

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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25 February 2026

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 5 MARCH 2026

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 5 March 2026 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. DECLARATIONS OF INTEREST		
2. MINUTES OF PREVIOUS MEETING		5 - 18
3. PREVIOUS DECISIONS		19 - 20
4. MINUTES OF OTHER BODIES		21 - 26

To receive the Minutes for meetings of the:

- Reading Cycle Forum – 11 February 2026

5. QUESTIONS FROM MEMBERS OF THE PUBLIC

Public questions may be submitted on matters within the Sub-Committee's Responsibilities. Submissions should be emailed to committee.services@reading.gov.uk and must be received **no later than 12 noon, four clear working days before the meeting.**

6. QUESTION FROM COUNCILLORS

Questions from Councillors may be submitted on matters within the Sub-Committee's responsibilities. Submissions should be emailed to committee.services@reading.gov.uk and must be received **no later than 12 noon, four clear working days before the meeting.**

7. PETITIONS

To receive petitions on traffic management matters.

8. PUBLIC RIGHT OF WAY MODIFICATION ORDER - FOOTPATH 11 **WHITLEY** **27 - 38**

A report seeking approval from the Sub-Committee to undertake a statutory consultation to make Public Path Extinguishment Order to stop up that part Footpath 11 as detailed in the report - under Section 118 of the Highways Act 1980 ("the 1980 Act") and under Section 53A(2) of the Wildlife and Countryside Act 1981 ("the 1981 Act").

9. SIDMOUTH STREET CYCLE LANE - REQUEST TO CONSULT ON REDUCTION IN CYCLE LANE **KATESGROVE; REDLANDS** **39 - 50**

A report informing the Sub-Committee of proposals to reduce the width of the cycle infrastructure on Sidmouth Street, and to seek approval to undertake a statutory consultation to amend the Traffic Regulation Order as required.

10. INFORMAL CONSULTATION - A4 LONDON ROAD CORRIDOR & SUTTON SEEDS ROUNDABOUT PROPOSALS **PARK** **51 - 62**

A report informing the the Sub-Committee of the work officers have undertaken alongside officers at Wokingham Borough Council to develop proposals for the continued improvement to the A4 London Road corridor and Sutton Seeds Roundabout and the informal consultation, launched by Wokingham, into these proposals.

11. TRAFFIC REGULATION ORDER RECTIFICATION: EAST STREET RESULTS OF STATUTORY CONSULTATION **BOROUGHWIDE** **63 - 72**

A report informing the Sub-Committee that the statutory consultation agreed at the meeting in November 2025 for rectifying a TRO and signing issue associated with a pay and display parking bay on East Street has been carried out and ended on 9 January 2026.

12. WAITING RESTRICTION REVIEW PROGRAMME (2025): PROPOSALS FOR STATUTORY CONSULTATION **BOROUGHWIDE 73 - 138**

A report seeking approval from the Sub-Committee for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2025 programme. These recommendations follow officer investigation of the requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in November 2025.

13. EXCLUSION OF PRESS AND PUBLIC

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”

14. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS **BOROUGHWIDE 139 - 188**

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

WEBCASTING NOTICE

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Members of the public who participate in the meeting will be able to speak at an on-camera or off-camera microphone, according to their preference.

Please speak to a member of staff if you have any queries or concerns.

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- 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:

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| 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;**
 - **Rosendale 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.

**TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES -
26 NOVEMBER 2025**

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).

Committee	Directorate	Date of meeting	Minute number	Item title	Decision	Officer delegated to	Lead Councillor portfolio	Expected timescale for decision
Traffic Management Sub-Committee	DEGNS	27/11/24	25(3)	Bus Service Improvement Plan (BSIP) Update Report	(3) That the Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Sub Committee be granted authority to make minor amendments to any of the proposals if required prior to the implementation of any of the traffic regulation orders	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	This relates to 4 specific schemes: 1. Oxford Road (Zinzan St – George St) - relating to amendments to TROs. This will now be actioned through the TRO Digitisation Programme - Closed; 2. Bath Road – Revocation of the Bath Road scheme from the existing TRO has been delayed, but will be actioned as soon as possible. Spring 2026; 3. Oracle Roundabout - Linked to Minute 25(6) below. Consultation is required prior to a final recommendation and decision. – Spring 2026; 4. A33 Bus Lane – Superseded by TMSC report in November 25 (following consultation), and TMSC approval to make the TRO – Closed.
Traffic Management Sub-Committee	DEGNS	27/11/24	25(4)	Bus Service Improvement Plan (BSIP) Update Report	(4) That that subject to no objections being received the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Orders in accordance with the Local Authorities Traffic Orders Procedure (England and Wales) Regulations 1996, and no public inquiry be held into the proposal	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	This has been delayed, and so this decision remains pending the conclusion of a formal consultation. Spring 2026.
Traffic Management Sub-Committee	DEGNS	27/11/24	25(6)	Bus Service Improvement Plan (BSIP) Update Report	(6) That that subject to the outcome of the Southampton Street (Oracle roundabout) statutory consultation, the Executive Director of Economic Growth and Neighbourhood Services be granted authority to proceed with either of the designs proposed, subject to the budget available	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	This has been delayed, and so this decision remains pending the conclusion of a formal consultation. Spring 2026.
Traffic Management Sub-Committee	DEGNS	11/06/25	12(1)	EMISSIONS BASED CHARGING	(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;	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	February 2026
Traffic Management Sub-Committee	DEGNS	26/11/25	28(2)	Motorcycle Use of BSIP Bus Lanes – Statutory Consultation Results	(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;	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	Expected February 2026
Traffic Management Sub-Committee	DEGNS	26/11/25	30(2)	Traffic Regulation Order Rectification - Update	(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;	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	
Traffic Management Sub-Committee	DEGNS	26/11/25	30(3)	Traffic Regulation Order Rectification - Update	(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;	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	
Traffic Management Sub-Committee	DEGNS	26/11/25	30(4)	Traffic Regulation Order Rectification - Update	(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;	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	

Traffic Management Sub-Committee	DEGNS	26/11/25 30(5)	Traffic Regulation Order Rectification - Update	(5) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport
Traffic Management Sub-Committee	DEGNS	26/11/25 32(3)	Waiting Restriction Review Programme	(3) 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

MEETING NOTE																					
Reading Cycle Forum																					
Wednesday 11th February 2026 @ 18:30 (Council Chamber)																					
Attendance:	Cllr Will Cross RBC Cllr John Ennis RBC Cllr Jenny McGrother RBC Cllr Wendy Griffitch RBC Cllr Rob White RBC James Turner RBC Miriam Fuertes RBC		Non-RBC Attendees Redacted																		
Apologies:	Cllr Paul Gittings RBC Cllr Jacopo Lanzoni RBC Cllr James Moore RBC Cllr Stephen Goss RBC	Emily Talib	RBC																		
No:	Item:	Action:																			
1.	Welcome and Apologies: Cllr Cross opened the meeting and apologies were recorded.																				
2.	Transport Update Capability and Ambition Revenue Programme - 25/26 review and plans for 26/27: JT provided an overview of the success of the 2025/26 capability programme delivering behaviour change and capacity building elements promoting active travel. This has included working with Avanti to deliver Dr Bike sessions, free cycle training and maintenance training as well as supporting the Reading Cycle Festival and other initiatives. The following data was provided by Avanti for 2025/26: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Type of Session</th> <th style="text-align: center;">No. of sessions</th> <th style="text-align: center;">No. of people attended</th> </tr> </thead> <tbody> <tr> <td><i>Learn to Ride</i></td> <td style="text-align: center;">42</td> <td style="text-align: center;">115</td> </tr> <tr> <td><i>Rusty Riders</i></td> <td style="text-align: center;">40</td> <td style="text-align: center;">110</td> </tr> <tr> <td><i>Commuting/ Road-skills</i></td> <td style="text-align: center;">16</td> <td style="text-align: center;">36</td> </tr> <tr> <td><i>Maintenance workshop</i></td> <td style="text-align: center;">15</td> <td style="text-align: center;">112</td> </tr> <tr> <td><i>Dr Bike (various locations)</i></td> <td style="text-align: center;">22</td> <td style="text-align: center;">250+</td> </tr> </tbody> </table> Transport Officers are currently liaising with Avanti to put a programme together for 2026/27 and would welcome any input from forum members of schemes or initiatives that members would like to see again.	Type of Session	No. of sessions	No. of people attended	<i>Learn to Ride</i>	42	115	<i>Rusty Riders</i>	40	110	<i>Commuting/ Road-skills</i>	16	36	<i>Maintenance workshop</i>	15	112	<i>Dr Bike (various locations)</i>	22	250+	All to note	
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	<p>Active Travel Capital Scheme Update</p> <p>The Council is continuing with the development work into its Active Travel Fund (ATF) Tranche 3 scheme for the Bath Road and Castle Hill. The current area of design focus is the Bath Road - Coley Avenue junction which already has a lot of demand for movements and is near or at capacity. Following some additional traffic surveys and modelling officers have proposed a preferred option out of all put together and this will be shared with members shortly. Once this is done it is planned to share with RCC for discussion and feedback.</p> <p>Alongside this and following the work from the Task and Finish Group concluding with a directive for trialling alternative segregation options such as wands, officers and design consultants are reviewing the overall design for this scheme to explore these options. Once concluded this will also be discussed with RCC for feedback.</p> <p>School Streets and School Road Safety</p> <p>JT provided an update on the work currently being undertaken, with consultant support with expertise in school streets, reviewing the Council's approach to both school streets and overall road safety around the school run. The subject of road safety at schools was also requested as a topic for discussion by a number of forum members.</p> <p>The output from this work will be to put forward an updated Council-wide approach to school streets and other road safety initiatives that can be rolled out to more schools across Reading. Whilst this may involve promoting school streets we will also be reviewing if alternative measures, such as controlled crossings, traffic calming, reduced speed limits or other options can be delivered. This recognises that there may be more appropriate measures in some locations to school street where these are less viable.</p> <p>Transport Officers intend to present the outcomes from this review to Councillors later this year for feedback. It is hoped that this will be in time to report back at the next Cycle Forum in the summer. It should be noted that the implementation of any measures outlined in this work will be subject to identifying appropriate funding streams.</p> <p>Cycle Hangars Pilot Scheme</p> <p>As reported at the last forum Transport Officers have allocated a small budget for the delivery of 4 hangars however concerns over identifying suitable locations have prevented this pilot progressing. Officers also had concerns over take-up and demand across all locations, and it was commented that in many areas where these have gone in there are waiting lists for access. It was also agreed that this initiative should continue to be focused for residential use, rather than in central Reading for commuter use where demands may be more assured.</p> <p>Transport Officer will review the previous work that has been put into locations by both RCC and RBC as well as suggestions from members. There was a clear desire from the Cycle Forum to move this forward.</p>	<p>JT/MF</p>
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Bikeability Programme

The Bikeability programme is a training scheme, funded by the Department for Transport but administered by local authorities, delivered in schools across England. It teaches children practical cycling skills based on the National Standard for Cycle Training, covering everything from basic bike handling to navigating complex road environments.

The government has a national target that every child in England should have access to Bikeability cycle training and Reading has been making good progress over the last three years in terms of attendance as highlighted by the figures below in children undertaking the combined Level1/2 training.

Bikeability Reach - % of Yr 6 Children L1/2 training

2022/23 - 56%

2023/24 - 51%

2024/25 - **69%**

To give further prominence to this initiative Active Travel England now include a local authority performance on the delivery of Bikeability in its performance rating assessment.

Officers are keen to continue on the growth in Bikeability take-up across Reading through greater communications and other measures that spread the word and encourage schools and children to participate in the programme. The Council recognises that certain factors make delivering the programme more challenging for some schools and is working with Avanti, Reading's training provider, to provide more support to these schools. As well as promotional banners the programme has recently funded promoting the training, it has also funded the purchase of bicycles that can be loaned to children who do not otherwise have access to a bike so they can complete the training.

Officers will provide an update at the next cycle forum including L1/2 performance for the 2025/26 year.

Local Cycling and Walking Infrastructure Plan Review

The Council is planning to undertake a review and update of its Local Cycling and Walking Infrastructure Plan (LCWIP). This will be through the engagement of consultancy support to provide both expertise and resource. There will be opportunity for engagement with local stakeholders and the cycle forum through this process.

The following agenda items were raised by cycle forum members for inclusion in today's agenda.

- Scheme development - feasibility studies, outline designs
- Future ATF schemes

It is anticipated that, through the review of the LCWIP, this will identify a pipeline for scheme development and future Active Travel Fund schemes. These will also be supported by the recommendations from the Task and Finish Group work. All members of the Cycle Forum will have the opportunity to engage in this review in order to put forward the next schemes for development and delivery.

<p>3.</p>	<p>Highways Update</p> <p>Station Underpass - northern approach power cables</p> <p>Following the opening of the station underpass for cycle movements in 2024 there remained some power cables covered by ramps at the northern approach which service two coffee/fast food kiosks. The intention is for these cables to be sunk below ground level to provide a flat approach, and an update was asked about these works. Highways have stated that, subject to receiving the required equipment, these works are planned within the next 2 months. JT will provide update through the forum.</p> <p>Highway Resurfacing Programme 2026/27</p> <p>RBC Highways colleagues are currently preparing the next resurfacing programme. A key focus for this will be repairing Friar Street which has some longstanding major surface issues, and this will absorb a large element of the budget. More details of this programme will be reported in due course and Transport Officers will look to work again with Highways to ensure cycle lines and symbols are correctly picked up throughout the programme.</p> <p>Following the previous forum it was noted that Kendrick Road was highlighted for its poor surfacing for cycles. JT has checked with Highways and Kendrick Road is currently not on the next resurfacing programme with the focus being more on A roads. However, Transport Officer will visit Kendrick Road to review and will highlight any findings as well as the specific concerns from the cycle forum to Highways.</p> <p>Potholes/maintenance of cycle routes</p> <p>The issue of pothole maintenance was requested. It was enquired whether a separate maintenance regime could be introduced for cycle routes and lanes. Also raised was the issue of footpaths under trees become very undulating due to route growth. This can make some footpaths inaccessible to wheelchairs and push chairs. JT to liaise with colleagues in Highways and provide update.</p>	<p>JT</p> <p>JT/MF</p> <p>JT</p>
<p>4.</p>	<p>Requested Agenda Items</p> <p>Reading Bike Hub Update</p> <p>_____ provided an update on the continuing success of the Reading Bike Hub since opening in September last year:</p> <ul style="list-style-type: none"> • Get 120 adult bikes into circulation • Give 60 children free bikes with an optional donation of what their families can afford • Loan 15 hire bikes out either to people who need one while a repair is being done or borrowed it for a few hours or days • Offer close to 500 repairs and services • Run 300 skateboard sessions and 160 skate sessions • decrease graffiti directly around the hub via offering spray painters a space to practice their art • Run 18 workshops sponsored by Avanti Cycling, Reading Cycle Campaign, the Bike Hub itself and Kidical Mass • Provide free bike tool access to over 240 people 	

	<ul style="list-style-type: none"> Recruit and train 50 volunteers with over 300 volunteer sessions occurring Run 7 learn to ride sessions with Avanti Cycling and teach numerous more children and adults as they came to look at bikes in the hub. <p>Dangerous Driving Affecting Cyclists</p> <p>A number of different Cycle Forum members had requested that dangerous driving affecting cyclists was raised and this follows incidents reported on the roads. This item is also related to the agenda item above regarding safety on the school run.</p> <p>It was noted that enforcement powers sit with the police and the Council has limited powers to undertake any enforcement. This restricts what measures the Council can take to more of a communication type campaign and there could be some synergies with the work noted above regarding safety on the school run. Transport Officers will discuss options with colleagues in comms and put forward some plans for consideration.</p> <p>Community Infrastructure Levy (CIL) Schemes</p> <p>The process for proposing schemes for funding through CIL contributions was raise, particularly given the development in the town centre. JT to provide summary at next forum.</p>	<p>JT/MF</p> <p>JT</p>
5.	<p>Any Other Business</p> <p>None recorded</p>	
6.	<p>Date of Next Meeting:</p> <ul style="list-style-type: none"> Tuesday 31st March 2026; 6:30pm (CAST) <p>Future meetings of both the Cycle Forum and CAST Forum will be set by Committee Services through the municipal calendar at the start of the new financial year.</p>	<p>All to note</p>

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Traffic Management Sub-Committee

5 March 2026



Reading
Borough Council
Working better with you

Title	Public Right of Way Modification Order – Footpath 11
Purpose of the report	To seek approval from the Sub-Committee to approval the making of a Public Path Extinguishment Order in relation to part of Footpath 11 and to amend the Definitive Map and Statement accordingly.
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	Natalie Lucas, Transport Development Control
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Ward(s)	Whitley
Corporate priority	Deliver a sustainable and healthy environment and reduce our carbon footprint
Recommendations	<p>The Sub-Committee is asked to:</p> <ol style="list-style-type: none"> 1. Note the content of this report, including the Footpath 11 Rearrangement Plan in Appendix 1 illustrating the widths to be extinguished. 2. Agree to the Officer recommendations and authorise the Executive Director Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services to make a Public Path Extinguishment Order to stop up that part Footpath 11 as detailed in the report under Section 118 of the Highways Act 1980 (“the 1980 Act”) and Section 53A(2) of the Wildlife and Countryside Act 1981 (“the 1981 Act”). 3. Agree to the Definitive Map and Statement be amended to reflect the changes to Footpath 11 once the order is confirmed. 4. Subject to no objections being received to authorise the Executive Director Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services to confirm the Public Path

	<p>Extinguishment Order to stop up that part Footpath 11 as detailed in the report.</p> <p>5. [that in the event of objection(s) received are not withdrawn a report is brought back to the sub committee for decide whether to submit it to the Secretary of State for determination.]</p>
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1. Executive summary

- 1.1 The purpose of this report is to seek approval to undertake a statutory consultation to make Public Path Extinguishment Order to stop up that part Footpath 11 as detailed in the report under Section 118 of the Highways Act 1980 (“the 1980 Act”) and under Section 53A(2) of the Wildlife and Countryside Act 1981 (“the 1981 Act”).
- 1.2 A combined Definitive Map Modification Order is proposed in relation to Footpath 11, made:
- under Section 118 of the Highways Act 1980 (“the 1980 Act”) to extinguish part of the Footpath, as it appears to the Authority that it is expedient to do so on the ground that it is not needed for public use; and
 - under Section 53A(2) of the Wildlife and Countryside Act 1981 (“the 1981 Act”) to allow the modification of the Definitive Map and Statement to reflect the extinguishment of that part of Footpath 11.

2. Policy context

- 2.1. Reading Borough Council manages Public Rights of Way in accordance with its adopted Rights of Way Improvement Plan (ROWIP) 2023–2033, which forms part of the Council’s wider transport and active travel policy framework. The ROWIP seeks to ensure that the public rights of way network within the Borough is usable, accessible and fit for purpose, recognising that many routes operate within a constrained urban environment and form part of the wider pedestrian network rather than standalone rural paths.
- 2.2. The ROWIP and associated transport strategies focus on the practical function and usability of routes, including continuity, safety and adequate width to accommodate pedestrian use. They do not require the retention of historic dimensions where a route continues to function effectively for public use and where accessibility and connectivity are maintained.
- 2.3. The Council’s Transport Strategy 2040 and Local Cycling and Walking Infrastructure Plan 2020-30 promote walking as a key mode of travel for local journeys and support a pedestrian network that is safe, convenient and accessible. Public rights of way are recognised as contributing to this wider network, particularly in urban areas such as Reading.

- 2.4. The Reading Borough Local Plan supports sustainable development and inclusive access while acknowledging that public routes must operate efficiently alongside development, provided that public use is not materially compromised and appropriate legal processes are followed.
- 2.5. The proposed Public Path Extinguishment Order relates only to part of the historic width of Public Footpath 11. The alignment, connectivity and availability of the route are unaffected, and the footpath continues to operate as a usable pedestrian route. The proposal is therefore consistent with the Council's policy objective of maintaining a functional and accessible public rights of way network, while ensuring that the Definitive Map and Statement accurately reflect the position on the ground.

3 Background

- 3.1 Under the Wildlife and Countryside Act 1981, Reading Borough Council as the Surveying Authority is required to prepare and keep up-to-date a Definitive Map and Definitive Statement of all public rights of way within its administrative area.
- 3.2 Definitive map and statement – the legal record of public rights of way in an area. A way shown on the map is conclusive evidence that the public has the rights shown unless there has been a legal change. Definitive Map evidence is without prejudice to any other rights which might exist.
- 3.3 It may include details such as:
 - the start and end points
 - the recorded width (where known)
 - any features along the route (e.g., gates, stiles, limitations)
 - specific conditions or lawful restrictions
- 3.4 Section 118 of the Highways Act 1980 allows a local authority to extinguish (i.e. legally stop up/remove) part of a public right of way such as a footpath, bridleway, or restricted byway if the authority is satisfied that is expedient on the ground that the whole width of the recorded route is not required for public use.
- 3.5 Section 53A(2) of the Wildlife and Countryside Act 1981 allows a local authority to modify the Definitive Map and Statement to ensure that the Definitive Map is updated so that it accurately shows the revised route and status. Section 53A(2) ensures that the Definitive map is brought up to date, the extinguished section is removed, and the legal record matches the new reality on the ground.

4 The proposal

- 4.1 Footpath 11 is routed through Green Park Business Park and the adjacent residential development within Green Park Village. The section of Footpath 11 to be extinguished commences at Longwater Avenue adjacent to the Huntley Place senior living apartment blocks, and continues in a westerly direction to join Kybes Lane opposite property no. 22 Kybes Lane. This section of the Footpath was

formally known as Smallmead Road.

- 4.2 In the Definitive Map and Statement, this section of Footpath 11 is recorded as being a minimum width of 5m narrowing to 1.2m at the barrier. The legal status of the route is a public Footpath, however, the route previously facilitated permitted vehicular traffic controlled with a barrier, reducing pedestrian access to 1.2m at this point.
- 4.3 The Green Park Village development achieved outline planning permission in 2010 (planning application reference 10/01461/OUT) for a mixed use development which included the construction of 129 Extra Care residential apartments, now known as Huntley Place.
- 4.4 The development was constructed over part of the public footpath without lawful authority, resulting in a permanent narrowing of the route and a reduction in width from approximately 5 metres to 3 metres. As a result, the legal width (as recorded in the Definitive Map and Statement) is no longer accurate and does not reflect the present width on the ground.
- 4.5 As the development is complete, there is limited options available to amend the footpath order to reflect the changes made to the width. Section 257 of the Town and Country Planning Act 1990 is not available as the development is already practically completed and cannot be applied retrospectively. Section 119 of the Highways Act 1980 (diversion) is also not applicable, as the footpath has not been diverted, only narrowed and follows the original alignment.
- 4.6 As such, given that a portion of the footpath has been permanently lost, the most appropriate legal route is a Public Path Extinguishment Order under Section 118 of the 1980 Act. This allows the Council to extinguish part of the footpath if it is satisfied that is expedient to do so on that the ground that is not needed for public use.
- 4.7 Having regard to the above, application has been made by the developer, St Edwards Home Ltd for a Public Path Extinguishment Order. The developer has agreed to pay the Council's fees in making and confirming the order.

Whether it is expedient to extinguish the path on the ground that it is not needed for public use;

- 4.8 The footpath has not been diverted and continues to follow its original alignment, and provides direct access between Kybes Lane and Longwater Avenue as it did before. The remaining available width of the footpath is approximately 3 metres along the affected section. Regard has been had to the current and foreseeable use of the route and the functional utility of the footpath as it now exists on the ground. The retained width of approximately 3 metres provides sufficient space to accommodate pedestrian use safely and conveniently, including two way pedestrian movement.
- 4.9 The footpath remains continuous, legible and accessible and continues to perform its public function as a pedestrian route. The railway Station at Green Park Village is now open and this section of Footpath 11 now connects to the footways along

Flagstaff Road which provides convenient pedestrian/cycle access to the Station from the wider Green Park Business Park.

- 4.10 There is no evidence to suggest that the additional width formerly available is required to meet current or anticipated levels of public use.
- 4.11 The extinguished part does not provide any additional functional utility over and above the width that remains available and its loss does not result in any material inconvenience or disadvantage to users of the footpath.
- 4.12 As a result of the development, the footpath surface has been upgraded and is now of a suitable for all users including those with restricted mobility. It is therefore considered that the length of width of the footpath proposed to be extinguished is not needed for public use.
- 4.13 Given that the extinguished part of the footpath is not needed for public use, it is necessary to consider whether it is expedient to stop up that part of the highway on that ground.
- 4.14 The part of the footpath proposed to be extinguished has been permanently lost as a result of the completed development and cannot be reinstated in practical terms. The making of an extinguishment order would regularise the position on the ground and ensure that the Definitive Map and Statement accurately reflect the extent of the public right of way that is available and usable by the public.
- 4.15 In these circumstances, it appears to officers that it is expedient to extinguish the affected part of the footpath on the ground that it is not needed for public use.
- 4.16 In addition, vehicular traffic is no longer facilitated along the route and the limitation recorded within the order (access barrier) has been removed. The route of the footpath is predominately unchanged and provides direct access between Kybes Lane and Longwater Avenue as it did before. However, the vehicular access from Kybes Lane into Green Park Village is no longer required aside from emergency access (emergency access is to be retained from Kybes Lane.)

Recommendations

- 4.17 Officers recommend making a combined order under Section 118 of the Highways Act 1980, to extinguish the part of the width no longer needed for public use, and Section 53A(2) of the Wildlife and Countryside Act 1981, to modify the Definitive Map and Statement so that it accurately records the lawful extent of the Footpath.
- 4.18 If no objections are received, it is recommended that the authority confirms the order itself (unopposed confirmation). If objections remain unresolved, the order will be referred back to the sub committee to decide whether the order should be submitted to the Secretary of State for determination.

5 Contribution to strategic aims

- 5.1 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
- 5.2 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
- 5.3 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.
- 5.4 The recommendations in this report align with the Council's priorities, namely, to Deliver a sustainable and healthy environment and reduce our carbon footprint
- 5.5 The combined order under Section 118 of the Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981 supports the council's priority to deliver a sustainable and healthy environment and reduce our carbon footprint by ensuring that the Public Rights of Way network is accurate, efficient, and encourages active travel. 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.
- 5.6 A legally sound and up-to-date Definitive Map reduces future disputes and ensures the PROW network is stable and resilient, 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.
- 5.7 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.

6 Environmental and climate implications

- 6.1 The proposal has been assessed against the Council's climate change objectives and wider national commitments to addressing climate change.
- 6.2 The Public Path Extinguishment Order would not give rise to greenhouse gas emissions or increase climate related risks or materially affect opportunities for sustainable or active travel and is not expected to result in increased vehicle journeys.

Accordingly, the proposal has no significant implications for climate change mitigation or adaptation. If the recommendations are agreed, the legal process to modify the description of the Footpath will commence, however, there will be no physical changes on the ground.

7 Community engagement

- 7.1 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.
- 7.2 If the recommendations in this report are agreed, the order is then formally made, signed, dated, and sealed. Once the order is made, the local authority must undertake a minimum 28 day statutory consultation and publish a notice in a local newspaper, on the council website, at each end of the footpath and serve notice on required organisations landowners and occupiers

8 Equality impact assessment

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
 - 8.1.1 eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - 8.1.2 advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - 8.1.3 foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 It is not considered that an Equality Impact Assessment (EIA) is required at this time as the proposals are not deemed to be discriminatory to persons with protected characteristics, and the proposals will help the travel needs of users. The Statutory Consultation provides an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to confirm the order.

9 Other relevant considerations

- 9.1 None

10 Legal implications

- 10.1 The Council has considered all of its legal obligations when seeking to make a combined order under Section 118 of the Highways Act 1980, and Section 53A(2) of the Wildlife and Countryside Act 1981.
- 10.2 The Council has the power to make a Public Path Extinguishment Order under section 118 of the Highways Act 1980, where it appears to the authority that the public path is not needed for public use. In deciding whether to make the Order, the Council must have regard to the statutory considerations set out in section 118 of the Highways Act 1980, including the extent to which the path is likely to be

used by the public and the effect that its extinguishment would have on land served by the path and on persons with an interest in that land.

- 10.3 By virtue of section 53A(2) of the Wildlife and Countryside Act 1981, where a public path extinguishment order is made under section 118 of the Highways Act 1980, the Council may include within the same order provisions to modify the Definitive Map and Statement so as to give effect to the extinguishment. The purpose of section 53A(2) is to ensure that, if the extinguishment order is confirmed, the Definitive Map and Statement are updated automatically, without the need for a separate Definitive Map Modification Order. The extinguishment and the definitive map modification therefore take effect through a single statutory process.
- 10.4 The making, advertising, consultation and confirmation of the Order are governed by:
 - Schedule 6 to the Highways Act 1980; and
 - The Public Path Orders Regulations 1993.
- 10.5 Once made, the Council is required to publicise the Order and to allow a period of not less than 28 days from the date of first publication of the notice for representations or objections to be made.
- 10.6 The public right of way is not extinguished unless and until the Order is subsequently confirmed. If no objections are received within the statutory period, or if any objections are withdrawn, the Council may proceed to confirm the Order as an unopposed order.
- 10.7 Where objections are made and not withdrawn, the Order may be submitted to the Secretary of State for determination. The Secretary of State may decide the matter by written representations, local hearing, or public inquiry.
- 10.8 If confirmed, the public right of way is extinguished and the Definitive Map and Statement are modified accordingly.
- 10.9 It is considered that the making and confirming of this order would be compatible with the Council's Rights of Way Improvement Plan (ROWIP) 2023–2033.
- 10.10 While the Council is subject to wider highway and traffic management duties, including under section 122 of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004, those duties do not form part of the statutory test for a public path extinguishment order and do not displace the specific criteria set out in section 118 of the Highways Act 1980.
- 10.11 Patricia Tavernier has cleared these Legal Implications.

11 Financial implications

- 11.1 The costs of making the combined order under Section 118 of the Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981 will be met by the developer, St Edwards Home Ltd.

11.2 The developer is required to meet all legal and administrative costs of making the combined order including the costs associated where a referral has had to be made to the Secretary of State.

[Name of Finance Team member] has cleared these Financial Implications.

12 Timetable for implementation

12.1 The following table provides the intended timeline:

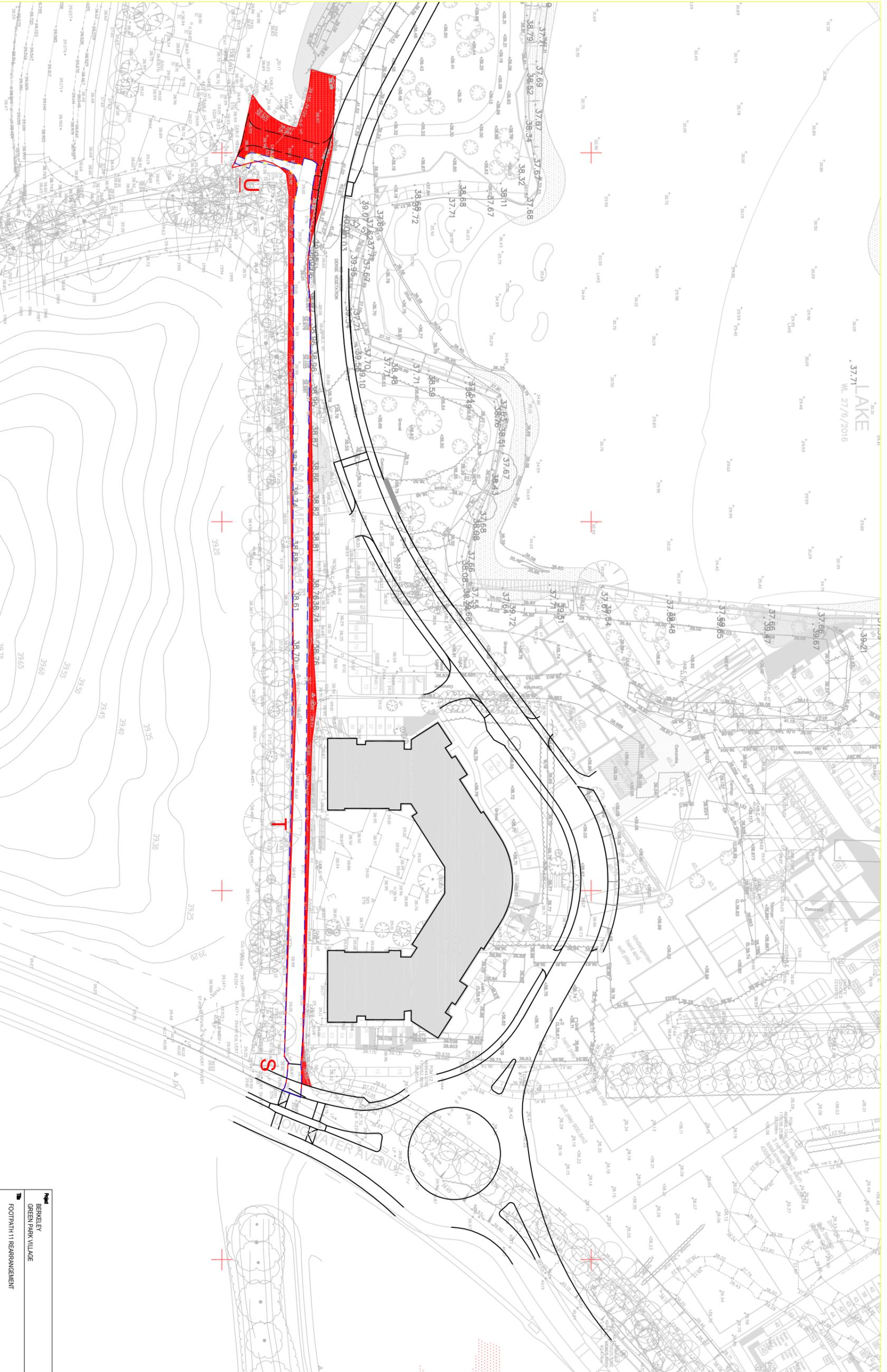
Line	Milestone	When
1	Undertake statutory consultation	April 2026
2	Review responses received from consultation	May 2026
3	If no objections are received, the authority may confirm the order itself (unopposed confirmation).	May 2026
4	If objections remain unresolved, report back to TMSO for approval to submit the order to the Secretary of State (via the Planning Inspectorate) for determination.	June 2026

13 Background papers

13.1 None

Appendices

1. **Appendix 1 – Footpath 11 Rearrangement Plan**



37.71 LAKE
ML 27/6/2016

Project		BERKELEY GREEN PARK VILLAGE	
Title		FOOTPATH 11 REARRANGEMENT	
Scale	1:250	Date	NOV 2025
Drawn	TS	Not Check	Eng Check
FOR INFORMATION			
Drawn By	G252 - INFRA 001		Rev No

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**Traffic Management
Sub-Committee
05 March 2026**



Reading
Borough Council
Working better with you

Title	Sidmouth Street Cycle Lane – Request to Consult on reduction in Cycle Lane
Purpose of the report	To request authority to undertake a statutory consultation for the partial removal of the segregated cycle facilities on Sidmouth Street, required to provide additional capacity for northbound vehicle movements.
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	James Clements, Transport Programme Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Ward	Katesgrove, Redlands
Corporate priority	Deliver a sustainable and healthy environment and reduce our carbon footprint
Recommendations	<p>The Sub-Committee is asked to:</p> <ol style="list-style-type: none"> 1. note the content of this report. 2. Authorise the Executive Director of Economic Growth and Neighbourhood services in consultation with the Assistant Director of Legal and Democratic Services to undertake the statutory consultation for the proposed amendments to the Traffic Regulation Order for Sidmouth Street. 3. Authorise the Executive Director of Economic Growth and Neighbourhood services to make minor amendments to the agreed proposals if required prior to the implementation, 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. 4. That subject to no objections being received the scheme be considered as approved and the Assistant Director of Legal and Democratic Services be authorised to amend the Traffic Regulation Order. 5. That should the scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme implementation.

1. Executive summary

- 1.1 The purpose of this report is to inform the Sub-Committee of proposals to reduce the width of the cycle infrastructure on Sidmouth Street, and to seek approval to undertake a statutory consultation to amend the Traffic Regulation Order as required.
- 1.2 In making this proposal consideration has been given to several factors, including:
- The availability of alternative cycle facilities within the local cycle network, which are more desirable and provide more direct, or linked routes.
 - The underutilisation of the infrastructure implemented on Sidmouth Street.
 - The impact of the approved bus lane, due be implemented between Sidmouth Street and London Street

2. Policy Context

- 2.1 The Road Traffic Regulation Act 1984 (RTRA) 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 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.
- 2.3 Full details of the Council Plan and the projects which will deliver these priorities are published on the [Council's website](#). These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4 The Bus Service Improvement Plan (BSIP) is a sub-strategy and core element of our emerging Reading Transport Strategy, which sets a vision to make Reading a greener and healthier town by providing better sustainable travel choices, including buses. The transport strategy also contributes towards the vision of a net zero carbon Reading by 2023, as set out in the Reading Climate Emergency Strategy
- 2.5 Reading Borough Council's Transport Strategy 2024 is a statutory document that sets a vision to make Reading a greener and healthier town by providing better sustainable travel choices, including buses. The transport strategy also contributes towards the vision of a net zero carbon Reading by 2023, as set out in the Reading Climate Emergency Strategy. It also includes guiding policies and principles including those

related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22).

3. Proposal

- 3.1 This report sets out the proposals for reducing the width of the existing cycle lane on Sidmouth Street. This is proposed on the basis of the current performance of the cycle facilities, but also to accommodate increased motor vehicle capacity. -vehicle capacity

Current Situation

- 3.2 The cycle lane facility on Sidmouth Street was installed following the allocation of 'Tranche 1' funding through the government's emergency Active Travel Fund, which was received in 2020. It was one of the short-term proposals that specifically addressed the immediate need to promote active travel and facilitate social distancing based on the government advice around the COVID19 pandemic at the time. The cycle lane on Sidmouth Street was initially installed as a temporary measure, which later became permanent following a statutory consultation and approval by Traffic Management Sub-Committee in September 2022.
- 3.3 As a result of the cycle scheme being implemented, the southbound traffic lane was removed and replaced by a 2-lane cycle facility. However, the lack of linking routes, and the provision of alternative cycle routes, including London Street and Watlington Street, has resulted in the cycle lanes (on Sidmouth Street) being underutilised.

Options Considered

- 3.4 As part of the ongoing review of the transport network, Officers have undertaken an optioneering exercise, to consider various changes that could be made to improve the overall network performance in this area.
- 3.5 As part of this optioneering, Officers considered the potential impact of the previously approved BSIP scheme, to introduce a new bus lane on London Road, and the possible impact this could have on London Road and the wider network.
- 3.6 Sidmouth Street functions as a key distributor road within the local highway network, linking London Road to Queens Road, and is commonly used as an alternative route during peak periods.
- 3.7 The new bus lane on London Road is designed to improve public transport reliability and journey times, and although minimal reallocation of road space is necessary (to facilitate the new bus lane), it is expected that some general traffic may be displaced onto Sidmouth Street.
- 3.8 As well as the improvements for public transport, the implementation of the bus lane will also create another shared space for cyclists travelling westbound towards the town centre, and will provide safer facilities for cyclists travelling through the London Street junction, towards the town centre.
- 3.9 Regarding the loss of cycle provision as a result of this proposal, Officers have considered whether this change could be expected to have a significant impact on Active Travel opportunities in the area.
- 3.10 As part of the scope of this optioneering exercise, officers considered the existing road layout, and in particular the benefits of the existing cycle infrastructure. At this stage

officers have not conducted a cycle survey of this route, however through communication with the local cycle groups, we understand that this route is used for southbound movements, connecting cyclists from London Street, via South Street. However, due to the lack of northbound connections, it is not clear how well used the route is for travelling towards town. Officers also note the existing cycle provisions on Watlington street, and in particular the facilities for crossing Queens Road.

3.11 In preparing a suite of options for consideration, the primary design principle applied was to maximise the carriageway widths and to provide additional northbound vehicle capacity. The secondary design principle was to retain as much Active Travel provision as possible. Following these principles, officers have worked with design consultants to develop 4 options.

3.12 Each of the options proposed has the following similar characteristics, being:

- Sidmouth Street remains a one-way road.
- Introduces 2 lane entry to Sidmouth St from London Road which requires amendment of the traffic signals in that area and two northbound lanes for general traffic
- Introduces 2 lanes of traffic between London Road and South Street
- Introduces 3 lanes of traffic between South Street and Queens Road (1 left turn, 2 right turn).

3.13 However, alongside this, the specific options proposed include:

- Option 1 - Retain Existing cycle lanes (South of South Street Only), two northbound lanes, P&D parking removed.
- Option 2 – Retain a southbound (contra-flow) cycle lane (South of South Street Only), two northbound lanes, P&D parking retained
- Option 3 – Remove cycle lanes, replace with shared path provision on western footway. two northbound lanes, P&D parking retained
- Option 4 – Remove cycle lanes, two northbound lanes, retain P&D parking. This option allows 3 lane split before South Street.

3.14 Having reviewed the options presented by the design team, Officers are recommending that option 2 provides the best balance of benefits / value for money. This would provide additional vehicle capacity on Sidmouth Street, and would improve flows onto Queens Road (subject to further traffic surveys taking place). Alongside this, it would still provide a valuable southbound active travel connection from the town centre towards the shared path facilities on London Road, and Southbound towards the cycle infrastructure on Shinfield Road, and would complement the existing provisions on Watlington Street.

3.15 Officers are proposing to develop the detailed designs in parallel to this proposed consultation, which include further analysis and traffic surveys to support the initial assumptions, both in terms of use of the cycle facilities, as well as understand potential impacts on traffic flows both on London Road (as a result of the change to 2 entry lanes to Sidmouth Street) and Queens Road (as a result of the 2 eastbound lanes from Sidmouth Street).

3.16 We are taking this holistic approach, which considers Public Transport, Active Travel and general traffic flows, with the aim of ensuring that the local network continues to

operate efficiently, while maintaining safe provision for all road users.

Recommendations

- 3.17 Officers are recommending that on the basis of the option appraisal conducted, and the expected wider benefits to the local transport network, that the sub-committee approves officers to undertake a statutory consultation on Option 2.
- 3.18 As the design is currently at concept stage, officers are also seeking delegated approval to make minor non-material changes to the final designs. Any changes will remain consistent with the approach set out within this report and will only be made where necessary, and to accommodate any constraints or to improve the outcomes of the scheme.

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, to **Deliver a sustainable and healthy environment and reduce our carbon footprint**
- 4.5 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.
- 4.6 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.
- 4.7 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.

- 4.8 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.

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 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.
- 5.3 A climate impact assessment has been undertaken, and it has been assessed that this proposal will have a **Net Positive** impact. The purpose of this scheme is to support growth in sustainable transport, through the introduction of a bus lane on London Road. Whilst acknowledging the reduction in active travel provisions, it is expected that an overall net benefit will be achieved, due to the frequency and volume of use of the new bus lane. This is accompanied by a reduction in congestion, through the provision of additional vehicle capacity on Sidmouth Street.

6. Community engagement

- 6.1 Traffic Management Sub-Committee are public meetings. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.
- 6.2 The consultation was conducted between 26 September 2025 and 16 October 2025, during which residents were invited to complete the questionnaire and provide any additional comments.

7. Equality impact assessment

- 7.1 Under the Equality Act 2010, Section 149 of the Equality Act 2010, a public authority must 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, and
 - 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 proposal is not deemed to be discriminatory to persons with protected characteristics and statutory consultation provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

7.3 Further EIA assessments, where necessary, may be undertaken once the schemes are developed in detailed design.

8. Other relevant considerations

8.1 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 costs associated with the delivery of this scheme are captured within the Councils Bus Service Improvement Programme (BSIP) and will be fully funded through the associated BSIP Government Grant.

10.2 Whilst detailed design is required to determine the full cost of this scheme, an initial budget estimate of £200k has been allocated. There is limited civil engineering works required as part of this scheme and the budget estimate includes risk contingency, should the works become more complex, following full design.

11. Timetable for Implementation

Line	Milestone	When
1	Undertake statutory consultation	March 2026
2	Review responses received from consultation	April 2026
3	Report back to TMSC with results of consultation (if required)	May/June 2026
4	Design Programme	February – July 2026

5	Scheme Implementation	July – September 2026
6	Subject to receiving a delegated decision, arrange to seal the TRO in accordance with statutory process.	September 2026

12. Background Papers

12.1 None

Appendices

Appendix 1 – Sidmouth Street Scheme Design – Option 2

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**Traffic Management
Sub-Committee
5 March 2026**



Reading
Borough Council
Working better with you

Title	Informal Consultation – A4 London Road corridor & Sutton Seeds Roundabout Proposals.
Purpose of the report	To update the committee of the work officers have undertaken with colleagues at Wokingham Borough Council on proposals for the A4 London Road corridor and of Wokingham Borough Council’s commencement of an informal consultation of these proposals.
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	James Clements, Transport Programme Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Ward	Park
Corporate priority	Deliver a sustainable and healthy environment and reduce our carbon footprint
Recommendations	<p>The Sub-Committee is asked to:</p> <ol style="list-style-type: none"> 1. note the content of this report. <p>Subject to the Outcome of the informal consultation, and should Wokingham Borough Council proceed with the scheme, the Sub-committee is asked to:</p> <ol style="list-style-type: none"> 2. Authorise the Executive Director of Economic Growth and Neighbourhood services in consultation with the Assistant Director of Legal and Democratic Services to undertake the statutory consultation for the proposed amendments to the existing Traffic Regulation Order relating to the London Road Bus Lane. 3. Authorise the Executive Director of Economic Growth and Neighbourhood services to make minor amendments to the agreed proposals if required prior to the implementation, 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. 4. That subject to no objections being received the scheme be considered as approved and the Assistant Director of Legal and Democratic Services be authorised to make the amendments to the Traffic Regulation Order.

	<p>5. That should the scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme implementation.</p>
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1. Executive summary

1.1 The purpose of this report is to inform the Sub-Committee of the work officers have undertaken alongside officers at Wokingham Borough Council to develop proposals for the continued improvement to the A4 London Road corridor and Sutton Seeds Roundabout and the informal consultation, launched by Wokingham, into these proposals.

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, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTRA), as both seek to improve public wellbeing and sustainable development.

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

2.4 Reading Borough Council's Transport Strategy 2024 is a statutory document that sets a vision to make Reading a greener and healthier town by providing better sustainable travel choices, including buses. The transport strategy also contributes towards the vision of a net zero carbon Reading by 2023, as set out in the Reading Climate Emergency Strategy. It also includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22).

2.5 The Bus Service Improvement Plan (BSIP) is a sub-strategy and core element of the Reading Transport Strategy, which sets a vision to make Reading a greener and healthier town by providing better sustainable travel choices, including buses. The transport strategy also contributes towards the vision of a net zero carbon Reading by 2030, as set out in the Reading Climate Emergency Strategy

2.6 The Road Traffic Regulation Act 1984 (RTRA) 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

3. Proposal

- 3.1 Following the implementation of the new bus lane on London Road between Liverpool Road and Cemetery Junction, Reading Borough Council and Wokingham Borough Council have jointly commissioned WSP engineering consultants to design a number of options that could deliver further improvements to this corridor. These designs have now been subject to traffic modelling to assess the impact with a view to recommending a proposed option.

Current Situation

- 3.2 The London Road bus lane was introduced in August 2024 and saw the implementation of a new westbound bus lane between Liverpool Road and Amity Road, near Cemetery Junction. This bus lane was created through the reallocation of lane 1, which was previously a general traffic lane towards Reading.
- 3.3 The bus lane requires all general traffic travelling towards Reading, from both the A4 and A3290, to merge into a single lane (lane 2) shortly after Liverpool Road. The bus lane can be used by licensed hackney carriages, motorcycles and bicycles.
- 3.4 The bus lane is used by a number of routes including park and ride services to the town centre as well as to the hospital and university, local services from Woodley, and longer distance routes from Twyford, Maidenhead and High Wycombe. The bus lane is also used by the RailAir buses from Heathrow Airport.

Joint Working and Option Appraisal

- 3.5 Officers working with colleagues at Wokingham Borough Council and WSP held a series of site meetings and workshops where a number of options were developed for this corridor on the approach to the new bus lane. These included amendments to the bus lane, general vehicle lanes and traffic signals both through the London Road and at the junction at Sutton Seeds Roundabout.
- 3.6 Traffic surveys were undertaken in June 2025 with further validation surveys in November 2025. This data was used to model the impact of the options to assist with option appraisals.
- 3.7 Of the options proposed, a number were discounted due to the impact on general traffic movements with no substantial benefit for bus journeys. Safety concerns were also cited for vehicles queuing on the A3290 with some of the options. The option assessment led to a preferred option which provided benefits for both general vehicles and bus trips through the corridor without increasing the safety issues forecast with previous options.

Proposed Option

- 3.8 The option proposed is to provide a new bus lane on the A4 London Road eastern approach to the Sutton Seeds Roundabout and closing the bus gate from the services road. A new bus lane would be installed through the roundabout using vacant highway space and not removing capacity for general traffic. Within Reading the proposals involve shortening the bus lane by approximately 30m and introducing a dedicated right-turn lane for vehicles turning in to Liverpool Road.
- 3.9 The option involves works both in Wokingham Borough and in Reading Borough, and will include:

Within Wokingham Borough

- removing the conflict between buses and parked cars on the service road by removing the existing bus only access onto the A4 London Road and diverting buses onto the A4 London Road.
- providing a dedicated space for buses on the A4 London Road in the form of a bus lane.
- keeping two general traffic lanes on the A4 London Road alongside the new bus lane by narrowing the central reserve.
- converting a hatched area, which is currently used land on the south of the roundabout to create a bus lane on the roundabout towards Reading.
- adding additional traffic lights and amend the configuration to help manage and improve traffic flow
- amending and refreshing road traffic markings to make it clearer which lane traffic should be in.
- improving the waiting area for bus passengers using The Drive bus stop on Reading Buses Orange 13 service and make the stop accessible to all other bus services on the A4 London Road, which includes Carousel's 850 and 127, Thames Valley Buses 128/129 service and Reading Buses 12.

Within Reading Borough

- shortening the existing bus lane to allow for the introduction of a right-turn only lane opposite Liverpool Road
- 3.10 This option provides benefits to journey times for both general motor vehicles and bus services on this corridor as well as enabling a more consistent journey time. Modelling shows that for the A4 London Road westbound route this option performs notably better than current baseline conditions in the PM peak with a 38 second improvement to journey times and, from the A3290, a 37 second improvement. During the morning peak the improvements are more modest with a 9 second improvement on average for the A4 London Road section and 15 second for the A3290 section.
- 3.11 For buses an average of a 28 second improvement per journey on the A4 section and 34 seconds improvement on the A3290 section is shown during the morning peak and a 30 second improvement for the London Road and a 23 second improvement for the A3290 section during the afternoon peak period.
- 3.12 The Sutton Seeds roundabout is a busy junction with 21 buses per hour traveling towards Reading. In the morning peak hour, a further 1033 vehicles travel from London Road east and 863 vehicles per hour from the A3290 south, enter the roundabout.

- 3.13 The modelling data outlined above indicates that, if the full scheme is implemented, over 9 minutes of journey time saving is identified for buses during the morning peak hour. For general traffic there will be the equivalent of a total of 6 hours and 45 minutes' worth of journey time saving during the morning peak hour for traffic heading into Reading.
- 3.14 This option would also benefit motorists using Liverpool Road to access areas of New Town as they now have a dedicated lane to access as well as more space when exiting Liverpool Road toward Reading.

Informal Consultation

- 3.15 In order to meet the conditions of the funding awarded for the delivery of the scheme, as well as meeting the requirements to proceed with consultations prior to the pre-election period later in 2026, Wokingham Borough Council commenced a 5-week informal consultation the week commencing Monday 23rd February 2026.
- 3.16 Transport Officers briefed both the Leader of the Council, the Lead Member for Transport and Climate and the Chair of Traffic Management Sub-Committee, prior to the consultation. Authority for Reading Borough Council to officially support the consultation was granted through the delegated authority afforded through an Officer Decision Notice, published on 12 February 2026.
- 3.17 The Officer Decision Notice was made to support the informal consultation only.
- 3.18 In order to proceed with the changes proposed within the borough of Reading, these would require a statutory consultation. Within the decisions proposed in this report, officers are seeking approval to undertake a future statutory consultation (for the elements of the scheme within the borough of Reading), subject to the outcome of the informal consultation, and should Wokingham proceed with the overall scheme.
- 3.19 As the design is currently at concept stage, officers are also seeking delegated approval to make minor non-material changes to the final designs. Any changes will remain consistent with the approach set out within this report and will only be made where necessary, and to accommodate any constraints or to improve the outcomes of the scheme.

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, to **Deliver a sustainable and healthy environment and reduce our carbon footprint**
- 4.5 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.
- 4.6 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.
- 4.7 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.
- 4.8 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.

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 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.
- 5.3 A climate impact assessment has not been considered necessary as this in for information report only. If the recommendations are to proceed with the options proposed a climate impact assessment will be undertaken but it is anticipated that as the scheme within Reading only requires limited signage and lining works and delivers overall benefit to both general traffic and bus journeys the impact will be largely positive.

6. Community engagement

- 6.1 Traffic Management Sub-Committee are public meetings. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.
- 6.2 A 5-week consultation period commenced on Tuesday 24th February and has been promoted by both Reading Borough and Wokingham Borough Council.
- 6.3 The implementation of the original bus lane followed a 6-week consultation in 2023 alongside the consultation to the Reading Transport Strategy 2040.

7. Equality impact assessment

7.1 Under the Equality Act 2010, Section 149 of the Equality Act 2010, a public authority must 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, and
- 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 proposal is not deemed to be discriminatory to persons with protected characteristics and statutory consultation provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

7.3 Further EIA assessments, where necessary, may be undertaken once the schemes are developed in detailed design.

8. Other relevant considerations

8.1 None

9. Legal implications

9.1 The Informal Consultation does not permit Reading Borough Council the legal powers to make changes to the existing Traffic Regulation Order.

9.2 Subject to the Outcome of this Informal Consultation, and should a statutory consultation be required, then the legal implications identified below shall come into effect.

9.3 The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders.

9.4 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.

9.5 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.

- 9.6 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

- 9.7 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

- 9.8 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.

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

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

- 9.11 Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

- 10.1 A budget of £300k has been assigned to this project and is included within the approved Bus Service Improvement Plan (BSIP) budget.
- 10.2 The Council has committed approx. £75k to cover half of the expenses incurred by Wokingham Borough Council, to develop these options. This has been funded by the Council's BSIP revenue award.
- 10.3 Should the Council wish to proceed with the proposal the scheme costs would be modest as the works within the borough would largely be adjustments to road markings and signage.
- 10.4 In addition to officer time, the above budget includes supporting the completion of the detailed design drawings (for the extent of the works within the borough) as well as the advertising of the proposed amendments to the Traffic Regulation Order, which is a requirement as part of the statutory consultation process.
- 10.5 It is considered that the recommendations of the report provide value for money as the benefits of the proposal can be realised with very modest costs.
- 10.6 There are no foreseen financial risks related to the recommendations of the report.

11. Timetable for Implementation

- 11.1 The informal consultation will run for 5 weeks, commencing 24th February 2026, after which Wokingham will undertake analysis of the response and provide feedback to Council officers. Subject to this feedback and members decision, the timeframe for statutory consultation and scheme implementation will be outlined to members.

12. Background Papers

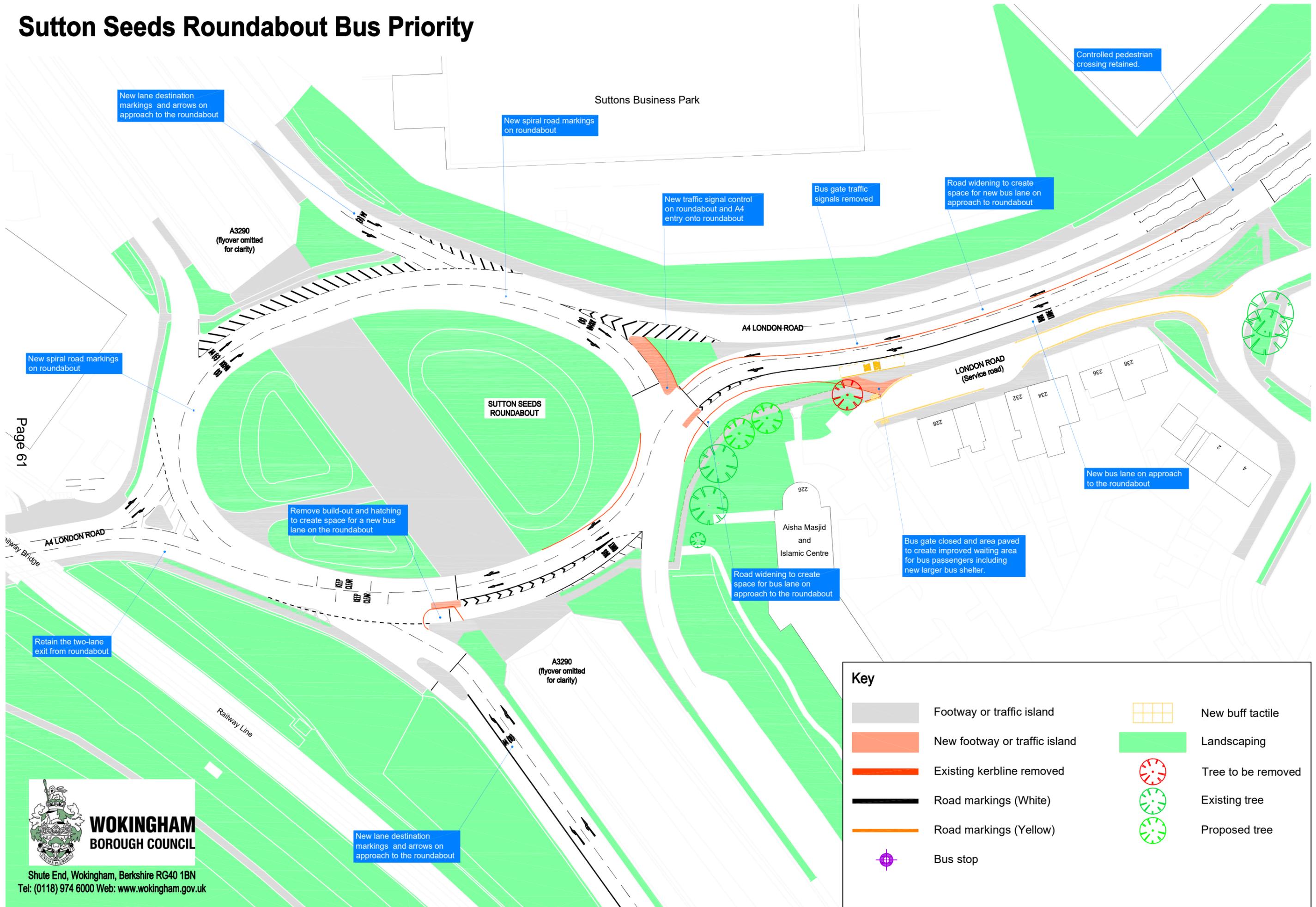
- 12.1 None

Appendices

- Appendix 1: Concept Design Drawings – A4 London Road & Sutton Seeds Roundabout Improvement scheme.**

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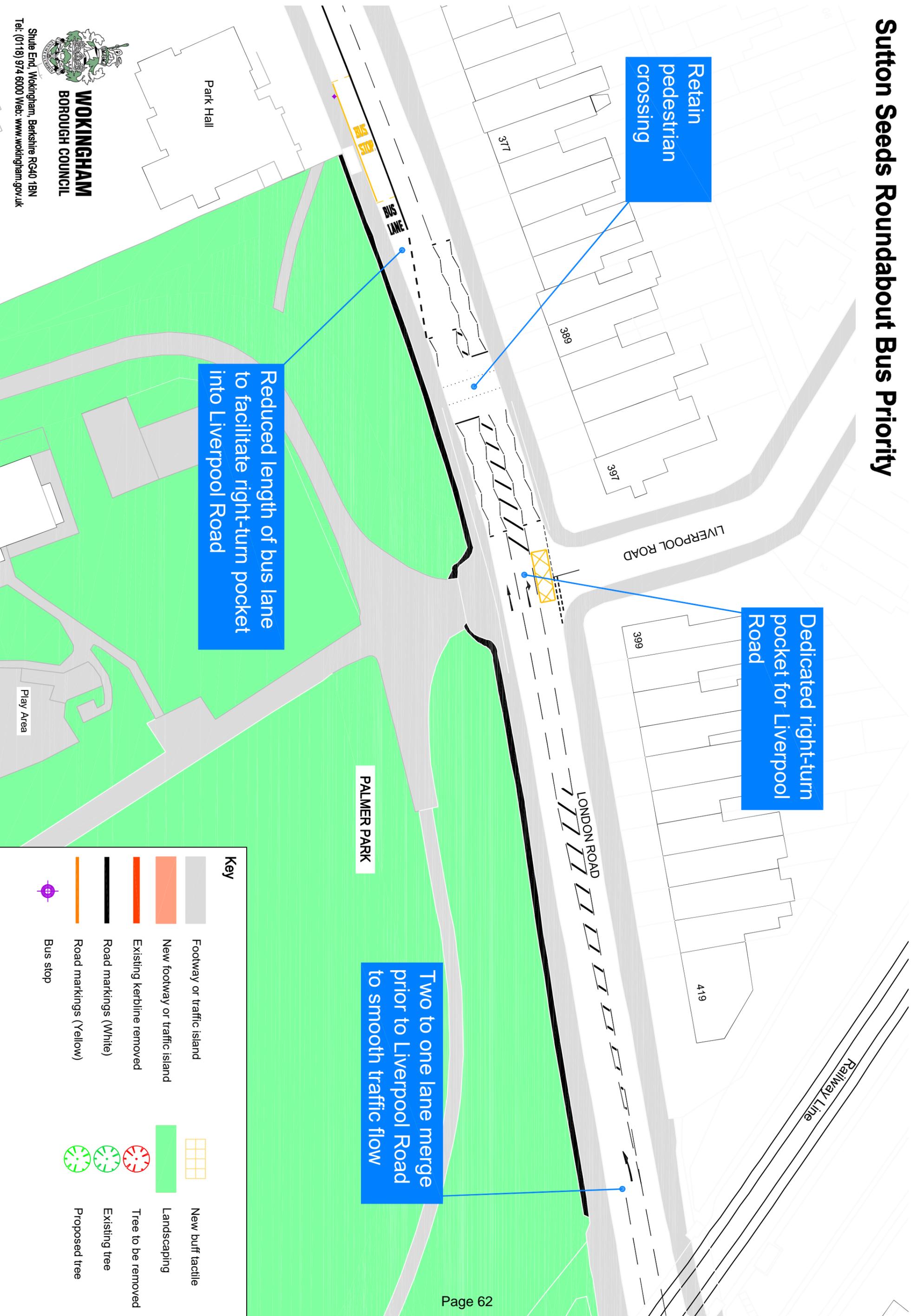
Sutton Seeds Roundabout Bus Priority



Key			
	Footway or traffic island		New buff tactile
	New footway or traffic island		Landscaping
	Existing kerbline removed		Tree to be removed
	Road markings (White)		Existing tree
	Road markings (Yellow)		Proposed tree
	Bus stop		

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Sutton Seeds Roundabout Bus Priority



Retain pedestrian crossing

Dedicated right-turn pocket for Liverpool Road

Reduced length of bus lane to facilitate right-turn pocket into Liverpool Road

Two to one lane merge prior to Liverpool Road to smooth traffic flow

Key

	Footway or traffic island		New buff tactile
	New footway or traffic island		Landscaping
	Existing kerbline removed		Tree to be removed
	Road markings (White)		Existing tree
	Road markings (Yellow)		Proposed tree
	Bus stop		

Traffic Management Sub-Committee

05 March 2026



Reading
Borough Council
Working better with you

Title	Traffic Regulation Order Rectification: East Street Results of Statutory Consultation
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	Jemma Thomas – Assistant Engineer, Network Services
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> 1. That the Sub-Committee notes the content of this report. 2. That the Sub-Committee considers the consultation feedback in Appendix 1 and agree to either implement, amend, or reject the proposed scheme. The officer recommendation is to implement the scheme as advertised. 3. That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order. 4. 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. 5. That no public inquiry be held into the proposals.

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 involved 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. Through a series of update reports, starting from November 2024, officers have provided progress updates against the rectification work associated with those TROs, which is complete.
- 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 of 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 November 2025 (report available [here](#)) for rectifying a TRO and signing issue associated with a pay and display parking bay on East Street has been carried out and ended on 9 January 2026. The objections received during the consultation are included in Appendix 1. Members are asked to consider these objections and conclude the

outcome of the proposal. The officer recommendation is to implement the scheme as advertised as explained in 3.11.a

2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal basis for making Traffic Regulation Orders (TROs), including Speed Limit Orders (SLOs). 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 section 87(1) 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 (RTRA), 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 Traffic 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 and representations to the draft TRO can be submitted. Following consideration of any 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 on deposit 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 were restrictions presented on the highway that cannot be enforced.
- 3.6. The rectification processes agreed by Council have been completed and rectified TROs are in place – this project has concluded.
- 3.7. 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 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.
- 3.8. While the TRO preparation work for the Council's Emissions Based Charging proposal was being undertaken, officers discovered that a Pay & Display parking bay on East Street has a mismatch between the signing and the latest valid TRO. This relates to the maximum stay period, which is signed as 3 hours, whereas the TRO states 2 hours. The change to 3 hours was part of a Boroughwide initiative and is considered to be the intended restriction.
- 3.9. It was agreed in the November 2025 meeting of the Sub-Committee that a statutory consultation be undertaken to propose an amendment to the TRO so that it reflects the restriction as presented on street (a 3-hour maximum stay).
- 3.10. The statutory consultation was carried out between 11 December 2025 and 9 January 2026. The feedback that was received for the consultation is provided in Appendix 1.

Options Considered

- 3.11. The Sub-Committee is asked to consider the content of the objections against the proposals in Appendix 1 and to consider the following options:

- a. **[Recommended]** Agree to make the East Street TRO as advertised

The original purpose of this process is to resolve an issue with the Traffic Regulation Order as the on street signs for this bay state that the restriction has a 3 hour maximum stay and the TRO states it should be 2 hours. As 3 hours is considered to be the intended restriction, the consultation is proposing a change to the order to ensure the signs match the TRO.

One objection has been received, which includes a request to change the days of operation from Monday-Sunday to Monday-Friday. The reason provided is to provide greater flexibility for residents, visitors and local activity on weekends (please see appendix 1 for the full response).

Officers do not recommend that the changes requested by the objector are implemented at this time. As this is a substantially different change to the one proposed in the consultation we would need to carry out a new consultation before this requested change could be considered further.

Amending the operational times of the bay would also cause some inconsistency in the restrictions in this area as the nearby permit and pay and display bays are all in force Monday-Sunday.

The officer recommendation is therefore to create the TRO as advertised.

Where the scheme is agreed for the order to be made as advertised, officers will take the necessary steps for the TRO to be sealed.

- b. Agree not to create the TRO

As part of this decision, officers would recommend changing the signing to match the latest TRO, which includes a 2-hour maximum stay. This could create new issues for

customers and inconsistency of restrictions in the area. The Pay & Display parking bay in East Street has been signed as a 3-hour maximum stay bay for over an estimated 10 years. This option is, therefore, not recommended.

c. Do nothing

This is not considered to be a viable option. In the case of East Street, this would leave non-compliant signing on the Highway and continue to render the bay unenforceable. There is a finite period in which the Council can make a proposed and consulted TRO before it expires.

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

4.5. 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.

4.6. 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.

4.7. 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.

4.8. 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.

4.9. The recommendations of this report relate 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 TRO is 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 TRO has been advertised in compliance with statutory regulations and an opportunity provided for objections and representations to be made.
- 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 to this decision 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 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 an Order, 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 comment 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.
- 9.4. With any TRO proposals, the Council (either via delegated authority or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the Order as published, modify it, or abandon it. If it is agreed to proceed, the Order 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.

Network Management Duty

- 9.6. Section 16 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.

- 9.7. 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

- 9.8. 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:

- The 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.

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

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

- 9.11. Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

- 10.1. The costs of undertaking the recommendations of this report, namely making the East Street proposed TRO, are expected to total less than £500.

- 10.2. The restrictions referred in this report are currently unenforceable. While the objective of the restrictions is to prevent the issues that were occurring previously, 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 underlying TROs.

Risk Assessment

- 10.4 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.

11. Timetable for Implementation

- 11.1. If agreed, it is expected that the East Street TRO can be sealed and come into effect in April 2026.

12. Background Papers

- 12.1. There are none.

Appendices

Appendix 1: Objections and other feedback received to the statutory consultation

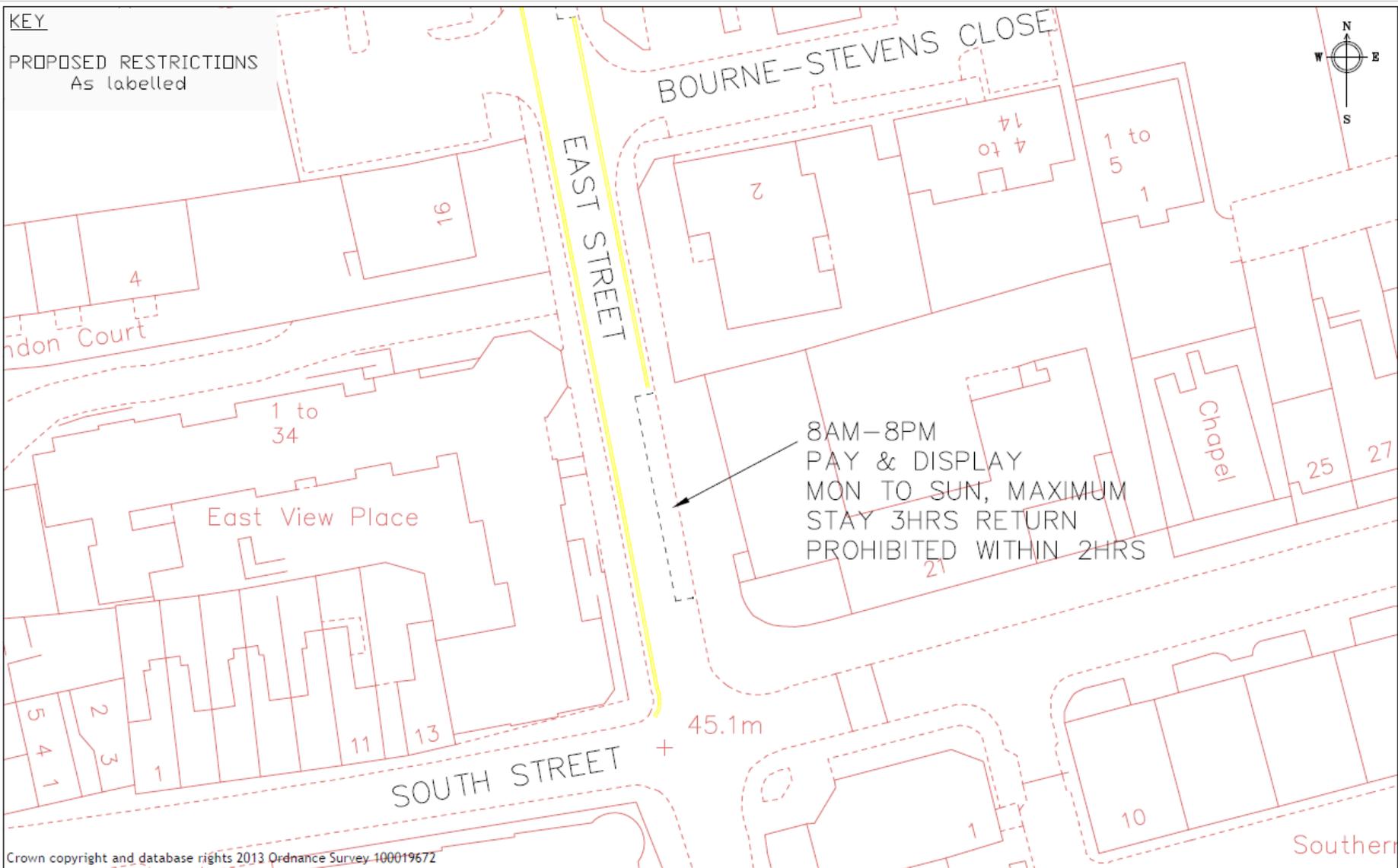
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APPENDIX 1 - TRO RECTIFICATION FOR EAST STREET PAY AND DISPLAY

Summary of feedback received to the proposed Traffic Regulation Order

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

Objection/Support/Neither support nor object	Comments
1. Objection	I am writing to object to the proposal as currently set out, and to request a modification to the operating days of the pay and display restriction on East Street (east side, near South Street). While I understand the council's intention to regularise the Traffic Regulation Order and recommence enforcement, I do not consider it proportionate for this bay to operate on a Monday to Sunday basis. Extending pay and display to weekends, particularly Sundays, places unnecessary restriction on short-stay parking when traffic demand and commercial activity are materially lower. Since enforcement has lapsed, this consultation presents an opportunity not just to rectify the legal position but to reassess how the space is used. A Monday to Friday restriction would continue to support weekday traffic management while providing greater flexibility for residents, visitors, and local activity at weekends. I would therefore ask the council to amend the proposal so that pay and display operates Monday to Friday only, rather than seven days a week, before making the order. For these reasons, I object to the order being made in its current form.



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Highways & Traffic Services
 Civic Offices
 Reading
 RG1 2LU

Project	TRO RECTIFICATION	N.T.S	Drawn JC
		Date OCT 25	Checked JC
Drawing	PAY & DISPLAY	Approved JP	
		Drawing No.	EAST STREET

Traffic Management Sub-Committee

05 March 2026



Reading
Borough Council
Working better with you

Title	Waiting Restriction Review Programme (2025): Proposals for Statutory Consultation
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	Jim Chen, Assistant Engineer/Technician, Network Services
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none"> 1. That the Sub-Committee notes the content of this report. 2. That the Sub-Committee agrees to the recommendations in Appendix 1, and thereafter: <ol style="list-style-type: none"> 2.1. That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2025 programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996; and 2.2. 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 2025 programme. 2.3. That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee for an outcome decision.

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. This report seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2025 programme. These recommendations follow officer investigation of the requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in November 2025 (available [here](#)).
- 1.3. The recommendations in Appendix 1 have been shared with Ward Councillors and an opportunity provided for their comments.

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, it will be scored by officers and recommendations will be made to Ward Councillors on the schemes that should be included in the next programme.
 - A report to Traffic Management Sub-Committee (TMSC) will seek agreement to the officer recommendations on the requests that should be investigated by Officers. Following publication of the meeting minutes, officers will write to the requesters to inform them whether their request will, or will not be included for investigation in the programme.
 - Officers investigate the issue and make recommendations to Ward Councillors for comment.

- A report to TMSC will recommend proposals for statutory consultation, or removal from the programme and seek agreement to these recommendations.
 - 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 delivered.
- 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.

Current Position

- 3.4. Approval was given by the Sub-Committee in November 2025 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.
- 3.5. Following the publication of the meeting November 2025 Sub-Committee meeting minutes, officers have written to all requesters of parking restriction changes to inform them whether their request has, or has not been included in the programme.
- 3.6. Officers shared their recommended proposals with Ward Councillors on 28th January 2026. Councillors were asked to provide any feedback by 13th February 2026. 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

- 3.7. The following options have been considered:
- 3.7.1. **[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 3.7.4.
- 3.7.2. 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.
- 3.7.3. 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.

Where officers have recommended that a request is not progressed in the programme, there will be no accompanying scheme design. It is therefore not possible for the Sub-Committee to agree that such a recommendation is overturned during a Sub-Committee meeting, as there will not be a designed scheme to agree for proceeding to statutory consultation.

- 3.7.4. 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 objections have 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

- 3.7.5. 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. 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. Officers have written to persons who requested waiting restrictions as part of this programme. For those requests that were agreed to be investigated, the requesters have been informed of the anticipated timetable for this programme.

For those requests that were not agreed to be investigated, the requesters were informed of the decision and invited to contact the team if there is a material change in the issue that was raised – this can be considered for potential inclusion in a future programme.

These notifications were sent following publication of the meeting minutes from November 2025 Traffic Management Sub-Committee [here](#).

- 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 2025 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 revenue budgets.

10.1. Capital Implications

The Waiting Restriction Review programmes are funded by capital allocations from the Integrated Transport Block, currently providing up to £100,000 annually.

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 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 (2025 programme)

Line	Milestone	When (subject to change)
1	Officer investigations, preparation of recommendation report and drawings	Complete
2	Share recommendations with Ward Councillors for comment (3–4-week period)	Complete
3	Report recommendations to Traffic Management Sub-Committee (TMSC), seeking agreement to undertake statutory consultation	Complete
4	Draft TRO following decisions of TMSC	March - April 2026
5	Undertake statutory consultation	April - June 2026
6	Report objections to TMSC, seeking agreement to implement	June 2026
7	Adjust the TRO according to the decisions of TMSC and produce detailed design drawings	June - July 2026
8	Make the resultant TRO	August 2026
9	Deliver the scheme	From September 2026

12. Background Papers

12.1. There are none.

Appendices –

1. Recommendations for statutory consultation (2025 programme)

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Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
1. Battle	Stone Street/Tidmarsh Street	Poor parking making it difficult for access of emergency services and delivery lorries.	<p>Officers propose installing double yellow lines around the junction, which should improve access for all vehicles in addition to improving visibility for pedestrians.</p> <p>Please see drawing BA1_Stone St Tidmarsh St</p>

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report



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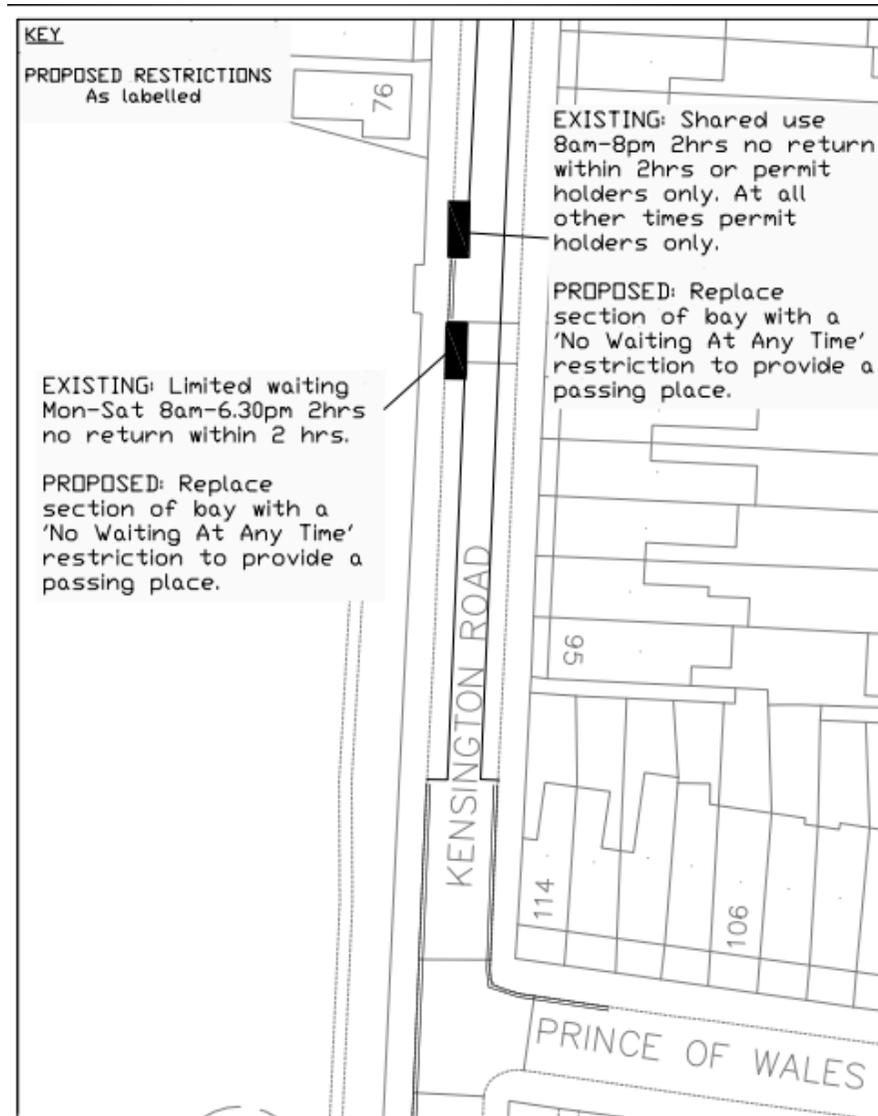
Highways & Traffic Services
 Civic Offices
 Reading
 RG1 2LU

Project	WAITING RESTRICTION REVIEW 2025	
	Scale N.T.S	Drawn JT
Drawing	Date JAN 26	Checked JC
	Approved JP	
Drawing No.		BA1_Stone St Tidmarsh St

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
2. Battle	Kensington Road	Proposal for passing place(s) on Kensington Road between Wilton Road and Prince of Wales due to issues of speeding and vehicles refusing to give way.	<p>Officers are aware of complaints in this area due to vehicles refusing to give way. The installation of a passing place may help with this issue, however, we are keen to minimise the reduction of on street parking places as there is clearly a high demand for spaces here. We therefore recommend a small reduction of the two bays outside the park as shown in drawing BA2_Kensington Rd.</p> <p>There is a small break in the parking bay already, extending this has a relatively lower impact on the overall availability of parking spaces, in addition to improving visibility for pedestrians crossing at this point.</p>

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report



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 <p>Reading Borough Council Working better with you</p> <p>Highways & Traffic Services Civic Offices Reading RG1 2LU</p>				project WAITING RESTRICTION REVIEW PROGRAMME 2025			
				drawing Kensington Road			
drawn JT	checked JC	approved JP	date JAN 25				
scale N.T.S.		drawing no. BA2_Kensington Rd					

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
3. Caversham	Henley Road	Request for double yellow lines on Henley Road northside from its junction with Chiltern Road to the zig zag crossing lines due to people parking their cars to access the shops and also large vehicles parking for their breaks thus affecting traffic on this road.	There are existing double yellow lines on the north side of Henley Road and a single yellow line on the south side opposite the junction which is in place between 8am-6.30pm. Chiltern Road also has a full time loading ban in place. Officers do not believe that additional restrictions should be installed here. If vehicles are parking in contravention of these restrictions they can be reported directly to our enforcement team on our website. The previously agreed reduced observation times for double yellow line enforcement may also assist with enforcement here. We therefore recommend that this is removed from the programme.

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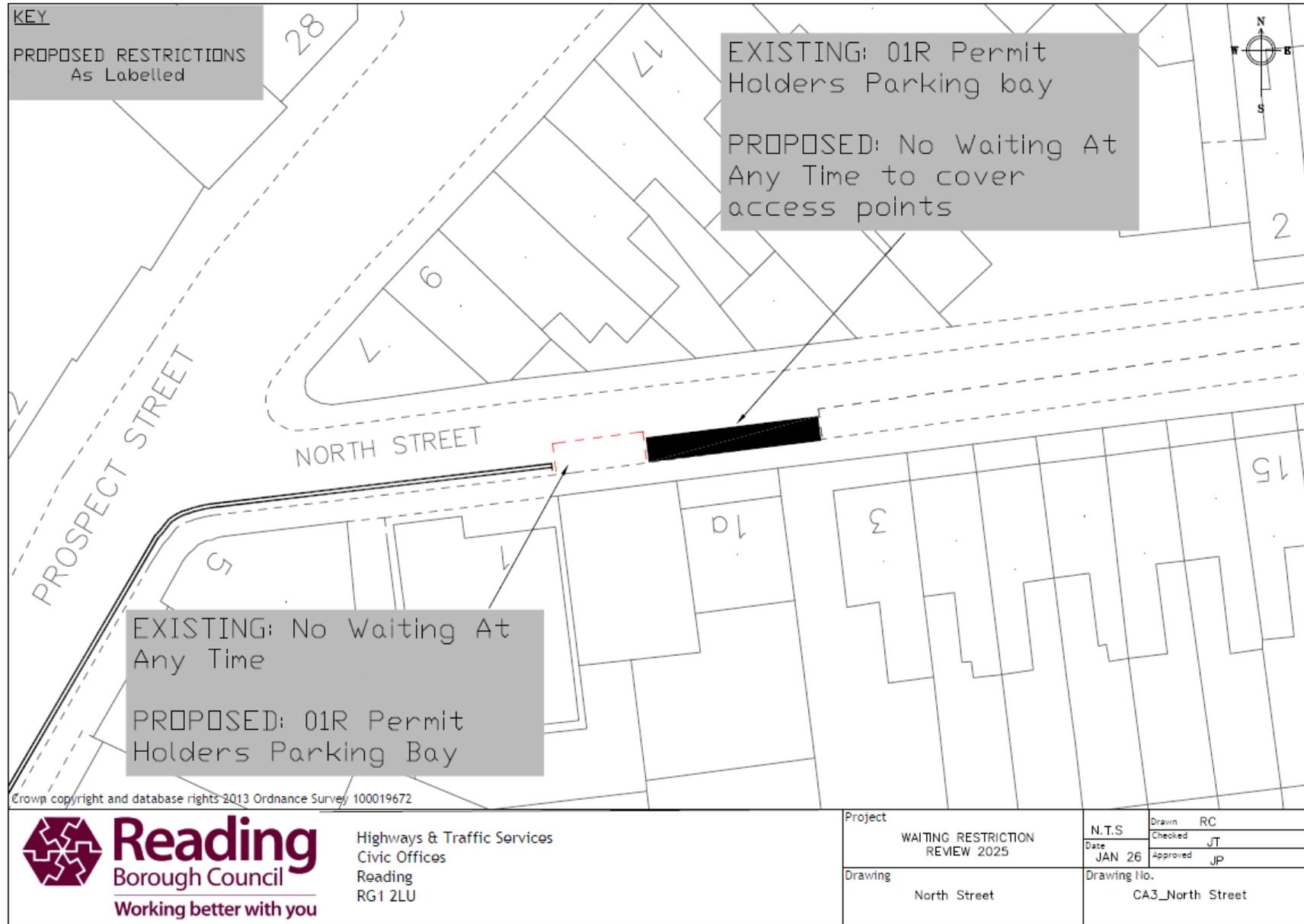
Ward	Street	Summary of Request	Officer recommendation
4. Caversham	Hemdean Road	Request for parking restrictions on a section of Hemdean Road near its junction with Knighton Close from property No. 115 to No.113 due to vehicles parked/abandoned for lengthy time blocking visibility for residents driving in and out of their driveways onto Hemdean Road.	The request asks for a resident parking scheme to be installed on a section of Hemdean Road due to issues caused by vehicles parking near driveways. The installation of a permit bay would still allow vehicles to park right up to the driveways and would also need to be reviewed on a larger scale, to see if there is widespread interest from other residents in the area. Other restrictions such as yellow lines are likely to displace this parking to the next properties along the road and will also prevent residents and their visitors from parking at all times. Residents can report driveway blocking on our website to request enforcement and can also apply for access protection markings, which may help with the issue. We therefore recommend that this is removed from the programme.

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
5. Caversham	North Street	Request to replace section of double yellow lines to restore a parking space for residents at the top of North Street outside the new flats that was affected during the development.	<p>Officers have visited the site and have prepared a proposal which includes one additional parking place on North Street as shown in drawing CA3_North Street.</p> <p>The proposal also includes some double yellow lines across the existing access points for off street parking places.</p> <p>Officers do not necessarily recommend the installation of the bay as it may affect access and visibility for motorists exiting the off street parking places. This proposal has been put forward as we are aware that there is significant demand for an additional space on this road and have included the double yellow lines to help ensure that there is more room for access.</p>

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

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Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
6. Caversham Heights	Highdown Hill/Soane End	Location: Highdown Hill/Sloane End junction mouth on section that is public highway. Waste refuse vehicles are having trouble with access to Soane End from Highdown Hill and have requested DYLS in the junction mouth to stop obstructions here	Officers recommend that some double yellow lines are installed to protect the junction and to help ensure that there is enough room for waste collections to take place as shown in drawing CAH1_Soane End Highdown Hill. Please note that we can only install the restrictions on the sections of highway land.

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

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Highways & Traffic Services
 Civic Offices
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 RG1 2LU

Project	WAITING RESTRICTION REVIEW 2025	N.T.S	Drawn RC
		Date JAN 26	Checked JT
Drawing	Soane End /Highdown Hill	Approved JP	
		Drawing No.	CAH1_Soane End Highdown Hill

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
7. Caversham Heights	Surley Row	Request for double yellow lines on the left side down Surley Row into Rotherfield way between the chicanes due to visibility obstruction by parked vehicles making it difficult to find where to safely pull in as the cars travelling north have right of way.	Officers recommend a short stretch of double yellow lines are installed as shown in drawing CAH2_Surley Row in order to provide a passing place for vehicles.

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

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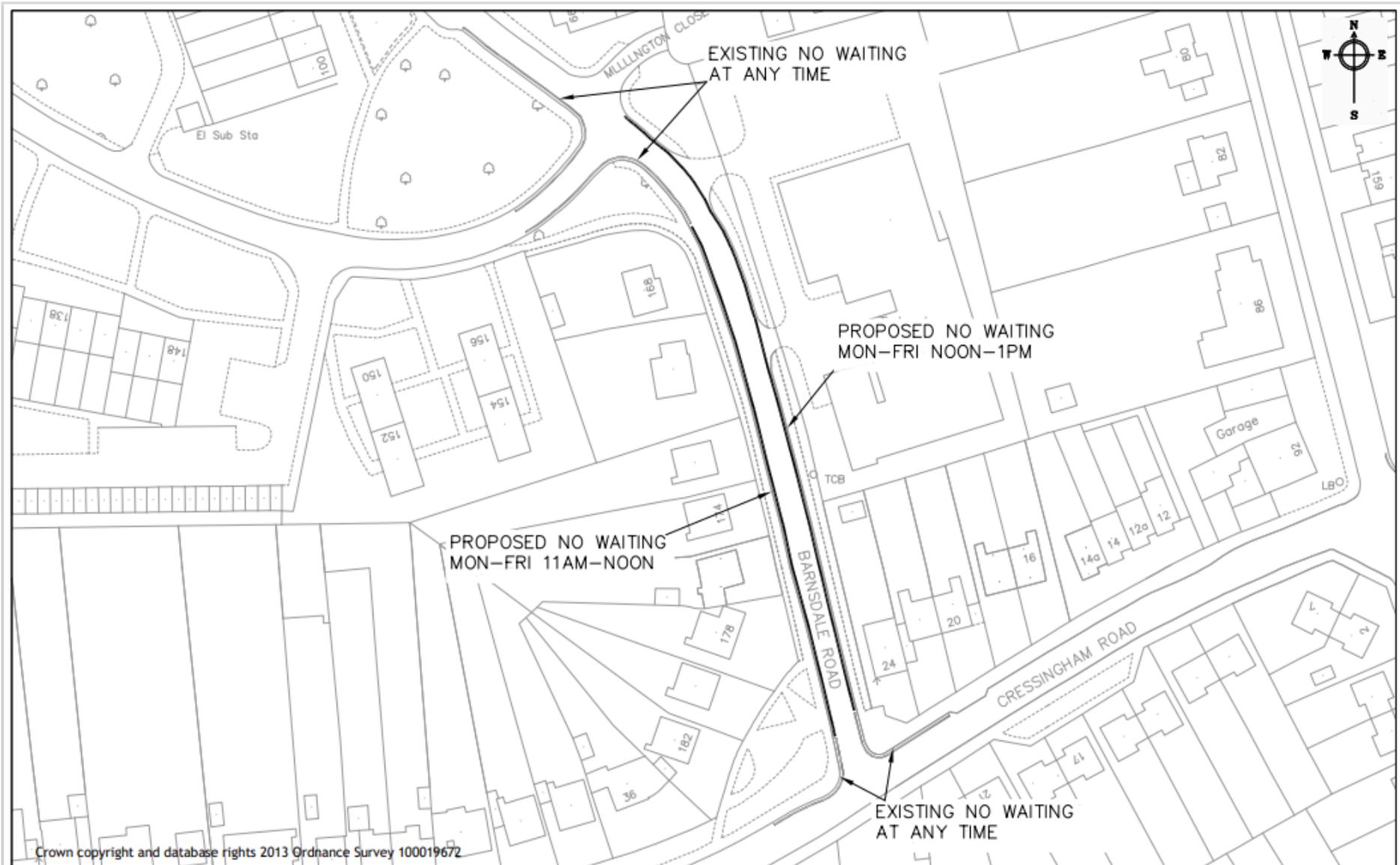


Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
8. Church	Barnsdale Road	<p>Location: Between Cressingham Road and sub-station. Officers consider this likely to be an issue up to Windermere Close, whereafter there are regular driveways on both sides of the street.</p> <p>Requests made by three residents to Councillor for restrictions to match those on Northcourt Avenue, to address long-term parking that is impacting footway accessibility (primarily east side of the street) and driveway access/egress.</p> <p>Northcourt Avenue restrictions have no waiting Mon-Fri between 11am and noon on one side of the street, and between noon and 1pm on the other.</p>	<p>Officers propose that a single yellow line restriction is installed along the road as shown in drawing CH1_Barnsdale Road. This should help improve issues caused by long term parking on the road. It should be noted that if this is installed, the restriction will also apply to residents and their visitors who would need to move their vehicles during the restricted hours.</p>

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Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report



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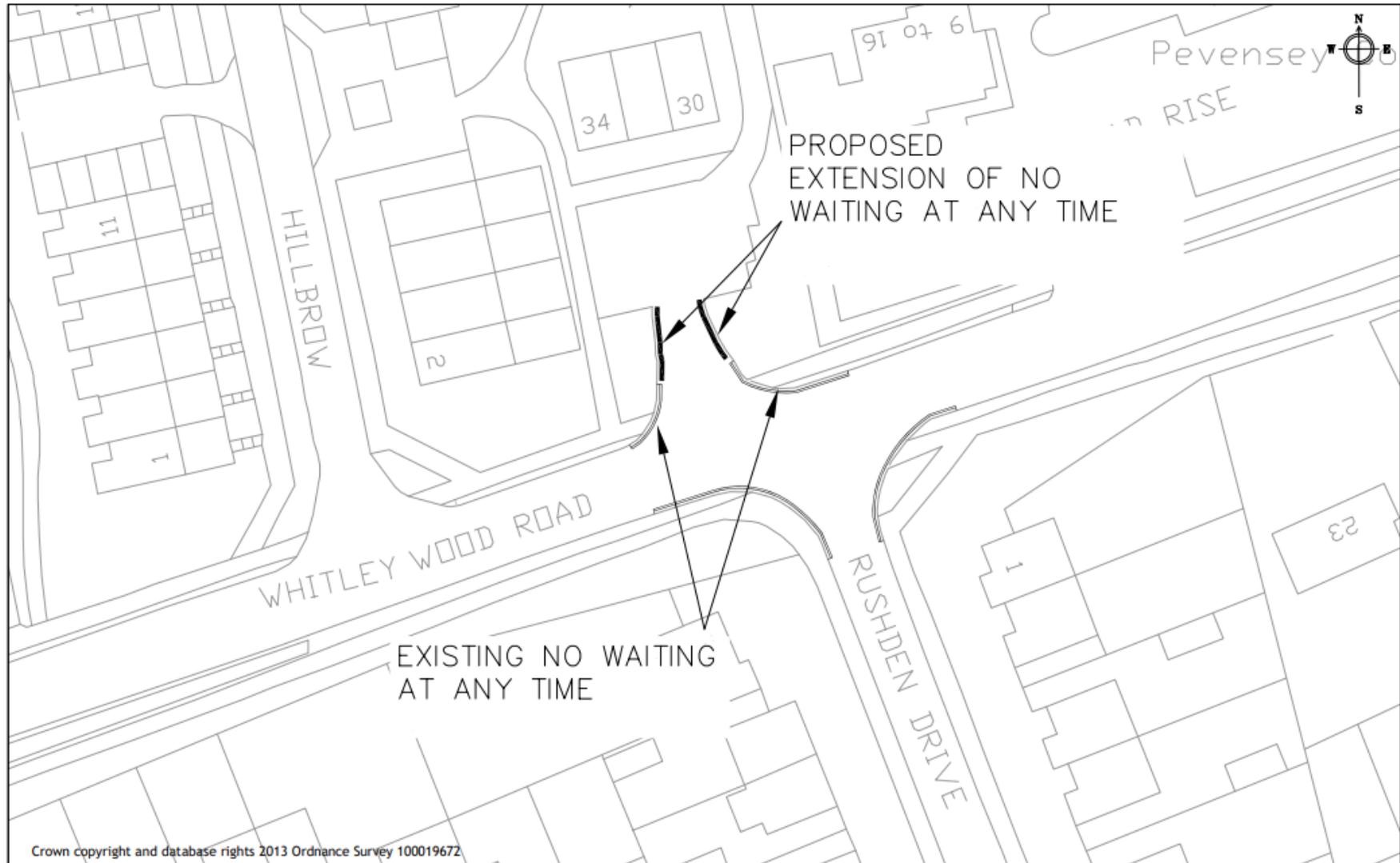
Project	WAITING RESTRICTION REVIEW 2025	Scale	N.T.S	Drawn	JC
		Date	JAN 26	Checked	JT
Drawing	BARNSDALE ROAD	Drawing No.	CH1_Barnsdale Road		

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
9. Church	Whitley Wood Road	Request to extend existing double yellow lines on the Whitley Wood Road junction with the entrance to car parking area for properties opposite Rushden Drive due to inconsiderate parking by parents during school pick up and drop off times thus blocking the car parking area driveway.	Officers recommend that the existing double yellow lines are extended as shown in drawing CH2_Whitley Wood Road, in order to help prevent vehicles parking on the entrance to the parking area.

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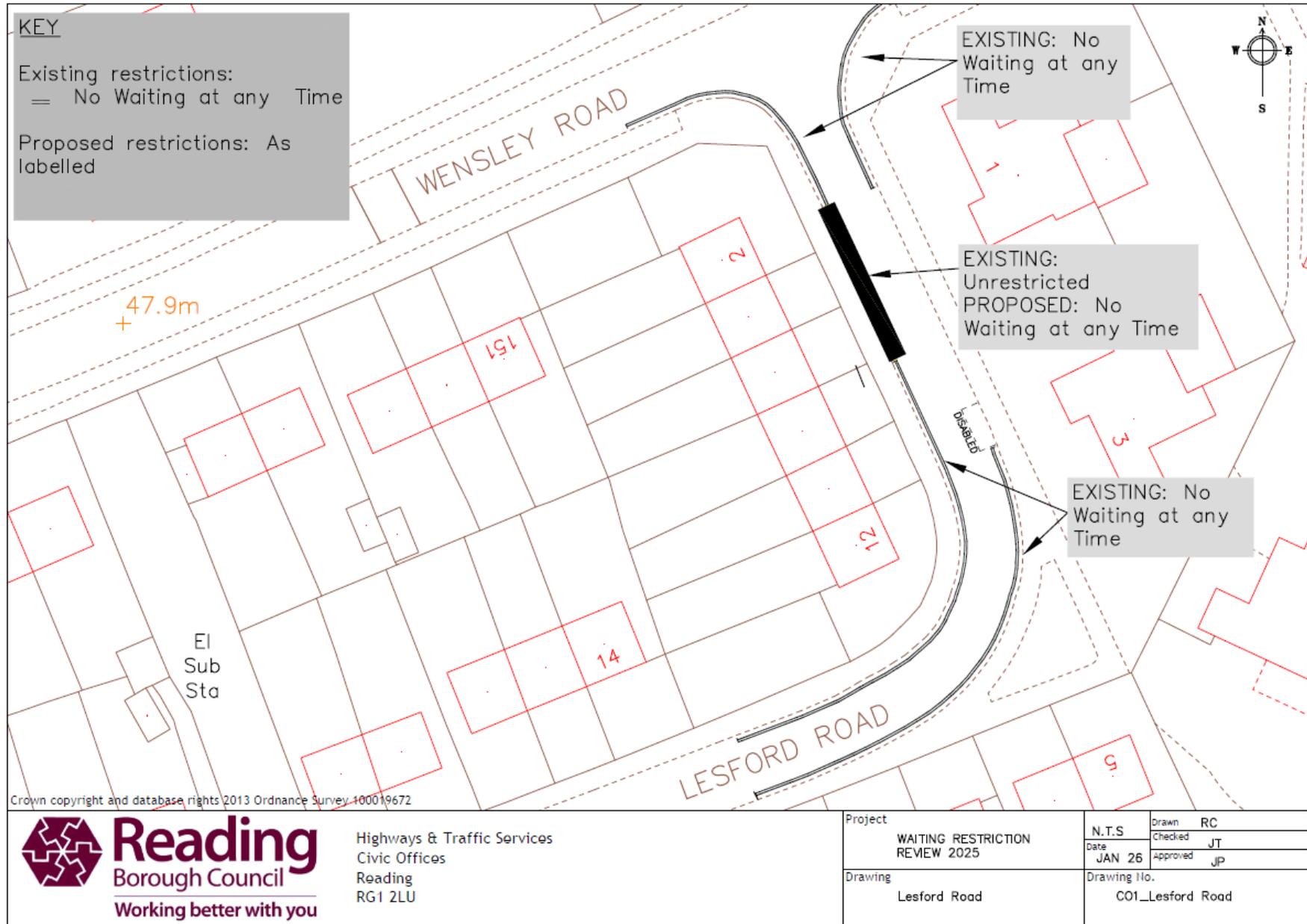
Project	WAITING RESTRICTION REVIEW 2025	Scale	N.T.S	Drawn	JC
		Date	JAN 26	Checked	JT
Drawing	WHITLEY WOOD ROAD	Approved		Drawing No.	CH2_WHITLEY WOOD ROAD

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Ward	Street	Summary of Request	Officer recommendation
10. Coley	Lesford Road	Request for double yellow lines on the western side of Lesford Road from Property No. 2 to No. 12 due to issues caused by obstructive parking and to improve access	Officers recommend that double yellow lines are installed on the road as shown in drawing CO1_Lesford Road in order to ensure access is available for residents. It should be noted, however, that the restrictions will also affect residents and their visitors and prevent them from parking on this stretch of the road.

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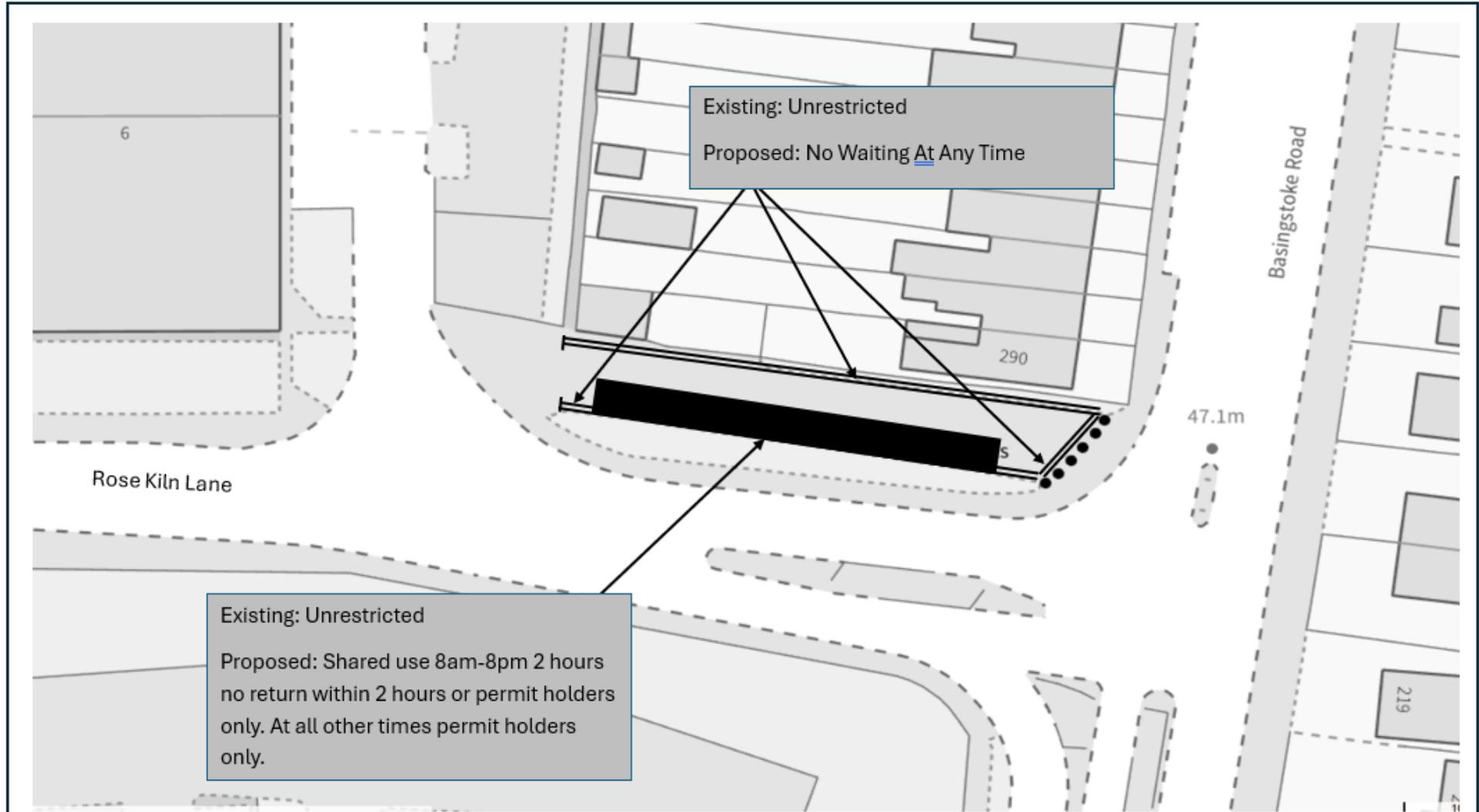
Ward	Street	Summary of Request	Officer recommendation
11. Emmer Green	St Benets Way	Request for double yellow lines to curb inconsiderate parking by non- residents that block access of emergency vehicles, bin and food lorries to properties round the St Benets Way.	The installation of restrictions such as yellow lines will likely cause displacement parking issues as vehicles park further into St Benet’s Way. Residents may wish to apply for access protection markings to help ensure that their driveways remain clear and dropped kerbs can also be enforced if a report is made on our website. We therefore recommend that this is removed from the programme.

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
12. Katesgrove	Basingstoke Road	Request to increase space for parking zone 10R because it's oversubscribed and small to accommodate all the permit holders. The location is between properties 200-290 Basingstoke Road.	<p>Officers do not recommend that the existing bus stop or yellow lines at this location are reduced to provide additional permit parking spaces. The yellow lines protect the informal crossing and the bus stop is needed as it is regularly used.</p> <p>A nearby section of land which is part of the public highway could be changed to include a new resident permit parking bay. This would provide additional spaces for nearby residents as shown in drawing KA1_Basingstoke Rd Rose Kiln Lane.</p> <p>There is a small business operating in this area and the nearby permit bays are all permit holders only. Having visited the site, officers have also observed that there are spaces available for residents during the daytime. We therefore have recommended that the bay is a shared use bay, with some additional double yellow lines to ensure that vehicles have enough room to turn around safely.</p>

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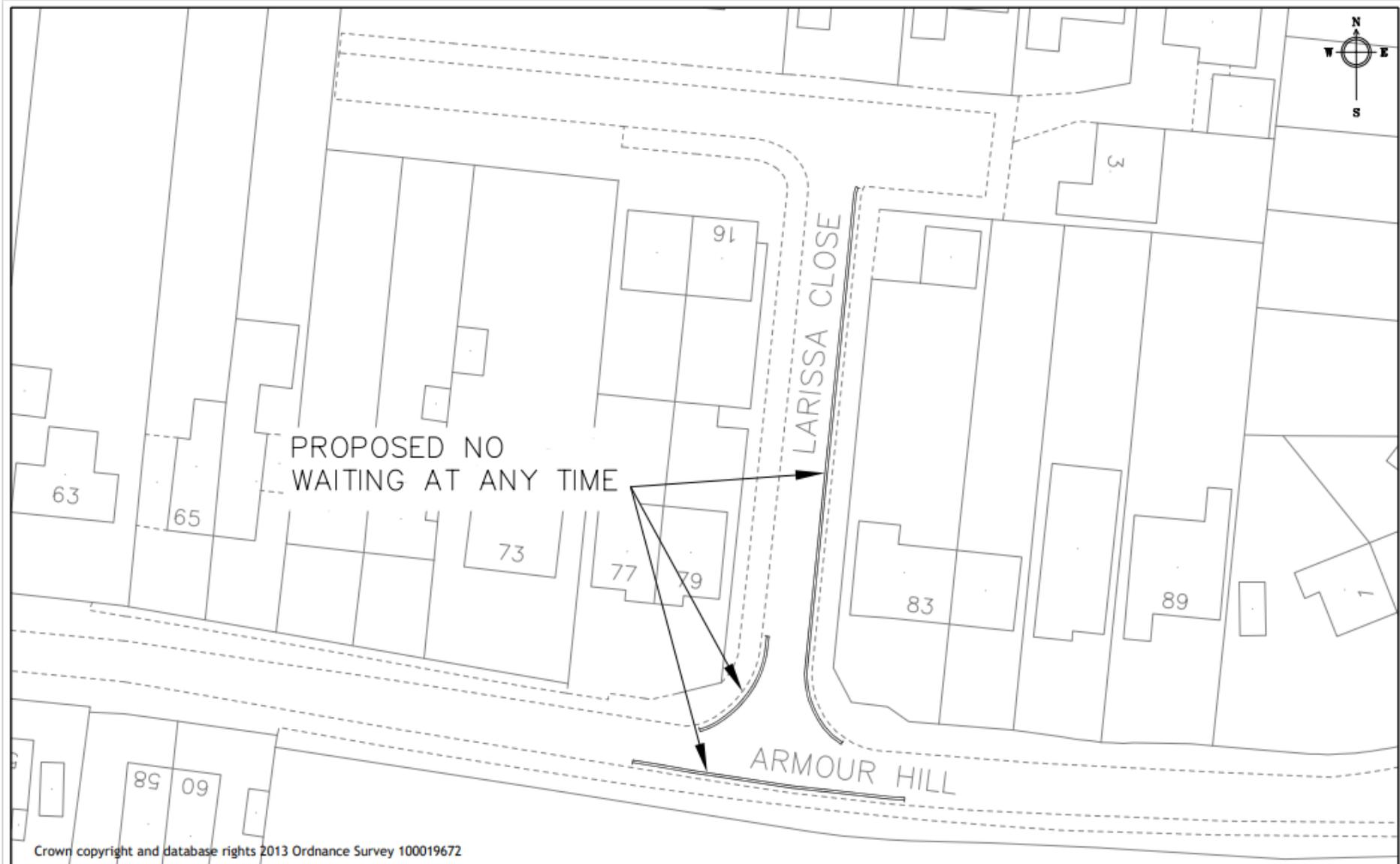
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	<p>Drawing</p> <p>Basingstoke Road/Rose Kiln Lane</p>	<p>Drawing no</p> <p>KA1_Basingstoke Rd Rose Kiln Lane</p>	

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Ward	Street	Summary of Request	Officer recommendation
13. Kentwood	Armour Hill/Larissa Close	Request for double yellow lines on one side of Larissa Close to prevent parked cars from obstructing emergency vehicle access, blocking narrow pathway and causing damage to the pavement.	Officers have visited the site and witnessed a number of vans parked around the junction. We propose to install some additional double yellow lines in the area as shown in drawing KE1_Armour Hill in order to help with visibility and access.

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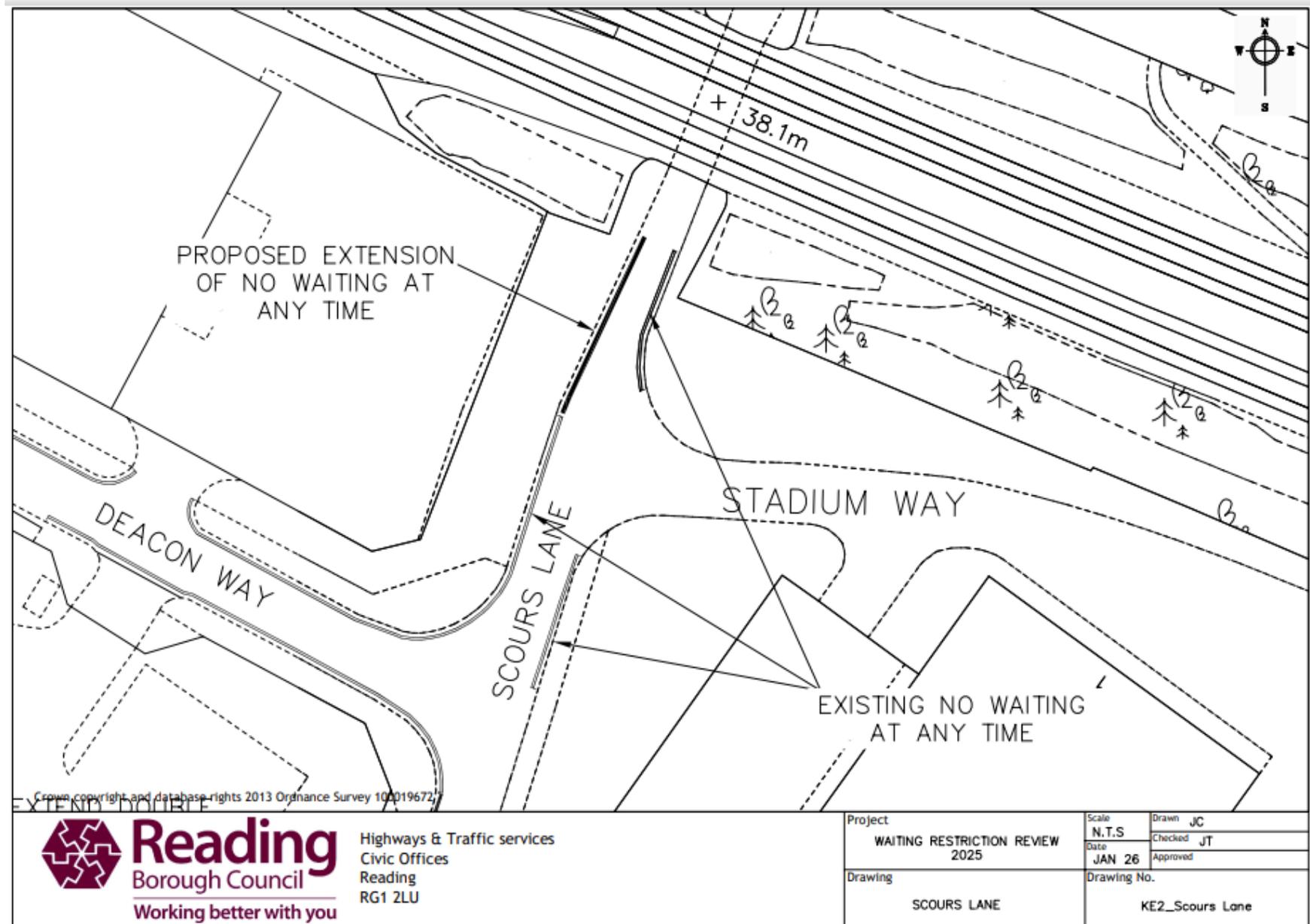


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Project	WAITING RESTRICTION REVIEW 2025		Scale	N.T.S	Drawn	JC
			Date	JAN 26	Checked	JT
Drawing	ARMOUR HILL		Drawing No.		KE1_ARMOUR HILL	

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
14. Kentwood	Scours Lane	Request for extension of double yellow lines on Scours Lane for the section between the overhead bridge and Deacon Way to prevent parking on the new footpath pavement that makes it impassable.	Officers recommend that the double yellow lines are extended as shown in drawing KE2_Scours Lane in order to help protect the pavement and ensure good access to/from the narrow railway bridge.



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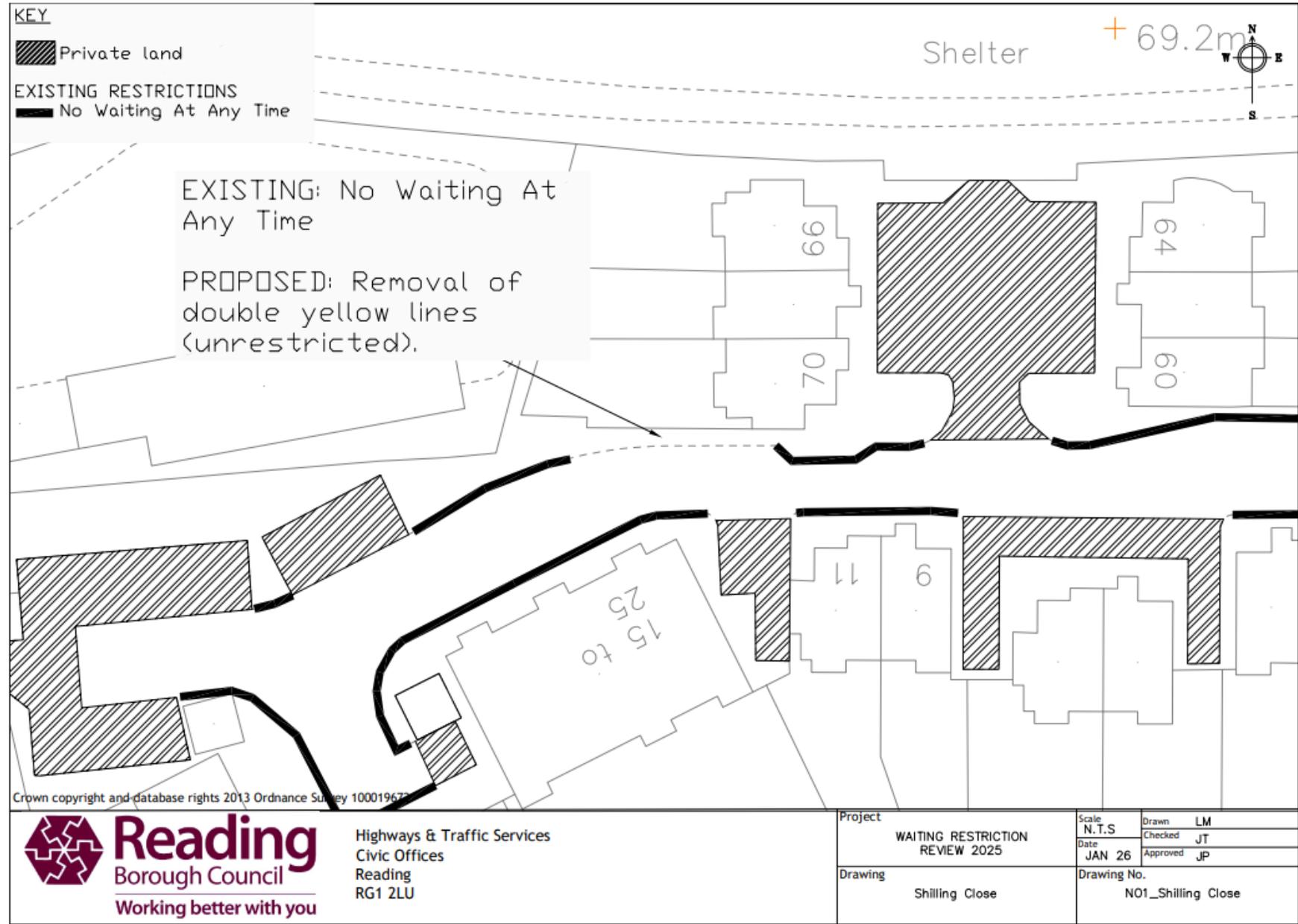
Ward	Street	Summary of Request	Officer recommendation
15. Kentwood	Vale Crescent	Request for verge parking restriction following verge parking being a persistent problem on Vale Crescent.	Officers have visited the site and have seen no evidence of vehicles parking on the verge. Most of the grass areas are protected by wooden posts so additional restrictions are not felt to be appropriate at this time. We therefore recommend that this is removed from the programme.

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
16. Norcot	Shilling Close	Request to review the double yellow line restrictions in Shilling Close to provide parking spaces for residents.	<p>The current parking restrictions were installed as part of a recent Waiting Restriction Review programme, where issues had been raised around partial footway blocking, visibility impairment and some access difficulties due to parking in the street. Officers consider that removing elements of this scheme will make those areas vulnerable to the same issues that the delivered scheme sought to resolve. However, officers are aware of some desire for the current restrictions to be lessened. On this basis, officers have identified areas that may be less obstructive, if parked, and have provided a proposal in drawing NO1_Shilling Close.</p> <p>It should be noted that these spaces will be unrestricted, enabling parking by anyone for an unlimited duration.</p> <p>Local ward Councillors have raised concerns about local desirability in changing the scheme.</p>

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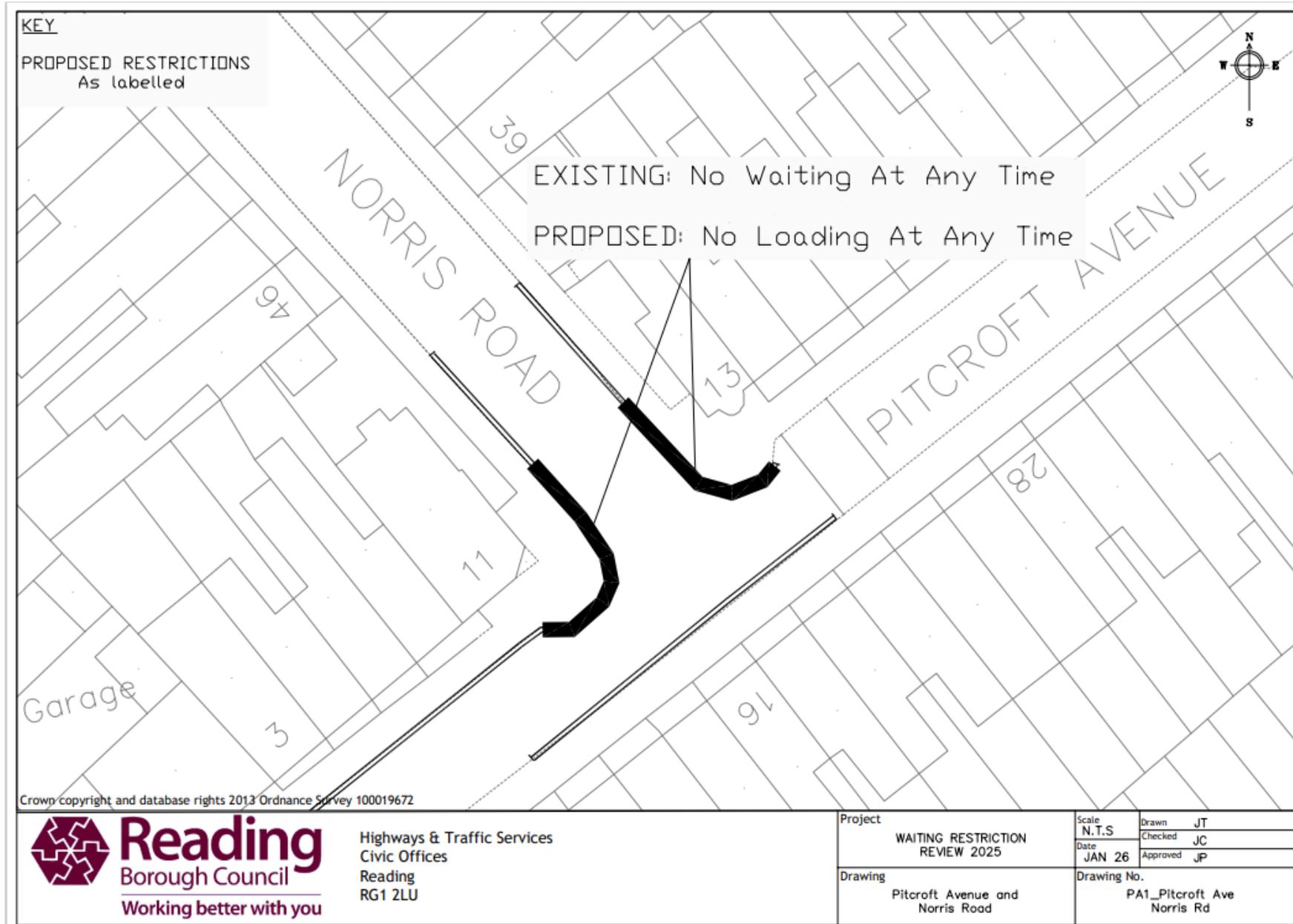


Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
17. Park	Pitcroft Avenue/Norris Rd	Location: Pitcroft Avenue junction with Norris Road. Mobility scooter users are experiencing difficulty using pavement due to parked vehicles.	In order to help ensure that the crossing point remains clear we recommend that a short section of loading restrictions are installed as shown in drawing PA1_Pitcroft Ave Norris Rd.

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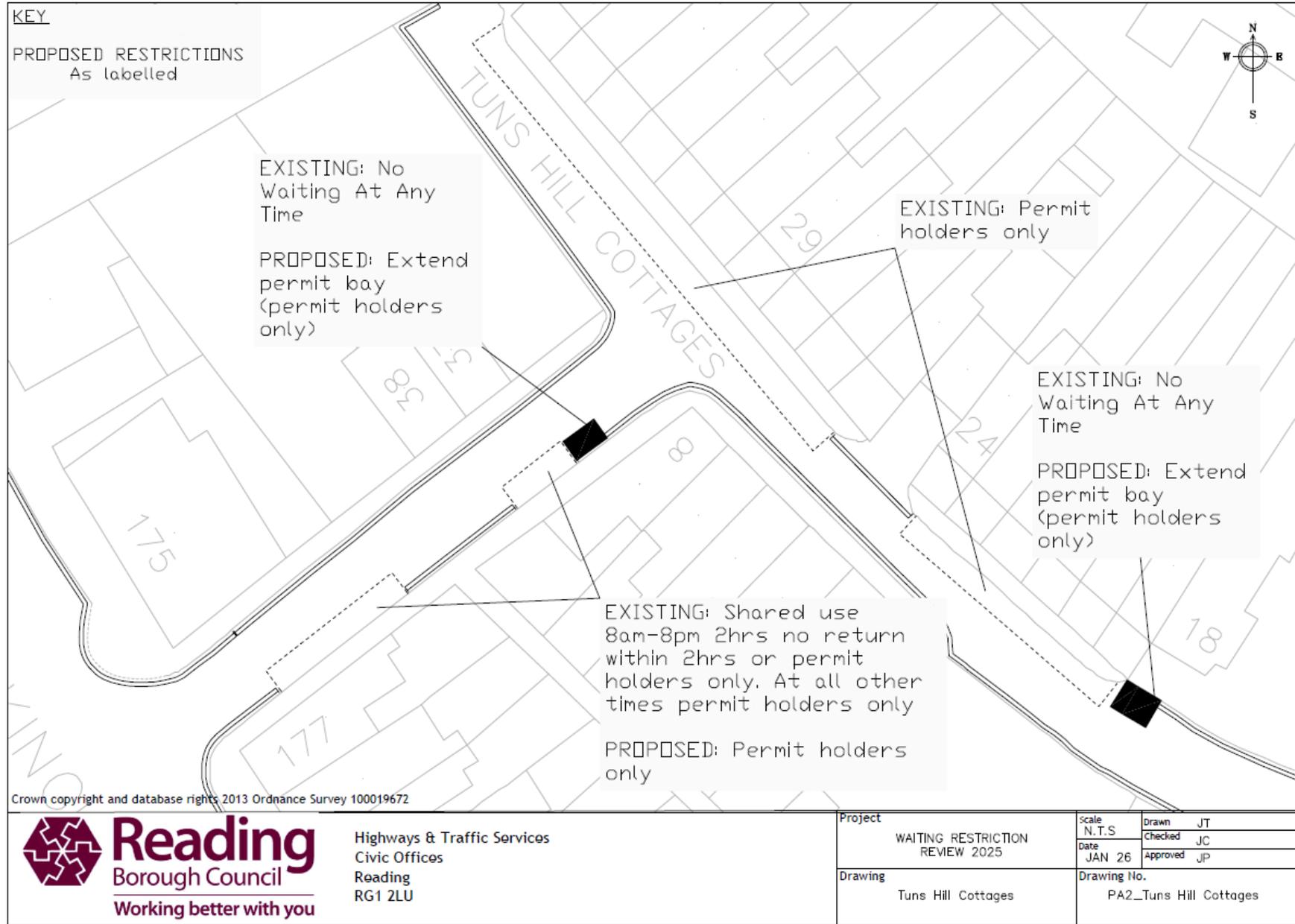
Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
18. Park	Tuns Hill Cottages	<p>Request to change shared use parking bays at the entry of Tuns Hill Cottages to residents only.</p> <p>Request to extend length of shared use parking bays to accommodate large vehicles.</p> <p>Request for dual permit zone for Tuns Hill Cottages (Introduce residents only and retain 14R zone to allow overflow and visitors). These requests have been brought forward following a petition submitted to the Sub-Committee in March 2025.</p>	<p>To accommodate the requested change, the shared use bays could be changed to permit holders only as shown in drawing PA2_Tuns Hill Cottages. Officers do not necessarily recommend this change as it will prevent any free parking and flexibility in the zone for visitors/tradespersons who will otherwise require a permit to park on the road at all times. This should, however, help to increase the likelihood of spaces being available for residents. Pay and display and permit holders parking is also available nearby on Wokingham Road.</p> <p>Officers do not recommend the proposal of Tuns Hill Cottages having their own unique permit zone, and access to park in other zones. This undermines the principle of introducing permit schemes in an area-based way and the flexibility this creates. It would set a precedent by which the result could be increasingly fractured and confusing permit parking areas, with reduced flexibility and availability for residents overall.</p> <p>The drawing also shows a proposal to extend two of the permit bays by a few metres, which will increase the amount of space available.</p>

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Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
19. Redlands	Addington Road (section between Craven Rd and Redlands Rd)	Request for a loading ban due to congestion caused by people parking at this location.	Officers recommend that the junctions of Craven Road/Addington Road and Redlands Road/Addington Road are given additional protection by installing a loading ban as shown in drawing RE1_Addington Road. This will help ensure emergency vehicles and buses can safely access and manoeuvre around the junctions. Buses are also unable to use the bus stop on the north side of Addington Road due to the number of vehicles parking there. We therefore recommend that a bus stop cage is installed here as well to keep this section of road clear. If agreeable, the bus stop can be installed without a traffic regulation order and statutory consultation which would address the issue swiftly.

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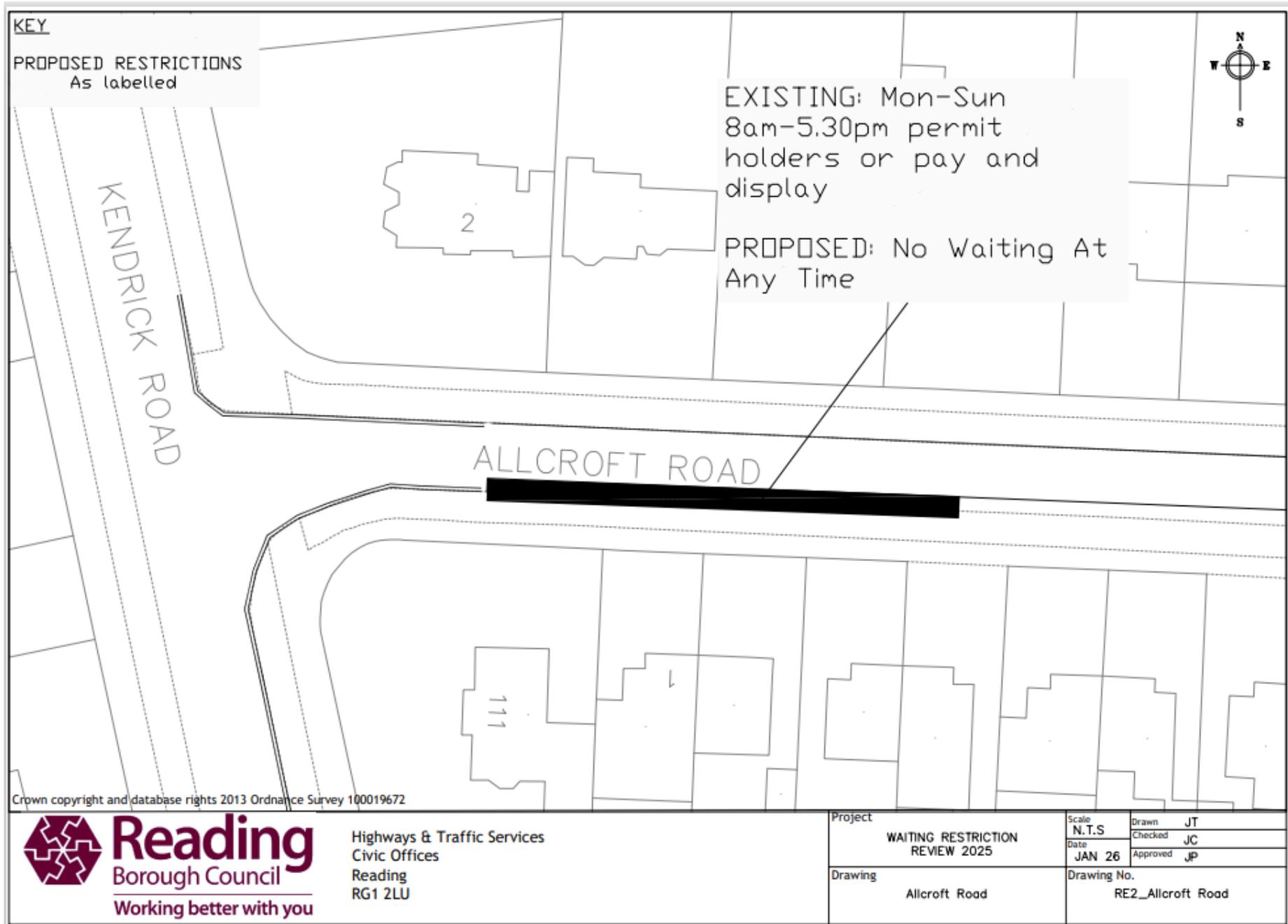
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 <p>Reading Borough Council Working better with you</p>	<p>Highways & Traffic Services Civic Offices Reading RG1 2LU</p>	<p>Project</p>	<p>Scale N.T.S</p>	<p>Drawn JT</p>
		<p>WAITING RESTRICTION REVIEW 2025</p>	<p>Date JAN 26</p>	<p>Checked JC</p>
<p>Drawing</p>		<p>Addington Road</p>	<p>Drawing No. RE1_Addington Rd</p>	

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Ward	Street	Summary of Request	Officer recommendation
20. Redlands	Allcroft Road	<p>Location: South side of Allcroft Road from its junction with Kendrick Rd up to and including no 7.</p> <p>Councillor requested extending the double yellow lines from the junction to move parked cars away from the junction and tackle congestion and visibility concerns.</p>	<p>We recommend that a section of the bay is changed to double yellow lines as shown in drawing RE2_Allcroft Road. This should provide enough additional space for vehicles during peak hours and improved access around the junction.</p> <p>It should be noted that this pay and display bay is well used due to its proximity to the hospital and a nearby pay and display bay was also removed on Kendrick Road as part of the 2023B waiting restriction review programme.</p>

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Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
21. Redlands	Upper Redlands Road 1	Request to remove parking bays on Upper Redlands Road on its section between Avebury Square and Wellswood Gardens, equally near the pedestrian crossing to reduce congestion, long queues of cars and avoid vehicles driving over pavements to pass during school rush hours.	Officers recommend that a section of the longest bay in this area is removed and replaced with double yellow lines as shown in drawing RE3_Upper Redlands Road 1. This should help with visibility of vehicles around the slight bend and reduce issues caused by congestion during peak hours. Officers do not recommend that both bays are completely removed as requested, as this could have a negative impact on Avebury Square.

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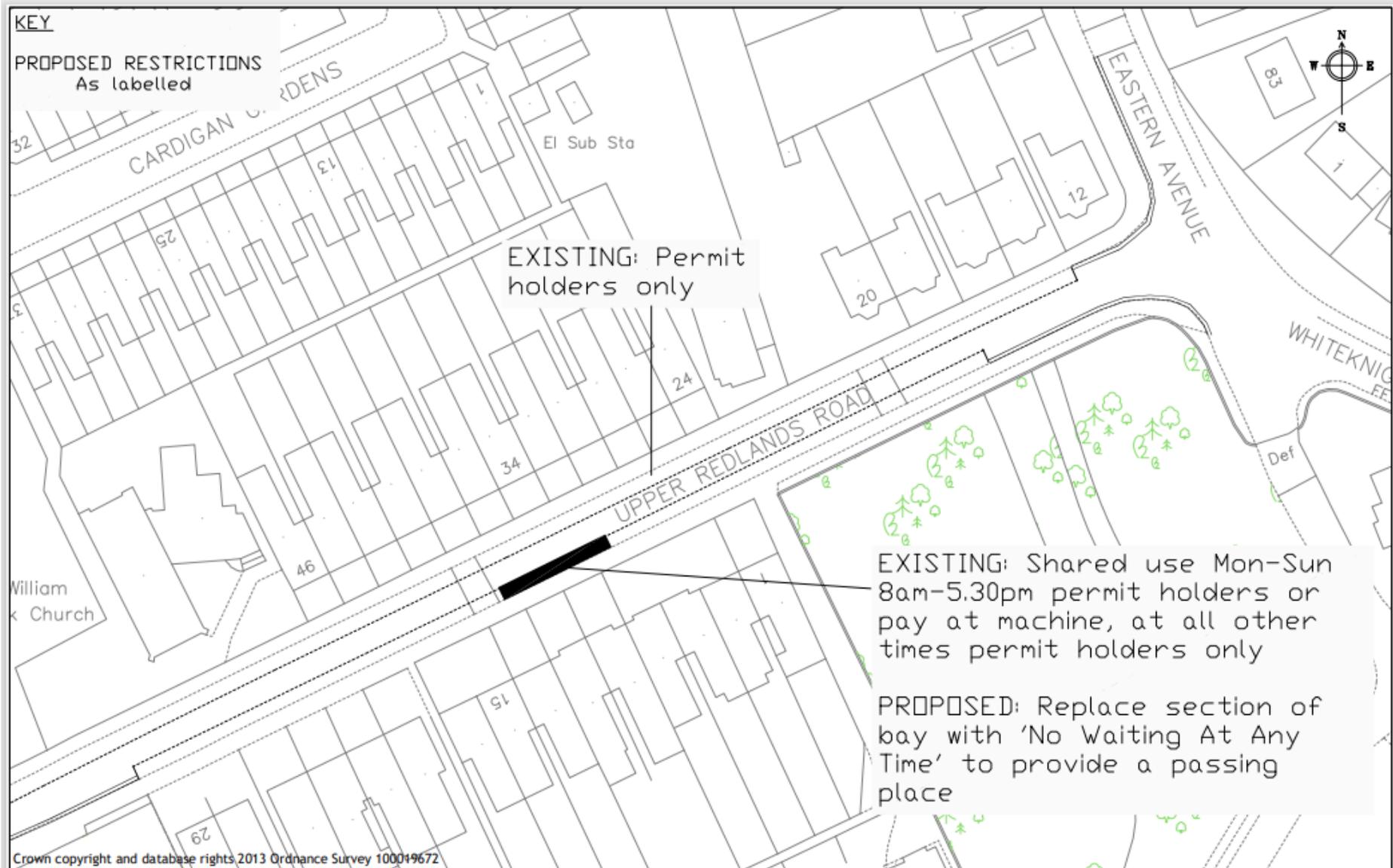
Highways & Traffic Services
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Reading
RG1 2LU

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

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Ward	Street	Summary of Request	Officer recommendation
22. Redlands	Upper Redlands Road 2	Request to investigate a possibility of a passing place outside property numbers 9 and 11 Upper Redlands Road due to congestion concerns on this road.	As there are existing dropped kerbs at this location, officers recommend that a section of the bay on the south side is removed to allow for a passing place as shown in drawing RE4_Upper Redlands Rd 2. The yellow lines will be extended slightly past the dropped kerbs to allow enough space for cars to move in and out.

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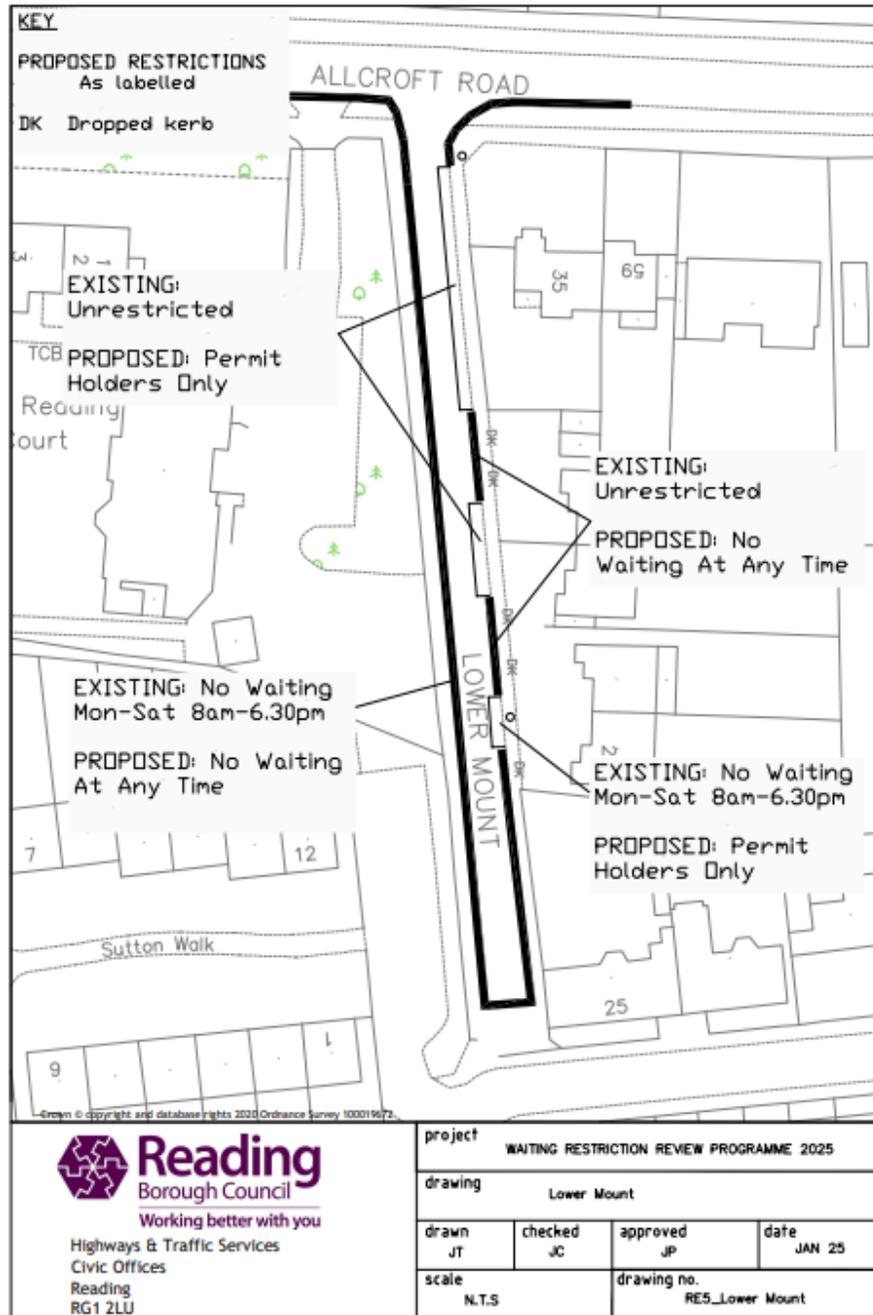
Project	WAITING RESTRICTION REVIEW 2025	Scale N.T.S	Drawn JT
		Date JAN 26	Checked JC
Drawing	Upper Redlands Road 2	Approved JP	
		Drawing No. RE4_Upper Redlands Rd 2	

Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
23. Redlands	Lower Mount	<p>Request to add a bay-marked parking permit restriction into Lower Mount, with appropriate restrictions to prevent parking outside of the bays. Restrictions are to reflect the nearby 10R permit scheme.</p> <p>Ward Councillor confirms a degree of local support for this small addition to the wider permit parking scheme. As the area is currently unrestricted and between two resident permit parking zones, it suffers from a lot of parking congestion by those not living on the street.</p>	<p>Officers recommend that permit parking bays for zone 10R are installed on the road as shown in drawing RE5_Lower Mount. We also recommend that the areas of single yellow lines as well as the dropped kerbs are covered by double yellow lines. The proposal will also involve adding properties that meet the permit criteria to the 10R parking zone. Please note that the permit holders only restriction will mean that visitors will need to use a visitor permit at all times.</p>

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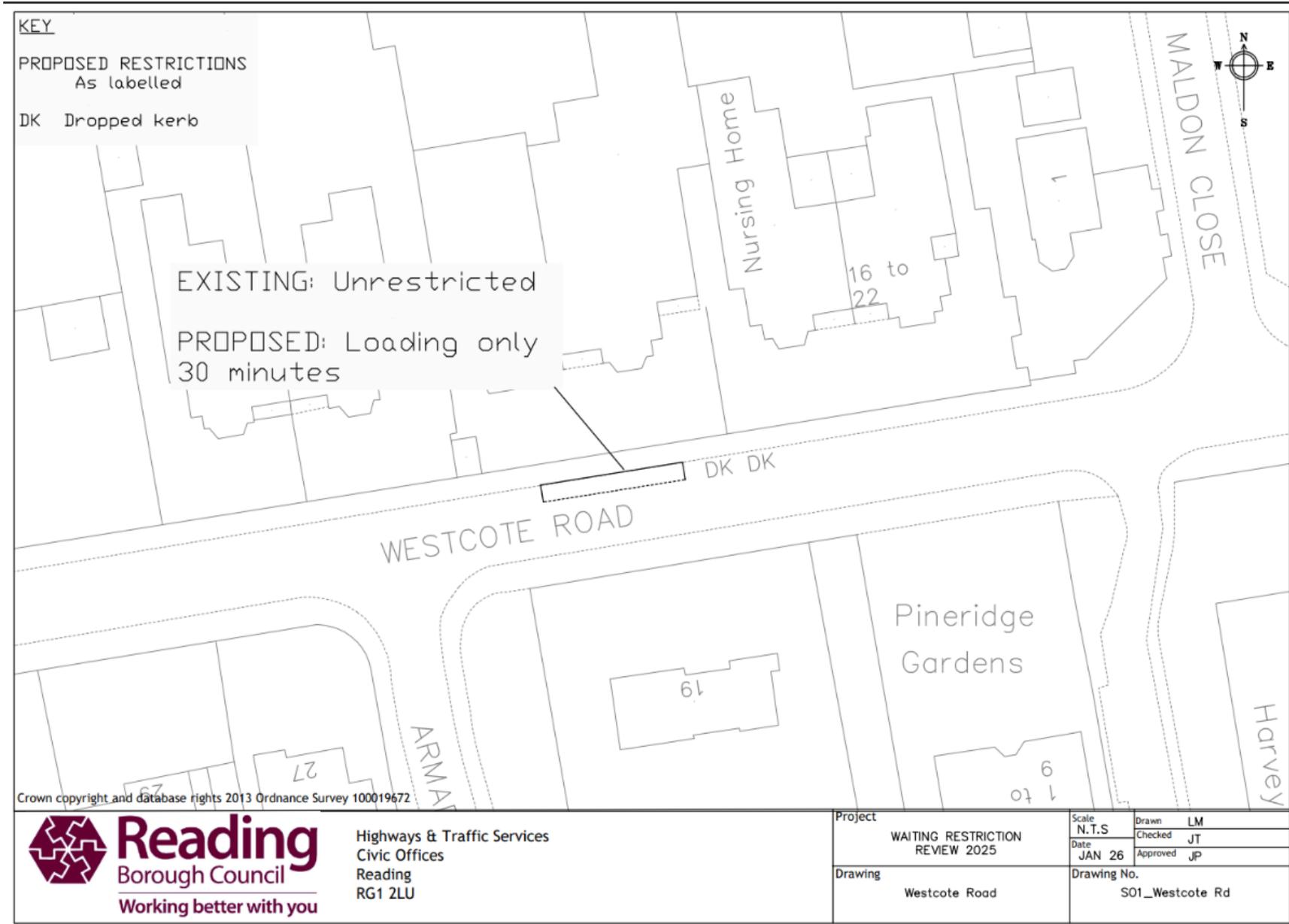


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Ward	Street	Summary of Request	Officer recommendation
24. Southcote	Westcote Road	Request for bays to accommodate loading and ambulance due to issues caused by parked vehicles.	<p>Officers have visited the site and have observed that there is a high demand for parking in the area. Most of the cars parked on street are likely residents so we are keen not to remove too many spaces.</p> <p>Officers recommend that a new loading bay is installed on the road as shown in drawing SO1_Westcote Road. This loading bay will provide a space for ambulances and delivery vehicles to stop and will prevent any vehicle from parking there all day. We recommend that the nursing home apply for access protection markings for their dropped kerb access points. The dropped kerbs can also be enforced and requests for enforcement can be made on our website.</p>

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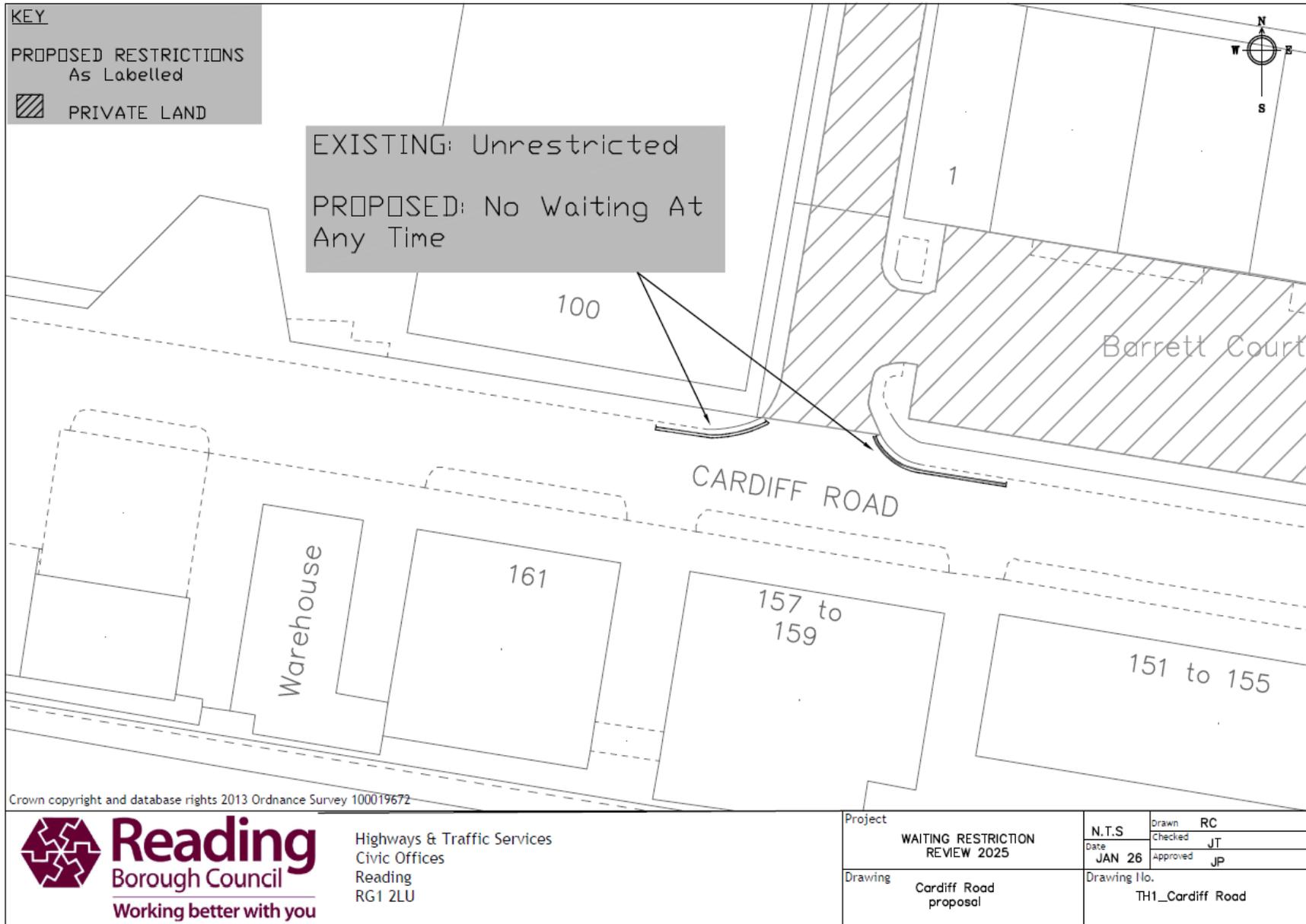
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Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
25. Thames	Cardiff Road	Request for double yellow lines on both sides of the junction Cardiff Road outside the entrance of Goodman Steel Services due to inconsiderate parking of large vehicles obstructing the view of drivers in and out of this entrance.	Officers recommend that some double yellow lines are installed on Cardiff Road as shown in drawing TH1_Cardiff Road this should help with access and visibility at this location. These proposed restrictions may also benefit accessibility to the properties opposite. Please note that we can only install restrictions on the public highway.

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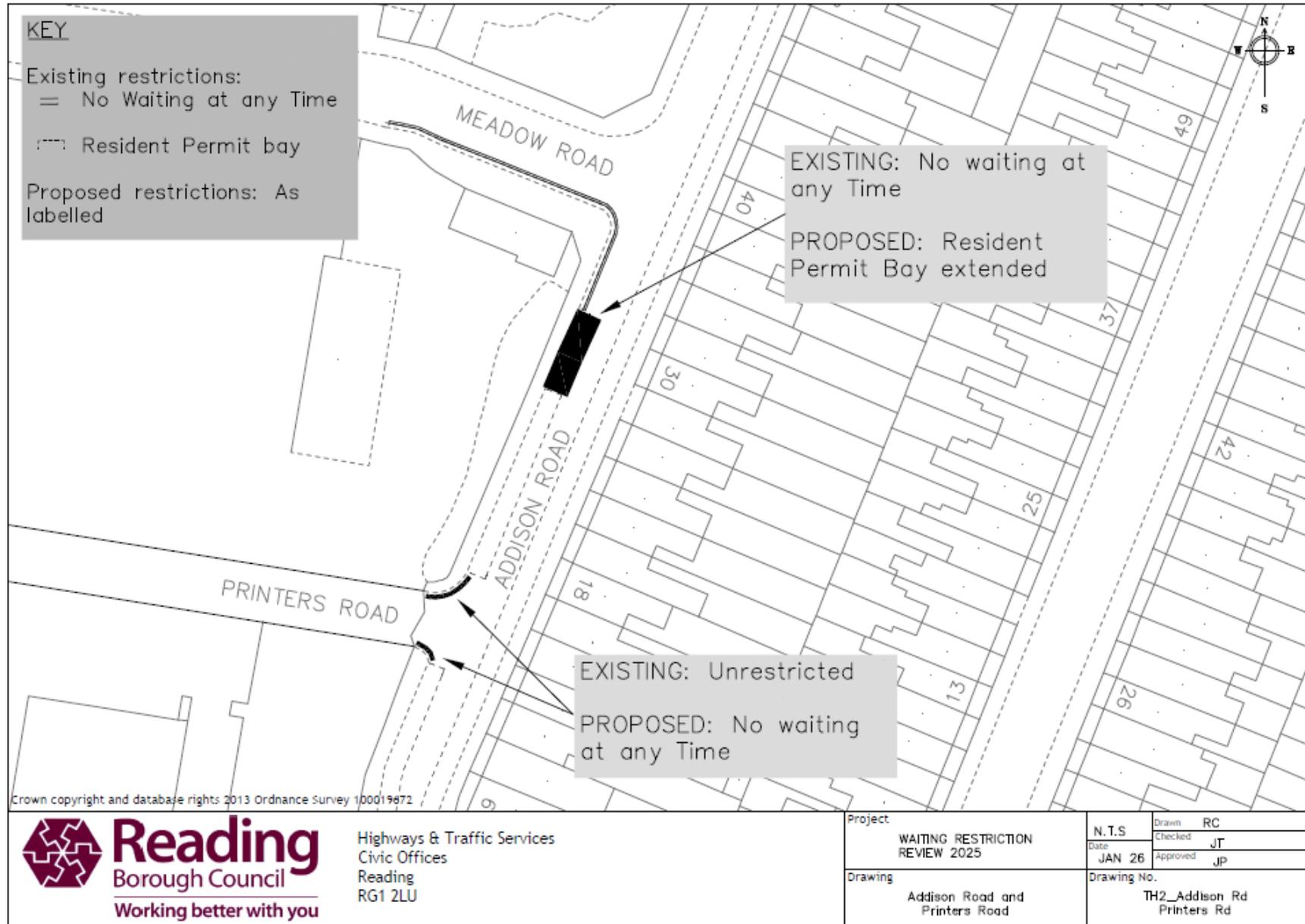


Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
26. Thames	Addison Road	<p>Request for double yellow lines at the junction of Addison Road with Printers Road though should be kept at minimum length that aims at keeping the junction clear and retain resident parking space.</p> <p>Request to shorten double yellow lines at the junction of Addison Road with Meadow Road and keep it to minimum length that keeps the junction clear to retain resident parking space as much as possible.</p>	<p>Officers recommend that a short length of double yellow lines are installed to protect the junction and junction of Printers Road/Addison Road as shown in drawing TH2_Addison Rd Printers Rd. The proposal also includes an extension to the existing shared use resident permit parking bay on Addison Road.</p>

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Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
27. Tilehurst	Neath Gardens	Request for double yellow lines due to blocking of emergency vehicles access caused by double parking, parking on dropped kerbs, corners and pavements.	<p>Officers have visited the site and have observed that the issues raised by the resident seems to only occur during school pick up and drop off times. If double yellow lines were installed, they would cover a large section of the road and would completely prevent residents and their visitors from parking on the road at all times. This would have a significant impact on residents but there is no evidence that there is widespread support for restrictions across the entire road.</p> <p>Officers would recommend that residents apply for access protection markings to help make it clear that access is required at all times. Enforcement can also be requested for dropped kerbs. We therefore recommend that this is removed from the programme.</p>

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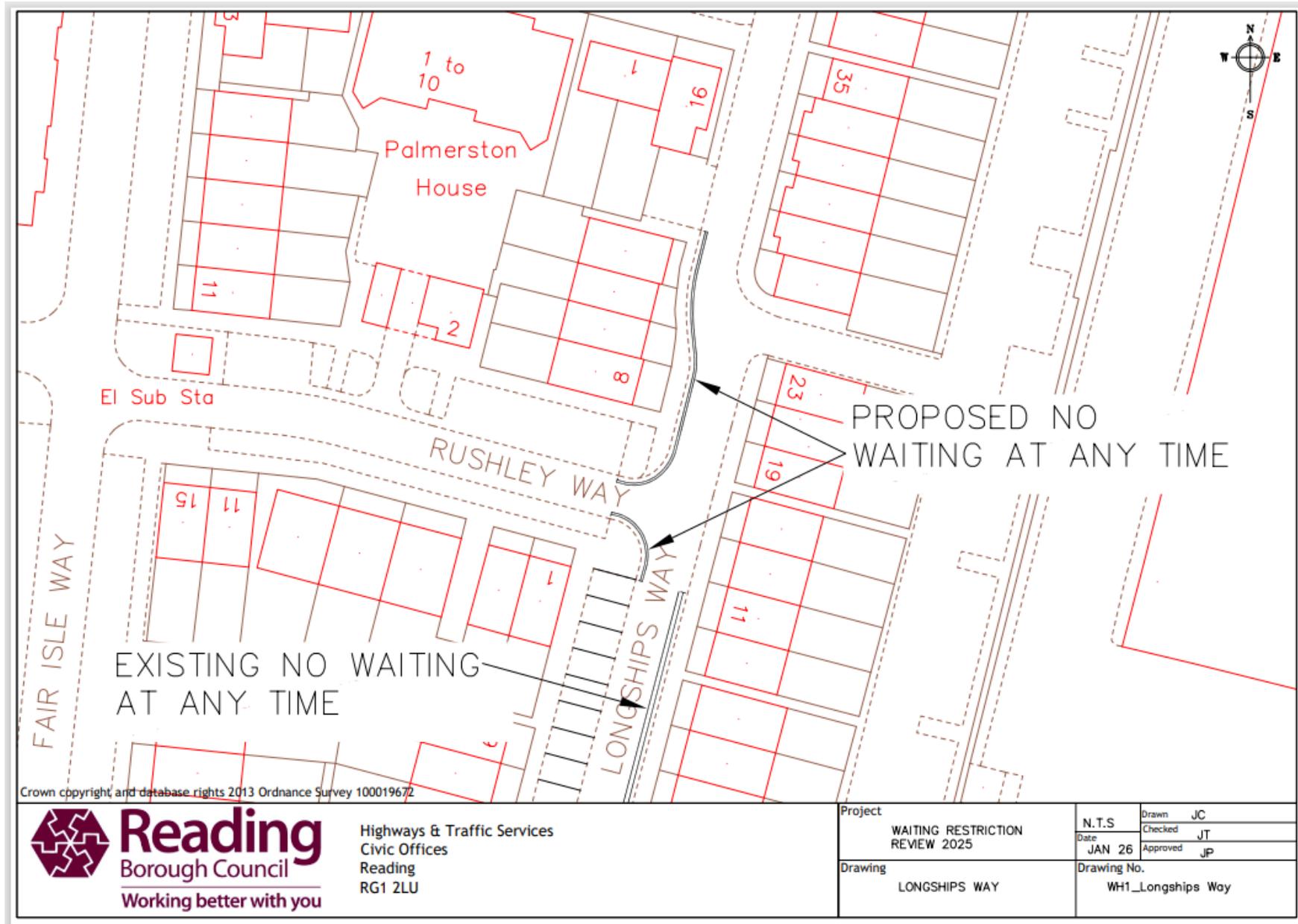
Ward	Street	Summary of Request	Officer recommendation
28. Tilehurst	Westwood Road	<p>Location: Opposite its junction with Victoria Road.</p> <p>Three requests made for additional double yellow lines to be installed opposite the junction with Victoria Road, due to issues caused by vehicles parking there following the recent installation of new yellow lines in the area.</p>	Officers recommend installing additional yellow lines as shown in drawing T12_Westwood Road in order to tackle issues caused by vehicles parking at this location.

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Ward	Street	Summary of Request	Officer recommendation
29. Whitley	Longships Way	Request for double yellow lines at the bends in the road to the north of Rushley Way due to speeding concerns and cars parked halfway on the road and halfway on the pavement for extended times making access difficult.	Officers recommend that additional double yellow lines are installed as shown in drawing WH1_Longships Way to help with access along the road.

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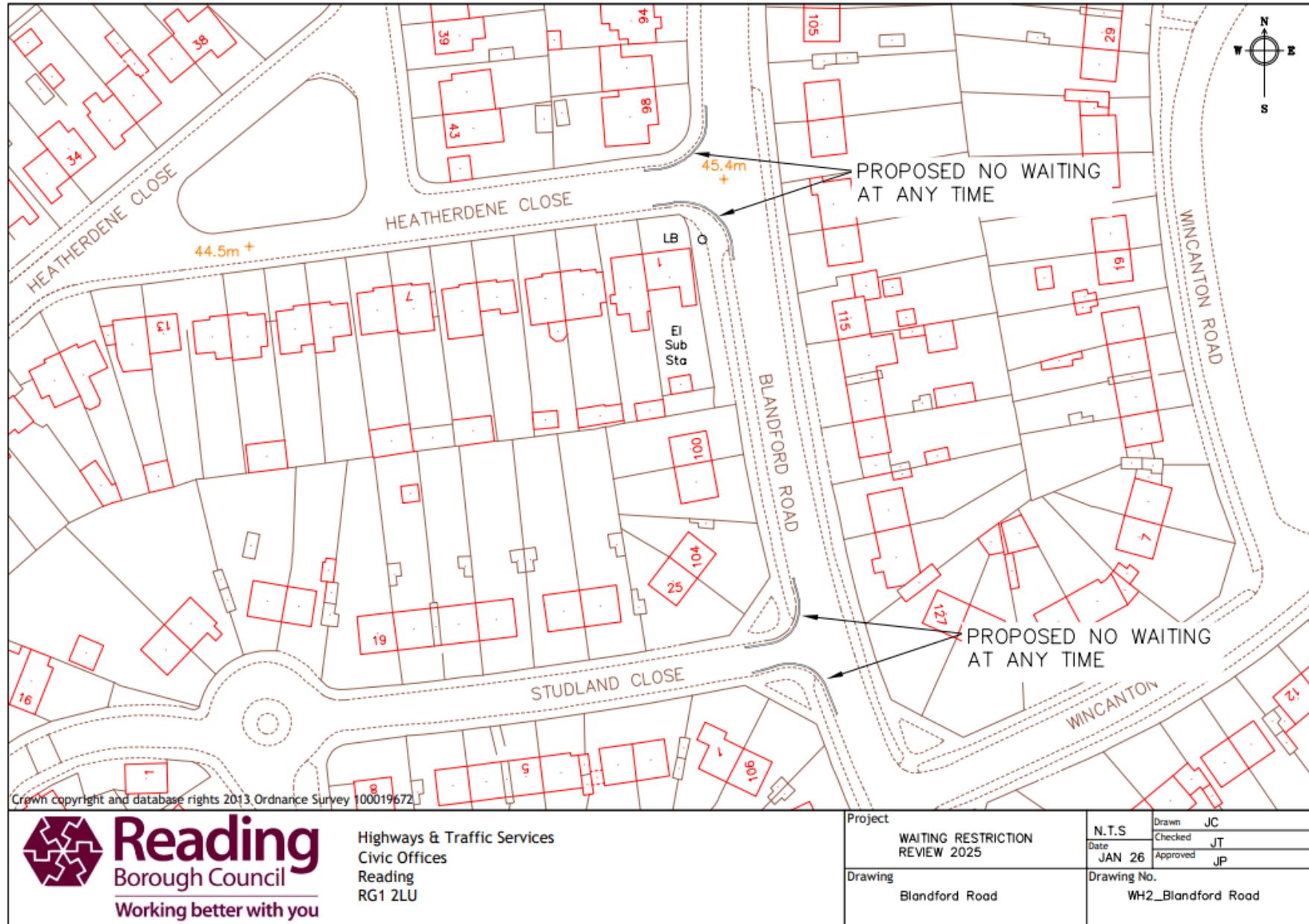


Appendix 1: Waiting Restriction Review Programme 2025 – DRAFT Recommendation Report

Ward	Street	Summary of Request	Officer recommendation
30. Whitley	Blandford Road	Request for double yellow lines on the junction of Blandford Road with Studland Close due to visibility obstruction by parked vans.	Officers have visited the site and recommend that double yellow lines are installed on both junctions with Heatherdene Close and Studland Close as shown in drawing WH2_Blandford Road in order to help with visibility issues caused by vehicles parking here.

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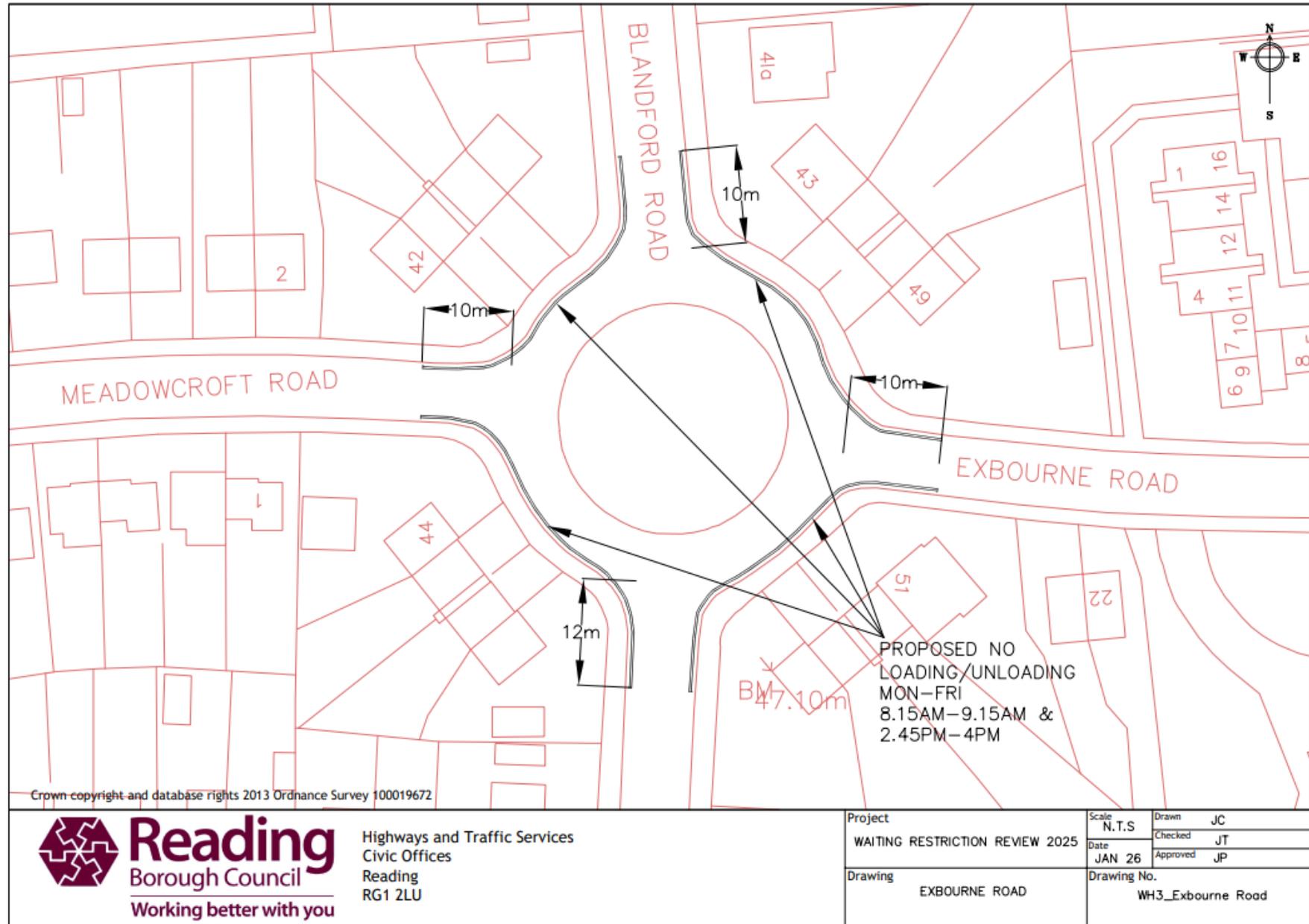


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Ward	Street	Summary of Request	Officer recommendation
31. Whitley	Exbourne Road	Request for a loading ban between 08:15 and 09:00 and 14:45 and 15:30 on this section of the highway due to inconsiderate parking by parents during school pick up and drop off times hence affecting residents.	Officers recommend that some loading restrictions are installed on the existing double yellow lines on the roundabout as shown in drawing WH3_Exbourne Road. It should be noted that this will also apply to residents and their visitors but it will allow for greater enforcement for vehicles parking here during peak hours.

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