

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 26 NOVEMBER 2025

Present:	Councillor Lanzoni (Chair); Councillors Barnett-Ward, Cross, Eden, Ennis, Gittings, Griffith, Hornsby-Smith, Keeping, McGrother, O'Connell (for Items 24-32), R Singh and White.
Also present via Microsoft Teams:	Councillor Nikulina (for Items 24-32).
Apologies:	Councillors Ayub and Hacker.

24. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of 11 September 2025 were confirmed as a correct record and signed by the Chair.

25. PREVIOUS DECISIONS

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

26. MINUTES OF OTHER BODIES

The Minutes of the following meeting were received:

- Reading Cycle Forum – 4 September 2025.

27. A33 BUS RAPID TRANSIT STATUTORY CONSULTATION

The Sub-Committee received a report informing them of the feedback that had been received from the statutory consultation process associated with the amendments required to the traffic regulation order to incorporate the new sections of the bus lane that had been implemented on the A33, and made recommendations on whether these changes should be implemented. The Consultation Results were attached to the report at Appendix 1.

The report explained that the statutory consultation process had taken place between 26 September and 16 October 2025. A summary of the results was set out in a table in the report. In total four responses had been received, with three objections, summarised as follows:

- The effectiveness and use of bus lanes, with some residents observing that buses did not consistently use the designated lanes;
- Suggestion that the funding should be directed towards repairing and improving existing roads rather than developing new bus rapid transit (BRT) infrastructure;
- Concern that prioritising buses over cars could negatively impact local business and deter people from commuting into Reading, suggesting that the Council's approach might be unfavourable to car drivers.

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Responding to these concerns officers noted that:

- On occasions buses would exit the bus lanes when they needed to be in a turning lane, however in the most part these bus lanes were used frequently;
- The funding associated with the delivery of this phase of the A33 BRT had been provided by the Department for Transport (DfT) to support the delivery of the Council's Bus Service Improvement Plan and was ring fenced by DfT for this purpose;
- The aim of the Council's Local Transport Plan was to deliver a sustainable transport system in Reading, which would create an attractive green and vibrant town which promoted healthy choices and wellbeing. The provision of public transport improvements such as this supported this objective and no general traffic capacity had been removed and the bus lane had been created by maximising the existing highway space.

The report stated that although noting the objections that had been received to the statutory consultation, on the basis of the benefits that would be delivered by the bus lane, and its contribution to the wider strategic aims of the Council, through the Council Plan and Reading Transport Strategy, it was proposed that the Traffic Regulation Order (TRO) should be approved.

Resolved –

- (1) That the report and the consultation feedback set out in Appendix 1 be noted;**
- (2) That the Officer recommendations, as set out in the report, be agreed, and the Assistant Director of Legal and Democratic Services given authority to make the Traffic Regulation Order;**
- (3) That no public inquiry be held into the proposals.**

28. MOTORCYCLE USE OF BSIP BUS LANES – STATUTORY CONSULTATION RESULTS

The Sub-Committee received a report informing them of the feedback that had been received from the statutory consultation associated with the Experimental Traffic Regulation Order, allowing motorcycles to access the bus lanes that had been delivered through the Bus Service Improvement Plan (BSIP), and made recommendations on whether this should be made permanent. The Consultation Results were attached to the report at Appendix 1.

The report explained that a six month statutory consultation period had taken place between 13 September 2024 and 13 March 2025. The permanent TRO would grant permission for motorcycles to use the following three bus lanes, which had already been implemented:

- A329 Oxford Road – Outbound bus lane between Zinzan Street and George Street;

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- A329 Oxford Road – Outbound bus lane between Pangbourne Street and Norcot;
- A4 London Road – Inbound bus lane between Liverpool Road and Cemetery Junction.

This permission would also be granted to the remaining bus lanes subject to their implementation:

- A327 – Southampton Street – Inbound bus lane from Pell Street to The Oracle roundabout;
- A4 London Road – Inbound bus lane between Sidmouth Street and London Street.

The report included a summary of the statutory consultation results in tables that highlighted the common themes raised and outlined both the positive and negative feedback that had been received from respondents.

The report proposed making the Experimental TRO into a Permanent TRO for each of the bus lanes that had been implemented already and would also be extended to the remaining lanes.

Resolved –

- (1) That the report and the consultation feedback set out in Appendix 1 be noted;**
- (2) That Officer recommendations, as set out in the report, be agreed and the Assistant Director of Legal and Democratic Services given authority to make permanent the existing Experimental Traffic Regulation Order;**
- (3) That no public inquiry be held into the proposals.**

29. CIVITAS ACADEMY SCHOOL STREET SCHEME

The Sub-Committee received a report that sought approval to make permanent an experimental traffic order for the school street scheme on Great Knollys Street for the Civitas Academy. The Consultation Results were attached to the report at Appendix 1 and the Civitas School Street Plan was attached to the report at Appendix 2.

The report explained that following the introduction of the scheme the school had experienced a positive improvement in the environment outside of the entrance. It was more relaxed and safer as the removal of vehicles from this section of Great Knollys Street had removed many of the conflict points. The location had previously been a chaotic and, at times, dangerous environment with many vehicles trying to access or making dangerous turning movements in the road. There was continued support from the school's leadership and senior management team for the scheme, however, as with all school street schemes there were some concerns over the ongoing resourcing requirement. Despite this issue the school was keen that the scheme continued but, also that the Council investigated

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alternative approaches to enforcement that might remove this requirement in the future, such as camera enforcement.

Officers had recently engaged the services of transport consultants to carry out a review of the Council's wider approach to school streets and road safety near schools. The review would include assessing feasibility of alternative options for enforcing school streets, such as camera enforcement but, would also review alternative traffic calming measures that could improve road safety outside of schools. A report on this work was expected to be submitted to a Sub-Committee meeting in 2026 and might offer a solution to the current resourcing issues that were being faced by schools.

The report explained that a consultation had been carried out between 13 September 2024 and 13 March 2025. There had been four responses and of those two had supported the scheme, one had objected and one did not know and left no comment.

The Sub-Committee discussed the report and it was suggested that air quality should be measured outside schools to illustrate the environmental impact and benefits of school street schemes.

Resolved –

- (1) That the report and the consultation feedback set out in Appendix 1 be noted;**
- (2) That the Officer recommendations, as set out in the report, be agreed and the Assistant Director of Legal and Democratic Services given authority to make permanent the existing Experimental Traffic Regulation Order;**
- (3) That no public inquiry be held into the proposals.**

30. TRAFFIC REGULATION ORDER RECTIFICATION - UPDATE

Further to Minute 21 of the previous meeting, the Sub-Committee received a report informing them that the statutory consultation that had been agreed at the meeting on 11 June 2025 (Minute 7 refers) for rectifying a TRO and signing issue associated with the London Street southbound bus lane had been carried out. An objection had been received and the Sub-Committee were asked to consider this feedback alongside any officer comments.

The report also highlighted an issue with a TRO in East Street related to a Pay and Display parking bay which had been discovered as part of the Emissions Based Charging Project and sought agreement to carry out the necessary processes to rectify this TRO issue. The following appendices were attached to the report:

Appendix 1	London Street bus lane, referred in Section 3.11, objections/feedback received during statutory consultation
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Appendix 2 Drawing to highlight the location of the East Street Pay & Display bay, referred in Section 3.11

The report also provided an update on the Digital TRO Project and explained that the supplier which would be providing the TRO management suite had been appointed and the Boroughwide survey/capture of restrictions was now complete. The software supplier was populating the TRO management package with the data that had been captured during the survey and it was expected that the Waiting Restrictions element of this work would be completed by the end of the year. The next phase of the project would be substantive and resource intensive, with officers populating the background data to the mapped restrictions, quality checking the mapping data and setting up the software package in preparation for statutory consultation and expected launch. The lead time for this phase of the work was more challenging to anticipate as this would be the Council's first time operating in this way. The project was prioritising the Waiting Restrictions TRO first, as this was expected to be the most substantial element, with the subsequent movement and speed restriction Order expected to be more streamlined. Development of the project was being monitored and reported to the Audit and Governance Committee as part of the wider Action Plan remit of that Committee.

The Sub-Committee discussed the report and officers confirmed that with respect to monies paid back to individuals, this was being reported at meetings of the Audit and Governance Committee and that the work now being carried out to amend TROs was not having a significant impact on officer time.

Resolved –

- (1) That the report be noted;**
- (2) That the officer recommendation in Section 3.7.1 be agreed and the Assistant Director of Legal and Democratic Services authorised to make the London Street bus lane Traffic Regulation Order as advertised;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultations to address the Traffic Regulation Order issue identified and recommendation proposed in item Section 3.7.2, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (4) That the Assistant Director of Environment and Commercial Services be authorised 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;**
- (5) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**

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- (6) That any objection(s) received during the statutory advertisement be submitted to a future meeting of the Sub-Committee, where a decision on the outcome of the proposal can be made;
- (7) That no public enquiry be held into the proposals.

31. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

The Sub-Committee received a report informing them of requests for traffic management measures that had been raised with officers. These were measures that had either been previously reported or those that would not typically be addressed in other programmes, where funding had yet to be identified. The following appendices were attached to the report:

- Appendix 1 The Principal List of requests, revised to include priorities (where applicable);
- Appendix 2 The requests proposed for removal from the list;
- Appendix 3 New requests for potential inclusion in the Principal List.

The report explained that following meetings between Ward Councillors and the Leader of the Council, Deputy Leader and Lead Councillor for Climate Strategy and Transport, agreements had been made regarding those requests that could be removed and those that were considered to be a relatively higher priority. The report therefore sought to have the outcome of those decisions reflected in the principal list moving forward and sought agreement for these changes that were summarised in Section 3.6.1 of the report and in Appendices 1 and 2.

With regard to the Principal List the report explained that the Council received many requests for new traffic management measures across the Borough and had several programmes in which they might be addressed, including the Waiting Restriction Review Programme and major strategic schemes. However, funding to address smaller scale, desirable general traffic management measures, was harder to secure. Additionally, the Council's limited engineering staffing resources covered a range of different workstreams and outsourcing did not necessarily represent best value for money. A list of requested measures had been maintained for many years and numerous schemes had been delivered from it, primarily through local 15% Community Infrastructure Levy funding nominations. The regular update reports had been clear that those requests on the list were not investigated, designed nor fully costed schemes and that undertaking such work would attract financial and resourcing costs and divert these resources away from developing other funded schemes. The officer comments against the requests were high level observations/estimates, that had been based on a limited desktop exercise and owing to potential feasibility issues, and that the majority of requests would require legal statutory consultation, no requests on the list could be guaranteed as deliverable.

The report explained that the list had grown more rapidly than schemes could be delivered, which had led to understandable frustration about the length of time many requests had

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been on the list, without development being carried out. Any estimation regarding the time at which development of a request would be likely to commence had not been possible. There was a desire to change this position and the Leader and Deputy Leader of the Council and the Lead Councillor for Climate Strategy and Transport had met with Ward Councillors to scrutinise the list of requests, to streamline and prioritise them. The results of these meetings had been reflected in Appendices 1 and 2 which indicated the agreed priorities and those requests that should be removed from the list. The results of this work had helped to streamline and focus the list and, alongside existing and potential new opportunities for funding and resourcing, sought to expedite potential delivery of these beneficial schemes across the Borough.

Ongoing scrutiny of the list was essential and Councillors and officers were asked to apply additional scrutiny when considering any new requests for inclusion on the list. The Principal List represented a list of requests worth a considerable financial investment to the Council and decades of linear officer time to deliver and had been an open book for many years. Any new requests should have considerable merit for being added and the report proposed that the focus should be on realising the development of these schemes and not returning to a situation where schemes were being regularly added with relatively low chance of development for many years.

The report did not necessarily affect major strategic transport and cycling schemes that had been funded as part of any major scheme project award from central Government and/or other sources. However, it did currently include requests that had been received from the Reading Cycle Forum. These had intentionally not been assigned a priority, as initiatives around Active Travel priorities that were being developed on other forums were expected to result in such requests being transferred to other strategic workstreams. The Principal List was therefore expected to be adjusted accordingly in the future but, until that time, these initiatives would be retained.

The Sub-Committee discussed the report and it was agreed to remove the priorities for each request set out in Appendix 1, The Principal List of requests, and for each request to be reprioritised. The Sub-Committee also agreed that the cycling schemes, as set out in Appendices 1 and 2, be removed and that they be looked at more strategically in other programmes/workstreams for example those relating to Active Travel and the forthcoming Local Cycling, Walking and Infrastructure Plan (LCWIP) update.

Resolved –

- (1) That the report be noted;**
- (2) That the priority scores listed against each request on the Principal List, as attached at Appendix 1, be removed and that a report be submitted to a future meeting on the prioritisation of the entries remaining on the List;**
- (3) That having considered the Principal List, as attached to the report at Appendix 1, the following requests be removed:**

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- Caversham Ward – Chiltern Road (Line no. 49);
- Caversham Ward – Church Street (Line no. 50);
- Caversham Heights Ward – Albert Road (Line no. 54);
- All cycling related entries (also see (6) below).

(4) That the removals agreed through Ward Councillor meetings, as set out in Section 3.6.1 and listed in Appendix 2 of the report, be agreed subject to the following entries being retained on the revised Principal List of requests:

- Caversham/Thames Wards – Various Streets in Lower Caversham (Line no. 34);
- Norcot/Southcote Wards – Shilling Close/Honey End Lane (Line no. 36);
- Caversham Heights Ward – Upper Woodcote Road (and Woodcote Road) (Line no. 16);
- All entries that related to 20mph zones located north of the river (also see (5) below).

(5) That all requests listed in Appendix 2 of the report relating to 20mph zones located north of the river be retained on the revised Principal List pending further discussion by Ward Councillors;

(6) That all cycling related requests listed in Appendices 1 and 2 be removed from the Principal List of requests on the condition that they be collated and be retained on a new strategic list for consideration in other programmes/workstreams;

(7) That having considered the officer recommendations for each new request listed in Appendix 3 attached to the report, the four entries be added to the revised Principal List.

32. WAITING RESTRICTION REVIEW PROGRAMME:

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 2024B Programme, sought agreement to recommended changes to the Waiting Restriction Review Programme commencing from the 2025 Programme and provided the Sub-Committee with the list of new requests for potential inclusion in the 2025 Programme.

With regard to changes to the Waiting Restriction Review Programme commencing from the 2025 Programme this included a proposed scoring system to help inform the relative prioritisation of requests to be included, optimising the number of requests to be included against the resource implications, holding a single programme per year and introducing a process of writing to requestors, where their requests had not been agreed for inclusion. These changes were intended to provide better information to Councillors, enable

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a more strategic approach to the programme and optimise the resource implications of the programme in the context of other desired workstreams expected from the same resources.

The following appendices were attached to the report:

- Appendix 1 Results of statutory consultation (2024B programme) (Part A);
- Appendix 2 Recommended Scoring Criterion and Rationale (Part B);
- Appendix 3.1 New requests (2025 programme), arranged by Total Score, Ward, Street (Part C);
- Appendix 3.2 New requests (2025 programme), arranged by Ward, Total Score, Street (Part C).

The Sub-Committee discussed the report and in response to questions on the changes to the Waiting Restriction Review Programme officers explained that those requests that had not been coded meant that a decision had to be made on each one and that although they might not have a high score they might be of high importance in each Ward. The aim was to optimise resources and work on the Waiting Restriction Review Programme was the most demanding in terms of officer time and the hope was that the changes proposed would help balance resource and help in the delivery of other schemes.

At the invitation of the Chair Luke Horton addressed the Sub-Committee in respect of parking difficulties experienced by residents of Neath Gardens, where a scheme had also been recommended for inclusion 2025 Programme.

Resolved –

- (1) That the report be noted;**
- (2) That having considered the consultation feedback, set out in Appendix 1 attached to the report, the proposals in the 2024B Programme, which were advertised as part of the same, single draft Traffic Regulation Order, be implemented as advertised subject to the following amendments to the programme:**
 - Beresford Road – Implement as advertised;**
 - Linden Road/Beech Road – Implement as advertised;**
 - Windemere Road – Implement as advertised;**
 - Reservoir Crescent – Implement as advertised;**
 - Rossendale Road – Implement as advertised;**
 - Long Barn Lane – Remove from the programme;**
 - Boulton Road – Implement as advertised;**
 - Southcote Road – Implement as advertised;**
 - Dalton Close/Aylsham Close – Implement as advertised;**
 - Recreation Road – Implement as advertised;**

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- Victoria Road – Remove from the programme;

(3) That the Assistant Director of Legal and Democratic Services be authorised to make and seal the resultant Traffic Regulation Order;

(4) That the respondents to the statutory consultation be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;

(5) That the recommended changes to the Waiting Restriction Review Programme, as set out in Section 3.5 of the report, be agreed;

(6) That having considered the officer recommendations in section 3.6 of the report against the requests made for waiting restriction changes listed in Appendix 3.2, the following requests be included for investigation by officers in the Waiting Restriction Review Programme 2025, or removed from the programme as follows:

Abbey Ward:

- Russell Street/Goldsmid Road (Line no. 20) – Removed;
- Kings Road (Line no. 64) – Removed;

Battle Ward:

- Stone Street (corner with Tidmarsh Street) (Line no. 1) – Included for officer investigation;
- Beresford Road (Line no. 4) – Removed;
- Kensington Road (Line no. 61) – Included for officer investigation;
- Valentia Road/Catherine Street (Line no. 65) – Removed;
- Cranbury Road (Line no. 74) – Removed;

Caversham Ward:

- Henley Road (Line no. 5) – Included for officer investigation;
- Hemdean Road (Line no. 10) - Included for officer investigation;
- Amersham Road (Line no. 46) – Removed;
- Briants Avenue (Line no. 62) – Removed;
- North Street (Line no. 66) – Included for officer investigation;

Caversham Heights:

- Highdown Hill/Soane End (Line no. 6) – Included for officer investigation;
- Charlotte Close/Kidmore Road junction (Line no. 21) – Removed;
- Surley Row (Line no. 22) – Included for officer investigation;

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Church Ward;

- **Barnsdale Road (Line no. 11) – Included for officer investigation;**
- **Tamarisk Avenue junction with Whitley Wood Road (Line no. 23) – Removed;**
- **Whitley Wood Road (Line no. 24) – Included for officer investigation;**
- **Callington Road junction with Merton Road North (Line no. 47) – Removed;**

Coley Ward:

- **Lesford Road (Line no. 12) – Included for officer investigation;**
- **Wensley Road (Line no. 63) – Removed;**
- **Brunswick Street (Line no. 67) – Removed;**

Emmer Green:

- **St Benets Way (Line no. 7) – Included for officer investigation;**
- **Glenrhondda (Line no. 25) – Removed;**
- **Tredegar Close (Line no. 26) – Removed;**

Katesgrove Ward:

- **Basingstoke Road (Line no. 13) – Removed;**
- **Home Farm Close (Line no. 27) – Removed;**
- **Rowley Road junction with Basingstoke Road (Line no. 28) – Removed;**
- **Basingstoke Road (Line no. 68) – Included for officer investigation;**
- **London Road (Line no. 75) – Removed;**
- **Sherman Place (Line no. 76) – Removed;**

Kentwood Ward:

- **Armour Hill/Larisa Close (Line no. 2) – Included for officer investigation;**
- **Scours Lane (section between Deacon Way and overhead bridge) (Line no. 14) – Included for officer investigation;**
- **Brandon Close/Vale Crescent (Line no. 29) – Removed;**
- **Kentwood Close (Line No. 30) – Removed;**
- **Lyndhurst Road junction with Kinson Road (Line no. 31) – Removed;**
- **Pottery Road (Line no. 32) – Removed;**
- **Pottery Road/Wealden Way (Line no. 33) – Removed;**
- **Romsey Road/Bramshaw Road junction (Line no. 34) – Removed;**
- **Vale Crescent (Line no. 35) – Included for officer investigation;**
- **Broomfield Road (Line no. 48) – Removed;**
- **Pottery Road (Line no. 49) – Removed**

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- Overlanders End (Line no. 77) – Removed;

Norcot Ward:

- Grovelands Road (Line no. 50) – Removed;
- Links Drive (Line no. 51) – Removed;
- Stoneham Close (Line no. 52) – Removed;
- Shilling Close (Line no. 69) – Included for officer investigation;

Park Ward:

- Pitcroft Road (Line no. 8) – Included for officer investigation;
- Wokingham Road (Line no. 36) – Removed;
- Hamilton Road (Line no. 53) – Removed;
- Tuns Hill Cottages (Line no. 70) – Included for officer investigation;
- Wokingham Road (Line no. 71) – Removed;

Redlands Ward:

- Addington Road (section between Craven Road and Redlands Road) (Line no. 3) – Included for officer investigation;
- Allcroft Road (Line no. 15) – Included for officer investigation;
- Upper Redlands Road (Line no. 16) – Included for officer investigation;
- Upper Redlands Road (Line no. 17) – Included for officer investigation;
- Addington Road (Line no. 37) – Removed;
- Eldon Terrace (Line no. 38) – Removed;
- Lower Mount (Line no. 72) – Included for officer investigation;
- St Johns Hill (Line no. 78) – Removed;
- Sutton Walk (Line no. 79) – Removed;

Southcote Ward:

- Westcote Road (Line no. 39) – Included for officer investigation;
- Southcote Road/Maria Court (Line no. 54) – Removed;

Thames Ward:

- Cardiff Road (Line no. 18) – Included for officer investigation;
- Addison Road (Line no. 40) – Included for officer investigation;
- Milford Road junction with Printers Road (northside) (Line no. 41) – Removed;
- Mill Road junction with Champion Road (Line no. 42) – Removed;
- Caversham Road (before the Moderation pub) (Line no. 55) – Removed;

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- Trafford Road on both sides (Line no. 56) – Removed;

Tilehurst Ward:

- Neath Gardens (Line no. 9) – Included for officer investigation;
- Westwood Road (Line no. 57) – Included for officer investigation;

Whitley Ward:

- Longships Way (Line no. 19) – Included for officer investigation;
- Blandford Road junction with Studland Close (Line no. 43) – Included for officer investigation;
- Drake Way (Line no. 44) – Removed;
- Exbourne Road junction with Blandford Road by the roundabout (Line no. 45) – Included for officer investigation;
- Blandford Road junction with Heatherdene Clase (Line no. 58) – Removed;
- Shirley Avenue (Line no. 59) – Removed;
- Wincanton Road/Northumberland Avenue (Line no. 60) – Removed;
- Whitley Wood Lane (Line no. 73) – Removed;

- (7) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local engagement, and for any comments differing from the officer recommendations to be included in the next report submitted to the Sub-Committee;
- (8) That should funding permit, a further report be submitted to the Sub-Committee seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2025 programme.

33. 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.

34. 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 nine applicants who had subsequently appealed against these decisions.

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Resolved –

- (1) That, with regard to application 4, a first discretionary resident permit be issued, personal to the applicant and charged at the standard rate;**
- (2) That with regard to application 6, discretionary visitor parking permit books be issued and charged at the standard rate;**
- (3) That, with regard to application 7, a temporary, 12-month, first discretionary resident permit be issued, personal to the applicant and charged at the standard rate, and, additionally, Kategrove Ward Councillors be asked to explore the demand for and feasibility of expanding Zone 10R to include properties on Christchurch Gardens;**
- (4) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 2, 5, and 8 be upheld;**
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 3 be upheld and that Parking Services officers be instructed to write to the applicant to:**
 - (a) provide advice on applying for a Blue Badge;**
 - (b) suggest that they contact their university or relevant accommodation provider regarding the provision of an on-site parking space;**
- (6) That, with regard to case 9, the request to amend the allocation of Educational Establishment Permits for Cranbury College be granted, with the college's allocation of 24 permits redistributed as follows:**

Zone:	Granted Allocation:
07R	19
13R	1
14R	4
Total:	24

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

(The meeting started at 6.30pm and closed at 9.21 pm).