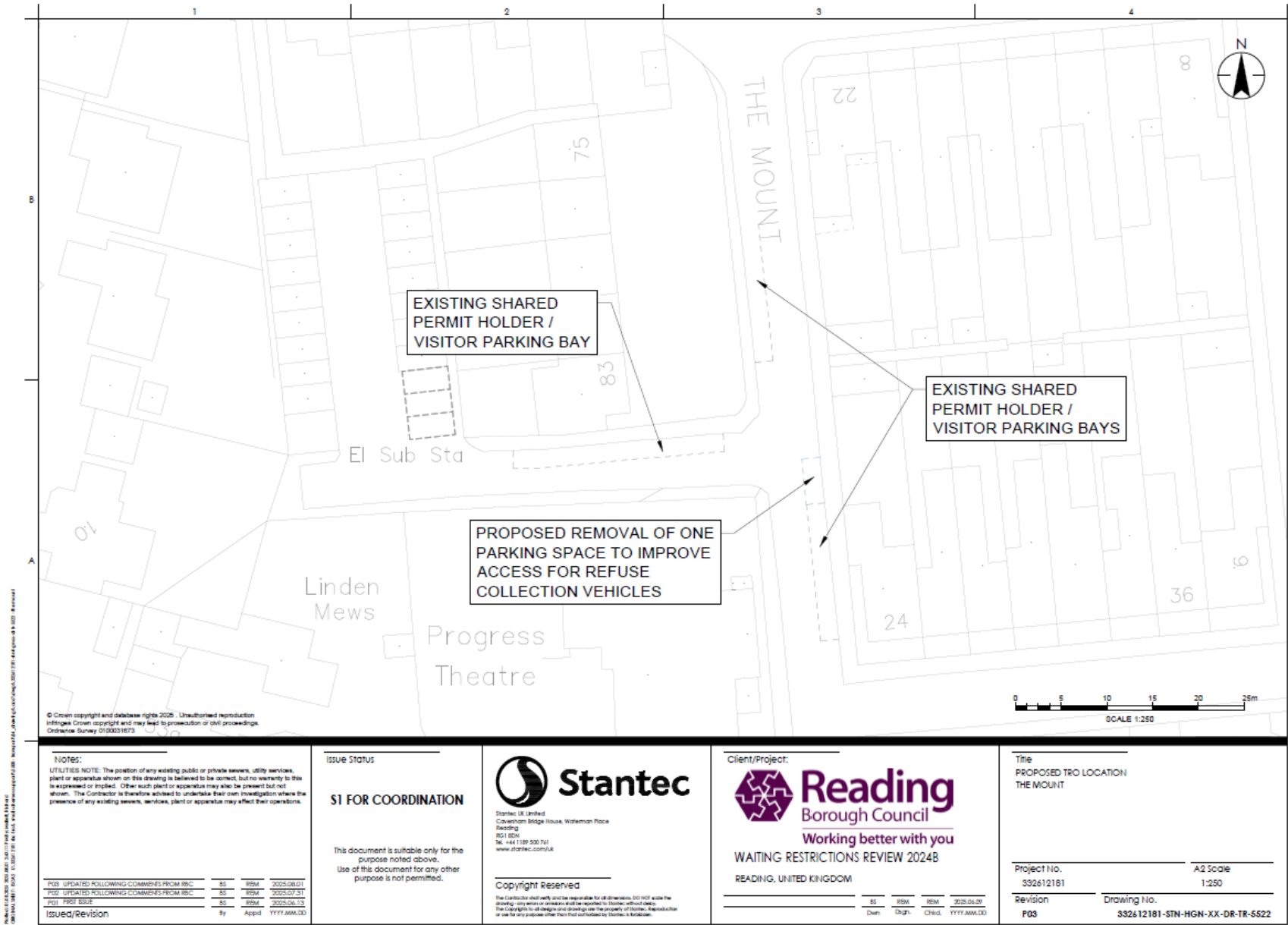
Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



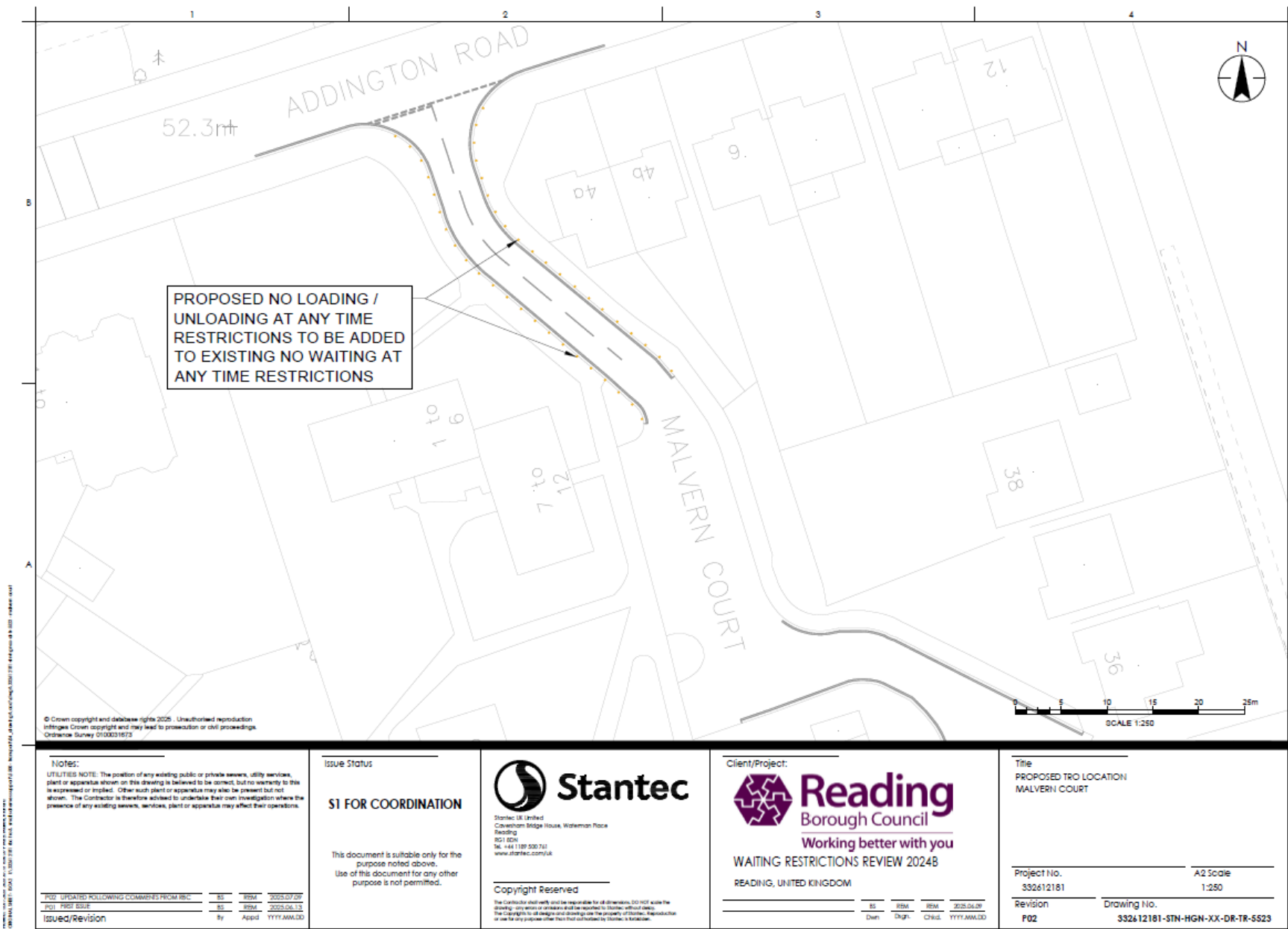
## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Redlands	The Mount	Request to reduce the length of a parking bay near the garaging area due to access challenges faced by refuse trucks.	<p>The waste collection team have confirmed that they have issues with access in the Mount. To help improve access for the refuse vehicle we propose to remove 1 car parking space (5 metres) at the end of an existing bay.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5522-p03_ The Mount</p>
2. Redlands	Malvern Court	Request for a loading ban to curb parking by parents picking up children from the nearby school.	<p>We propose to install a full time No Loading / Unloading At Any Time restriction along both sides, from the junction with Addington Road down to the car park area.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5523-P02_ Malvern Court</p>
3. Redlands	Watlington Street	Request to increase the number of 'permit holder only' parking bays on the road as residents are struggling to find spaces to park.	<p>We propose to remove some double yellow lines to allow for 1 additional permit holder parking space outside the Methodist Church Hall and another permit holder space outside the Polish Catholic Church, to increase the number of resident parking on this road.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5524-P01_ Watlington Street</p>
4. Redlands/Katesgrove	Northumberland Avenue 2	Request for double yellow lines near the roundabout due to issues caused by parked vehicles during the school pick up/drop off period.	<p>We propose to install some new double yellow lines and to convert a section of the existing single yellow lines to double yellow lines. This will help prevent issues caused by vehicles parking on this junction.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5516 - P03_ Northumberland Avenue 2</p>

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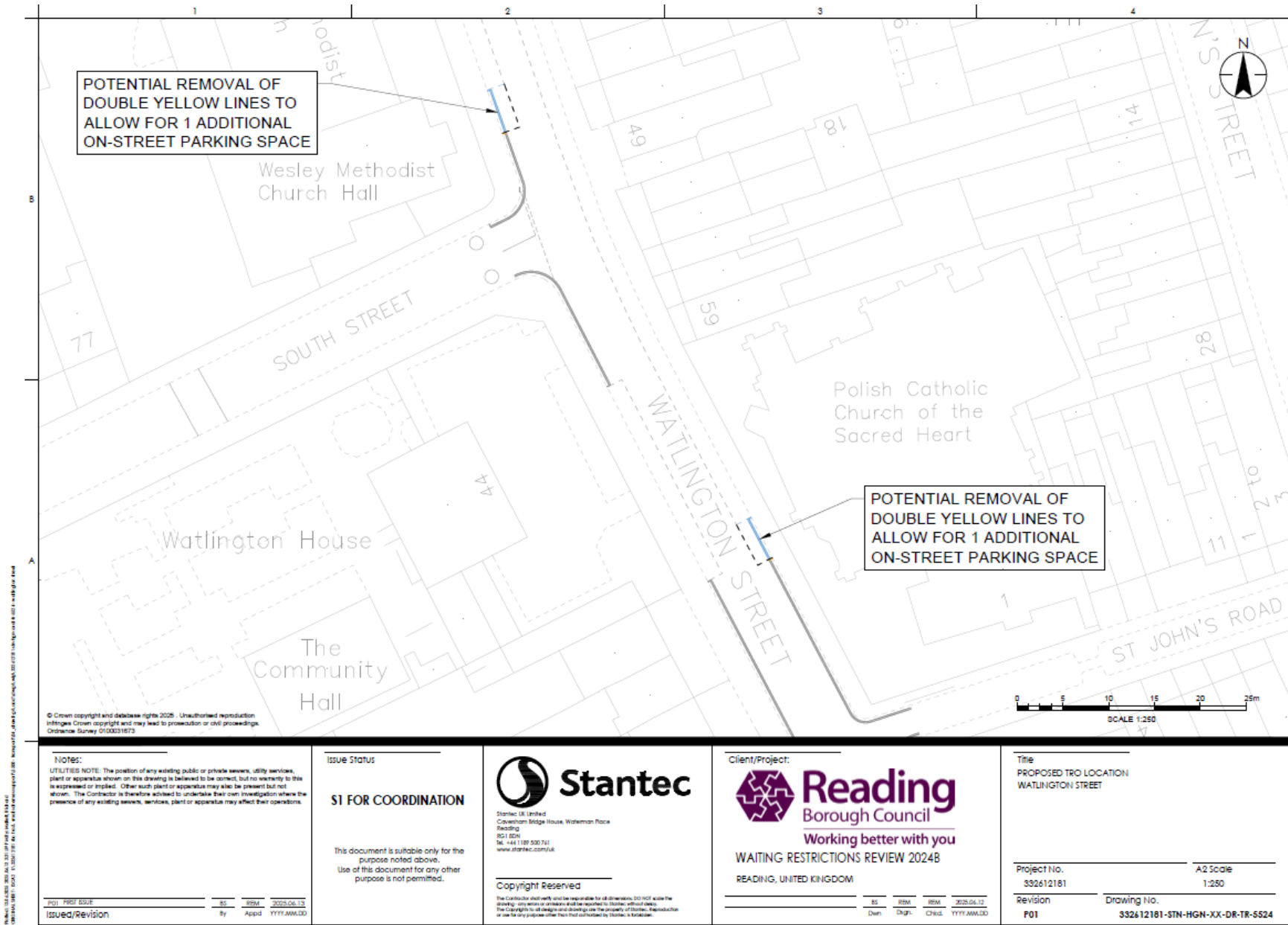


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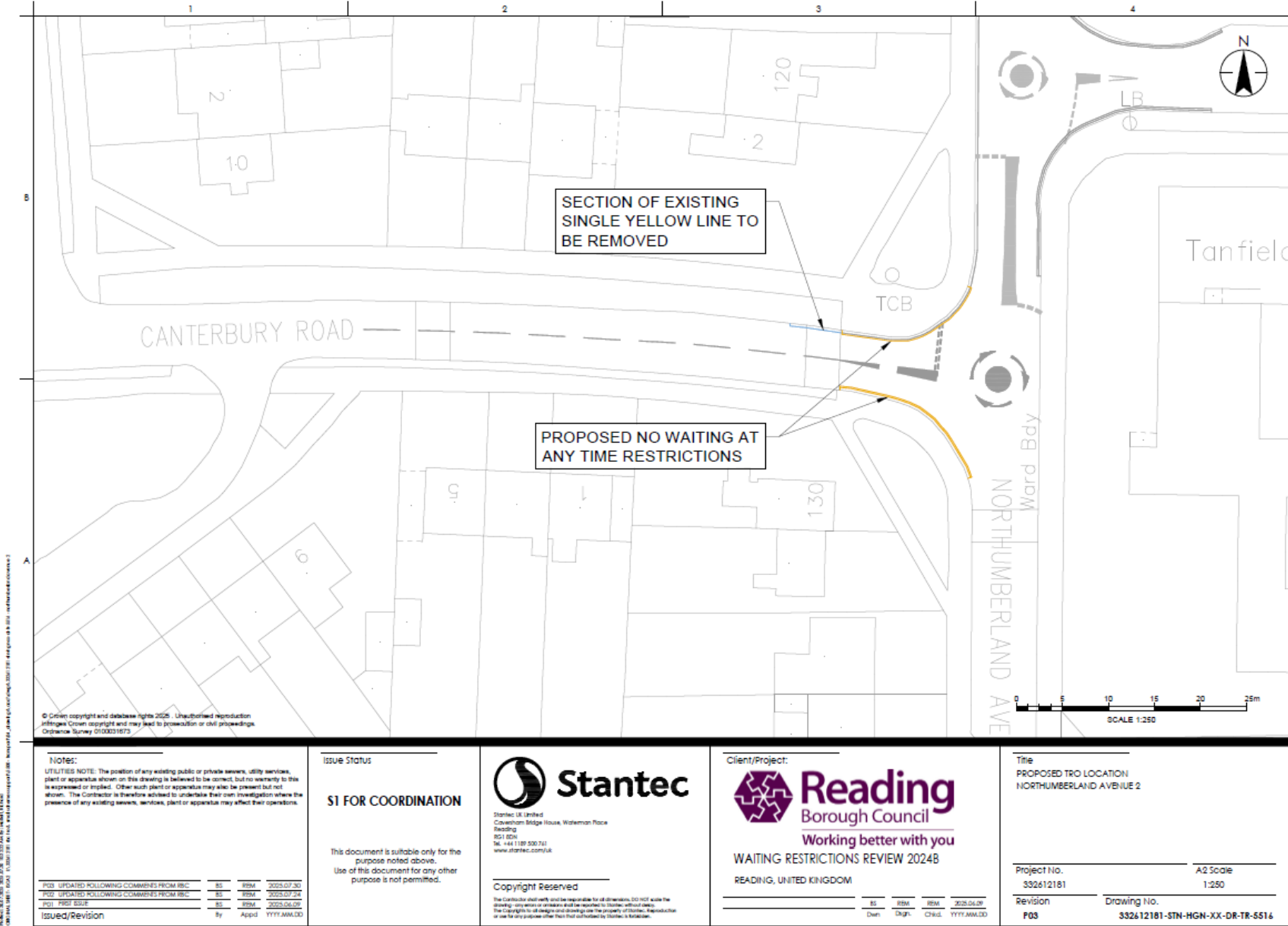


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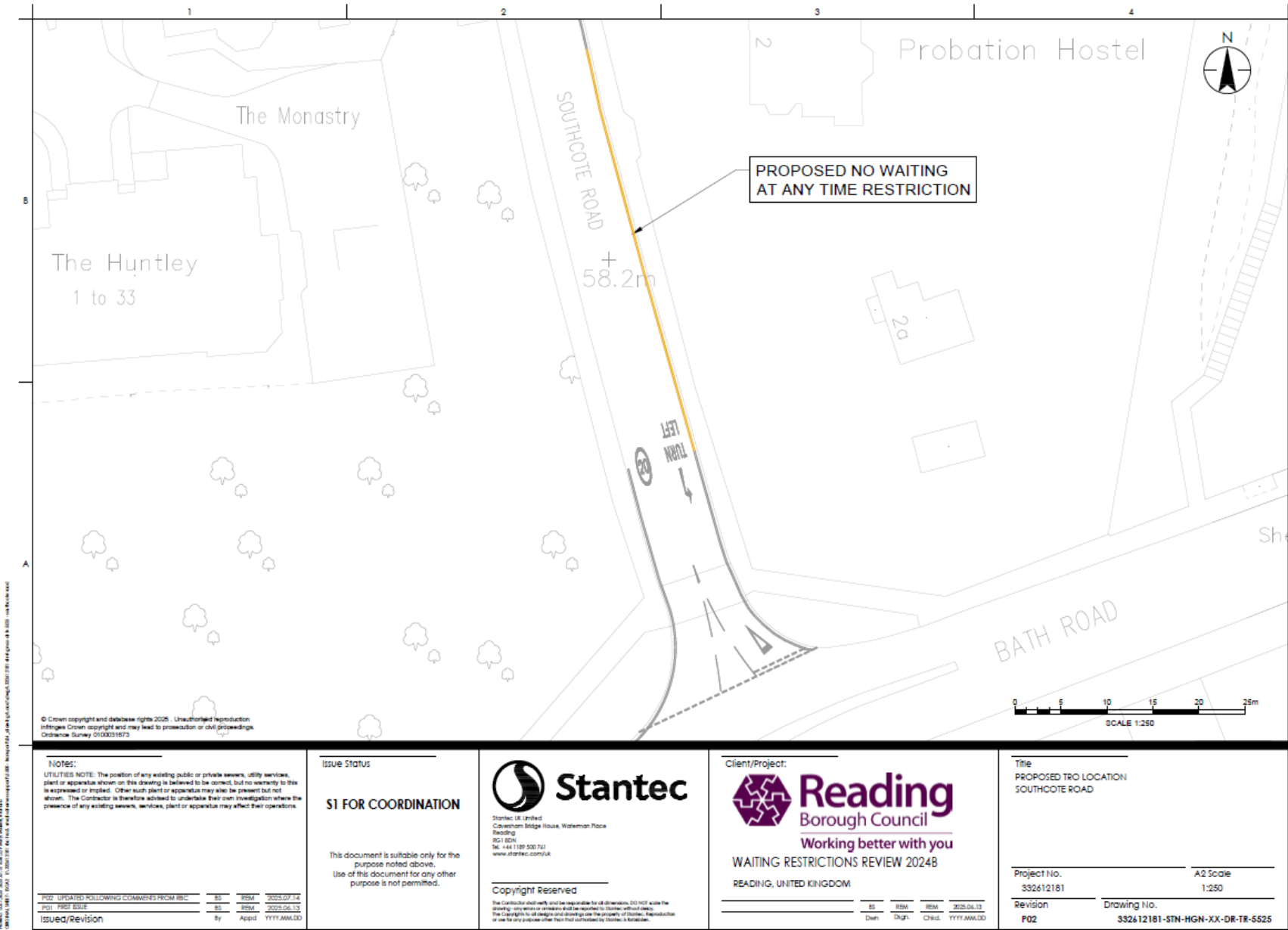


## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

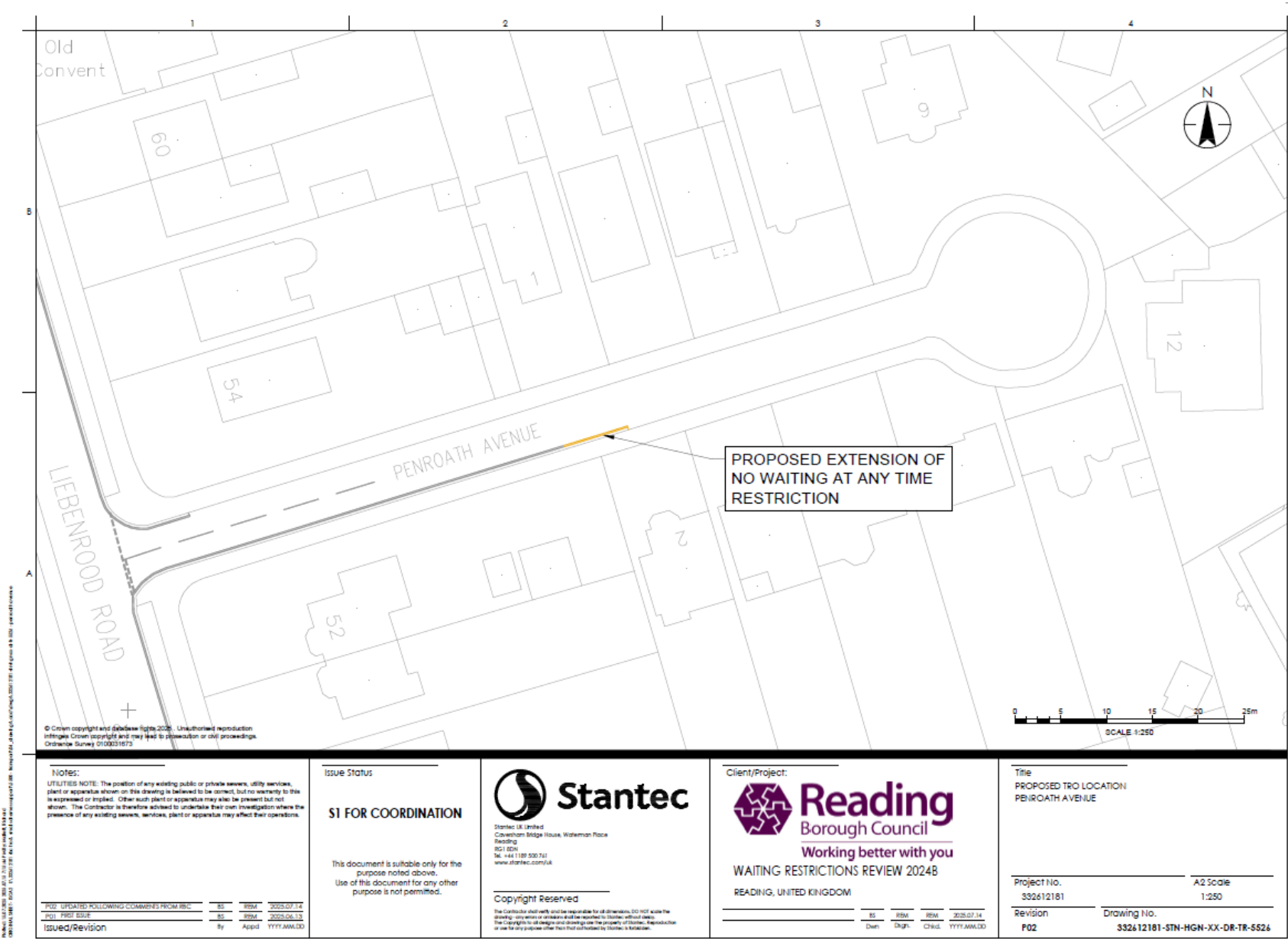
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
1. Southcote	Southcote Road	Request for an extension of the existing double yellow lines on Southcote Road, as vehicles parking on both sides of the road are blocking traffic and limiting visibility for drivers.	<p>We propose to install some new No Waiting At Any Time restrictions on the east side of the road near its junction with Bath Road. This will remove parking spaces in the area, however, officers have witnessed large vehicles parking here, causing visibility issues for motorists entering/leaving the area.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5525-P02_Southcote Road</p>
2. Southcote	Penroath Avenue	Request for extension of existing double yellow lines to prevent dangerous and obstructive parking which has prevented waste collection bins from accessing the area.	<p>We propose to extend the existing No Waiting At Any Time restriction on the south side to help with the issues caused by obstructive parking in the area.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5526-P02_Penroath Avenue</p>

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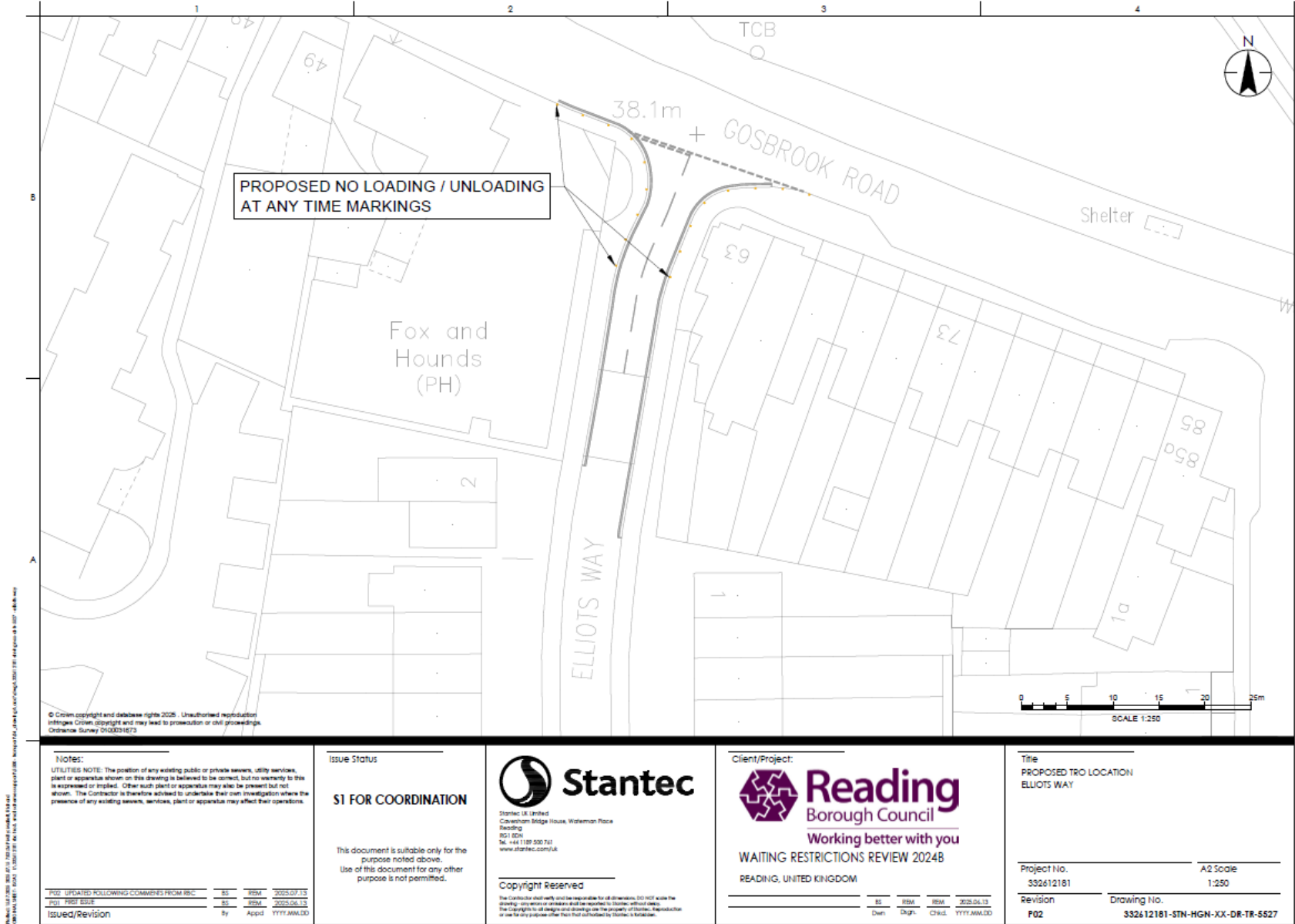
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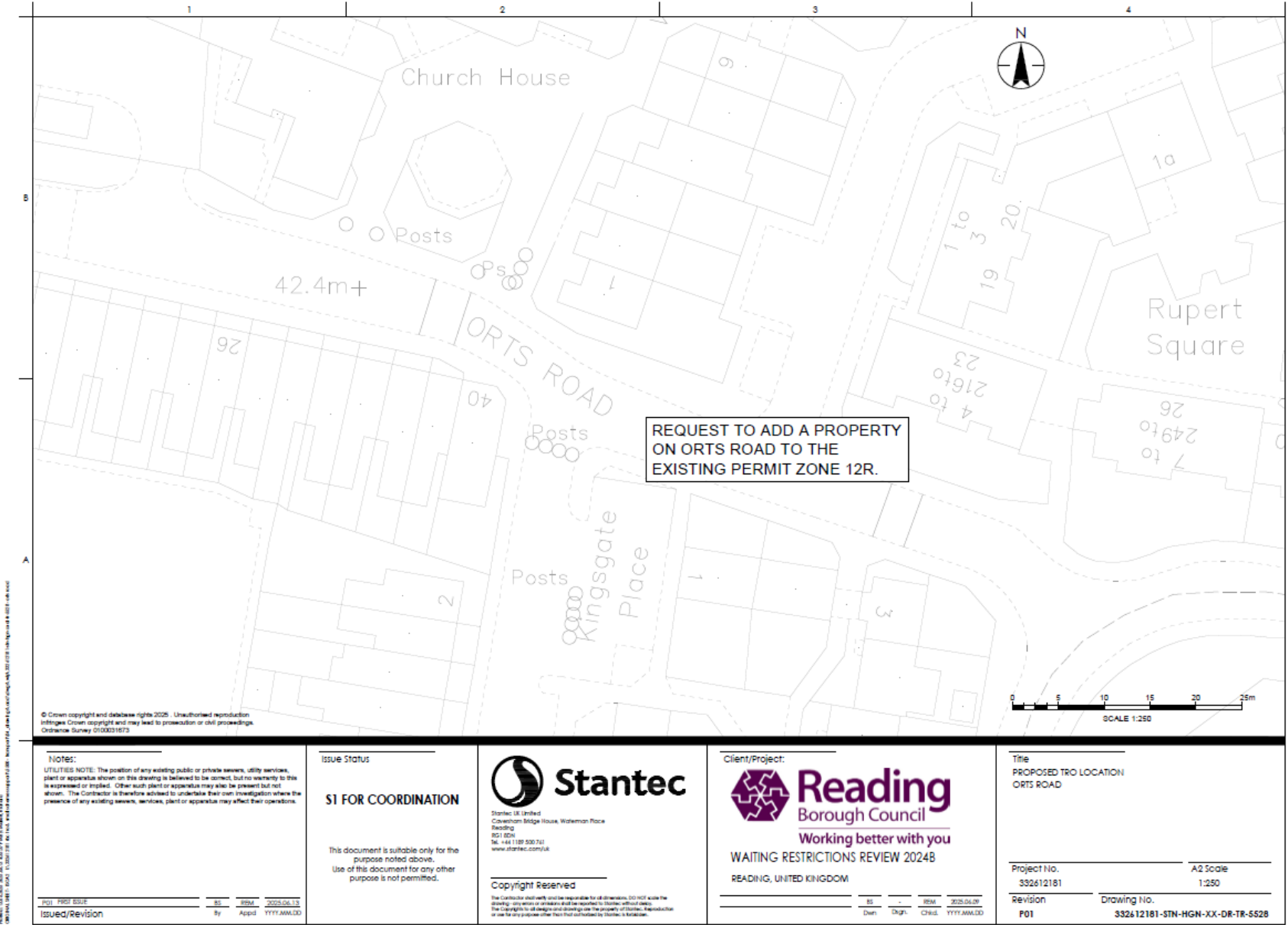
## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Thames	Elliotts Way	Request to install a loading restriction near its junction with Gosbrook Road due to issues caused by vehicles parking for the shops.	<p>We propose to install a No Loading / Unloading At Any Time restriction on both sides of the road from its junction with Gosbrook Road past the side of no. 63.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5527-P02_Elliotts Way</p>
2. Thames	Orts Road	Request to add a property on Orts Road to the existing permit zone 12R.	<p>We propose to add one additional property on Orts Road to the existing permit zone 12R.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5528-P01_Orts Road</p>

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Tilehurst	Park Lane (between City Road and the Water Tower)	Request for restrictions on Park Lane between City Road and the Water Tower due to regular parking causing traffic flow issues for both cars and buses.	Following the resent TRO rectification scheme, we now have a valid order for the verge and footway parking ban on Park Lane.  We therefore recommend that this be removed from the programme.
2. Tilehurst	Dalton Close	Request for double yellow lines at the junction of Dalton Close and Aylsham Close due to visibility issues caused by the unrestricted parking.	We propose to install new No Waiting At Any Time restrictions at the junction of Dalton Close and Aylsham Close to prevent obstructions and improve junction visibility.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5530-P01_Dalton Close
3. Tilehurst	Victoria Road	Request for extension of existing double yellow lines near its junction with Westwood Road due to visibility issues caused by unrestricted parking.	We propose to extend the exiting No Waiting At Any Time restrictions on both sides up to the rear of the buildings of no's 58 and 66.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5531-P02_Victoria Road
4. Tilehurst	Recreation Road	Request to remove a short section of the existing double yellow lines on the north side of the road, east of the car park. This is to provide some additional parking for residents.	We propose to remove a small section of double yellow lines on the north east side of the road to allow about 2 additional parking spaces.  Please see drawing 332612181-STN-HGN-XX-DR-TR-5532-P02_Recreation Road

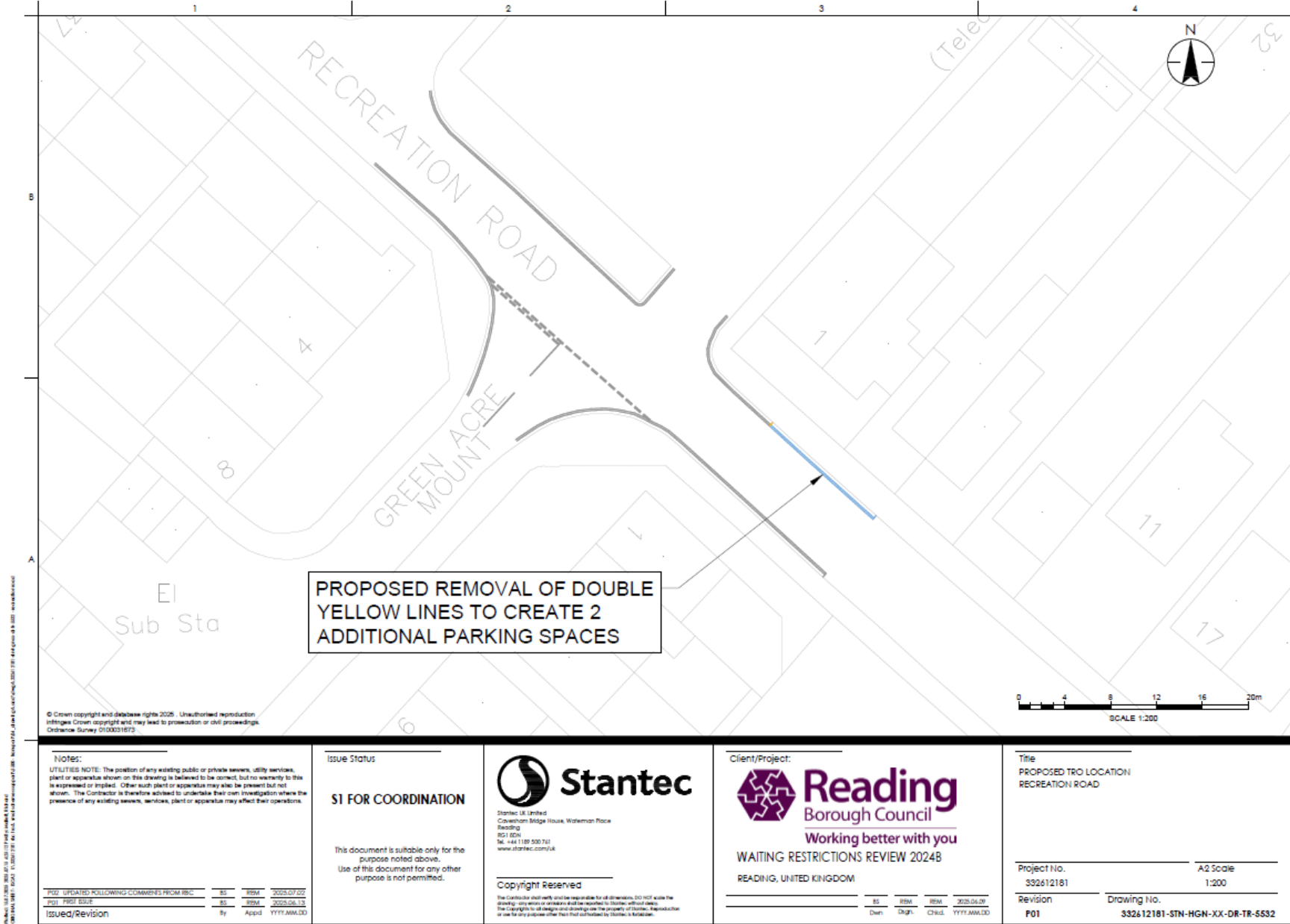
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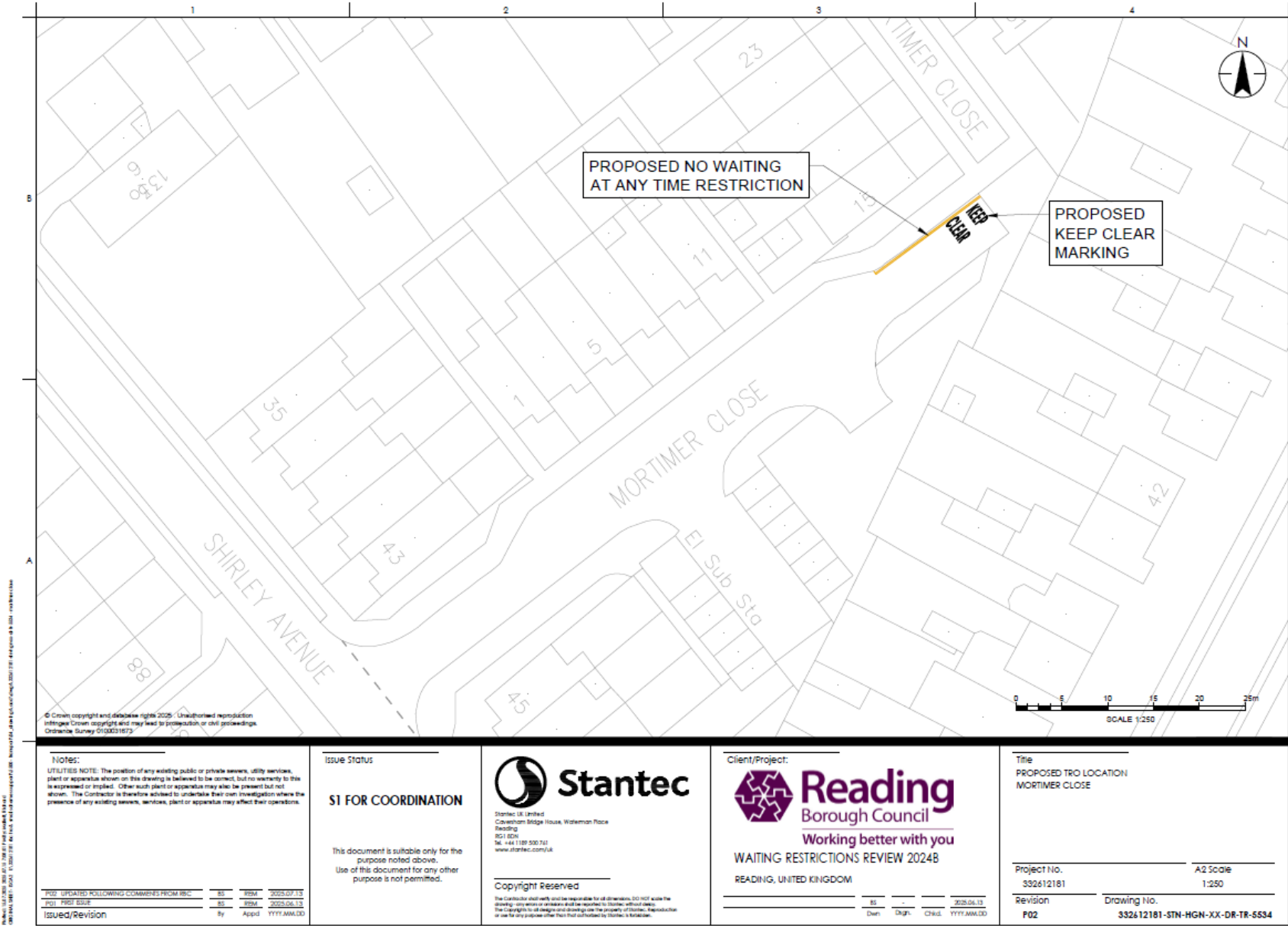
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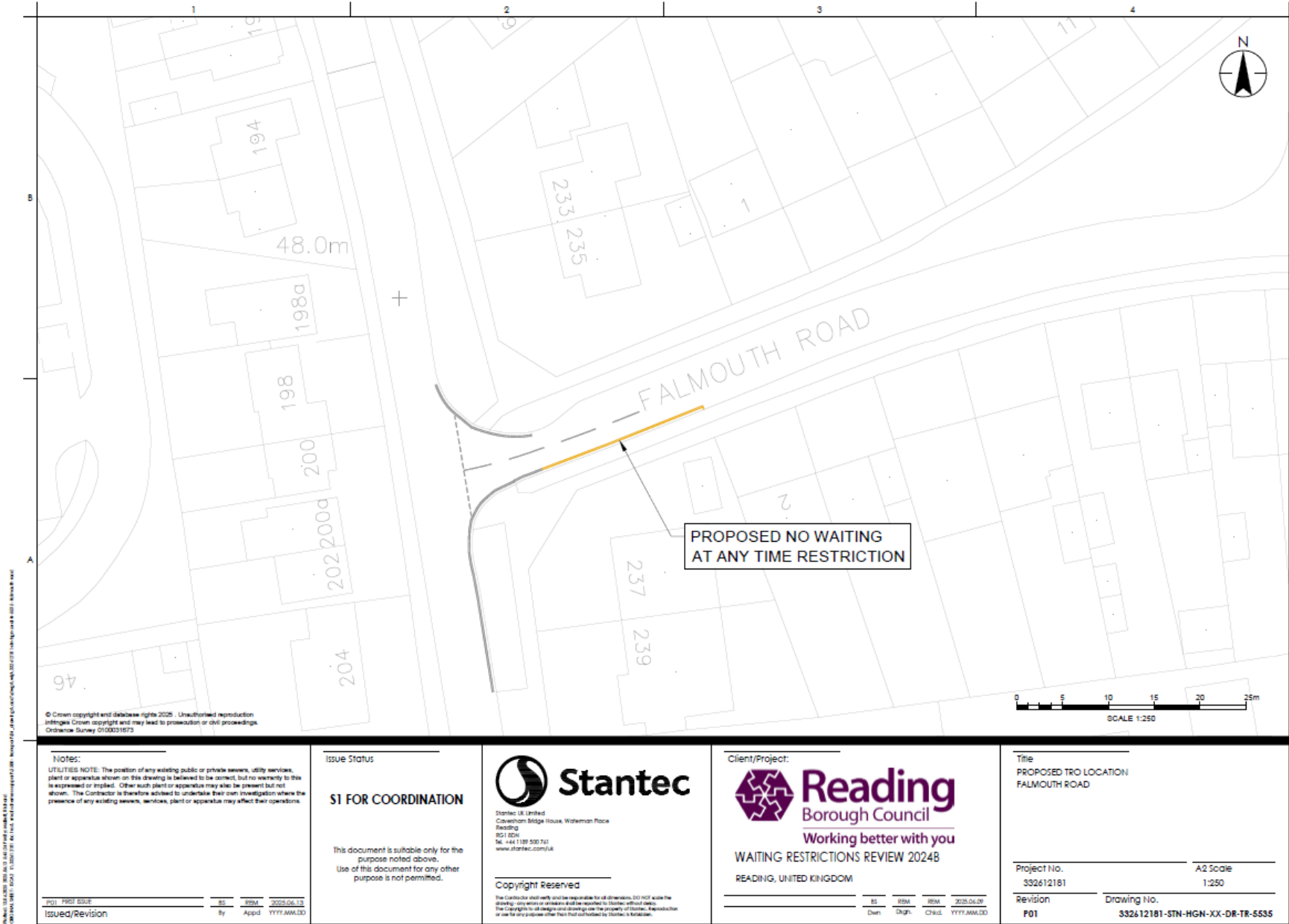
## Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Whitley	Whitley Wood Lane	Request for double yellow lines for the section just after the old Smith's Cycle Shop on Whitley Wood Lane, approximately outside property number No 132 down to property No 74 due to issues caused by vehicles parking on match days.	<p>The installation of yellow lines along this section will remove a number of parking spaces for residents and their visitors at all times. It could also cause displacement issues caused by vehicles parking further up the road.</p> <p>We therefore recommend that this be removed from the programme.</p>
2. Whitley	Mortimer Close	Request for waiting restrictions in Mortimer close to prevent dangerous and obstructive parking that affects accessibility. Concerns have been raised regarding access for emergency service vehicles.	<p>We propose to install some double yellow lines and a 'Keep Clear' marking at the end to prevent obstruction to access by emergency vehicles.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5534-P02_Mortimer Close</p>
3. Whitley	Falmouth Road	Deferred from the 2024A programme. Request to extend the existing yellow lines at its junction with Whitley Wood Lane to alleviate issues caused by vehicles parking, which are said to cause a hazard and damage the verge	<p>We propose to extend the existing No Waiting At Any Time restriction on the southside up to the boundary between no. 237 Whitley Wood Lane and no. 2 Falmouth Close.</p> <p>Please see drawing 332612181-STN-HGN-XX-DR-TR-5535-P01_Falmouth Road.</p>

Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



Appendix 1: Waiting Restriction Review Programme 2024B – Recommendation Report



## Traffic Management Sub-Committee

11 September 2025



**Reading**  
Borough Council  
Working better with you

<b>Title</b>	Traffic Regulation Order Rectification - Update
<b>Purpose of the report</b>	To note the report for information
<b>Report status</b>	Public report
<b>Executive Director/ Statutory Officer Commissioning Report</b>	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
<b>Report author</b>	James Penman, Network Services Manager
<b>Lead Councillor</b>	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
<b>Council priority</b>	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. That the Sub-Committee notes the content of this report.</li> <li>2. That no public inquiry be held into the proposals.</li> </ol>

### 1. Executive Summary

- 1.1. At Council on 15 October 2024, a summary of issues relating to certain Traffic Regulation Orders (TROs) was reported (report available [here](#)) and a rectification process agreed (report available [here](#)). The agreed rectification process involves advertising new, permanent TROs to address the issues identified on these TROs. Officer delegation for considering objections and making TRO implementation – or otherwise – decisions was also approved by Council.
- 1.2. This is a continuation of a series of update reports, starting from November 2024, that will inform this Sub-Committee of progress and decision making against these TROs.
- 1.3. Council agreed to an Action Plan that was proposed by officers to address the issues that led to some of these errors, to mitigate the risks or recurrence and to provide assurance that processes were in place to address any further TRO issues that may arise.
- 1.4. This report informs the Sub-Committee that the statutory consultation agreed at the meeting in June 2025 (report available [here](#)) for rectifying TRO issues discovered within the Town Centre Red Route order has been undertaken. No objections have been received, so as per the decisions made at that meeting, the TRO will be made.
- 1.5. This report also highlights an issue discovered, and since rectified, with non-compliant yellow-line restrictions on Durham Close.

### 2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTA) sets out the legal basis for making TROs. It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
  - (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
  - (b) preventing damage to the road or to any building on or near the road, or

- (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
  - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
  - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or
  - (f) preserving or improving the amenities of the area through which the road runs or
  - (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995
- 2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.
- 2.3. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTA), as both seek to improve public wellbeing and sustainable development.

### 3. The Proposal

#### Current Position

- 3.1. Traffic Regulation Orders (TROs) are legal orders, which allow the Highway Authority to regulate the speed (Speed Limit Orders), movement and parking of vehicles and enable the compliant signing, lining and enforcement of restrictions on our highways. They can cover a variety of different restrictions, including those related to waiting and loading, residential parking restrictions, speed limits and bus lanes implementation for example.
- 3.2. TROs contain textual information about the nature of the restrictions, how they operate and are enforced and the exact location descriptions for where they apply.
- 3.3. The majority of the Borough's TROs are intended to lead to permanent changes. In this situation, the Council undertakes a minimum 21-day statutory consultation process, whereby objections to the draft TRO can be submitted. Following consideration of the objections, the Council may still decide to implement the changes, and the draft TRO is made permanent with an implementation date that aligns with the implementation date of the restrictions on street.
- 3.4. The statutory consultation process requires the Council to advertise notices – a simplified version of the TRO – in local newspaper publications, to place copies of the notices on street and make the full draft TRO, relevant plans and statement of reasons available for public inspection as a minimum.
- 3.5. An internal investigation, the results of which were reported to Council in October 2024, identified that a number of historic Traffic Regulation Orders within the Borough were incorrectly made. As a result, there are restrictions presented on the Highway that cannot be enforced.
- 3.6. The following table details the TROs affected, as reported to Council in 2024:

**Table 1**

Item	Issue
TRO 1	Location:

(Red Route East)	<p>Red Route East, including Kings Road from its junction with Watlington Street to Cemetery Junction, Wokingham Road and partially into adjoining streets such as Queens Road and London Road.</p> <p>Issue: The experimental TRO came into operation on 15 January 2018, but only for a period of 6 months. The experimental TRO expired and was not made permanent.</p> <p>Subsequent TROs were implemented to cover later pay and display restrictions outside the Wokingham Road shops, and further 'shared-use' pay &amp; display / resident permit parking restrictions also along Wokingham Road. These are not affected by the issue.</p> <p>The West and Town Centre Red Route TROs are correctly in operation and are not impacted by this issue.</p> <p>Resolution: A new TRO is required for the restrictions on the original, expired experimental TRO that are not covered by the subsequent TROs and presented on street. These are predominantly 'No stopping at any time' along the route.</p>
<p><b>TRO 2</b></p> <p>(Swainstone / Waldeck)</p>	<p>Location: Waldeck Street Resident Permit Parking and Swainstone Road Resident Permit Parking scheme.</p> <p>Issue: The consulted TRO was due to come into operation from 1 March 2016, but was not sealed and made (to legally come into operation).</p> <p>A subsequent TRO was introduced from 29 September 2021, which covers the restrictions within Waldeck Street, following changes introduced through a Waiting Restriction Review programme. Therefore, Waldeck Street is no longer considered to be affected by this issue.</p> <p>Resolution: A new TRO is required to cover the restrictions on Swainstone Road as per the original TRO and presentation on street. These are predominantly resident permit parking bay restrictions.</p>
<p><b>TRO 3</b></p>	<p>[The references used in this table reflect those used in other reports on this issue for consistency. However, while this TRO has formed part of the investigation it was not considered to require rectification and is not relevant to this report.]</p>
<p><b>TRO 4</b></p> <p>(Red Route West)</p>	<p>Location: Western section of the Red Route in its entirety.</p> <p>Issue: The citation (reference within the order to the title of that order) has been incorrectly written. While the error is not material to enforcement, this issue will be rectified.</p> <p>Resolution: A new TRO is required to rectify this issue.</p>
<p><b>TRO 5</b></p> <p>(Southcote Verge &amp; Footway)</p>	<p>Location: 'Southcote' Verge and Footway Parking ban area, including the whole lengths of Southcote Lane, Ashampstead Road, Brunel Road, Circuit Lane, Frilsham Road, Gainsborough Road and Virginia Way.</p> <p>Issue: The experimental TRO came into operation on 9 February 2015, but only for a period of 6 months. The experimental TRO expired and was not made permanent.</p>

	Resolution: A new TRO is required to cover the restrictions in the expired experimental TRO and presented on street, namely to cover the ban on footway and verge parking.
<b>TRO 6</b> (Tilehurst & Kentwood Verge & Footway)	<p>Location: 'Tilehurst and Kentwood' Verge and Footway Parking ban area, including Church End Lane, Lower Elmstone Drive, Norcot Road, Oak Tree Road, Overdown Road, Park Lane, Recreation Road, School Road, The Meadway and Westwood Road. This list was corrected to remove Mayfair, which following reference made at Council in October 2024, had been agreed for removal from the resultant scheme by Traffic Management Sub-Committee in November 2014.</p> <p>Issue: The experimental TRO came into operation on 7 May 2013, but only for a period of 6 months. The experimental TRO expired and was not made permanent</p> <p>Resolution: A new TRO is required to cover the restrictions in the expired experimental TRO and presented on street, namely, to cover the ban on footway and verge parking. This will exclude Mayfair, following a decision at Traffic Management Sub-Committee in November 2014, agreeing to its removal from the resultant TRO.</p>
<b>TRO 7</b> (London Road)	<p>Location: London Road, resident permit parking bays on the north side of the street, either side of the junction with East Street.</p> <p>Issue: The section of the TRO containing the 'no waiting' and 'no loading' restriction along the north side of London Road contained an incorrect location description, which causes it to overlap with the resident permit parking bay restrictions.</p> <p>This issue was originally contained in a TRO that came into operation on 23 February 2007 and was replicated in a later TRO that came into operation on 23 March 2015.</p> <p>Resolution: Requires a new TRO to replace the problematic elements from the abovementioned TROs with the correct restrictions, as presented on street. This will correctly capture the resident permit parking bays and the 'no waiting' and 'no loading' restrictions without overlap of the two.</p>
<b>TRO 8</b> (Hosier Street & St Marys Butts)	<p>Location: Issue 1 - Hosier Street, north and south sides Issue 2 - St Marys Butts east side shared-use taxi/disabled badge holder parking bays, to the south of the junction with Broad Street/West Street.</p> <p>Issue1: Incorrect description for the parking restrictions referred to the restriction spanning from its junction with St Marys Butts '...to a point 20m east of that junction', when it should have read '...to a point 20m west of that junction'.</p> <p>This issue was originally contained in a TRO that came into operation on 3 March 2003 and was replicated in the later Town Centre Red Route TRO that came into operation on 5 November 2021.</p> <p>Resolution: Requires a new TRO to replace the problematic elements from the abovementioned TROs with the correct restrictions, as presented on street. This will correctly capture the 'no stopping at any time' restrictions on approach to the junction with St Marys Butts.</p> <p>Issue 2: There are discrepancies in the permitted times for disabled badge parking between different areas of the TRO (e.g. Article 16 (b) 8am to 5pm) and the</p>

	<p>signing in place (5am to 8pm). The intension of Red Route was to translate previous restrictions into Red Route restrictions as best as possible, so it is considered that 5am to 8pm (as signed) is the appropriate restriction and that the incorrect TRO elements should be amended to reflect this.</p> <p>Resolution: Amend the incorrect elements of the TRO to reflect the disabled badge holder parking being permitted between 5am and 8pm.</p>
<p><b>TRO 9</b>  (A33 bus lanes)</p>	<p>Location: A33 bus lane, southbound sections between Bennet Road and the M4 Junction 11 gyratory, and the northbound section between Imperial Way and South Oak Way.</p> <p>Issue: A section of the TRO provides incorrect exemptions for cyclists, motor cyclists and hackney carriage vehicles, in conflict with the other descriptions within the TRO, the bus lane signage and originally approved intentions of Committee.</p> <p>The TRO came into operation on 1 December 2017.</p> <p>Resolution: A new TRO is required to replace the problematic elements from the abovementioned TRO with the correct exemptions.</p>
<p><b>TRO 10</b>  (Redlands Road)</p>	<p>Location: Redlands Road, east side, 50m length of waiting and loading restriction either side of its junction with Morgan Road.</p> <p>Issue: The TRO contains incorrect measurements for a waiting (parking) and loading restriction, leaving this abovementioned section without a valid TRO in place.</p> <p>Resolution: A new TRO is required to replace the problematic elements from the abovementioned TRO with the correct restrictions, as presented on street. This will correctly capture the length of 'no waiting' and 'no loading' restriction.</p>

- 3.7. To ensure that the restrictions presented on street in the table above are compliant with national signing regulations (the Traffic Signs, Regulations and General Directions (TSRGD) and that they are enforceable, valid TROs need to be in place.
- 3.8. The consultation process is a regulatory process, and officers will follow a standard approach for each TRO as follows:
- They will be 'hosted' within the consultation area of the Council's website ([here](#)), with introduction text, copies of the drawings, legal notice, draft TRO and any other documentation required by regulation. There will be a form for submitting a response.
  - There will be an appropriate and proportionate number of legal notices erected on street. These will be on white weatherproof A4 paper, will contain the written restrictions and provide reference to the consultation page on our website.
  - The content of these legal notices must be published in a locally printed and distributed newspaper as part of the regulatory process.
  - The consultations will run for 21 days each, the only exception being in the unlikely situation that any run into the festive period, where it may be appropriate to extend the duration. Officers are expecting to avoid running consultations over this period.
- 3.9. The launch of the statutory consultations has been staggered, and the following table shows the progress of each TRO through the rectification project. This table will be updated for future Sub-Committee meetings until the processes are concluded for all effected TROs.

Members are asked to note that the timelines below may be subject to change and will be influenced by the feedback received during statutory consultation. For the purposes of this report, and unless specifically referred, the table has assumed that there will be no objections received and a decision taken to implement (make) the resultant TROs.

**Table 2**

<b>Item</b>	<b>Progress (Indicative Key Milestones. Subject to Change)</b>
<b>TRO 1</b>  (Red Route East)	Process complete.  Minor amendments to drawings 7 and 8 agreed by delegations (delegations agreed at Council, October 2024). These included some additional bay-marked restrictions that were not captured on the original drawings to Council in October 2024.  Statutory consultation completed and no objections were received. TRO was made on 3 February 2025.
<b>TRO 2</b>  (Swainstone / Waldeck)	Process complete.  Statutory consultation completed and no objections were received. TRO was made on 23 April 2025
<b>TRO 3</b>	Not Applicable.
<b>TRO 4</b>  (Red Route West)	Process complete.  Rectified by statutory notice advertised on 4 September 2025 and made on 11 September 2025.
<b>TRO 5</b>  (Southcote Verge & Footway)	Process complete.  Minor amendment to drawing agreed by delegation (delegations agreed at Council, October 2024). The southern section of Circuit Lane was not captured on the original drawings to Council in October 2024.  Statutory consultation completed and an objection was received and considered. Decision made to implement as advertised and TRO was made on 23 April 2025.
<b>TRO 6</b>  (Tilehurst & Kentwood Verge & Footway)	Process complete.  Statutory consultation complete and objections were received and considered. Decision made to implement as advertised and TRO was made on 23 April 2025.
<b>TRO 7</b>  (London Road)	Process complete.  Statutory consultation complete and an objection was received and has been considered. Decision made to implement as advertised and TRO was made on 28 May 2025.
<b>TRO 8</b>  (Hosier Street & St Marys Butts)	Process complete.  Statutory consultation completed and no objections were received. TRO was made on 23 April 2025
<b>TRO 9</b>  (A33 bus lanes)	Process complete.  Statutory consultation completed and no objections were received. TRO was made on 23 April 2025

<b>TRO 10</b>  (Redlands Road)	Process complete.  Statutory consultation completed and no objections were received. TRO was made on 23 April 2025
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- 3.10. Enforcement commenced following the making of each TRO and a two-week period of warning notices being issued, as applicable. As part of the rectification scheme, officers have also been identifying areas where signing and lining relating to these restrictions requires improvement and have been actioning any required changes.

### **New TRO Issues**

- 3.11. Part of the Action Plan agreed at Council in October 2024, and monitored through Audit and Governance Committee, included a commitment to establishing a process of raising and addressing any further issues that may be discovered with other TROs. While the Digital TRO Project (referred later in this report) is expected to mitigate the risks of TRO issues, there will be instances where issues are found with existing orders and that there should be a more 'business as usual' process for addressing these as they arise.

Officers have discovered further issues for which enforcement has ceased, as follow:

- a. London Street southbound bus lane (reported June 2025)

#### Issue

The TRO for this lane was consulted and made as a bus only lane, but it was installed with incorrect signing that identified it as a lane available to buses, taxis (hackney carriage vehicles) and cyclists (see Appendix 1).

#### Recommendation (agreed June 2025)

It was recommended that a statutory consultation be undertaken to propose an amendment to the Order to reflect the restriction as presented on street, namely to allow taxis (hackney carriage vehicles) and cyclists to use the lane in addition to buses.

This safeguarding of the restrictions that already appear on street, without amendment to the presented restrictions, aligns with the principle applied to the original TRO issues reported to Council. Operationally, the lane appears to have functioned adequately with this access since it was installed.

#### Progress

The consultation commenced on 21 August and ends on 11 September. The consultation feedback will be reported to the Sub-Committee meeting in November 2025 so that a decision can be taken regarding implementation, or otherwise, of the proposed restrictions.

- b. Town Centre Red Route, various 'split-use' bays

#### Issue

Applies to a number of bays that have different restrictions in the daytime and overnight (see Appendix 2), such as daytime disabled parking and overnight taxi waiting.

While the lining, signing and TRO schedule titles of these bays reflects the intentions of the scheme, there have been errors identified within the TRO articles, whereby references the incorrect operational times within a few of these bays.

#### Recommendation (agreed June 2025)

It was recommended that a statutory consultation be undertaken to propose an amendment to the articles in the original TRO, correcting the am/pm typos.

#### Progress

The statutory consultation for the proposed TRO amendments was undertaken between 10 July and 1 August 2025. No objections were received, so as per the agreements of June 2025 Traffic Management Sub-Committee, officers are proceeding with the making of this TRO, which is expected late summer.

#### c. Durham Close, double-yellow-lines

##### Issue

A section of Durham Close was found to have double-yellow-lines in place that were not covered by a TRO. It is suspected that these long-standing markings were in place in an advisory capacity before the section of road was adopted as Highway, but remained in place.

##### Resolution

Enforcement was immediately ceased and the lines have been removed, following discussion with Ward Councillors regarding their necessity.

#### **Options Considered**

- 3.12. Not applicable - there are no new actions nor recommendations arising from this report.

#### **Digital TRO Project Update**

- 3.13. Linked to the reports regarding the TRO issues identified, officers reported to Council in October 2024 an update on a project to move to a digitised, map-based TRO management system.

The intention of the overall project is to introduce a software package that enables map-based locating of restrictions, management of TROs and interrogation of TROs. It is intended that the substantive part of this project would be to capture the restrictions as shown on street (the 'ground-truth') and create three new themed Boroughwide TROs within the system - waiting restrictions, movement restrictions and speed restrictions (Speed Limit Orders) respectively.

The primary advantages of such a system include:

- Mitigating risks of accuracy/compliance and variance of interpretation in TROs;
  - Expediting the TRO consolidation processes, leading to fewer TROs being 'active' within the Borough;
  - Compliance with forthcoming regulations requiring submission of new TRO (and Temporary TRO) data to the government; and
  - Ease of access to information, internally and externally, through provision of an interactive map-based tool available on our website.
- 3.14. We are awaiting the outcome of a recent Government consultation regarding the potential implementation of their new regulations. We anticipate this being in early 2026. This incoming legislation continues to inform the delivery order/priority of this overall project.
- 3.15. The software supplier providing the TRO management suite has been appointed and officers are now in the early stages of onboarding, process and delivery mapping.

Development of this project is being monitored via the Council's Customer Experience Board, with additional reporting to the Transformation and Efficiency Board, and progress is being reported to the Audit and Governance Committee as part of the wider 'Action Plan' remit of that Committee.

Sub-Committee members will be updated once dates for key initial project milestones have been agreed with the supplier.

#### **4. Contribution to Strategic Aims**

4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:

- Promote more equal communities in Reading
- Secure Reading's economic and cultural success
- Deliver a sustainable and healthy environment and reduce our carbon footprint
- Safeguard and support the health and wellbeing of Reading's adults and children
- Ensure Reading Borough Council is fit for the future

4.2. In delivering these priorities, we will be guided by the following set of principles:

- Putting residents first
- Building on strong foundations
- Recognising, respecting, and nurturing all our diverse communities
- Involving, collaborating, and empowering residents
- Being proudly ambitious for Reading

4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

4.4. The recommendations in this report align with the Council's priorities, namely:

##### **Deliver a sustainable and healthy environment and reduce our carbon footprint**

The Road Traffic Regulation Act 1984 enables the Council to introduce measures like speed limits, one way systems, bus lanes, or restrictions on certain vehicles. These provisions directly support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel like walking and cycling.

By implementing TROs, the Council can create more green spaces and pedestrian friendly areas, aligning with its goal of promoting a healthy environment which has a positive impact on the life of every resident – making Reading a greener, more attractive place to live, with a tangible impact on physical and mental health and life expectancy.

These actions also support accessibility and mobility, which are key to thriving, connected communities, ensuring everyone including the vulnerable and excluded can safely use public spaces, regardless of age or ability.

By managing traffic to reduce congestion and improve public transport flow, the Council can boost local economic activities and make it easier for everyone to access education, skills and training and good jobs.

The recommendations of this report relate to restrictions that directly benefit the flow of public transport and cycling, in addition to facilitating parking/stopping management of public transport providers and blue badge holders parking within the town centre.

#### **5. Environmental and Climate Implications**

5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).

5.2. A climate impact assessment has not been considered necessary for the recommendations in this report. If agreed, and the consulted draft TROs made permanent, there will be no expected changes to on street signing or lining – the recommendations do not seek to change the restrictions from how they are currently

presented – and there will be negligible negative impact from the creation of some weatherproof on street notices required during the initial consultation period.

## **6. Community Engagement**

- 6.1. The recommendations of this report do not seek to alter the restrictions from how they are presented on street. The draft TROs will be advertised in compliance with statutory regulations and an opportunity provided for objections to be made.
- 6.2. Engagement with those who may have been negatively impacted by the highlighted issues has been reported to Council and is being addressed separately. Progress is also being monitored through reports to the Audit and Governance Committee.

## **7. Equality Implications**

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the recommendations of this report do not seek to change any restriction from what is currently presented on street and, therefore, are not expected to have a less favourable outcome to any persons with protected characteristics.

## **8. Other Relevant Considerations**

- 8.1. There are none.

## **9. Legal Implications**

- 9.1. The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders.
- 9.2. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes to be followed in making TROs.
- 9.3. Before making a TRO, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any comments to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.

With any traffic regulation order proposals, the Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the TRO as published, modify it, or abandon it. If it is agreed to proceed, the TRO is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.

- 9.4. The Council has considered its Network Management Duty under the Traffic Management Act 2004 and its Section 122 duty under the Road Traffic Regulation Act 1984.

## **Network Management Duty**

- 9.5. Part 2 Section 16 (1) of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

(2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—

(a) the more efficient use of their road network; or

(b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority). This duty places an ongoing obligation in ensuring overall traffic efficiency and network performance and not only applies to vehicles but all to pedestrians and cyclists.

## **Section 122 duty**

- 9.6. Further Section 122 of the Road Traffic Regulation Act 1984 places a duty on the local authority so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In carrying out this exercise the Council must have regard to the following:

- Desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
- The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the local authority to be relevant.

- 9.7. This duty focuses on the making of individual traffic regulation decisions.

- 9.8. Each of these duties has been considered in detail in relation to the schemes identified in this report.

- 9.9. Patricia Tavernier has cleared these Legal Implications.

## **10. Financial Implications**

- 10.1. The cost of undertaking the agreed TRO rectification processes is expected to be limited to internal staffing resources, the advertising costs for the statutory notices (consultation and sealing). This is estimated to total less than £10,000.

- 10.2. In addition to the implications referred in Section 10.1, the restrictions referred in this report are currently unenforceable. While the objective of the restrictions is to prevent the issues that were occurring previously and/or prevent unauthorised access to parts of the Highway, contraventions do occur and these generate revenue that is invested as per the Council's Annual Parking Reports. Additionally, many of the schemes including

parking restrictions help to minimise accelerated damage to the Highway occurring through, for example, parking on the footway and verges. These mitigations reduce the burden on the Council's Highway Maintenance budgets.

### **Capital Implications**

- 10.3. None expected.

### **Value for Money (VFM)**

- 10.4. The recommendations contained in the report to Council represent the lowest expenditure option to ensure compliance between the on-street restrictions and underlaying TROs.

### **Risk Assessment**

- 10.5 There are financial risks associated with the implementation decisions for any proposed TRO that receives objections. Where a decision is taken not to proceed with the making of a TRO, the restrictions on street would need to be altered to reflect those in the most recent compliant TRO, or may need to be removed altogether. These changes could include signing and lining replacement/alterations across potentially large areas.
- 10.6 Andy Stockle has cleared these Financial Implications.

## **11. Timetable for Implementation**

- 11.1. The following tables provide the intended timeline:

**Table 1** (Items identified in Section 3.6)

<b>Line</b>	<b>Milestone</b>	<b>When</b>
1	Site surveys and drawing preparation	Complete
2	Draft schedule of restrictions to be included in the TROs	Complete
3	Draft articles to be included in the TROs	Complete
4	Undertake statutory consultation (requires release of approved Council meeting minutes approving the undertaking proposals)	Complete
5.1	Make the TROs that have not received objection	Complete
5.2	Seek decisions on making TROs that have received objections	Complete
6	Make the TROs (as appropriate) that have received objections, following delegated decision.	Complete

**Table 2** (Items identified in Section 3.11)

<b>Line</b>	<b>Milestone</b>	<b>When</b>
1	Site surveys and drawing preparation	Complete
2	Draft schedule of restrictions to be included in the TROs	Complete
3	Draft articles to be included in the TROs	Complete

4	Undertake statutory consultation (requires release of approved Council meeting minutes approving the undertaking proposals)	In progress
5.1	Make the TROs that have not received objection	In progress
5.2	Seek decisions on making TROs that have received objections	Expected September and November 2025 TMSM meetings.
6	Make the TROs (as appropriate) that have received objections, following Traffic Management Sub-Committee decision.	Expected by January 2026

## **12. Background Papers**

12.1. There are none.

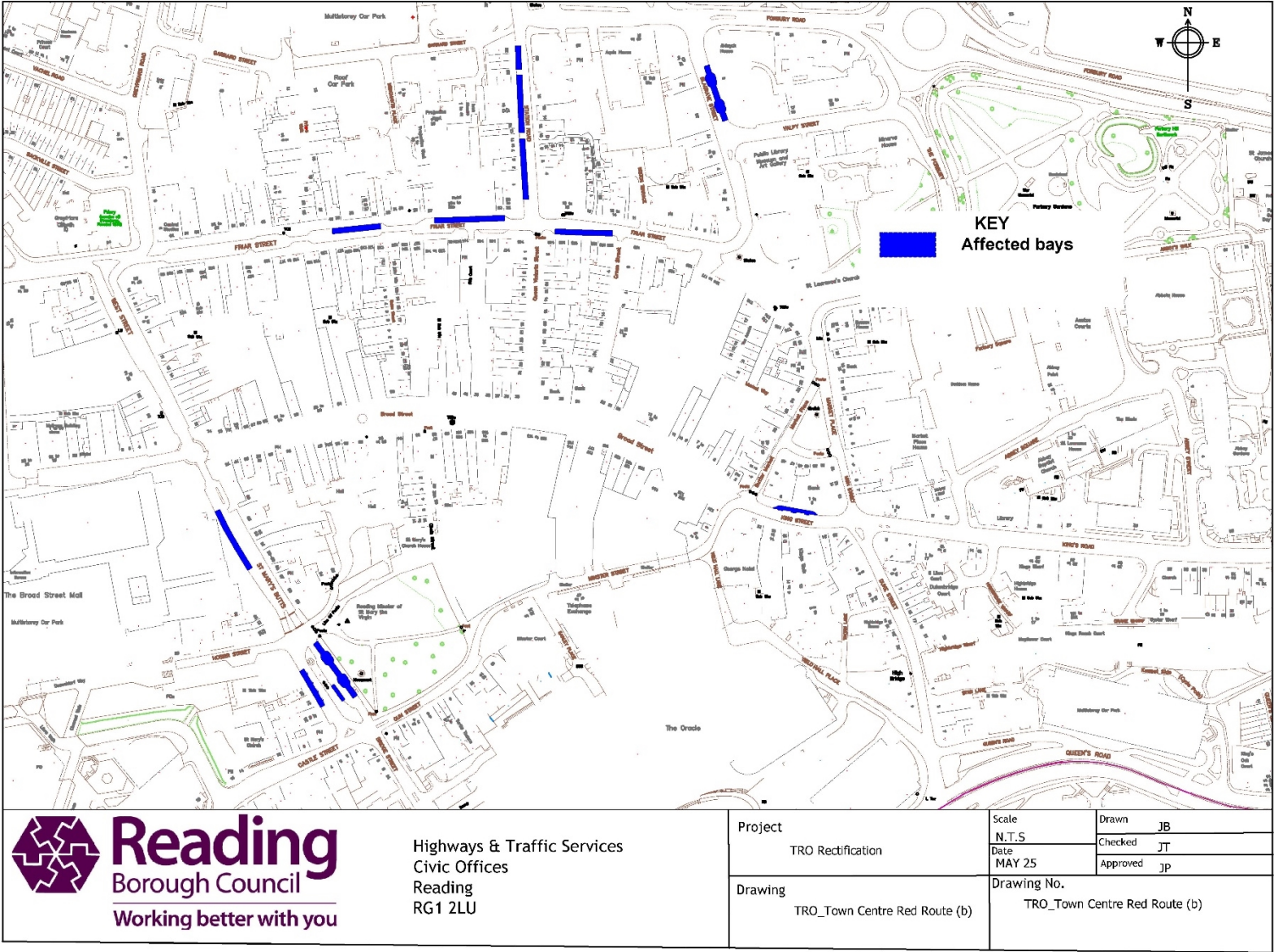
### **Appendices –**

1. Drawing to highlight the location of the London Street bus lane, referred in Section 3.11.
2. Drawing to highlight the locations of the town centre red route parking bays, referred in Section 3.11.

Appendix 1 – London Street Southbound Bus Lane



Appendix 2 – Town Centre Red Route



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