

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

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2 June 2026

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

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

A meeting of the Traffic Management Sub-Committee will be held on Wednesday, 10 June 2026 at 6.30 pm in the Council Chamber, Civic Centre, Bridge Street, Reading RG1 2LU. 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 - 14
3. PREVIOUS DECISIONS		15 - 16
4. 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.**

5. QUESTIONS 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.**

6. PETITIONS

To receive petitions on traffic management matters.

- 6 (a) **Request for a Bus Shelter on Kidmore End Road.** **EMMER GREEN** **17 - 20**

To report to the Sub-Committee the receipt of a petition requesting the installation of a bus shelter on Kidmore End Road at the bus stop called Chalgrove Way which is adjacent to number 82 Kidmore End Road and opposite Lyefield Court.

7. **WAITING RESTRICTION REVIEW PROGRAMME** **BOROUGHWIDE** **21 - 74**

(a) 2025 Programme - Results of Statutory Consultation

(b) 2026 Programme - New Requests

A report informing the Sub-Committee of objections received during the statutory consultation for the agreed proposals that formed the 2025 programme and providing the Sub-Committee with the list of new requests for potential inclusion in the 2026 programme.

8. **PUBLIC RIGHT OF WAY MODIFICATION ORDER - FOOTPATH 11** **WHITLEY** **75 - 90**

A report seeking approval from the Sub-Committee to carry out a statutory consultation to make Public Path Extinguishment Order to stop up part Footpath 11 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. 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"

10. **APPLICATIONS FOR DISCRETIONARY PARKING PERMITS** **BOROUGHWIDE** **91 - 118**

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

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

Apologies: Councillors Eden

35. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of 26 November 2025 were confirmed as a correct record and signed by the Chair, subject to officers confirming that Tamarisk Avenue - junction with Whitley Wood Road, Church Ward, should have been removed from the Waiting Restriction Review Programme 2025 (Minute 32 refers).

36. PREVIOUS DECISIONS

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

37. MINUTES OF OTHER BODIES

The Minutes of the following meeting were received:

- Reading Cycle Forum – 11 February 2026.

38. PUBLIC RIGHT OF WAY MODIFICATION ORDER - FOOTPATH 11

The Sub-Committee received a report that sought approval from the Sub-Committee to undertake a statutory consultation to make a Public Path Extinguishment Order to stop up part of Footpath 11 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"). The Footpath 11 Rearrangement Plan was attached to the report at Appendix 1.

The Sub-Committee discussed the report and Councillor McGrother proposed that the report be deferred for consideration to the next meeting to allow time for officers to provide further information.

Resolved – That consideration of the report be deferred to the next meeting to allow officers time to submit further information.

39. SIDMOUTH STREET CYCLE LANE - REQUEST TO CONSULT ON REDUCTION IN CYCLE LANE

The Sub-Committee received a report informing them of proposals to reduce the width of the cycle infrastructure on Sidmouth Street, and sought approval to undertake a statutory consultation to amend the Traffic Regulation Order as required. The Sidmouth Street Scheme Design – Option 2 was attached to the report at Appendix A.

In making the proposal consideration had been given to several factors, including the following:

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- The availability of alternative cycle facilities within the local cycle network, which were more desirable and provided more direct, or linked routes;
- The underutilisation of the infrastructure implemented on Sidmouth Street;
- The impact of the approved bus lane, due to be implemented on London Road between the junctions with Sidmouth Street and London Street.

The report explained that the cycle lane facility on Sidmouth Street had been installed following the allocation of Tranche 1 funding through the Government's emergency Active Travel Fund, which had been received in 2020. It had been one of the short-term proposals that had specifically addressed the immediate need to promote active travel and facilitate social distancing based on Government advice around the Covid 19 pandemic at the time. The cycle lane on Sidmouth Street had initially been installed as a temporary measure, which later became permanent following a statutory consultation and had been approved by the Sub-Committee at its meeting on 14 September 2022 (Minute 19 refers). As a result of the cycle scheme being implemented, the southbound traffic lane had been removed and replaced by a two-lane cycle facility. However, the lack of linking routes, and the provision of alternative cycle routes, including those on London Street and Watlington Street, had resulted in the cycle lanes being underutilised.

The report explained that, as part of the ongoing review of the transport network, officers had carried out an optioneering exercise to consider various changes that could be made to improve the overall network performance in this area. As part of this, officers had 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. Sidmouth Street functioned as a key distributor road within the local highway network, linking London Road to Queens Road. And was commonly used as an alternative route during peak periods. The new bus lane on London Road had been designed to improve public transport reliability and journey times and although minimal reallocation of road space was necessary, it was expected that some general traffic might be displaced onto Sidmouth Street. As well as the improvements for public transport, the implementation of the bus lane would also create another shared space for cyclists travelling westbound towards the town centre and would provide safer facilities for cyclists travelling through the London Street junction, towards the town centre. Officers had also considered whether the loss of cycle provision could be expected to have a significant impact on Active Travel opportunities in the area.

As part of the scope of the optioneering exercise, officers had considered the existing road layout, and in particular the benefits of the existing cycle infrastructure. At this stage officers had not conducted a cycle survey of this route. However, through communication with the local cycle groups, it was understood that this route was used for southbound movements, connecting cyclists from London Street, via South Street but, due to the lack of northbound connections it was had not been clear how well used the route was for travelling towards town. The existing cycle provision on Watlington Street, and in particular the facilities for crossing Queens Road had also been noted.

The report stated that in preparing options for consideration, the primary design principle that had been applied was to maximise the carriage way widths and to provide additional

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northbound vehicle capacity. The secondary design principle had been to retain as much Active Travel provision as possible. Following these principles officers had worked with design consultants to develop four options each of which had the following similar characteristics:

- Sidmouth Street would remain a one-way street;
- Two lane entry to Sidmouth Street from London Road would be introduced which would require amendment of the traffic signals in that area and two northbound lanes for general traffic;
- Two lanes of traffic between London Road and South Street would be introduced;
- Three lanes of traffic between South Street and Queens Road would be introduced (one left turn, two right turn).

Having reviewed the options that had been presented by the design team, the report proposed that option two, which would retain a southbound (contra-flow) cycle lane (south of South Street only, two northbound lanes and would retain pay and display parking, provided the best balance of benefits/value for money and would provide additional vehicle capacity on Sidmouth Street and would improve flows onto Queens Road. 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. The detailed designs would be developed in parallel to this proposed consultation, which included further analysis and traffic surveys to support the initial assumptions, both in terms of use of the cycle facilities, as well as understanding potential impacts on traffic flows both on London Road and Queens Road.

Resolved –

- (1) That the report be noted;**
- (2) That the Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services be granted authority to undertake the statutory consultation for the proposed amendments to the Traffic Regulation Order for Sidmouth Street;**
- (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 Traffic Management Sub-Committee, be granted authority to make minor amendments to the agreed proposals, if required, prior to the implementation;**
- (4) That subject to no objections being received the scheme be considered as approved and the Assistant Director of Legal and Democratic Services be granted authority to amend the Traffic Regulation Order;**

- (5) That should any objections be received during the statutory consultation period, a report be submitted to a future meeting for consideration and decision regarding scheme implementation.**

40. INFORMAL CONSULTATION - A4 LONDON ROAD CORRIDOR & SUTTON SEEDS ROUNDABOUT PROPOSALS

The Sub-Committee received a report informing them of the work officers had undertaken alongside officers at Wokingham Borough Council (WBC) to develop proposals for the continued improvement to the A4 London Road corridor and Sutton Seeds Roundabout and the informal consultation, that had been launched by Wokingham, into these proposals. Concept Design Drawings for the A4 London Road and Sutton Seeds Roundabout Improvement Scheme were attached to the report at Appendix 1.

The report explained that, following the implementation of the new bus lane on London Road between Liverpool Road and Cemetery Junction, the Council and WBC had jointly commissioned WSP Engineering Consultants to design a number of options that could deliver further improvements to this corridor. These designs had now been subject to traffic modelling to assess the impact with a view to recommending a proposed option.

The London Road bus lane had been introduced in August 2024 and had seen the implementation of a new westbound lane between Liverpool Road and Amity Road, near Cemetery Junction. This bus lane had been created through the reallocation of lane 1, which had previously been a general traffic lane towards Reading. The bus lane required 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 could be used by licensed hackney carriages, motorcycles and bicycles. The bus lane was 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 was also used by the RailAir buses from Heathrow Airport.

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

The option proposed was 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

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space and not removing capacity for general traffic. Within Reading the proposals involved shortening the bus lane by approximately 30 metres and introducing a dedicated right-hand turn lane for vehicles turning into Liverpool Road.

The option involved works both in Wokingham Borough and Reading and were set out in the report and provided benefits to journey times for both general motor vehicles and bus services as well as enabling a more consistent journey times. Modelling had shown that this option performed better than current baseline conditions, improvements had also been shown for bus journeys and if the full scheme was implemented over nine minutes of journey time saving had been identified for buses during the morning peak hour. For general traffic there would be the equivalent of a total of six hours and forty-five minutes worth of journey time saving during the morning peak hour for traffic heading into Reading. This option would also benefit motorists using Liverpool Road to access areas of New Town as they would now have dedicated lane access as well as more space when exiting Liverpool Road towards Reading.

The report explained that in order to meet the conditions of the funding award for the delivery of the scheme, as well as meeting the requirements to proceed with consultations prior to the pre-election period, WBC had commenced a five week informal consultation commencing on 23 February 2026. Officers had briefed the Leader of the Council, the Lead Councillor and Chair of the Sub-Committee prior to the consultation and delegated authority had been exercised to support the consultation and had been detailed in an Officer Decision Notice that had been published on the Council's website on 12 February 2026.

In order to proceed with the changes proposed within the Borough a statutory consultation would be required subject to the outcome of the informal consultation and should Wokingham decide to proceed with the overall scheme.

The Sub-Committee discussed the report and Councillor Ennis thanked officers for the outstanding joint work that had been carried out between the two authorities on the proposals and the dedication on all sides to active travel.

Resolved –

- (1) That the report be noted;**
- (2) That, subject to the outcome of the informal consultation, and should Wokingham Borough Council proceed with the scheme:**
 - (a) The Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services be granted authority to undertake the statutory consultation for the proposed amendments to the existing Traffic Regulation Order relating to the London Road Bus Lane;**
 - (b) The Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and**

Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee be granted authority to make minor amendments to the agreed proposals if required prior to implementation;

- (c) The scheme be considered as approved and the Assistant Director of Legal and Democratic Services be authorised to make the amendments to the Traffic Regulation Order, subject to no objections being received;**
- (d) Any objections received during the statutory consultation period, be submitted to a future meeting for consideration and decision regarding scheme implementation.**

41. TRAFFIC REGULATION ORDER RECTIFICATION: EAST STREET RESULTS OF STATUTORY CONSULTATION

Further to Minute 30 of the meeting held on 26 November 2025, the Sub-Committee received a report informing them that the statutory consultation agreed at the meeting in November 2025 for rectifying a Traffic Regulation Order (TRO) and signing issue associated with a pay and display parking bay on East Street had been carried out and had ended on 9 January 2026. Objections and other feedback that had been received to the statutory consultation were attached to the report at Appendix 1.

The report explained that the original purpose of the process had been to resolve an issue with the TRO as the on street signs for the bay had stated that the restriction had a three hour maximum stay and the TRO stated it should be two hours. As three hours was considered to be the intended restriction, the consultation was proposing a change to the order to ensure the signs matched the TRO. One objection had been received, which included a request to change the days of operation from Monday to Sunday to Monday to Friday. The reason provided was to provide greater flexibility for residents, visitors and local activity on weekends. The report did not propose that the changes that had been requested by the objector were implemented at this time as this was a substantially different change to the one proposed in the consultation and therefore a new consultation would need to be carried out before this requested change could be considered further. Amending the operational times of the bay would also cause some inconsistency in the restrictions in the area as the nearby permit pay and display bays were all in force from Monday to Sunday. The report therefore proposed to create the TRO as advertised.

Resolved –

- (1) That the report be noted;**
- (2) That having considered the consultation feedback in Appendix 1, attached to the report, the scheme be implemented;**
- (3) That the Assistant Director of Legal and Democratic Services be granted authority to seal the resultant Traffic Regulation Order;**

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- (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.

42. WAITING RESTRICTION REVIEW PROGRAMME (2025): PROPOSALS FOR STATUTORY CONSULTATION

The Sub-Committee received a report that sought approval for officers to carry out statutory consultation for recommended new/alterations to waiting restrictions as part of the 2025 programme. The recommendations followed officer investigation of requests, which were submitted and agreed for investigation at the meeting on 26 November 2025 (Minute 32 refers). The Recommendations for Statutory Consultation (2025 Programme) set out in Appendix 1, attached to the report, had been shared with Ward Councillors and an opportunity had been provided for their comments.

The report stated that the schemes taken forward to statutory consultation would be included within a single proposed Traffic Regulation Order (TRO) which would then be subject to public consultation for a period lasting at least 21 days. The full process was set out in the report. The report explained that those schemes taken forward for statutory consultation that did not receive any objections during the consultation period would be recommended for implementation, subject to final decisions being made on the remaining items within the TRO. For those schemes where objections were received, a further report would be submitted to the Sub-Committee seeking a decision on the outcome of the scheme.

Resolved –

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be granted authority to undertake a statutory consultation for the 2025 programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That, having considered the officer recommendations set out in Appendix 1 to the report, the following schemes in the Waiting Restriction Review Programme 2025 be proposed for implementation, subject to the outcome of the statutory consultation (see (6) below):

<u>No.</u>	<u>Ward</u>	<u>Street/Location</u>
1.	Battle	Stone Street/Tidmarsh Street
2.	Battle	Kensington Road
5.	Caversham	North Street
6.	Caversham Heights	Highdown Hill/Soane End
7.	Caversham Heights	Surley Row
8.	Church	Barnsdale Road
9.	Church	Whitley Wood Road

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10.	Coley	Lesford Road
12.	Katesgrove	Basingstoke Road
13.	Kentwood	Armour Hill/Larissa Close
14.	Kentwood	Scours Lane
16.	Norcot	Shilling Close
17.	Park	Pitcroft Avenue/Norris Road
18.	Park	Tuns Hill Cottages
19.	Redlands	Addington Road (section between Craven Road and Redlands Road)
20.	Redlands	Allcroft Road
21.	Redlands	Upper Redlands Road 1
22.	Redlands	Upper Redlands Road 2
23.	Redlands	Lower Mount
24.	Southcote	Westcote Road
25.	Thames	Cardiff Road
26.	Thames	Addison Road
28.	Tilehurst	Westwood Road
29.	Whitley	Longships Way
30.	Whitley	Blandford Road
31.	Whitley	Exbourne Road

- (4) That, having considered the officer recommendations set out in Appendix 1 to the report, the following schemes be removed from the Waiting Restriction Review Programme 2025:

<u>No.</u>	<u>Ward</u>	<u>Street/Location</u>
3.	Caversham	Henley Road
4.	Caversham	Hemdean Road
11.	Emmer Green	St Benets Way
15.	Kentwood	Vale Crescent
27.	Tilehurst	Neath Gardens

- (5) 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;
- (6) That any objection(s) received during the statutory consultation be reported to a future meeting of the Sub-Committee for an outcome decision.

43. 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.

44. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Sub-Committee received a report giving details of the background to the decisions to refuse an application for a Healthcare Professional Permit from one applicant who had subsequently appealed against these decisions.

Resolved – That, with regard to application 1, a Healthcare Professional Permit be issued, personal to the applicant and charged at the standard rate.

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

(The meeting started at 6.30 pm and closed at 8.04 pm)

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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	05/03/26	39(2)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That the Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services be granted authority to undertake the statutory consultation for the proposed amendments to the Traffic Regulation Order for Sidmouth Street	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	
Traffic Management Sub-Committee	DEGNS	05/03/26	39(3)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee, be granted authority to make minor amendments to the agreed proposals, if required, prior to the implementation	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	
Traffic Management Sub-Committee	DEGNS	05/03/26	39(4)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That subject to no objections being received the scheme be considered as approved and the Assistant Director of Legal and Democratic Services be granted authority to amend the Traffic Regulation Order	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	

Traffic Management Sub- DEGNS Committee	05/03/26 40(2)(a)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services be granted authority to undertake the statutory consultation for the proposed amendments to the existing Traffic Regulation Order relating to the London Road Bus Lane	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	05/03/26 40(2)(b)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee be granted authority to make minor amendments to the agreed proposals if required prior to implementation	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	05/03/26 40(2)(c)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The scheme be considered as approved and the Assistant Director of Legal and Democratic Services be authorised to make the amendments to the Traffic Regulation Order, subject to no objections being received	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	05/03/26 41(3)	Traffic Regulation Order Rectification: East Street Results Of Statutory Consultation	That the Assistant Director of Legal and Democratic Services be granted authority to seal the resultant Traffic Regulation Order	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	05/03/26 42(2)	Waiting Restriction Review Programme (2025): Proposals For Statutory Consultation	That the Assistant Director of Legal and Democratic Services be granted authority to undertake a statutory consultation for the 2025 programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport
Traffic Management Sub- DEGNS Committee	05/03/26 42(5)	Waiting Restriction Review Programme (2025): Proposals For Statutory Consultation	That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the 2025 programme	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport

Traffic Management Sub-Committee

10 June 2026



Reading
Borough Council
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Title	Petition Receipt and Response: Bus Shelter Request: Kidmore End Road.
Purpose of the report	To note the report for information
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 / James Turner, Senior Transport Planner
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 officer response in sections 3.8 to 3.11 of the report be agreed; 3. That no public inquiry be held into the proposals.

1. Executive Summary

- 1.1. The sub-committee is asked to note that petitions relating to matters such as this, would ordinarily fall outside of the Sub-Committees Terms of Reference, on the basis that the petition would not result in a change to the public highway, which would require a regulatory process to be followed. However, in this instance, as this petition is not seeking a formal decision from the Sub-Committee, but rather is an officer response and briefing on next steps, it is considered appropriate for the sub-committee to hear this petition and the Councils response.
- 1.2. The purpose of this report is to inform the Sub-Committee of a petition that has been received by the Council. This petition is requesting the installation of a bus shelter on Kidmore End Road at the bus stop called Chalgrove Way which is adjacent to number 82 Kidmore End Road and opposite Lyefield Court.
- 1.3. Officers have considered the content of the petition and recommend that this request be added to the list of bus stop infrastructure requests, maintained by Transport Officers. These requests will be assessed for feasibility and then prioritised against other requests and subject to funding being identified.

2. Policy Context

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

3. The Proposal

- 3.1. The Council was presented with a petition for the installation of a bus shelter in Kidmore End Road, Emmer Green in May 2026. The Chalgrove Way stop is next to house number 82 at Lyfield Court and is served by Reading Buses route 23 service between central Reading and Caversham Park. The petition states that the stop is used regularly by members of the community, including elderly residents, school children, commuters and individuals with mobility challenges. The petition states that primary motive for requesting a shelter is to provide adequate protection from adverse weather and the elements. The petition has 22 signatories.
- 3.2. The current bus stop is in a southbound direction and has a bus stop pole and flag, a small timetable case and a bin. There is also raised kerb for level boarding and an area of hardstanding that may be big enough for a small 2-bay shelter.
- 3.3. The stop is served by Reading Buses route 23 service to central Reading with buses running every 30 minutes Monday to Saturday and every 60 minutes on a Sunday.
- 3.4. The bus operator has been approached for passenger boarding data for this bus stop and is supportive of installing a bus shelter in this location.
- 3.5. There is also a bus stop in the northbound direction which is served by route 24 which also links to central Reading but by a longer route via Caversham Park and Henley Road/Lower Caversham. This stop does not have a bus shelter either and is next to a new housing estate being developed on the Reading Golf Club site.
- 3.6. As part of the planning approval for this development the northbound bus stop will be relocated slightly to accommodate access to the new development and upgraded with a new level access as well as maintain the pole, flag and timetable case, raised kerb as well as bench.
- 3.7. The Golf Course development comprises of 223 new homes, with a potential for a further 70 homes currently being considered. A development of this size should generate additional public transport journeys, and these are likely to be focused more on the southbound bus stop which provides the more direct link to central Reading.
- 3.8. Transport Officers have reviewed this request and consider this to be an appropriate stop and location for a bus shelter. However, consideration will need to be given to the nearby large and established trees on the highway and any impact that excavation and installation of a bus shelter may have on the roots and stability of these trees. Consideration will also need to be given to maintaining access to the footway for wheelchair users and those with push chairs and buggies if a shelter is installed.
- 3.9. Transport Officers maintain a list of requested measures for bus stops and, subject to it being considered feasible to install a bus shelter, will add this shelter request to this list. This will be considered against the other requested measures on the list and prioritised, including based on the number of boardings and passengers using this stop. Subject to funding being identified the measures on this list will be installed.
- 3.10. The Council has recently let a new contract for the supply and maintenance of bus shelters throughout the borough, and this now also includes Council owned bus shelters. This new contract enables the Council to discuss with the supplier the possibility of expanding the scope to include additional shelters, such as this one at Kidmore End Road. Whilst this would still require additional funding for supply and installation of the shelter (approximately £15k) it would incorporate any new shelters into the cleaning and maintenance regime which has been an issue with previous Council owned shelters.
- 3.11. As part of the mobilisation programme, the renewal of the bus shelters within the town centre has been prioritised in the first 12 months and shelters across the rest of the

borough will not be until years 2 and onwards. It therefore may not be possible to provide a new shelter at this location during the first 12 months of the new contract.

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. By promoting public and sustainable transport the delivery of a new bus shelter would contribute to the Council priorities to deliver a sustainable and healthy environment and reduce Reading's carbon footprint.

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. Should a new bus shelter be installed, officers will consider whether a CIA is required and produce if necessary.

6. Community Engagement

6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.

6.2. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

7. Equality Implications

7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendations do not directly lead to any physical changes being introduced. Should a new bus shelter be installed, officers will consider whether an EQIA is required.

8. Other Relevant Considerations

- 8.1. None

9. Legal Implications

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

10. Financial Implications

- 10.1. There are no immediate costs associated with the recommendations of this report. The implementation of the bus shelter at Kidmore End Road would be subject to funding being identified and assigned to the scheme.
- 10.2. The Council will explore funding opportunities including through existing and future grant allocations, as well as considering future CIL and s106 opportunities.
- 10.3. The cost estimate for the supply and installation of a new bus shelter is approximately £15,000. However, it should be noted that this is subject to change, based on the ground conditions etc. As noted in this report, Officers have some initial concerns regarding the footway widths and established trees in the area, which may result in increased costs, should a scheme be brought forward.

11. Timetable for Implementation

- 11.1. Not applicable.

12. Background Papers

- 12.1. There are none.

Traffic Management Sub-Committee

10 June 2026



Reading

Borough Council

Working better with you

Title	Waiting Restriction Review Programme: <ul style="list-style-type: none"> a. 2025 programme - results of statutory consultation b. 2026 programme - new requests
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. Part A: <ul style="list-style-type: none"> 2.1 That the Sub-Committee considers the consultation feedback in Appendix 1 and agrees to either implement, amend, or reject each proposal in the 2025 programme. These proposals were advertised as part of the same, single, draft Traffic Regulation Order. Subject to any valid and substantive objection being received, and an officer recommendation against a specific proposal, the officer's provisional recommendation is to implement the schemes as advertised. 2.2 That should any further written/postal objections be received after this meeting, provided they were sent within the statutory consultation period, the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee consider these and make an officer decision regarding the implementation, or otherwise, of the scheme. 2.3 Agree that the Assistant Director of Legal and Democratic Services be authorised to make and seal the resultant Traffic Regulation Order. 2.4 Agree that respondents to the statutory consultation be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting. 3. Part B: <ul style="list-style-type: none"> 3.1 That the Sub-Committee considers the requests made for waiting restriction changes in the 2026 programme against the officer recommendations in Section 3.6 and agrees those requests that are to proceed to officer investigation.

	<p>3.2 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 to the Sub-Committee.</p> <p>3.3 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 2026 programme.</p>
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1. Executive Summary

- 1.1. Requests for new waiting restrictions across the Borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2. Part A:
 - 1.2.1. This report informs the Sub-Committee of objections received during the statutory consultation for the agreed proposals that formed the 2025 programme. The Sub-Committee is asked to consider the content of any objections and conclude the outcome of the proposals. A decision will be required for all items before delivery planning of this programme can commence. The Sub-Committee is reminded that any scheme that has not received objections has prior approval to be included in the resultant Traffic Regulation Order and implemented as advertised, as per the agreed recommendations of the previous report on this programme (report available [here](#)).
 - 1.2.2. The statutory consultations for this scheme will conclude following publication of this report, therefore, Appendix 1 will be updated to include the feedback received since the publication of the initial version. The statutory consultation process is a legal process of proposing restrictions and seeking responses to those proposals. As such, the officer's provisional recommendation is that the schemes proposed within this programme be implemented as advertised, unless a valid and substantive objection(s) is received against that scheme. Appendix 1 will provide officer comments to reflect any alternative officer recommendations, if applicable. Members are reminded that no final decision will be made until all consultation responses have been thoroughly considered.
- 1.3. Part B:
 - 1.3.1. This report provides the Sub-Committee with the list of new requests for potential inclusion in the 2026 programme. Section 3.6 provides the officer recommendations for the schemes to be taken forward in this programme and the Sub-Committee is asked to consider the recommendations and agree those requests that should proceed to officer investigation.

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 to ensure that the programme can be progressed within the expected timescales and budget. Requests for new area Resident Permit Parking schemes will not form part of this review programme. Minor alterations to relatively small areas of Resident Permit Parking restrictions may be considered appropriate for inclusion within this programme, on the basis that development of the proposals will follow the same timeline, resourcing and expectations as the rest of the programme.
- 3.2. The Waiting Restriction Review programme follows the below milestones
- Request received and considered by officers (e.g. lawfulness, feasibility).
 - Merited request added to the list of new requests for the start of the next Waiting Restriction Review Programme (Report to Traffic Management Sub-Committee (TMSC)). Decision made on whether request should be investigated by Officers.
 - Officers investigate the issue and share recommendations with Ward Councillors.
 - Officers recommend proposals for statutory consultation, or removal from the programme (TMSC report, following engagement with Ward Councillors). Decision made on whether proposals should progress to statutory consultation.
 - Legal documents are prepared and on-street notices created (also advertised in the local newspaper) and erected for the start of the 21-day statutory consultation period, following publication of the agreed TMSC meeting minutes.
 - The results of the statutory consultation are reported (TMSC), where feedback, particularly objection(s), has been received. Decision made on whether proposals should be implemented.
 - The Legal Order for the parking restrictions is finalised and advertised in the local newspaper, following publication of the agreed TMSC meeting minutes.
 - Signs are designed and ordered. Contractors are issued detailed designs and instructions for sign and post installation and road markings.
 - The Waiting Restriction Review programme is implemented.

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

3.4. **Part A: 2025 Programme - Results of Statutory Consultation**

Current Position

3.4.1. Approval was given by the Sub-Committee in November 2025 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions. Investigations were carried out and a recommendation for each scheme was shared with Ward Councillors between 28th January – 13th February 2026 for their comments.

3.4.2. A further report to the Sub-Committee in March 2026 sought approval for officers to conduct a statutory consultation for these recommended schemes. The statutory consultation took place between 14th May – 4th June 2026. The feedback received during this consultation, alongside the related scheme drawings, is contained in Appendix 1.

3.4.3. The statutory consultation process is a community led consultation with members of the public and other statutory consultees prior to making any Traffic Regulation Order to ensure transparency and accountability. Traffic Regulation Orders underlie on-street restrictions and allow them to be implemented and enforced. The statutory consultation encourages participation in the lawful making process of Traffic Regulation Orders and seeks comments to such schemes so that these may be considered as part of the decision on whether the restrictions be implemented.

3.4.4. The draft Order advertised for this programme contained all of the proposed restrictions and changes, so a decision must be made for all items before the order can be made and sealed and any element implemented. No further development progress can be made on any element of the Traffic Regulation Order until the decisions for all elements have been made.

3.4.5. Statutory consultations are not a voting processes, where a higher number of objections compared with comments of support should necessarily lead to proposals not being implemented. Rather, it is expected that the responses will be balanced toward objections and the Council needs to consider the reasons provided in the objections and decide whether a scheme is amended, removed or installed as advertised.

3.4.6. Statutory consultations are open to anyone considered to be impacted to respond, meaning that the respondent's address and other personal information is irrelevant. Under Data Protection law, capturing this information is not necessary and therefore is not a requirement for those making representation.

Options Considered

3.5. The Sub-Committee is asked to consider the content of the objections against the proposals in the 2025 programme as reported in Appendix 1.

- a. **[Recommended]** Agree to implement each scheme as advertised, subject to an alternative officer recommendation being made against a specific proposal on Appendix 1.

This is not a predetermination of the outcome of the consultation. Section 3.4.3 sets out the purpose of the statutory consultation process, which is the proposed introduction of a scheme. The officer recommendation is therefore to introduce the scheme as advertised. However, there will be situations where the content of an objection may provide cause for officers to recommend a different recommendation, such as a substantive issue that hadn't been anticipated during the scheme design. This alternative officer recommendation will be highlighted against such proposals on Appendix 1. Where a scheme is agreed for implementation as advertised, it will be confirmed as forming part of the resultant TRO and be introduced.

b. Remove the scheme

Where a decision is taken to remove a scheme from the programme, it will be removed from the resultant TRO and will not be introduced.

c. Agree an amended version of the scheme be introduced

While it is possible to adjust the scheme that is to be included in the resultant TRO and introduced, there are risks in doing so due to the compliance with legal processes for consulting and implementing TROs. If there is considered to be a risk that such a change could have changed the way in which people would have responded to the statutory consultation, such a proposed amendment would require re-consulting. In this situation, and in order to prevent a delay to programme development and reduce costs, officers recommend that such a proposal be moved into a future Waiting Restriction Review programme, or the scheme removed entirely (option b).

d. Do nothing

If no decision is taken and the TRO is not sealed within two years following the date of the statutory consultation commencing, the draft TRO lapses and those schemes cannot be implemented.

3.5.1 Any scheme that has not received objections has prior approval to be included in the resultant Traffic Regulation Order and implemented as advertised, as per the agreed recommendations of the previous report on this programme (report available [here](#)). Therefore, the only schemes requiring a Sub-Committee outcome decision are those on Appendix 1 that have received objections.

3.5.2 There is a risk that written/postal consultation submissions sent within the consultation period may not have been received by officers in time for this Sub-Committee meeting. It is therefore recommended that, as per recommendation 2 of this report, there is a delegated process in place to consider these and make a final implementation decision should this situation arise.

The recommended delegation is that the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee consider these and that an officer decision regarding the implementation, or otherwise, of the scheme be made. In this situation, Ward Councillors and respondents to the statutory consultation will be informed of this decision and a further update report to a future Sub-Committee meeting will confirm the outcome.

3.6. **Part B: 2026 Programme - New Requests**

Current Position

3.6.1 Appendix 3A/3B provide a list of requests that have been received for potential consideration in the 2026 programme. Following agreement of the changes to the programme agreed in November 2025, these requests have been scored. The scoring criteria is included as Appendix 2.

Appendix 3A provides the list of requests arranged by Total Score, then Ward, then by Street. Appendix 3B provides the same list of requests arranged by Ward, then Total Score, then by Street. For ease of correlation between the two versions, the line numbers on Appendix 3B are carried from Appendix 3A, so are intentionally not sequential.

3.6.2 For each request that is agreed for inclusion in this next Waiting Restriction Review programme, Officers will investigate the issue and consider a recommendation. This may be a proposed scheme that would assist in mitigating/overcoming an issue but may instead be a recommendation against developing a scheme.

3.6.3 On 11 May 2026, officers shared the draft Appendix 3A and 3B with Ward Councillors for information and comment, as necessary.

Options Proposed

3.6.4 The Sub-Committee is asked to consider the requests, scoring and officer comments in Appendix 3A and 3B and agree the requests to be included in the 2026 programme for investigation. Officers propose the following options:

- a. **[Recommended]** Agree the officer recommendations for those requests that should be included in the programme (highlighted in green), or removed from the programme (highlighted in red).

Appendix 3A/3B contains red-highlighted requests that are not recommended for inclusion. The reasons for each are included in the officer comments.

The green-highlighted requests are schemes recommended by officers for inclusion in the programme. These represent a reasonable number of requests for development within this programme.

As referenced in Section 3.6.3, Ward Councillors have been notified of the intended officer recommendations in this report.

- b. That the Sub-Committee disregards the officer-recommended approach and decides which schemes are progressed for investigation.

The Sub-Committee considers the requests and any officer/Member comments made against that request and agrees whether that request progress to investigation, or whether it is removed from the programme. The Sub-Committee is asked to take into account the resourcing requirements for investigating and designing schemes and carefully consider those schemes that should be a priority for investigation and those that can be removed from the programme.

Other options considered

3.6.5 None at this time.

4. Contribution to Strategic Aims

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

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

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

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

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

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

Deliver a sustainable and healthy environment and reduce our carbon footprint

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

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

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

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

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

5. Environmental and Climate Implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has been conducted for the recommendations of Parts A and B of this report, resulting in a net minor positive impact. There has been/will be some minor negative impact for investigation and design, through travel and energy usage. Travel impacts have been partly mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever practicable. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques. However, it is expected that these relatively minor negative impacts over a short period of time will be more than overcome by the benefits of scheme implementation. The proposals cover Highway risk reduction, accessibility and traffic flow improvements that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

6. Community Engagement

- 6.1. Persons requesting waiting restrictions are informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme. If agreed, the recommendations include a commitment of contact to persons where their request has not been agreed for inclusion in the programme.
- 6.2. Ward Councillors have been informed of the officer recommendations that are included in this report and have been provided with the list of new requests and associated recommendations in Part B. 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 local 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. Statutory consultations are 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 An Equality Impact Assessment has been completed as we are aware that Blue Badge holders park on Addington Road, where we have proposed to install short sections of a 'no loading at any time' restriction to protect the junctions with Redlands Road and Craven Road. This will reduce the number of space available for them, as Blue Badge holders can park on double yellow lines (without a loading ban) for up to 3 hours - the loading ban will prevent all parking.

Officers have proposed to install only the minimum number of restrictions to help ensure that buses and other vehicles can manoeuvre around the junctions safely. This aims to improve visibility and reduce safety risks around the junctions for pedestrians and motorists, as well as reduce congestion during busy periods. Blue Badge holders can park in the nearby parking bays as well as on other stretches of double yellow lines on nearby streets. If this proposal is installed, any future complaints which are received about parking here will be assessed and there is the option to review parking here again as part of a future programme.

The statutory consultation process also 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 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.

9.5. **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.

9.6. **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.

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

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

9.8. Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

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

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

10.1. Capital Implications

The Waiting Restriction Review programmes are funded by capital allocations from the Local Transport Grant.

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 model 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 of the Traffic Regulation Orders and the delivery of many engineering elements on street.

10.3. Risk Assessment

The primary risk is with the 2025 programme (Part A), around the deferral of a decision regarding the elements of the programme to be agreed (or otherwise) for delivery. Deferral will result in additional crossover of resource-intensive elements for multiple programmes and schemes being developed by the same staffing resource. This will result in slippage to other schemes, which could have financial implications as well as impacting on the delivery expectations of these other schemes. The financial risks with the Waiting Restriction Review programmes overall should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 3.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

10.4 Andy Stockle has cleared these Financial Implications.

11. Timetable for Implementation

11.1. The following tables provide the intended timeline:

Table 1 (2025 programme)

Line	Milestone	When (subject to change)
1	Officer investigations, preparation of recommendation report and drawings	Completed: December 2025 - January 2026
2	Share recommendations with Ward Councillors for comment (3–4-week period)	Completed: January - February 2026
3	Report recommendations to Traffic Management Sub-Committee (TMSC), seeking agreement to undertake statutory consultation	Completed: March 2026
4	Draft TRO following decisions of TMSC	Completed: April – May 2026
5	Undertake statutory consultation	14 th May – 4 th 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 schemes	From September 2026

Table 2 (2026 programme)

Line	Milestone	When (subject to change)
1	Receive requests, officers to consider, score and add to a draft list as appropriate.	Completed: April 2026
2	Share list of new requests with Ward Councillors	Completed: 11 th May 2026
3	Report list of new requests, seeking decision on those to be investigated	Completed: June 2026
4	Officer investigations, preparation of recommendation report and drawings	June - August 2026
5	Share recommendations with Ward Councillors for comment (3–4-week period)	September - October 2026
6	Report recommendations to Traffic Management Sub-Committee (TMSC), seeking agreement to undertake statutory consultation	November 2026 TMSC
7	Draft TRO following decisions of TMSC	December - January 2027
8	Undertake statutory consultation	February 2027
9	Report objections to TMSC, seeking agreement to implement	March 2027 TMSC

10	Adjust the TRO according to the decisions of TMSC and produce detailed design drawings	April 2027
11	Make the resultant TRO	May 2027
12	Deliver the schemes	May - June 2027

12. Background Papers

12.1. There are none.

Appendices

- 1. Results of statutory consultation for the 2025 programme (part A)**
- 2. Scoring criteria sheet for 2026 programme new requests**
- 3.a. New requests for the 2026 programme, arranged by total score, ward, street (part B)**
- 3.b. New requests for the 2026 programme, arranged by ward, total score, street (part B)**

APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME

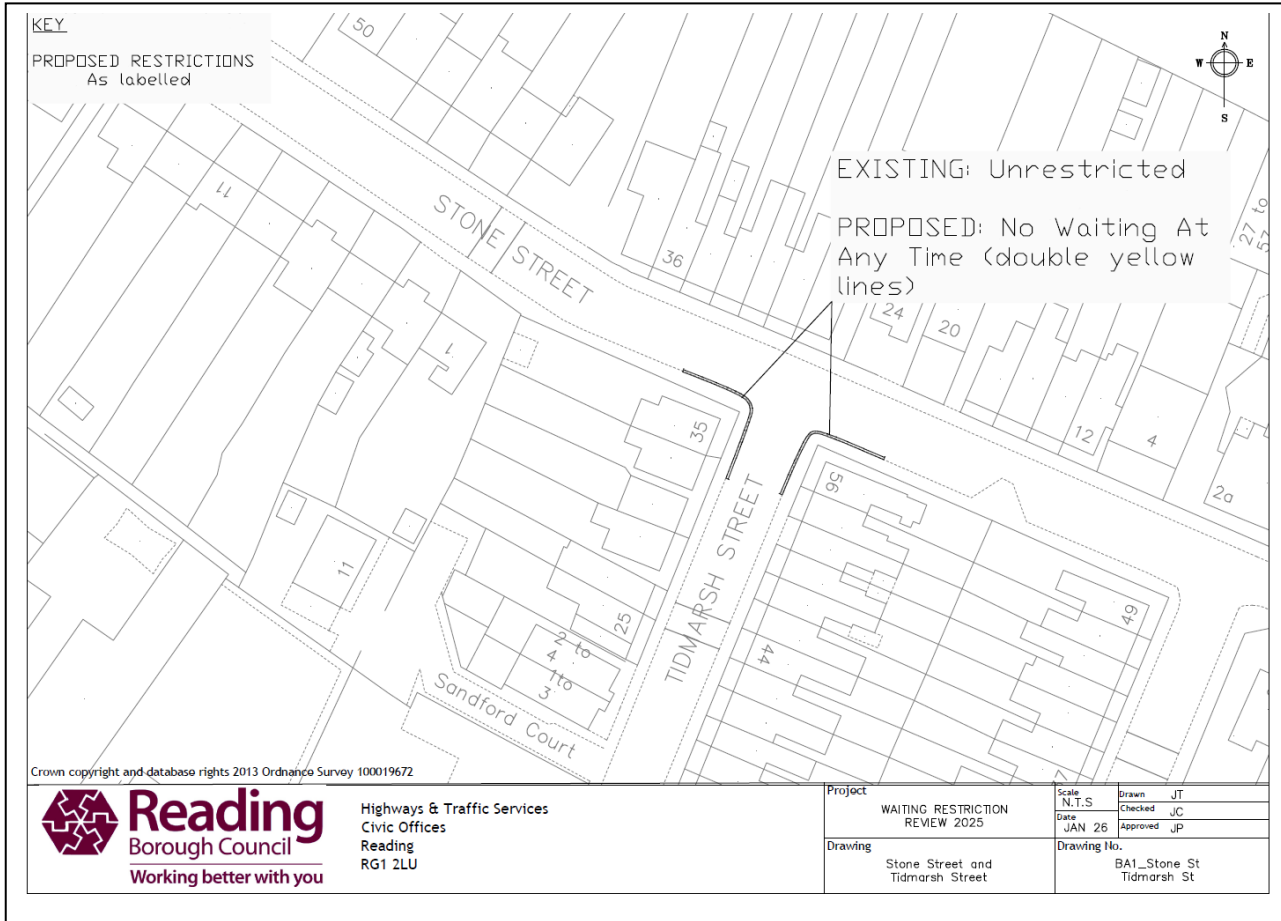
Summary of feedback received, in relation to the proposed Traffic Regulation Order for the 2025 programme.

Update 1 (1 June 2026), during consultation.

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

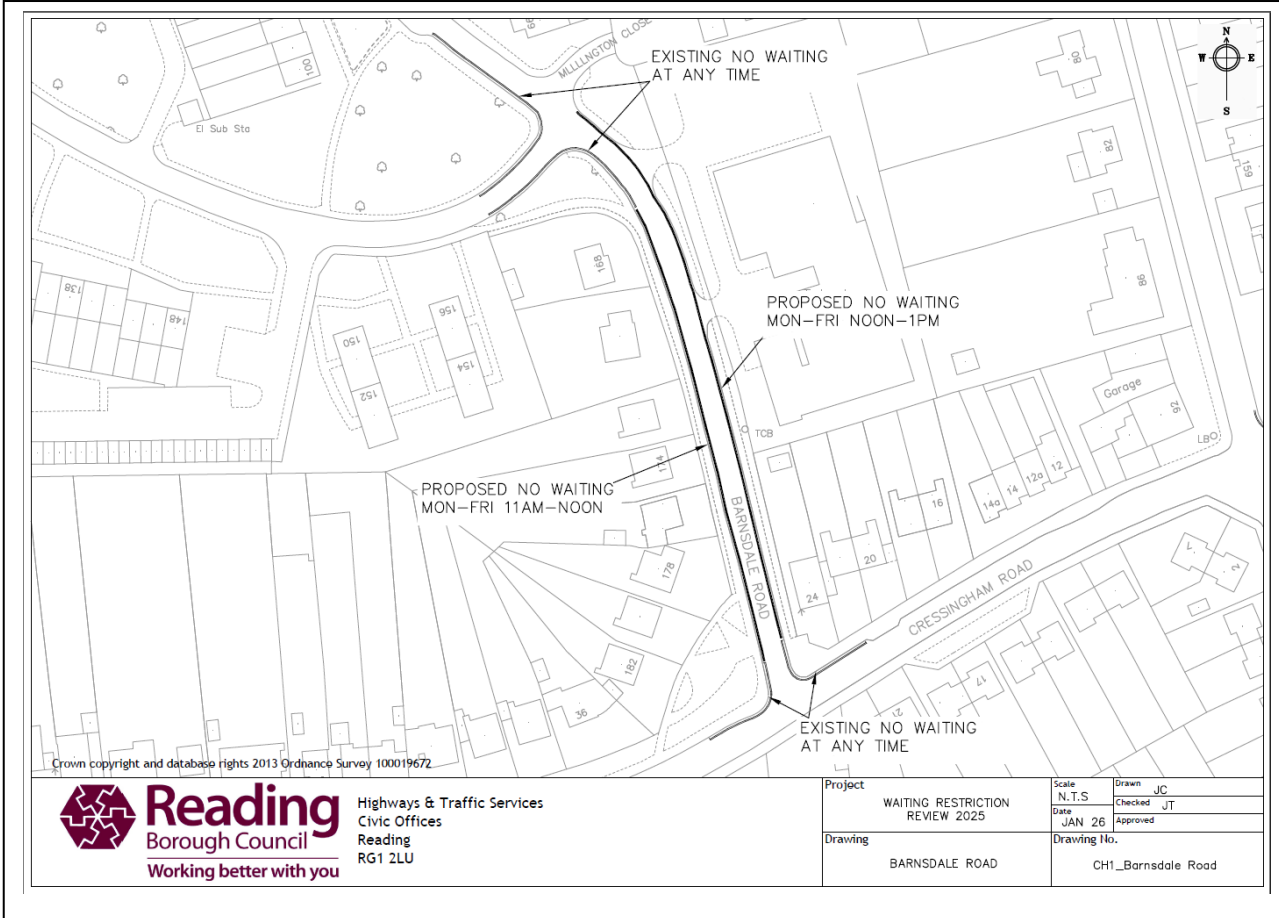
Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

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



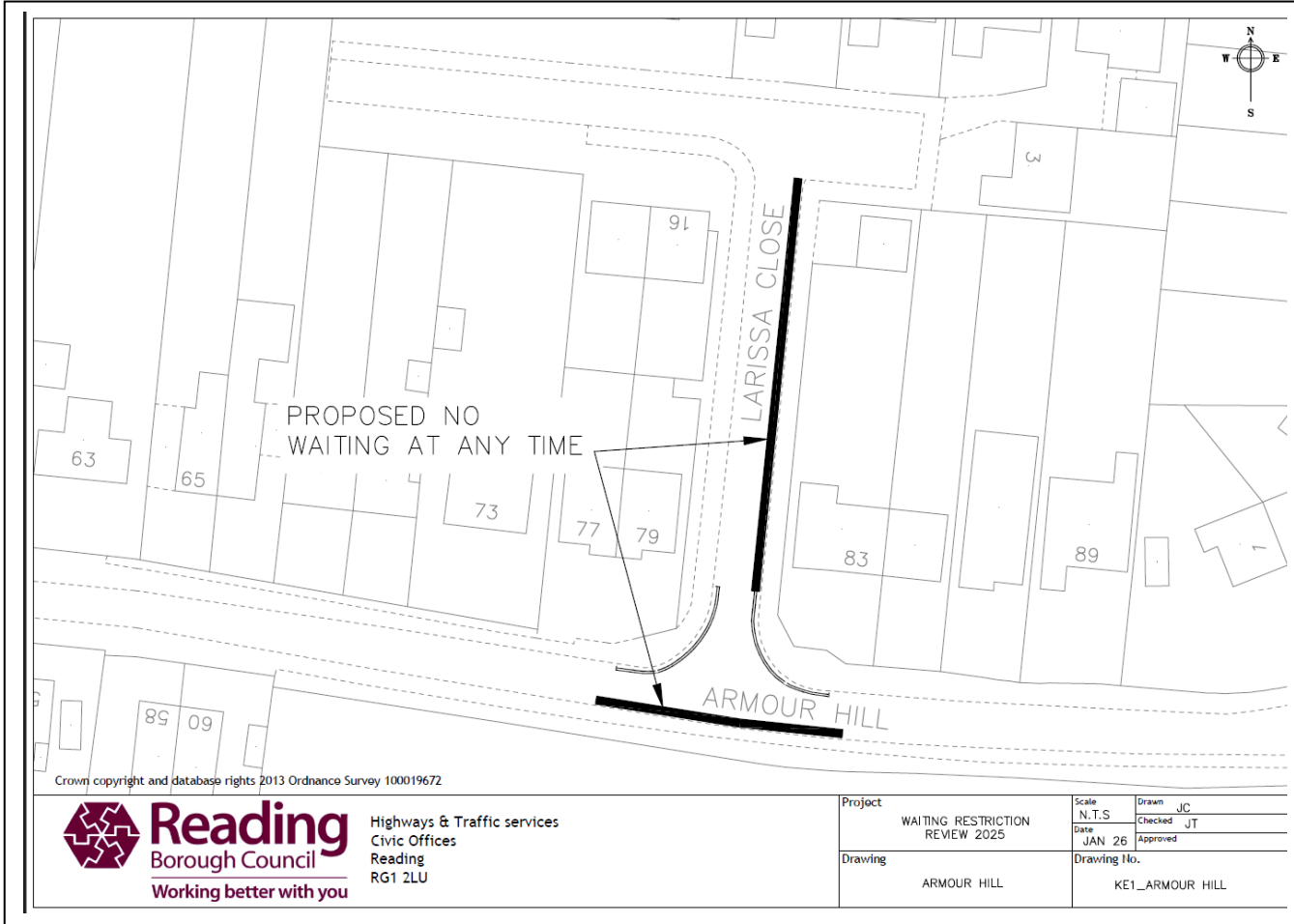
Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Church Ward – Barnsdale Road	<p>Location: Between Cressingham Road and sub-station. Officers consider this likely to be an issue up to Windermere Close, whereafter there are regular driveways on both sides of the street.</p> <p>Original Request: Made by three residents to Councillor for restrictions to match those on Northcourt Avenue, to address long-term parking that is impacting footway accessibility (primarily east side of the street) and driveway access/egress.</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>Original Officer recommendation: Officers have raised that such a restriction will apply equally to resident/visitor and trades vehicles, but would allow enforcement against all-day and longer-term parking. Considered to be a higher safety risk as there is evidence of almost complete footway obstruction caused by some parking.</p>	<p>Support: 0</p> <p>Object: 2</p> <p>Neither support nor object: 0</p>
Officer comment (general): The 2 objections received below were from the same individual		
1. Object	<p>The timings are all wrong. (11am - noon and noon - 1pm Mon-Fri)</p> <p>1. The restrictions should be all week.</p> <p>Totally stopping out of area cars parking, but allowing church goes to park and any visitors.</p> <p>2. The no waiting on the side of the telephone exchange if this was 8am - 10am this would resolve the issue of getting off the drive and parked cars being an obstruction.</p> <p>3. The no waiting on the other side of the road where the houses are, is not such an issue as we have not had long term cars abandoned here so suggest 2-4pm.</p> <p>My neighbour has such a problem getting off her drive in the morning to take her children to school. Also this would mean no cars on pavement when mums are walking their children to school and also have a pram or pushchair.</p>	

	<p>Please review and get it right first time to save everyone's time, happy to chat about the issues me and my neighbours are experiencing.</p> <p>Also a sign indicating no cars on kerbs would be nice, I think I saw these on some roads in Tilehurst.</p> <p>[REDACTED]</p>
2. Object	<p>This is my second email to the proposed objections after chatting with neighbours.</p> <p>Top of Barnsdale is different to Northcourt Avenue, the road is narrower without homes on both sides.</p> <p>We have buses left and someone running a second hand car business AA van left.. None belonging to residents. I'm still trying to get an abandoned car removed 8 months on, I'm told it's not a police or council issue but DVLA!</p> <p>Cars are parked on pavement often in a non broken line, meaning it is impossible to pass [REDACTED]</p> <p>The pavements are in daily use by parents and kids going to school; the bad parking stops the paths being used by pushchairs and prams. Neighbours picking kids up from schools the bad parking has meant they are having issues getting off and on drives - I have revised my opinion.</p> <p>I think no parking should be a two hour blocks mornings 7.30-9.30 and afternoons 3.00-4.00</p> <p>7 days a week resolving the issue completely and still making the road usable for visitors and anyone using Tynedale Church and hopefully giving learner drivers somewhere to safely park.</p> <p>The speed that vehicles are approaching the top of the hill is worrying and it is an issue for 170.</p> <p>Hope that clarifies my opinions.</p> <p>[REDACTED]</p>



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

	<p>down the middle of the road without seeing what is coming towards you. i have personally experienced some very near bad accidents at this junction, Furthermore we have several young families now in the extended close and sometimes they cannot push pushchairs on the path and have to resort to going into the middle of the road, which is very dangerous. I sincerely hope you agree the proposal [REDACTED]</p>
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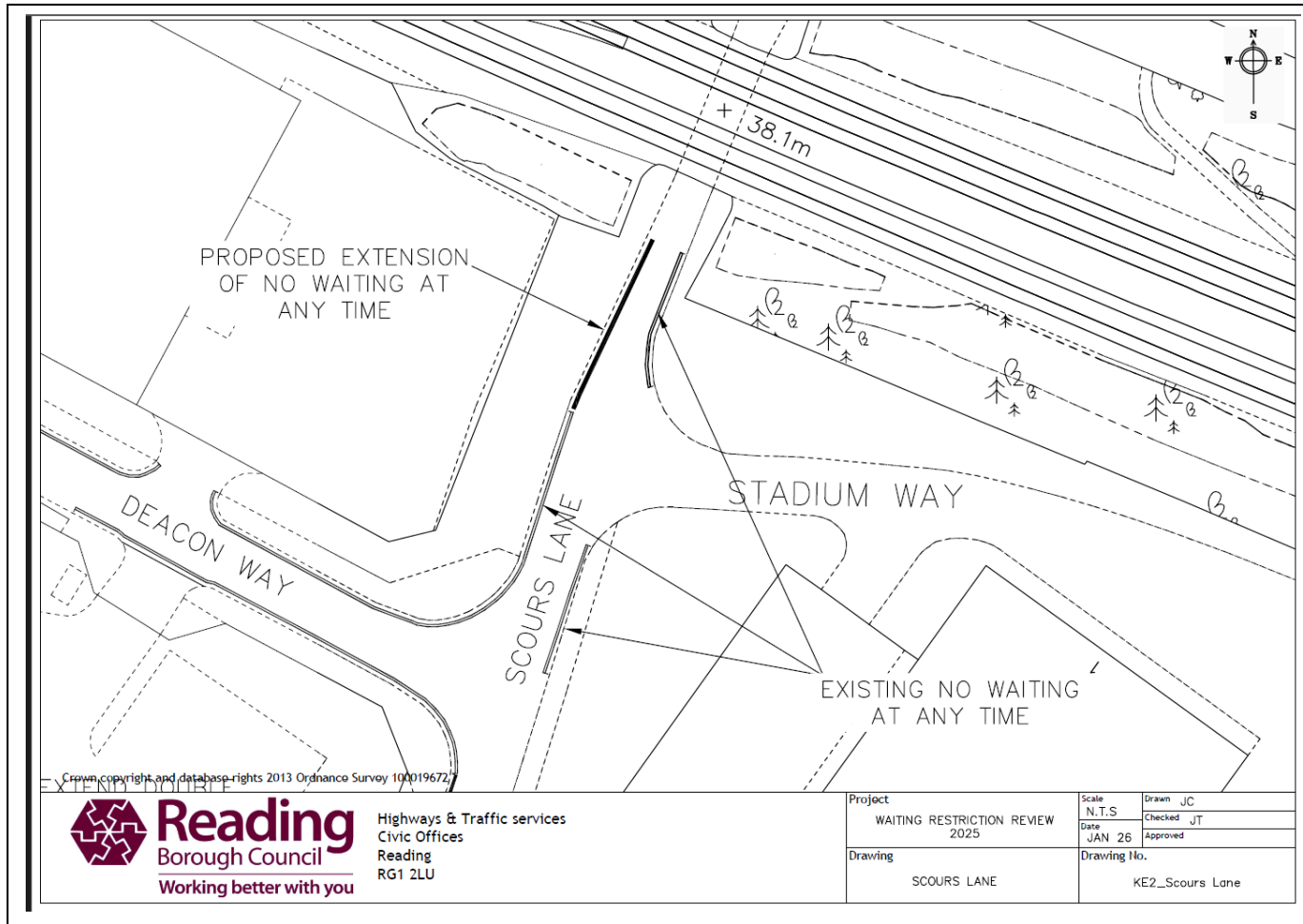


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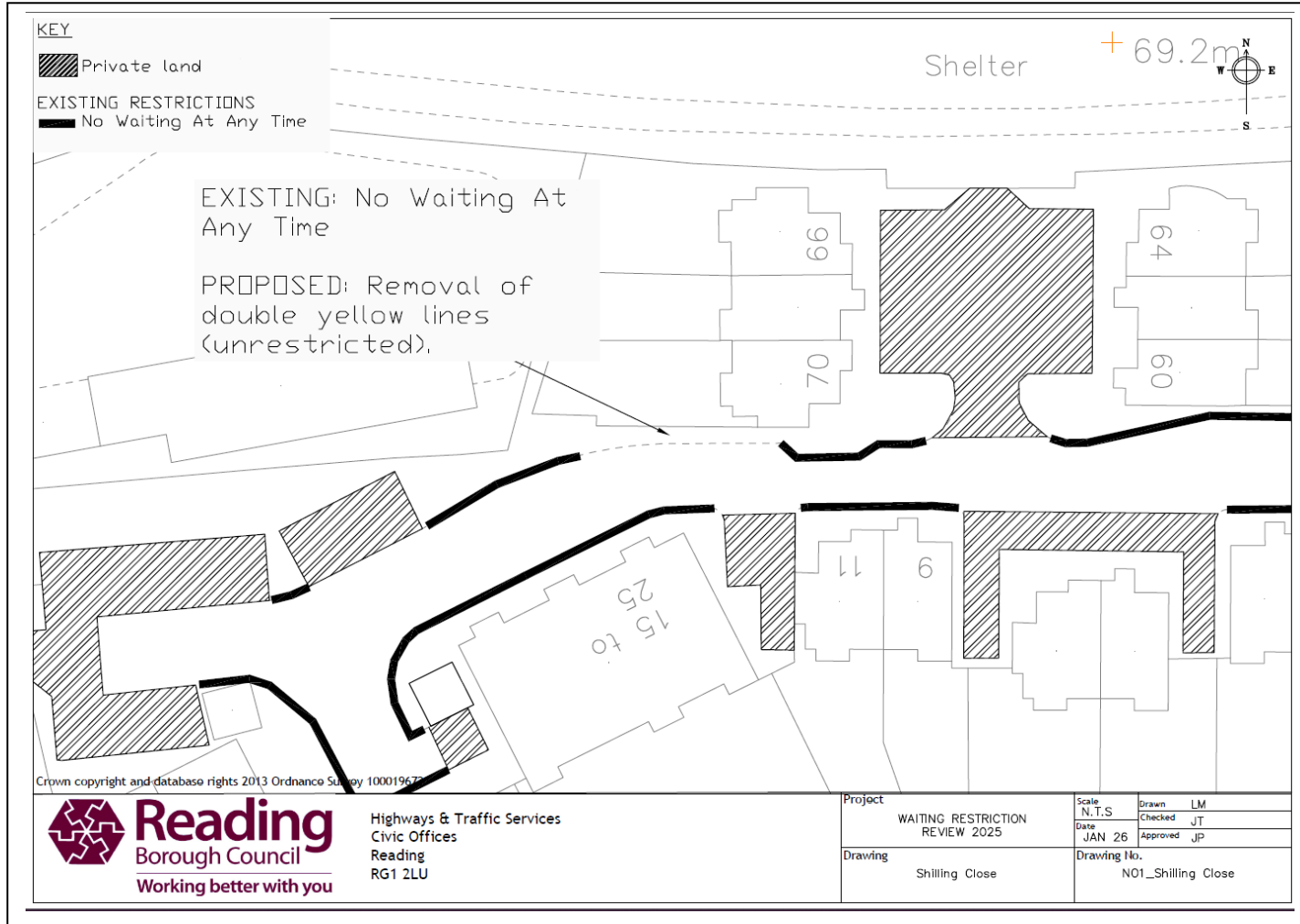
Highways & Traffic services
Civic Offices
Reading
RG1 2LU

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

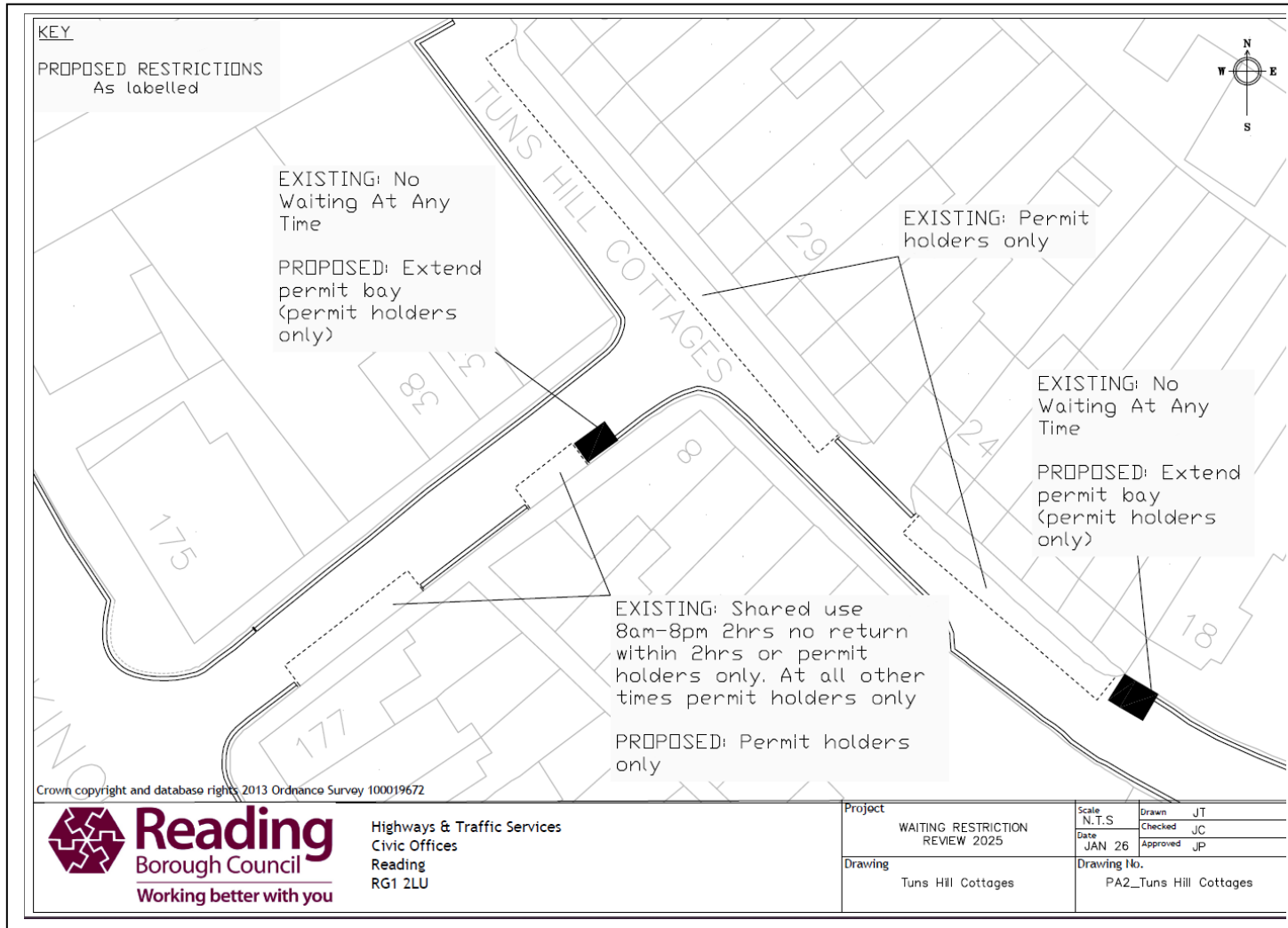
6. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>
7. Support	<i>*Responded to the virtual consolation on our website, but did not make any comments on the proposal.</i>
8. Support	<i>*Responded to the virtual consolation on our website,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



Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Norcot Ward – Shilling Close	<p>Original Request: To review the double yellow line restrictions in Shilling Close to provide parking spaces for residents.</p> <p>Original Officer recommendation: Officers have been contacted by a very small number of residents who are opposed to the restrictions implemented throughout the street (double-yellow-lines). This suggests that the majority of residents, from an officer perspective, are not opposed to the scheme.</p> <p>Removing sections of restrictions, if agreed, will open those locations (and the footways behind) to the same risks of parking problems that the original scheme was requested to address.</p>	<p>Support: 0</p> <p>Object: 1</p> <p>Neither support nor object: 0</p>
1. Object	<p>I am writing to express my strong support for the implementation of the proposed double yellow lines, as failing to do so would create significant access, safety and welfare concerns for our household.</p> <p>The area [REDACTED] provides the [REDACTED] and includes a dropped kerb, which is essential for [REDACTED]. If vehicles are permitted to Park there unrestricted this access could be blocked severely affecting [REDACTED] ability to enter and exit the property safely.</p> <p>In addition should there ever be a fire or emergency affecting the [REDACTED], obstruction of the rear access would prevent [REDACTED] a safe alternative exit route. This presents a health and safety concern. I am also aware the objection of the yellow lines has [REDACTED] allocated parking spaces, however one of these spaces is currently used to store rubbish (please see attached photo) and as a result they frequently park [REDACTED] instead of using their designated parking facilities.</p> <p>Given these circumstances I would respectfully ask the council to carefully consider the importance of maintaining clear access [REDACTED] and proceed with the implementation of f the yellow lines.</p> <p>Please let me know if you require any further information</p> <p>Officer Comment: statement has been heavily redacted due to sensitive content that could identify the individual. Resident indicates that they support the installation of double yellow lines, but this proposal is to remove them.</p>	



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



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

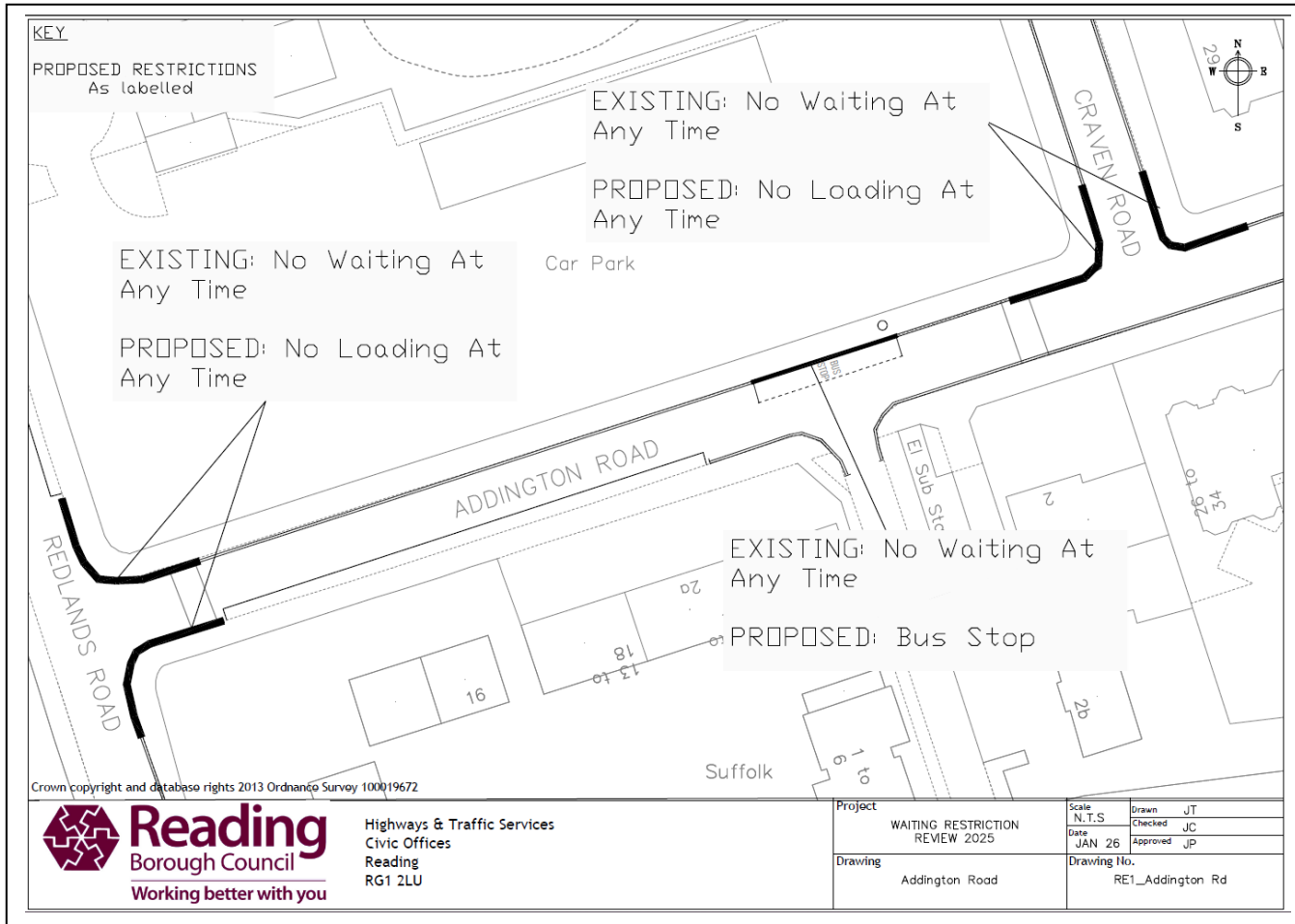
	<p>Alternatives would be:</p> <ol style="list-style-type: none"> 1) Reducing the number of people parking there by making this stretch of road a red route, preventing any parking whatsoever, as disabled badge holders can still park on double yellow lines. 2) Restricting the outpatient follow ups at the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

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

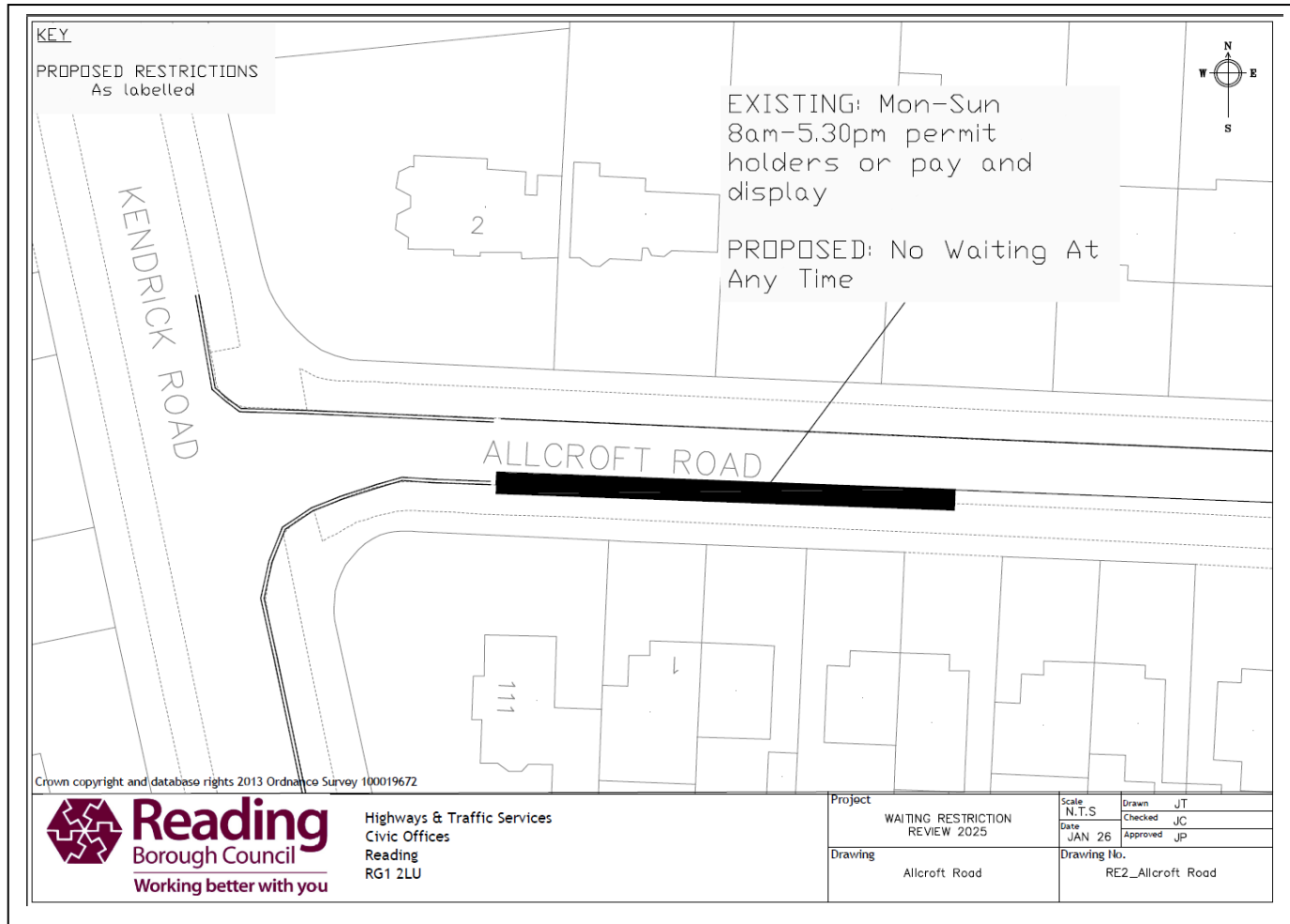
3) this will leave plenty of room for normal two-way traffic, including buses and lorries, to pass freely along the road.

Congestion problem solved!

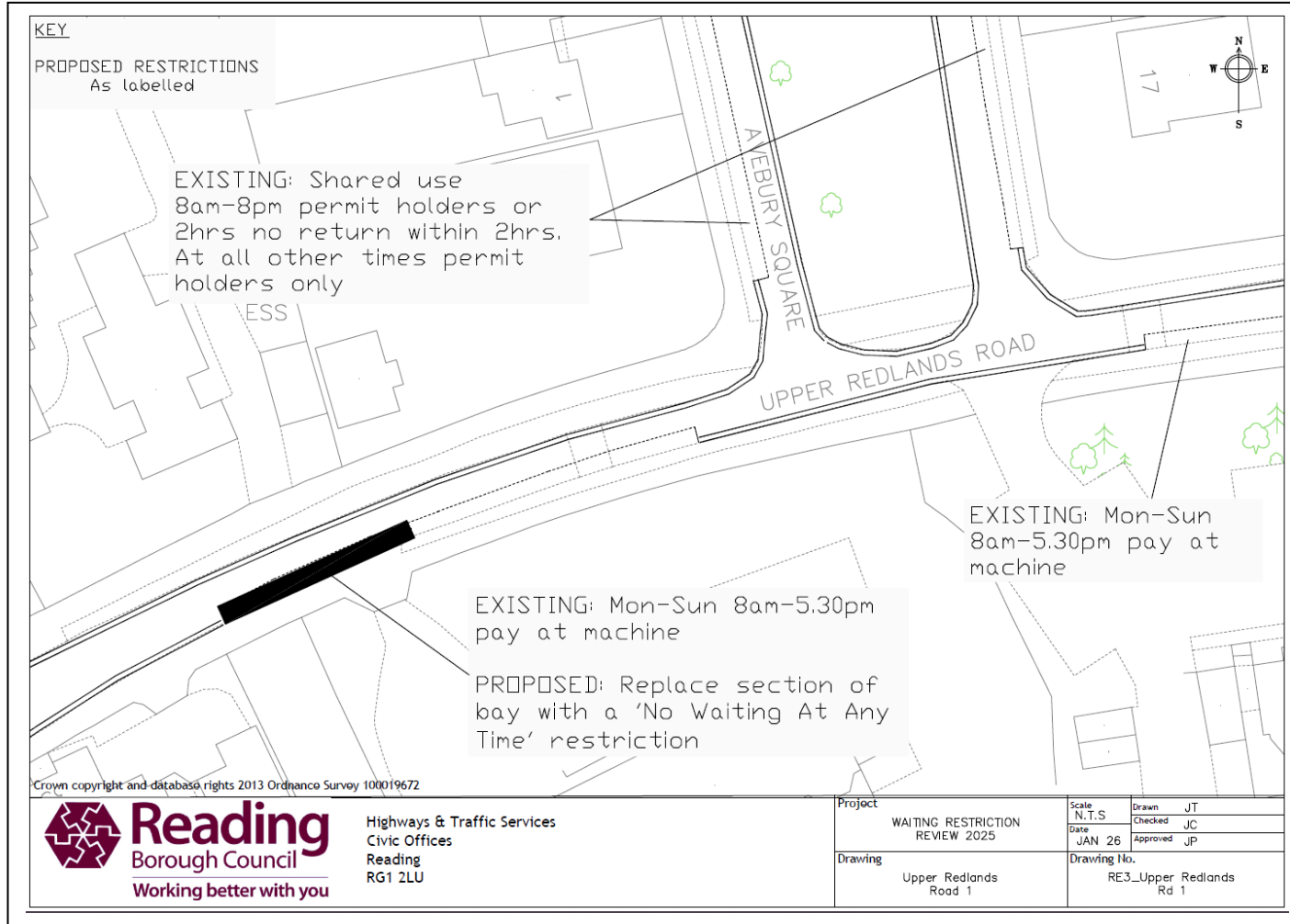
I hope you will consider this and not do just the tinkering which will make not difference to the congestion beyond the junction.



Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Allcroft Road	<p>Location: South side of Allcroft Road from its junction with Kendrick Rd up to and including no 7.</p> <p>Original Request: Councillor requested extending the double yellow lines from the junction to move parked cars away from the junction and tackle congestion and visibility concerns.</p> <p>Original Officer recommendation: Recommend extending the No Waiting At Any Time restriction on Allcroft Road closer to the junction with Kendrick Road and removing a section of shared use parking.</p>	<p>Support: 1</p> <p>Object: 0</p> <p>Neither support nor object: 0</p>
1. Support	<p>The last 9 years since the metered parking bays were installed to the western end of Allcroft Road has been a disaster causing bottle necks, road rage, driveway blockage and vehicles mounting the grass verges. Considering the amount of large buses and coaches that now travel along this road my close neighbours and myself are extremely happy with the latest proposal for double yellow lines. Showing on the proposal plans the new parking measures would extend from the western/south side corner of Allcroft Road and stop at the west side of the driveway of number 7. Because there is a tiny grass verge (4 foot wide) between number 7 and number 9 Allcroft Road often inconsiderate drivers park there blocking or partially blocking either driveway, I am therefore requesting the new parking measures be extended to the eastern side of the driveway of number 9 Allcroft Road to meet up with the proper parking bays. Thank you for your time in this matter. [REDACTED]</p> <p>Further comments received from the same individual :</p> <p>Dear Sir/Madam, just a short time after the last inconsiderate blocking [REDACTED] left.... another inconsiderate driver took the place of it... like I mentioned in the previous email.... this happens all day.... every day... please help [REDACTED]</p> <p>Officer comment: The proposal for Allcroft Road proposes that the yellow lines end just after the dropped kerb of property no 7. If it were to be extended further, we would lose an additional two spaces. The parking services team have said that the bay is well used (likely due to its proximity to the hospital). As we are removing quite a large length of the bay already, we would recommend that no additional spaces are lost. The proposal should be enough to improve manoeuvres around the junction and reduce the issues caused by congestion there. Residents can apply for access protection markings to help deter driveway blocking.</p>	



Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Upper Redlands Road 1	<p>Location: South side of Allcroft Road from its junction with Kendrick Rd up to and including no 7.</p> <p>Original request: Councillor requested extending the double yellow lines from the junction to move parked cars away from the junction and tackle congestion and visibility concerns.</p> <p>Original Officer recommendation: Recommend removing a section of Pay & Display parking and replace with a new No Waiting At Any Time restriction</p>	<p>Support: 0</p> <p>Object: 1</p> <p>Neither support nor object: 0</p>
1. Object	<p>I am writing to say that the proposed changes to Upper Redlands Road parking restrictions do not go far enough.</p> <p>As a resident of Avebury Square every week day morning I see drivers getting aggressive because they can't get through.</p> <p>All parking bays need to be removed to solve this problem not just a small section.</p> <p>The proposed changes will make absolutely no difference because it will continue to back up to the Elmhurst Road junction, the level of traffic is just too great to cope with a single lane at all.</p>	

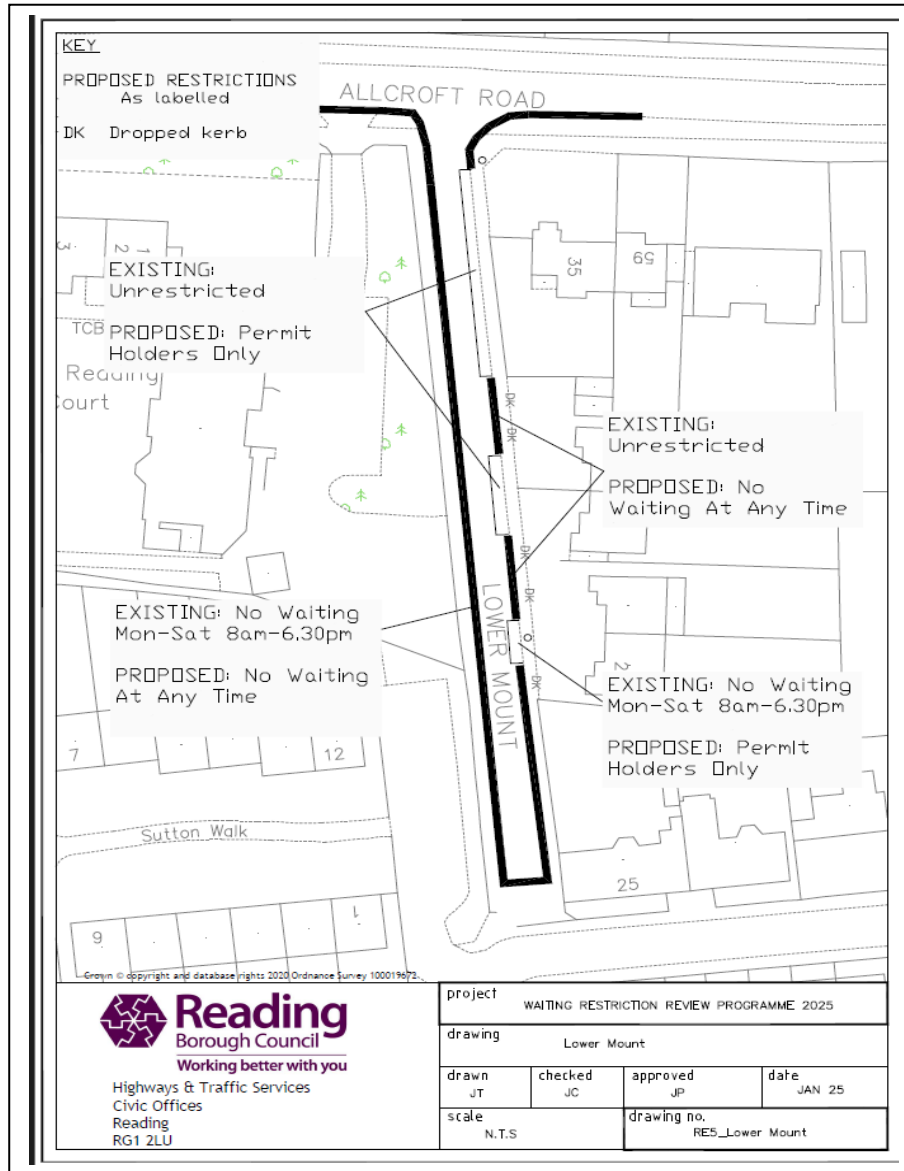


Ward - Street	Summary of Original Request & Officer Recommendation	Feedback received
Redlands Ward – Lower Mount	<p>Original request: Request to add a bay-marked parking permit restriction into Lower Mount, with appropriate restrictions to prevent parking outside of the bays. Restrictions are to reflect the nearby 10R permit scheme. Ward Councillor confirms a degree of local support for this small addition to the wider permit parking scheme. As the area is currently unrestricted and between two resident permit parking zones, it suffers from a lot of parking congestion by those not living on the street.</p> <p>Original Officer recommendation: Officers note that this would be a small addition on the outskirts of an existing scheme. It is considered within scope of the programme, provided no additional activities are expected outside of the typical programme milestones (e.g. there will be no officer-supported informal consultation process).</p>	<p>Support: 1</p> <p>Object: 0</p> <p>Neither support nor object: 0</p>
	<p>Officer comment (general):</p> <p>This feedback is provided for information only. As no objections have been received, this proposal is agreed for implementation as advertised, as per the decisions of the Sub-Committee at their meeting in March 2026 (draft minutes available here).</p>	
1. Support	<p>Many thanks for the detailed description of the new parking scheme in Lower Mount.</p> <p>Questions:</p> <ol style="list-style-type: none"> 1. Will us residents be given a free parking permit? And will there be a chance to buy a second, and if so, at what cost? 2. Will our Parking Zone be unique to Lower Mount, or will the permits be valid for other streets in Reading, too? And, of course, vice versa, other residents in our Parking Zone now allowed to park in Lower Mount. 3. Is Hillside included in our Parking Zone? At present, a lot of the parking spaces are occupied by residents there, often for weeks at a time, without movement. It would be good if this practice was stopped, especially as Hillside has it's own parking area which should be adequate for all its residents without any "overspill" into the adjacent public highways. 	

4. When is it anticipated that the scheme will be introduced? Hopefully there will be no objections to slow it down.

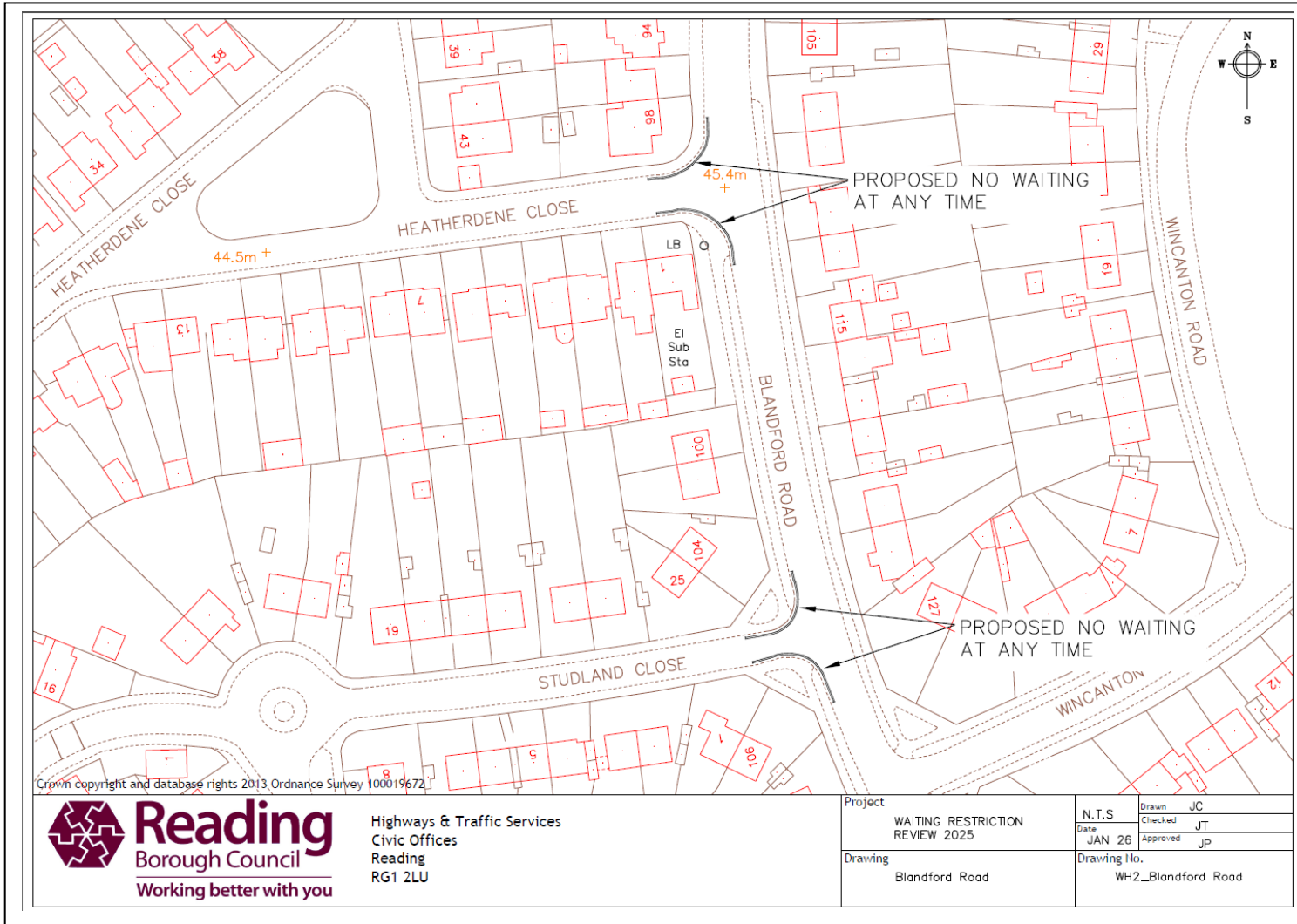
Again, many thanks for your work on our behalf.

Officer comment: A response has been sent to the resident regarding their enquiries, however no further comments have been received.



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

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



Highways & Traffic Services
Civic Offices
Reading
RG1 2LU

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

For Information Only

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

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

Redlands Ward - Upper Redlands Road 2	No objections received at the time of writing.
Southcote Ward - Westcote Road	No objections received at the time of writing.
Thames Ward - Cardiff Road - Addison Road/Printers Road	No objections received at the time of writing.
Tilehurst Ward - Westwood Road	No objections received at the time of writing.
Whitley Ward - Longships Way - Exbourne Road	No objections received at the time of writing.

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Appendix 2 - Waiting Restriction Review Programme

Code	Description & Scoring	Max. Score	Further Narrative and Rationale
A	<p>Demand Ward Councillor (minimum of 1) endorsement for the request, confirming that there is local support for change/that this is a local issue.</p> <p>Score Possibilities: 0 OR 5</p>	5	<p>This is not a general 'level of demand' category and it is also expected that this category may attract revised scoring following the sharing of the initial proposals with Ward Councillors, should the original request have been made by a member of public.</p> <p>Ward Councillors know their Wards and this provides an opportunity for their input into the scoring if they consider that the request is justified and has a level of local demand/support.</p>
B	<p>Safety Risk The issue is likely causing an increased safety risk on Highway land/The requested change will likely reduce an existing road safety risk on Highway land for numerous users. Examples may include visibility impairment at junctions or on the inside of a bend in the road, rutting/trip hazards/obstruction being caused by inappropriate parking on footways/verges, impeding a cycle facility (where other enforcement isn't currently possible).</p> <p>Score possibilities: 0 OR 15</p>	15	<p>It is important to stress that this is risk, not a road safety issue. The latter would be supported by Police supplied road casualty information (evidence of patterns), and would be addressed separately. Risk is not evidence-based nor as easily quantifiable, however, officer experience would be used to identify whether there will be increased risks of incidents caused by particular parking issues reported, if not specified in the request.</p> <p>Associated with statutory duties around road safety, this category should be a significant influence on the outcome and is weighted accordingly in the scoring.</p> <p>This can include myriad of factors, some exemplified in the description, but could also include issues such as vehicles parking close to the exit of an industrial unit where articulated lorries are struggling to manoeuvre.</p>
C	<p>Emergency/Statutory Service Vehicle Access The issue is causing/likely to cause access difficulties for emergency service vehicles and/or vehicles associated with a statutory service (e.g. refuse collection). This is separate to Scoring Code B and will not, by itself, also trigger a Score in Code B.</p> <p>Score Possibilities: 0 OR 15</p>	15	<p>The scoring is weighted as the implications can range from danger to life and property, to the potential detrimental impact to the provision of statutory services, likely also to have health and/or safety risks associated.</p> <p>A score in this category does not by default score against 'safety risk' (Category B), unless there are aspects of the issue that also directly and additionally relate to the considerations of that category - this specifically relates to the access of vital vehicles to an area.</p>
D	<p>Traffic Flow Impact The issue is likely causing impact to traffic flow on the Highway.</p> <p>Score Possibilities: No-through-road = 0; OR Through-road = 5; OR Nationally classified Road (A, B) = 10 Bus Route = additional 5</p>	15	<p>This category links to our network management duties, but also to other policies and ambitions, including the Local Transport Plan and Climate Emergency.</p> <p>This category contains a clear weighting of scoring against the relative level/risk of impact to the network, based on the network hierarchy. There is an additional 5 points that will be added where the impact/risk is to a scheduled bus route.</p>
E	<p>Accessibility (Economic) The issue/request for change is to aid accessibility for customers to public amenities. This may include, for example, shops and libraries.</p> <p>Score Possibilities: 0 OR 5 Blue-badge holder and/or active travel related = additional 5</p>	10	<p>This category is intended to reflect the importance of supporting accessibility to support the local economy. Previous schemes, such as introducing limited waiting or Pay and Display restrictions have intended to aid turnover in parking bays, increasing the probability that customers can find convenient short-stay parking.</p> <p>To support other duties placed on us, there is an additional 5 point weighting if the request relates to disabled accessibility and/or accessibility via active travel modes (e.g. walking and cycling).</p>
Maximum possible total score		60	

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Line no	Ward	Street	Summary	Scores					Total	Officer comments
				A	B	C	D	E		
1	Redlands	Craven Road	Location: Access points to RBH hospital, in particular A&E access Issue: significant number of vehicles displaying Blue Badges are parking near junctions which are impacting emergency access	0	15	15	0	10	40	The volume of Blue Badge holders in this location appears to have increased considerably, to the point where the situation is becoming problematic for the ambulances. Officers believe sections of loading bans may be the best option to help ensure access is available at all times at these locations.
2	Caversham Heights	Hemdean Road	Location: East side of Hemdean Road, north of its junction with Oakley Road. Issue: Councillor has raised residents concerns regarding dangerous parking at the junction and asked for an extension of the lines on the east side of the road.	5	15	0	15	0	35	There is a short length of double-yellow-line on the north end of Hemdean Road, which could be extended to prevent parking close to the junction.
3	Redlands	Watlington Street	Location: Request for double yellow lines to help protect access to an off-street car park. The access point is within a marked parking bay.	0	15	15	0	5	35	A small section of the permit bay could be removed to help prevent vehicles blocking the access point.
4	Abbey	Chatham Street	Location: Chatham Street near Caversham Rd / Friar Street roundabout heading eastbound Following development, small section of unrestricted carriageway is being used for parking but vehicles are overhanging into live carriageway causing risk	0	15	0	15	0	30	Officers have witnessed vehicles parking in dangerous manner at this location by overhanging into the busy road. Installing some restrictions should help prevent this from occurring.
5	Caversham	Priest Hill	Location: Priest Hill east of Priory Avenue Issue: A resident has raised a concern regarding vehicles parking on a small section of raised kerb between driveways opposite marked permit bays causing issues with bus route and safety	0	15	0	15	0	30	The small section being referred to may result in vehicles trying find parking nearby/between existing dropped kerbs along this stretch of Priest Hill. With the street being a marked bay permit area (01R) it is worth exploring installing new double-yellow-line restrictions along the southern section of Priest Hill which is mostly covered by dropped kerbs but worth noting the restriction would apply to residents and their visitors too and reduce the amount of on-street parking available.
6	Tilehurst	Westwood Road	Location: opposite junction with Victoria Road. Issue: Following installation of double yellow lines on this road in the 2024A programme, vehicles are now parking opposite the junction with Victoria Road. This is causing issues with visibility for motorists manoeuvring in and out of the junction.	5	15	0	10	0	30	Recommended for removal. New double yellow lines at this location have been included in the 2025 programme, the results of which are being presented to this meeting.
7	Tilehurst	Park Lane	Location: Park Lane from Roundabout past water tower Issue: Vehicles are now parking on carriageway which is causing congestion and delays to bus schedules	0	0	15	10	0	25	Recent TRO enforcement/rectification for Park Lane has resulted in vehicles parking fully on the carriageway. Resident has requested a peak time restriction to help the peak flow and bus services.
8	Tilehurst	Victoria Road	Location: Junction with Crescent Road. Issue: Councillor has raised residents concern of visibility issues due to inconsiderate parking at the junction.	5	15	0	5	0	25	Both Victoria Road and Crescent Rd are narrow residential streets with small bellmouths. Double yellow lines are often the best option for preventing parking right around junctions.

Line no	Ward	Street	Summary	Scores					Total	Officer comments
				A	B	C	D	E		
9	Whitley	St Agnes Way / Gweal Avenue	Location: Junction of St Agnes Way, turning in from Gweal Avenue. Parking on narrow section of the carriageway up to the junction is causing risks for turning vehicles - turning to find a vehicle coming head-on.	5	15	0	5	0	25	Raised by a Councillor on behalf of a resident and video included to demonstrate the issue. Any treatment would likely necessitate both sides of St Agnes Way requiring restrictions back from the junction, as there is a slight bend in the road also. Likely to be contravertial, owing to loss of parking, but appears merited.
10	Battle	Bridgewater Close	Location: Opposite the entrance to Kingdom Coffee. Request raised via Councillor for some restrictions opposite the entrance to Kingdom Coffee as their larger vehicles are struggling to access their site due to vehicles parking.	5	15	0	0	0	20	Double yellow lines will likely be needed to help ensure there is enough room for larger vehicles to access this area. There is a concern that removal of multiple parking spaces could cause displacement parking issues elsewhere in Bridgewater Close.
11	Caversham Heights	Richmond Rd	Location: near its junction with Kidmore Rd Request for extension of existing yellow lines to improve vehicle access around the junction. Vehicles are often parked here and due to the speed that vehicles come into the road from Kidmore Rd there is a concern about safety.	5	15	0	0	0	20	Existing lines could be extended to improve access around the junction.
12	Coley	Rembrandt Way	Location: Roundabout at Wensley Road. Vehicles are parking near the roundabout on bend causing visibility issues to hospital goods in entrance	0	15	0	0	5	20	New development nearby may have increased parking in area. There are some existing restrictions in the area which could be reviewed.
13	Kentwood	Newbery Close	Request for double yellow lines at the junction with Armour Hill due to vehicles parking here causing visibility issues	5	15	0	0	0	20	A similar request was removed from the 2023B programme due to opposition from residents. Councillor has been asked if there is widespread support for this as it seems to be one resident asking for the change.
14	Kentwood	Romsey Road	Location: junction with Bramshaw Road (as per mark up plan provided). Issue: Councillor reported parking on footway blocking pedestrians, safe driveway access and visibility.	5	15	0	0	0	20	The bellmouth at this junction is very wide and the street has lots of on street parking and numerous off street driveway/parking. Double yellow lines could help protect the junction and footway from unsafe parking. TVP have also inspected the area and deemed it needing DYL around the junction.
15	Redlands	Cadugan Place	Location: Entire Length Issue: Residents having trouble exiting and entering due to vehicles parking opposite driveways on this narrow road. A request has been made to change the single yellow line to a double yellow line and also to add the properties into the 13R permit zone, so that residents and their visitors can get permits and they can park on Addington Road if needed. It has also been requested that the existing parking bay at the end of the road be changed to a 13R permit bay.	5	15	0	0	0	20	Councillors have informed officers that they have spoken to residents in the area and they are aware of the impact of double yellow lines (as this will also prevent all residents and their visitors parking there at all times). Our resident permit parking team will also need to review the properties to ensure that there is no reason for us not to add them into the 13R permit parking zone.
16	Tilhurst / Kentwood	Armour Road	Location: Armour Road at junction with Lower Armour Road Issue: Member of public states there are issues when entering Armour Road westbound due to parked vehicles near the junction.	0	15	0	5	0	20	There are some existing restrictions in place in this area which could be reviewed to see if additional restrictions to help alleviate the issue raised.

Line no	Ward	Street	Summary	Scores					Total	Officer comments
				A	B	C	D	E		
17	Whitley	Farrowdene Rd	Location: Junction with Heatherdene Close. Issue: Councillor raised residents concern of visibility issues due to inconsiderate parking at the junction.	5	15	0	0	0	20	A site visit is needed to confirm the severity of the visibility issue raised. There are metal railings around the triangular lawn bounded by Farrowdene Rd and Heatherdene Close to prevent parking.
18	Caversham	Hemdean Road	Location: At its junction with Knighton Close Issue: vehicles parked on Access Protection Marking at end of existing DYL blocking visibility from junction	0	15	0	0	0	15	Officers could consider extending the double yellow lines at the junction but it will remove parking spaces for residents.
19	Emmer Green	Hawthorne Road	Location: Hawthorne Road around junction near no 5. Issue: Vehicles parking at junction and on grass verge blocking visibility	0	15	0	0	0	15	Should vehicles be parked up at the junction it could cause difficulties due to the bend in the road. Most properties here seem to have ample off street parking.
20	Norcot	Upton Road	Location: Entire length. Raised via MP, issues of vehicles parking and obstructing the footways.	0	15	0	0	0	15	In January 2026, the government announced plans to enable civil enforcement of 'unnecessary obstruction of the footway', which would be expected to address this reported issue without implementing a TRO/parking restrictions. However, it is not yet known when this may come into effect, given that it would require legislative changes. In any case, it may be considered that the road is insufficiently wide to allow parking on both sides of the road, so some considered application of restrictions could better contain the carriageway parking and address some of the footway parking at the same time.
21	Southcote	Hatford Road	Location: Hatford Road at Southcote Manor Issue: Vehicles parking at/opposite bellmouth to flat entrance causing issues with visibility for access/egress and has caused an accident.	0	15	0	0	0	15	Double Yellow lines are in place at the junction opposite the flats (Glennon Close) and resident has stated there is support from neighbours to improve safety/visibility at this junction too. The actual entrance is not Public Highway so any restrictions cannot go into the bellmouth entrance
22	Redlands	Alexandra Road	Location: Alexandra Road near no 5 Issue: Vehicles are parking along the dropped kerb which is blocking access to the car park. The dropped kerb is within a marked parking bay.	0	0	0	0	10	10	An access protection marking (APM) had been installed on street but faded and reported to been ignored which is blocking vehicles from entering/exiting carpark.

Line no	Ward	Street	Summary	Scores					Total	Officer comments
				A	B	C	D	E		
23	Park	Norris Road	<p>Location: Entire Length</p> <p>Issue: Councillor reported that residents are struggling to find parking spaces in the street since the Wokingham Road shops free parking was removed. Councillor has expressed a local desire to reduce the window for visitor parking from 8am-8pm to 10am-4pm.</p>	5	0	0	0	0	5	<p>Recommended for removal.</p> <p>Officers have expressed concerns about reducing visitor parking availability in the area, as it allows flexibility within the zone for visitors and trades without requiring use of permit allocations. Officers have also expressed concerns about having differing visitor timings in relatively close proximity, as this could cause confusion which may lead to future enforceability issues following potential appeal decisions. While some zones have different timings, these are typically contained in larger areas with a relatively clear divide, not on a street-by-street basis - they are part of a managed parking zone.</p> <p>Officers therefore do not recommend inclusion of this proposal in the programme.</p>
24	Tilehurst	Halls Road	<p>Location: Halls Road near Roundabout with Park Lane</p> <p>Issue: vehicles parked on Halls Road near roundabout causing congestion at peak times</p>	0	0	0	5	0	5	<p>There are existing DYLS around the roundabout, a site visit is needed to assess what issues are being caused by vehicles parking in the area.</p>
25	Whitley	Copenhagen Close	<p>Location: Near its junction with Swallowfield Drive</p> <p>Issue: Community centre no longer in use. Resident requesting removal of DYL to create extra parking</p>	0	0	0	0	0	0	<p>Recommended for removal.</p> <p>The community centre officer has confirmed that the centre has relocated to a new site since April 2024. The new site is technically a temporary solution whilst they look for a site to build a new permanent community centre – a few areas are under consideration including the old site, but no decision has been made yet (nor is it close to being made). So, although the new site is technically temporary, we cannot if, nor when there will be a return to this site.</p> <p>Please also note that the community centre buildings adjacent to Copenhagen Close are currently earmarked for demolition, due to start imminently, so it is recommended that the existing parking restrictions in place for the time being.</p>

Appendix 2b: Waiting Restriction Review Programme (2026) - Requests sorted by Ward > Total Score > Street

Line no	Ward	Street	Summary	Scores					Total	Officer comments
				A	B	C	D	E		
4	Abbey	Chatham Street	Location: Chatham Street near Caversham Rd / Friar Street roundabout heading eastbound Following development, small section of unrestricted carriageway is being used for parking but vehicles are overhanging into live carriageway causing risk	0	15	0	15	0	30	Officers have witnessed vehicles parking in dangerous manner at this location by overhanging into the busy road. Installing some restrictions should help prevent this from occurring.
10	Battle	Bridgewater Close	Location: Opposite the entrance to Kingdom Coffee. Request raised via Councillor for some restrictions opposite the entrance to Kingdom Coffee as their larger vehicles are struggling to access their site due to vehicles parking.	5	15	0	0	0	20	Double yellow lines will likely be needed to help ensure there is enough room for larger vehicles to access this area. There is a concern that removal of multiple parking spaces could cause displacement parking issues elsewhere in Bridgewater Close.
5	Caversham	Priest Hill	Location: Priest Hill east of Priory Avenue Issue: A resident has raised a concern regarding vehicles parking on a small section of raised kerb between driveways opposite marked permit bays causing issues with bus route and safety	0	15	0	15	0	30	The small section being referred to may result in vehicles trying find parking nearby/between existing dropped kerbs along this stretch of Priest Hill. With the street being a marked bay permit area (01R) it is worth exploring installing new double-yellow-line restrictions along the southern section of Priest Hill which is mostly covered by dropped kerbs but worth noting the restriction would apply to residents and their visitors too and reduce the amount of on-street parking available.
18	Caversham	Hemdean Road	Location: At its junction with Knighton Close Issue: vehicles parked on Access Protection Marking at end of existing DYL blocking visibility from junction	0	15	0	0	0	15	Officers could consider extending the double yellow lines at the junction but it will remove parking spaces for residents.
2	Caversham Heights	Hemdean Road	Location: East side of Hemdean Road, north of its junction with Oakley Road. Issue: Councillor has raised residents concerns regarding dangerous parking at the junction and asked for an extension of the lines on the east side of the road.	5	15	0	15	0	35	There is a short length of double-yellow-line on the north end of Hemdean Road, which could be extended to prevent parking close to the junction.
11	Caversham Heights	Richmond Rd	Location: near its junction with Kidmore Rd Request for extension of existing yellow lines to improve vehicle access around the junction. Vehicles are often parked here and due to the speed that vehicles come into the road from Kidmore Rd there is a concern about safety.	5	15	0	0	0	20	Existing lines could be extended to improve access around the junction.
12	Coley	Rembrandt Way	Location: Roundabout at Wensley Road. Vehicles are parking near the roundabout on bend causing visibility issues to hospital goods in entrance	0	15	0	0	5	20	New development nearby may have increased parking in area. There are some existing restrictions in the area which could be reviewed.
19	Emmer Green	Hawthorne Road	Location: Hawthorne Road around junction near no 5. Issue: Vehicles parking at junction and on grass verge blocking visibility	0	15	0	0	0	15	Should vehicles be parked up at the junction it could cause difficulties due to the bend in the road. Most properties here seem to have ample off street parking.
13	Kentwood	Newbery Close	Request for double yellow lines at the junction with Armour Hill due to vehicles parking here causing visibility issues	5	15	0	0	0	20	A similar request was removed from the 2023B programme due to opposition from residents. Councillor has been asked if there is widespread support for this as it seems to be one resident asking for the change.

Appendix 2b: Waiting Restriction Review Programme (2026) - Requests sorted by Ward > Total Score > Street

Line no	Ward	Street	Summary	Scores					Total	Officer comments
				A	B	C	D	E		
14	Kentwood	Romsey Road	Location: junction with Bramshaw Road (as per mark up plan provided). Issue: Councillor reported parking on footway blocking pedestrians, safe driveway access and visibility.	5	15	0	0	0	20	The bellmouth at this junction is very wide and the street has lots of on street parking and numerous off street driveway/parking. Double yellow lines could help protect the junction and footway from unsafe parking. TVP have also inspected the area and deemed it needing DYL around the junction.
20	Norcot	Upton Road	Location: Entire length. Raised via MP, issues of vehicles parking and obstructing the footways.	0	15	0	0	0	15	In January 2026, the government announced plans to enable civil enforcement of 'unecessary obstruction of the footway', which would be expected to address this reported issue without implementing a TRO/parking restrictions. However, it is not yet known when this may come into effect, given that it would require legislative changes. In any case, it may be considered that the road is insufficiently wide to allow parking on both sides of the road, so some considered application of restrictions could better contain the carriageway parking and address some of the footway parking at the same time.
23	Park	Norris Road	Location: Entire Length Issue: Councillor reported that residents are struggling to find parking spaces in the street since the Wokingham Road shops free parking was removed. Councillor has expressed a local desire to reduce the window for visitor parking from 8am-8pm to 10am-4pm.	5	0	0	0	0	5	Recommended for removal. Officers have expressed concerns about reducing visitor parking availability in the area, as it allows flexibility within the zone for visitors and trades without requiring use of permit allocations. Officers have also expressed concerns about having differing visitor timings in relatively close proximity, as this could cause confusion which may lead to future enforceability issues following potential appeal decisions. While some zones have different timings, these are typically contained in larger areas with a relatively clear divide, not on a street-by-street basis - they are part of a managed parking zone. Officers therefore do not recommend inclusion of this proposal in the programme.
1	Redlands	Craven Road	Location: Access points to RBH hospital, in particular A&E access Issue: significant number of vehicles displaying Blue Badges are parking near junctions which are impacting emergency access	0	15	15	0	10	40	The volume of Blue Badge holders in this location appears to have increased considerably, to the point where the situation is becoming problematic for the ambulances. Officers believe sections of loading bans may be the best option to help ensure access is available at all times at these locations.
3	Redlands	Watlington Street	Location: Request for double yellow lines to help protect access to an off-street car park. The access point is within a marked parking bay.	0	15	15	0	5	35	A small section of the permit bay could be removed to help prevent vehicles blocking the access point.

Appendix 2b: Waiting Restriction Review Programme (2026) - Requests sorted by Ward > Total Score > Street

Line no	Ward	Street	Summary	Scores					Total	Officer comments
				A	B	C	D	E		
15	Redlands	Cadogan Place	Location: Entire Length Issue: Residents having trouble exiting and entering due to vehicles parking opposite driveways on this narrow road. A request has been made to change the single yellow line to a double yellow line and also to add the properties into the 13R permit zone, so that residents and their visitors can get permits and they can park on Addington Road if needed. It has also been requested that the existing parking bay at the end of the road be changed to a 13R permit bay.	5	15	0	0	0	20	Councillors have informed officers that they have spoken to residents in the area and they are aware of the impact of double yellow lines (as this will also prevent all residents and their visitors parking there at all times). Our resident permit parking team will also need to review the properties to ensure that there is no reason for us not to add them into the 13R permit parking zone.
22	Redlands	Alexandra Road	Location: Alexandra Road near no 5 Issue: Vehicles are parking along the dropped kerb which is blocking access to the car park. The dropped kerb is within a marked parking bay.	0	0	0	0	10	10	An access protection marking (APM) had been installed on street but faded and reported to been ignored which is blocking vehicles from entering/exiting carpark.
21	Southcote	Hatford Road	Location: Hatford Road at Southcote Manor Issue: Vehicles parking at/opposite bellmouth to flat entrance causing issues with visibility for access/egress and has caused an accident.	0	15	0	0	0	15	Double Yellow lines are in place at the junction opposite the flats (Glennon Close) and resident has stated there is support from neighbours to improve safety/viability at this junction too. The actual entrance is not Public Highway so any restrictions cannot go into the bellmouth entrance
6	Tilehurst	Westwood Road	Location: opposite junction with Victoria Road. Issue: Following installation of double yellow lines on this road in the 2024A programme, vehicles are now parking opposite the junction with Victoria Road. This is causing issues with visibility for motorists manoeuvring in and out of the junction.	5	15	0	10	0	30	Recommended for removal. New double yellow lines at this location have been included in the 2025 programme, the results of which are being presented to this meeting.
7	Tilehurst	Park Lane	Location: Park Lane from Roundabout past water tower Issue: Vehicles are now parking on carriageway which is causing congestion and delays to bus schedules	0	0	15	10	0	25	Recent TRO enforcement/rectification for Park Lane has resulted in vehicles parking fully on the carriageway. Resident has requested a peak time restriction to help the peak flow and bus services.
8	Tilehurst	Victoria Road	Location: Junction with Crescent Road. Issue: Councillor has raised residents concern of visibility issues due to inconsiderate parking at the junction.	5	15	0	5	0	25	Both Victoria Road and Crescent Rd are narrow residential streets with small bellmouths. Double yellow lines are often the best option for preventing parking right around junctions.
24	Tilehurst	Halls Road	Location: Halls Road near Roundabout with Park Lane Issue: vehicles parked on Halls Road near roundabout causing congestion at peak times	0	0	0	5	0	5	There are existing DYs around the roundabout, a site visit is needed to assess what issues are being caused by vehicles parking in the area.
16	Tilhurst / Kentwood	Armour Road	Location: Armour Road at junction with Lower Armour Road Issue: Member of public states there are issues when entering Armour Road westbound due to parked vehicles near the junction.	0	15	0	5	0	20	There are some existing restrictions in place in this area which could be reviewed to see if additional restrictions to help alleviate the issue raised.

Appendix 2b: Waiting Restriction Review Programme (2026) - Requests sorted by Ward > Total Score > Street

Line no	Ward	Street	Summary	Scores					Total	Officer comments
				A	B	C	D	E		
9	Whitley	St Agnes Way / Gweal Avenue	Location: Junction of St Agnes Way, turning in from Gweal Avenue. Parking on narrow section of the carriageway up to the junction is causing risks for turning vehicles - turning to find a vehicle coming head-on.	5	15	0	5	0	25	Raised by a Councillor on behalf of a resident and video included to demonstrate the issue. Any treatment would likely necessitate both sides of St Agnes Way requiring restrictions back from the junction, as there is a slight bend in the road also. Likely to be contravertial, owing to loss of parking, but appears merited.
17	Whitley	Farrowdene Rd	Location: Junction with Heatherdene Close. Issue: Councillor raised residents concern of visibility issues due to inconsiderate parking at the junction.	5	15	0	0	0	20	A site visit is needed to confirm the severity of the visibility issue raised. There are metal railings around the triangular lawn bounded by Farrowdene Rd and Heatherdene Close to prevent parking.
25	Whitley	Copenhagen Close	Location: Near its junction with Swallowfield Drive Issue: Community centre no longer in use. Resident requesting removal of DYL to create extra parking	0	0	0	0	0	0	Recommended for removal. The community centre officer has confirmed that the centre has relocated to a new site since April 2024. The new site is technically a temporary solution whilst they look for a site to build a new permanent community centre – a few areas are under consideration including the old site, but no decision has been made yet (nor is it close to being made). So, although the new site is technically temporary, we cannot if, nor when there will be a return to this site. Please also note that the community centre buildings adjacent to Copenhagen Close are currently earmarked for demolition, due to start imminently, so it is recommended that the existing parking restrictions in place for the time being.

Traffic Management Sub-Committee

10 June 2026



Reading
Borough Council
Working better with you

Title	Public Right of Way Modification Order – Footpath 11
Purpose of the report	To provide further background and 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 undertake a statutory consultation on the proposal 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”)
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 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.

	<p>4. Subject to no objections being received to authorise the Executive Director Economic Growth and Neighbourhood Services in consultation with the Director of Legal and Democratic Services to confirm the Public Path 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 to decide whether to submit it to the Secretary of State for determination.]</p>
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1. Executive summary

- 1.1 The Sub-Committee received a report at the previous meeting (5th March 2026) that sought approval to undertake a statutory consultation to make Public Path Extinguishment Order to stop up part Footpath 11 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”). The Footpath 11 Rearrangement Plan was attached to the report at Appendix 1.
- 1.2 The Sub-Committee discussed the report and agreed to defer consideration until the next meeting to allow officers time to provide further information on the background for the proposed modification to the footpath. This has been provided in Section 3 of the report.
- 1.3 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 The Sub-Committee discussed the report at the meeting on 5th March 2026 and agreed to defer consideration until the next meeting. Further information on the background and justification for the proposed modification to the footpath was requested which is set out in the paragraphs below.
- 3.2 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 extra care housing. The development was broken down into phases requiring the submission of a reserved matters application for each phase.
- 3.3 A reserved matters application for Phase 2A was submitted under application reference 151761 for a residential Extra Care Home with 129 dwellings and a car park with 82 spaces. The supporting application documents indicated that the existing pedestrian /cycle access route (Footpath 11) would be retained along the southern boundary of the site and planning approval was granted in January 2016. The footpath was subsequently closed and temporarily diverted during the construction period to ensure the works could be carried out safely.
- 3.4 A further reserved matters application for Phase 1C (application reference 171121) was submitted for landscaping works. It was subsequently identified that the proposed landscaping in connection with Footpath 11 did not comply with the widths set out in the Definitive Map and Definitive Statement.
- 3.5 A review of all application plans was undertaken, and a site visit was carried out.

It was determined that the retaining wall, constructed to address level changes within the site, encroached onto part of the public footpath without lawful authority. This has resulted in a permanent narrowing of the route, reducing its width from approximately 5 metres to 3 metres. Consequently, the legal width as recorded in the Definitive Map and Statement is no longer accurate or reflective of the current on-site conditions.

- 3.6 For clarification, the application plans and supporting documentation did not indicate that the proposed works would impact the legal width of Footpath 11. The developer was not aware of this inconsistency until the landscaping proposals were developed in detail.
- 3.7 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.
- 3.8 The Definitive map and statement is 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.
- 3.9 Following completion of the development, it was identified that the full recorded width of the footpath could not be reinstated. In light of this, the developer, St Edwards Homes Ltd, has submitted an application for a Public Path Extinguishment Order.
- 3.10 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.
- 3.11 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.
- 3.12 In summary, the footpath remains continuous, clearly defined, and accessible, continuing to serve its public function as a pedestrian route without causing any material inconvenience or disadvantage to users. Following the development, the surface has been improved to a standard suitable for all users, including those with restricted mobility. 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 for public use.
- 3.13 Please see Appendix 2 – Photographs of Footpath 11 illustrating the current width,

alignment and footpath surface conditions.

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 surface 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.

The Finance team 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	July 2026
2	Review responses received from consultation	August/September 2026
3	If no objections are received, the authority may confirm the order itself (unopposed confirmation).	September 2026
4	If objections remain unresolved, report back to TMSC for approval to submit the order to the Secretary of State (via the Planning Inspectorate) for determination.	Oct/Nov 2026

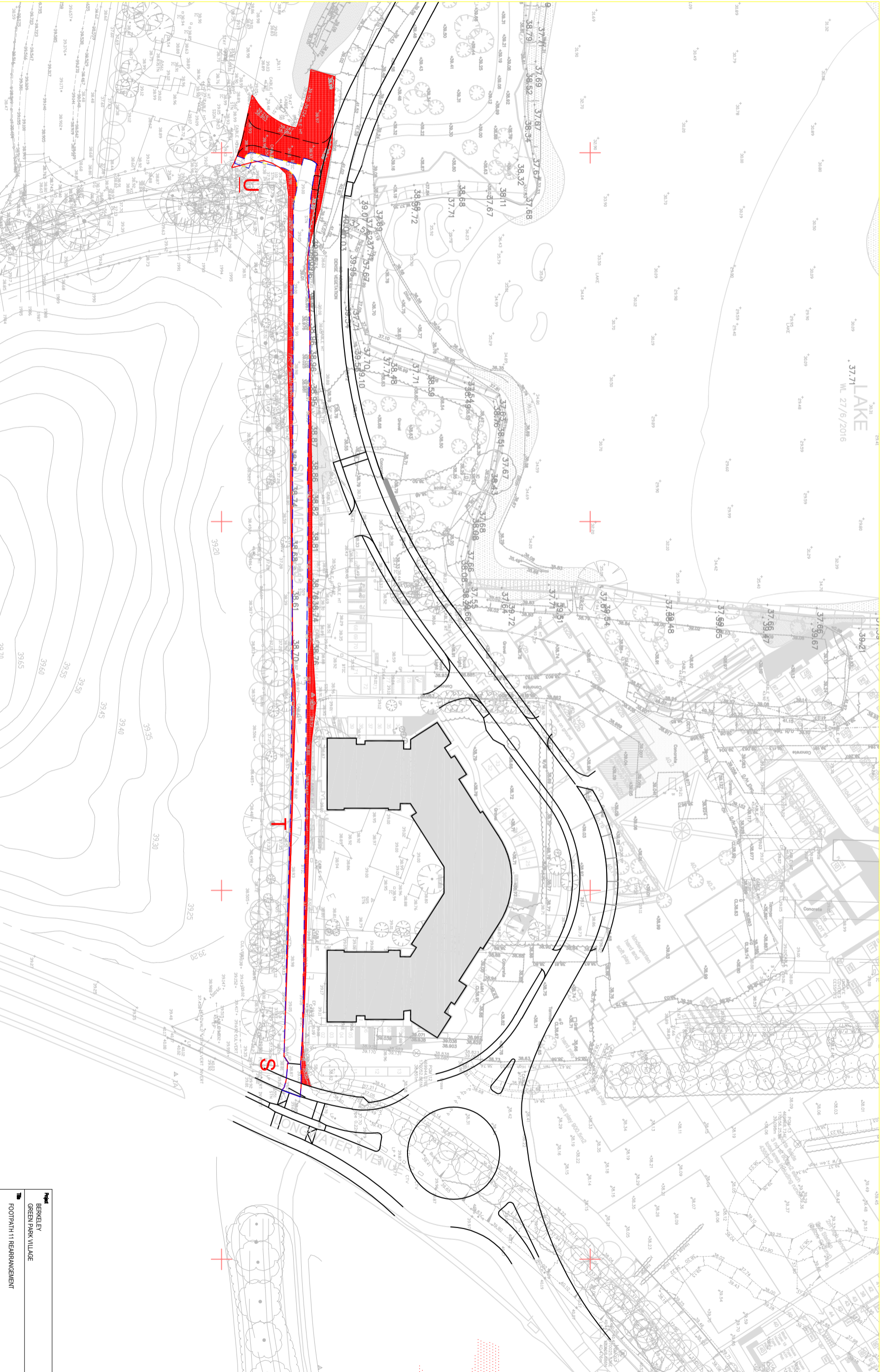
13 Background papers

- 13.1 None

Appendices

1. **Appendix 1 – Footpath 11 Rearrangement Plan**
2. **Appendix 2 - Photographs of Footpath 11 illustrating alignment and surface conditions (current condition April 2026)**

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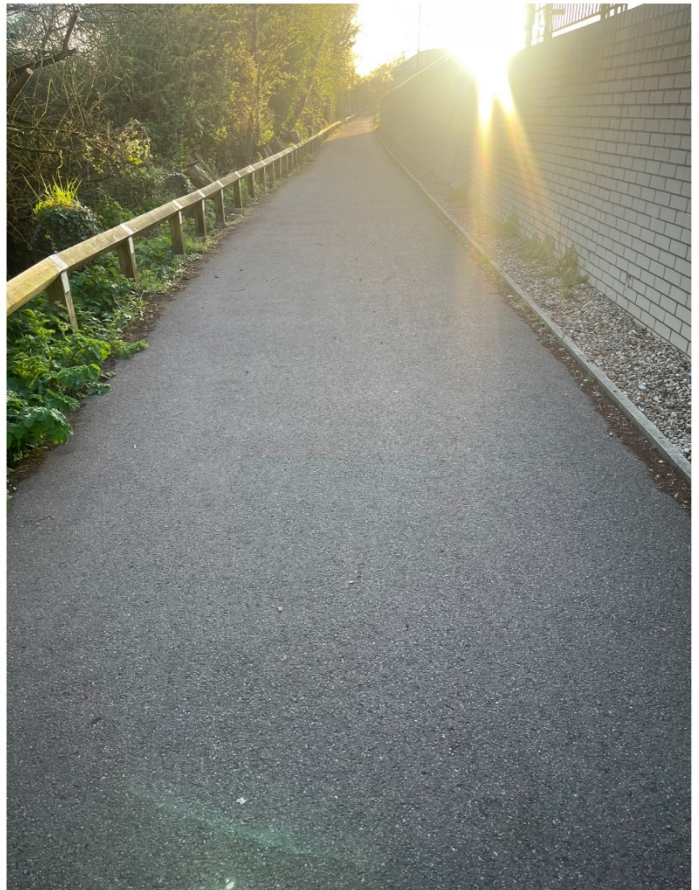


37.71 LAKE
ML 27/6/2016

Project		Berkeley Green Park Village	
Title		Footpath H 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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Appendix 2 - Photographs of Footpath 11 illustrating alignment and surface conditions (current condition April 2026)



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of the Local Government Act 1972.

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