

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 September 2026

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

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

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 10 September 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 - 12
3. PREVIOUS DECISIONS		13 - 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.

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|------------|---|---------------------------------------|-----------------|
| 7. | ACTIVE TRAVEL SCHEME BATH ROAD AND CASTLE HILL - TRAFFIC RESTRICTION PROPOSALS FOR STATUTORY CONSULTATION | ABBHEY; COLEY | 17 - 32 |
| | <p>A report seeking approval to undertake a statutory consultation for the implementation of parking restrictions in the form of double yellow lines, to protect access to residents drives on Castle Street, as well as for the reduction of an existing eastbound bus lane on the A4 Bath Road, necessary for the implementation of this Active Travel Fund Tranche 3 scheme.</p> | | |
| 8. | DIGITAL TRAFFIC REGULATION ORDERS | BOROUGHWIDE | 33 - 42 |
| | <p>A report seeking approval to undertake statutory consultation on the Boroughwide waiting, loading and stopping restrictions Digital Traffic Regulation Order (DTRO), which represents Phase 1 of the Council's programme to digitise all Traffic Regulation Orders.</p> | | |
| 9. | AMERSHAM ROAD ESTATE 20MPH - PROPOSALS FOR STATUTORY CONSULTATION | CAVERSHAM | 43 - 54 |
| | <p>A report seeking approval to undertake statutory consultation and notice processes necessary to progress a new, traffic-calmed 20mph zone for the Amersham Road estate.</p> | | |
| 10. | PORTMAN ROAD PARALLEL CROSSING - PROPOSALS FOR STATUTORY CONSULTATION | BATTLE | 55 - 64 |
| | <p>A report seeking approval to undertake statutory notification and consultation processes necessary to progress a new, controlled crossing on Portman Road, near to the roundabout with Cow Lane.</p> | | |
| 11. | '20 IS PLENTY' OXFORD ROAD AREA 20MPH ZONES - PROPOSALS FOR STATUTORY CONSULTATION | BATTLE;
NORCOT | 65 - 94 |
| | <p>A report seeking approval to undertake statutory consultation and notice processes necessary to progress new, traffic-calmed 20mph zones for areas of residential streets on either side of Oxford Road.</p> | | |
| 12. | ROAD SAFETY: KINGS ROAD, PROPOSAL FOR STATUTORY CONSULTATION | PARK;
REDLANDS;
THAMES | 95 - 104 |
| | <p>A report proposing alterations to the outbound (eastbound) bus lane on Kings Road, which is being proposed as a risk mitigation measure seeking to reduce incidents involving casualties at these junctions.</p> | | |

13. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

BOROUGHWIDE 105 - 142

A report seeking agreement to updates to the Principal List of Requests for Traffic Management Measures, proposed amendments to some existing entries, a proposed development order for priority schemes, and a methodology for assessing future requests. The report also provides an update on funding and resources that have been secured to support the development and delivery of traffic management measures across the Borough.

14. 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”

15. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

BOROUGHWIDE 143 - 336

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

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

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

Present: Councillor Davies (Chair);

Councillors Ayub (Vice-Chair), Dominguez, Ennis, Griffith, Hornsby-Smith, Keeping, Lanzoni, Leng, O'Connell, DP Singh, Walkem and White

Apologies: Councillors Cross and R Singh

1. DECLARATIONS OF INTEREST

2. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of 5 March 2026 were confirmed as a correct record and signed by the Chair.

3. PREVIOUS DECISIONS

The Sub-Committee received the list of delegated decisions from previous meetings. An updated version of the list was circulated as part of the Update Pack published on 5 June 2026.

4. PETITIONS

(a) Petition Receipt and Response – Installation of a Bus Shelter on Kidmore End Road

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

The report explained that the Sub-Committee was being asked to note that petitions relating to matters such as this would ordinarily fall outside of the Sub-Committee's 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 the petition was not seeking a formal decision but, rather was an officer response and briefing on next steps, it had been considered appropriate for the Sub-Committee to hear the petition and the Council's response.

The report stated that the Council had been presented with a petition for the installation of a bus shelter on Kidmore End Road, Emmer Green in May 2026. The Chalgrove Way stop was next to 82 Lyefield Court and was served by Reading Buses route 23 between Central Reading and Caversham Park. The petition stated that the stop was used regularly by members of the community including elderly residents, school children, commuters and individuals with mobility challenges. The petition stated that the primary motive for requesting a shelter was to provide adequate protection from adverse weather and the elements. The petition had been signed by 22 signatories.

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 10 JUNE 2026

The current bus stop was in a southbound direction and had a bus stop pole and flag, a small timetable case and a bin. There was also a raised kerb for level boarding and an area of hardstanding that might be big enough for a small two-bay shelter. Buses ran every 30 minutes Monday to Saturday and every 60 minutes on Sunday. The bus operator had been approached for passenger boarding data for this bus stop and was supportive of installing a bus shelter in this location. There was also a bus stop in the northbound direction which was served by route 24 which linked to central Reading but, by a longer route. This stop did not have a bus shelter either and was next to a new housing estate that was being developed on the Reading Golf Club site. As part of the planning approval for this development the northbound bus stop would be relocated slightly to accommodate access to the new development and upgraded with new level access as well as maintaining the pole, flag and timetable case, raised kerb as well as a bench. The development comprised of 223 new homes, with potential for a further 70, and should generate additional public transport journeys which were likely to be from the southbound bus stop as this provided the more direct link to central Reading.

Transport officers had reviewed the request and considered this to be an appropriate stop and location for a bus shelter. However, consideration would 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 might have on the roots and stability of these trees. Consideration would also need to be given to maintaining access to the footway for wheelchair users and those with push chairs and buggies if a shelter was installed. A list of requested measures for stops was maintained by officers and, subject to it being considered feasible to install a bus shelter, would add the request for this shelter to the list. This would be considered against the other requested measures on the list and prioritised, this would include the number of boardings and passengers using the stop, and subject to funding being identified the measures on the list would be installed.

The report explained that the Council had recently let a new contract for the supply and maintenance of bus shelters throughout the Borough, and this also included Council owned bus shelters. This new contract enabled 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 had been an issue with previous Council owned shelters. As part of the mobilisation programme, the renewal of bus shelters within the town centre had been prioritised in the first 12 months and shelters across the rest of the Borough would not be renewed until year two onwards. Therefore, it might not be possible to provide a new shelter at this location during the first 12 months of the new contract.

The Sub-Committee discussed the report and officers confirmed that if a bus shelter were installed this location access to the footway would have to be maintained, funding would need to be secured and that it was not possible to commit to a timeline.

Resolved –

- (1) That the report be noted;**

- (2) That the officer response set out in sections 3.8 to 3.11 of the report, and detailed above, be agreed;
- (3) That no public enquiry be held into the proposals.

5. WAITING RESTRICTION REVIEW PROGRAMME

The Sub-Committee received a report that informed the Sub-Committee of objections that had been received during the statutory consultation for the agreed proposals that formed the 2025 programme and provided the Sub-Committee with the list of new requests for potential inclusion in the 2026 programme. The following Appendices were attached to the report:

Appendix 1	Results of the statutory consultation for the 2025 programme (part A). (Appendix 1 also included a list of those schemes in the programme that had not attracted responses during the statutory consultation period);
Appendix 2	Scoring criteria sheet for 2026 programme new requests;
Appendix 3a	New requests for the 2026 programme, arranged by total score, Ward, street (part B);
Appendix 3b	New requests for the 2026 programme, arranged by Ward, total score, street (part B).

The Sub-Committee received and considered an updated version of Appendix 1 as part of the Update Pack published on 5 June 2026. The updated version of Appendix 1 set out further feedback that had been received during the consultation period which had closed on 4 June 2026, after the publication of the agenda on 1 June 2026, and provided updated officer comments on schemes in the 2025 programme.

Resolved –

- (1) That the report be noted;
- (2) That, having considered the officer recommendations set out in Appendix 1 to the report, as updated and included in the Update Pack published on 5 June 2026, the following schemes in the Waiting Restriction Review Programme 2025 be implemented, amended or removed from the programme as follows:

<u>Ward</u>	<u>Street/Location</u>	
Battle	Stone Street/Tidmarsh Street	Implement as advertised;
Battle	Kensington Road	Implement as advertised;
Caversham	North Street	Implement as advertised;
Caversham Heights	Soane End/Highdown Hill	Implement as advertised;
Caversham Heights Church	Surley Row Barnsdale Road	Implement as advertised; Remove from the 2025 programme and add to the 2026 programme;

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 10 JUNE 2026

Church	Whitley Wood Road	Implement as advertised;
Coley	Lesford Road	Implement as advertised;
Katesgrove	Basingstoke Road/Rose Kiln Lane	Implement as advertised;
Kentwood	Armour Hill/Larissa Close	Implement as advertised;
Kentwood	Scours Lane	Implement as advertised;
Norcot	Shilling Close	Implement as advertised;
Park	Pitcroft Avenue	Implement as advertised;
Park	Tuns Hill Cottages	Implement as advertised;
Redlands	Addington Road	Implement as advertised;
Redlands	Allcroft Road	Implement as advertised;
Redlands	Upper Redlands Road 1	Implement as advertised;
Redlands	Upper Redlands Road 2	Implement as advertised;
Redlands	Lower Mount	Implement as advertised;
Southcote	Westcote Road	Implement as advertised;
Thames	Cardiff Road	Implement as advertised;
Thames	Addison Road/Printers Road	Implement as advertised;
Tilehurst	Westwood Road	Implement as advertised;
Whitley	Blandford Road	Implement as advertised;
Whitley	Longships Way	Implement as advertised;
Whitley	Exbourne Road	Implement as advertised.

- (3) That should any further written/postal objections be received after the meeting, provided they were sent within the statutory consultation period, the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Director of Legal and Governance, the Lead Councillor for Climate Strategy and Transport and the Chair of the Sub-Committee be granted authority to consider these and make an officer decision regarding implementation, or otherwise, of the scheme;
- (4) That the Director of Legal and Governance be granted authority to make and seal the resultant Traffic Regulation Order;
- (5) That respondents to the statutory consultation be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;
- (6) That, having considered the officer recommendations set out in Section 3.6 of the report and attached at Appendices 3A/3B, the following schemes be removed from the Waiting Restriction Review Programme 2026:

<u>No.</u>	<u>Ward</u>	<u>Street/Location</u>
6	Tilehurst	Westwood Road
25	Whitley	Copenhagen Close

- (7) That the officer recommendation, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local engagement, and for any comments differing from the officer recommendations to be included in the next report submitted to the Sub-Committee;**
- (8) That should funding permit, a further report be submitted to the Sub-Committee seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2026 programme.**

6. PUBLIC RIGHT OF WAY MODIFICATION ORDER - FOOTPATH 11

Further to Minute 38 of the previous meeting, 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 and photographs of Footpath 11 illustrating alignment and surface conditions was attached at Appendix 2.

At the previous meeting the Sub-Committee had requested further information on the background and justification for the proposed modification to the footpath and had deferred consideration of the report to the next meeting.

The report explained that a reserved matters application for Phase 2A had been submitted for a residential Extra Care Home with 129 dwellings and a car park with 82 spaces. The supporting application documents had indicated that the existing pedestrian/cycle access route (Footpath 11) would be retained along the southern boundary of the site and planning approval had been granted in January 2016. The footpath had subsequently been closed and temporarily diverted during construction to ensure the works could be carried out safely. A further reserved matters application for Phase 1C had been submitted for landscaping works and it had subsequently been identified that the proposed landscaping in connection with Footpath 11 did not comply with the widths that had been set out in the Definitive Map and Definitive Statement.

A review of all application plans had been carried out and a site visit had taken place and it was determined that the retaining wall, that had been constructed to address level changes within the site, encroached onto part of the public footpath without lawful authority. This had resulted in a permanent narrowing of the route, reducing the width from approximately five metres to three metres. Consequently, the legal width, as recorded in the Definitive Map and Statement, was no longer accurate or reflective of the current on-site conditions. The application plans and supporting documentation did not indicate that the proposed works would impact the legal width of Footpath 11 and the developer had not been aware of this inconsistency until the landscaping proposal had been developed in detail. Following completion of the development, it had been identified that the full recorded width of the footpath could not be reinstated and in light of this the developer, St Edwards Homes Ltd, had submitted an application for a Public Path Extinguishment Order.

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 10 JUNE 2026

The report explained that the footpath remained continuous, clearly defined and accessible, continued to serve its public function as a pedestrian route without causing any material inconvenience or disadvantage to users. Following the development, the surface had 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 reflected the extent of the public right of way that was available for public use.

As the development was complete there were limited options available to amend the footpath order to reflect the changes that had been made to the width. Section 257 of the Town and Country Planning Act 1990 was not available as the development was already practically completed and could not be applied retrospectively. Section 119 of the Highways Act 1980 (diversion) was also not applicable, as the footpath had not been diverted only narrowed and followed the original alignment. As such, given the portion of the footpath had been permanently lost, the most appropriate legal route was a Public Path Extinguishment Order under Section 118 of the 1980 Act. This would allow the Council to extinguish part of the footpath if it was satisfied that it was expedient to do so on the ground that it was not needed for public use. As a result, an application had been made but the developer for a Public Path Extinguishment Order and the developer had agreed to pay the Council's fees in making and confirming the order.

The report set out a number of reasons as to why it was expedient to extinguish the path on the grounds that it was not needed for public use and proposed 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 recorded the lawful extent of the footpath. If no objections were received the report also proposed that the Council confirmed the order itself and if objections remained unresolved, the order would be referred back to the Sub-Committee to decide whether the order should be submitted to the Secretary of State for determination.

The Sub-Committee discussed the report and acknowledged that the developer had agreed to pay the Council's fees in making and confirming the order but, asked if it was too late for the Council to claim further compensation from them.

Resolved –

- (1) That the report be noted, including the Footpath 11 Rearrangement Plan as set out in Appendix 1, attached to the report, illustrating the widths to be extinguished;**
- (2) That the officer recommendation be agreed and the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Director of Legal and Governance grant authority to make a Public Path Extinguishment Order to stop up that part of 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) That amendment of the Definitive Map and Statement to reflect the changed to Footpath 11 once the order is confirmed be agreed;
- (4) That subject to no objections being received the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Director of Legal and Governance, be granted authority to confirm the Public Path Extinguishment Order to stop up that part of Footpath 11 as detailed in the report;
- (5) That in the event of objections being received that are not withdrawn a report be submitted to a future meeting to decide whether to submit the order to the Secretary of State for determination.

7. 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.

8. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Sub-Committee received a report giving details of the background to the decisions to refuse Discretionary Parking Permit Applications.

Resolved – That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 1 be upheld.

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

(The meeting closed at 7.39 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 (Closed) [2] Bath Road - The revocation notice was published on 21 May 2026 and the revocation to be completed shortly. [3] The Oracle Roundabout consultation commenced on 21 May 2026 and will end on 11 June 2026. Subject to the outcome of the consultation, the Council will either progress with the works and TRO, or report back to TMSC in September 2026. [4] A33 Bus Lane (Closed)
Traffic Management Sub-Committee	DEGNS	27/11/24	25(4)	Bus Service Improvement Plan (BSIP) Update Report	(4) That that subject to no objections being received the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Orders in accordance with the Local Authorities Traffic Orders Procedure (England and Wales) Regulations 1996, and no public inquiry be held into the proposal	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	Linked to the outcome of The Oracle Roundabout consultation - see Minute 25(3) above (point [3]) - will be actioned upon conclusion of the consultation
Traffic Management Sub-Committee	DEGNS	27/11/24	25(6)	Bus Service Improvement Plan (BSIP) Update Report	(6) That that subject to the outcome of the Southampton Street (Oracle roundabout) statutory consultation, the Executive Director of Economic Growth and Neighbourhood Services be granted authority to proceed with either of the designs proposed, subject to the budget available	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	Linked to the outcome of The Oracle Roundabout consultation - see Minute 25(3) above (point [3]) - will be actioned upon conclusion of the consultation
Traffic Management Sub-Committee	DEGNS	05/03/26	39(2)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That the Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services be granted authority to undertake the statutory consultation for the proposed amendments to the Traffic Regulation Order for Sidmouth Street	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	Officers are currently working with Design Consultants to finalise the design of the scheme. Once this has concluded we will undertake the consultation. At this stage it is anticipated that the consultation will take place over the Summer, with results presented to the committee (should there be objections to the consultation) in either September or November 2026.
Traffic Management Sub-Committee	DEGNS	05/03/26	39(3)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee, be granted authority to make minor amendments to the agreed proposals, if required, prior to the implementation	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	See note for Minute 39(2) above)

Traffic Management Sub-Committee	DEGNS	05/03/26 39(4)	Sidmouth Street Cycle Lane - Request To Consult On Reduction In Cycle Lane	That subject to no objections being received the scheme be considered as approved and the Assistant Director of Legal and Democratic Services be granted authority to amend the Traffic Regulation Order	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	See note for Minute 39(2) above)
Traffic Management Sub-Committee	DEGNS	05/03/26 40(2)(a)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services be granted authority to undertake the statutory consultation for the proposed amendments to the existing Traffic Regulation Order relating to the London Road Bus Lane	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	The London Road Bus Lane Scheme is currently being progressed by colleagues at Wokingham Borough Council (WBC) and any statutory consultation in Reading, will follow decisions being made by WBC. It is understood that WBC are currently working through their internal governance process and we would expect a decision late spring / early summer, ahead of our own consultation taking place. It is possible that a 'consultation' may not be required in Reading, but rather a Notice of Revocation of a section of the Bus Lane, i.e. shortening the length directly outside Liverpool Road. The regulatory process will be conducted in accordance with Legal Advice. Following the conclusion of the consultation or Notice, the amendments will be made to the TRO. We anticipate this occurring late summer / early autumn. Officers will brief the Lead Member prior to commencement of the regulatory process, and if necessary will brief the Sub-Committee on progress or outcomes.
Traffic Management Sub-Committee	DEGNS	05/03/26 40(2)(b)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The Executive Director of Economic Growth and Neighbourhood Services in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee be granted authority to make minor amendments to the agreed proposals if required prior to implementation	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport	See note for Minute 40(2)(a) above
Traffic Management Sub-Committee	DEGNS	05/03/26 40(2)(c)	Informal Consultation - A4 London Road Corridor & Sutton Seeds Roundabout Proposals	The scheme be considered as approved and the Assistant Director of Legal and Democratic Services be authorised to make the amendments to the Traffic Regulation Order, subject to no objections being received	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	See note for Minute 40(2)(a) above
Traffic Management Sub-Committee	DEGNS	05/03/26 42(5)	Waiting Restriction Review Programme (2025): Proposals For Statutory Consultation	That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the 2025 programme	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport	Not applicable – objections received on some items, so decision to be made by TMSC June 2026

Traffic Management Sub-Committee	DEGNS	10/06/26 4(3)	WAITING RESTRICTION REVIEW PROGRAMME	That should any further written/postal objections be received after the meeting, provided they were sent within the statutory consultation period, the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Director of Legal and Governance, the Lead Councillor for Climate Strategy and Transport and the Chair of the Sub-Committee be granted authority to consider these and make an officer decision regarding implementation, or otherwise, of the scheme	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport
Traffic Management Sub-Committee	DEGNS	10/06/26 4(4)	WAITING RESTRICTION REVIEW PROGRAMME	That the Director of Legal and Governance be granted authority to make and seal the resultant Traffic Regulation Order	AD of Legal & Democratic Services/Monitoring Officer/Returning Officer	Climate Strategy and Transport
Traffic Management Sub-Committee	DEGNS	10/06/26 5(2)	PUBLIC RIGHT OF WAY MODIFICATION ORDER - FOOTPATH 11	That the officer recommendation be agreed and the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Director of Legal and Governance grant authority to make a Public Path Extinguishment Order to stop up that part of 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”);	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport
Traffic Management Sub-Committee	DEGNS	10/06/26 5(4)	PUBLIC RIGHT OF WAY MODIFICATION ORDER - FOOTPATH 11	That subject to no objections being received the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Director of Legal and Governance, be granted authority to confirm the Public Path Extinguishment Order to stop up that part of Footpath 11 as detailed in the report	Exec Director of Economic Growth and Neighbourhood Services	Climate Strategy and Transport

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Traffic Management Sub-Committee

10 September 2026



Reading
Borough Council
Working better with you

Title	Active Travel Scheme Bath Road and Castle Hill – Traffic Restriction Proposals for Statutory Consultation
Purpose of the report	To make a key decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	James Turner, Strategic Transport Team
Wards	Abbey, Coley
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	1. That the Sub-Committee notes the content of this report. 2. That the Sub-Committee approves the Statutory Consultation to take place. 3. That subject to no objections being received, the Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order(s). 4. That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

1. Executive Summary

- 1.1. The purpose of this report is to seek approval from the Sub-Committee to undertake a statutory consultation for the implementation of parking restrictions in the form of double yellow lines, to protect access to residents drives on Castle Street, as well as for the reduction of an existing eastbound bus lane on the A4 Bath Road, necessary for the implementation of this Active Travel Fund Tranche 3 scheme.
- 1.2. The Traffic Management Sub-Committee has previously authorised a statutory consultation for these changes as well as subsequently approving the implementation following the statutory consultation. However, the maximum time limit for implementation of the scheme and sealing of these traffic regulation orders, to finalise the legal process, has now passed, and it is necessary to undertake another statutory consultation.

2. Policy Context

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

- (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or
 - (f) preserving or improving the amenities of the area through which the road runs or
 - (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995
- 2.2. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTRA), as both seek to improve public wellbeing and sustainable development.
- 2.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4. The proposals align with the principles of the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP), Climate Emergency Strategy and Health and Wellbeing Strategy by delivering safety improvements promoting active travel, walking and cycling. The resulting improvements can support mode shift from private vehicle use with reduced emissions and the removal of barriers to the greater use of sustainable, healthy transport options.
- 2.5. Creation of cycle facilities on this busy route between Southcote Lane and the Inner Distribution Road/Castle Street, to and from the town centre, resolves the current 'missing link' on the existing network, and will link with the new NCN route 422 and connect it with existing routes west of the railway bridge

3. The Proposal

- 3.1. The active travel scheme for Bath Road/Castle Hill includes major improvements stretching from Southcote Lane and Berkeley Avenue, along the Bath Road to Castle Hill, continuing over the IDR to Castle Street. It proposes reallocation of road space from general traffic to create segregated lanes for cyclists to and from the town centre. The scheme also delivers improvements for pedestrians with additional formal crossings throughout the corridor.
- 3.2. In order to progress this scheme, officers are seeking authority to undertake a new statutory consultation for the implementation of traffic restrictions detailed below.

Alteration to residents' parking bays on Castle Hill (Double Yellow Lines)

- 3.3. The existing eastbound lane on Castle Hill has two sections of residents' parking bays (Permit Holders zone 08R). These are approximately 27m and 15m in length and in theory provide up to 8 parking spaces. However, the existing bay of 27m includes dropped kerbs, providing access to 156 Castle Hill, and therefore reducing the useable parking space to approximately 6 or 7 cars.
- 3.4. The active travel plan for the segregated cycle track on the eastbound carriageway formalises the need for a gap for access crossovers and Officers are proposing that parking restrictions totalling 11m be implemented in the location identified in Appendix 1. The result of which will be to reduce the overall capacity for Residents Parking from 7 to 6 cars, however, will ensure that driveways remain clear and accessible for residents in the area.

Alteration to eastbound bus lane on Bath Road.

- 3.5. The existing layout of Bath Road includes a bus lane for eastbound buses from 48 Bath Road to Janson Court, a distance of 538m. In order to accommodate two segregated cycle tracks at the west end of Bath Road it is necessary to adjust the bus lane to start at 40 Bath Road where the carriageway width becomes sufficient to provide a LTN1/20 compliant 'wide' combined bus and cycle lane. This reduces the length of the bus lane by 66m.
- 3.6. Alternatively the bus lane could be retained, however this would compromise the active travel scheme and would require a section of the cycle lane to be moved onto the footway as a directional shared path as the highway has insufficient width to accommodate both the bus lane and on-street cycle facilities. Officers are therefore recommending that this consultation proceed, whilst officers consider whether an alternative solution could be implemented.
- 3.7. Provision of continuous cycle tracks segregated from traffic (or in widened bus lanes) is necessary to enable a safe cycle route to be provided to and from the Southcote Lane junction. Officers are therefore recommending that the bus lane should be shortened, but undertake to continue to assess whether a suitable alternative solution could be provided.
- 3.8. The proposed changes to the eastbound bus lane on Bath Road are shown in Appendix 2.

Updated Proposals

- 3.9. Transport Officers and consultant design engineers have undertaken work to review the scheme since the original design was produced. The key changes include extending the scheme into the town centre to link with an existing cycle scheme at Cusden Walk, amending the design at the Castle Hill roundabout with the Inner Distribution Road and proposing the implementation of light segregation measures instead of the stepped cycle track scheme that was originally proposed.
- 3.10. Following these design changes an informal consultation was undertaken from 14th July to 25th August 2026 and the preliminary results of these are outlined in para 6.5. Transport Officers will produce a separate report outlining the results of this consultation, which will be shared with Councillors and published on the Councils Consultation hub, in due course.
- 3.11. The revised proposals for this scheme do not impact on the overall principle of scheme, to provide segregated cycle lanes in each direction along this corridor as well improvements for pedestrians. They do not affect the previously approved changes required to the parking restrictions or the required reduction to the bus lane, which we are now proposing to reconsult on.

4. Contribution to Strategic Aims

- 4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:
 - Promote more equal communities in Reading
 - Secure Reading's economic and cultural success
 - Deliver a sustainable and healthy environment and reduce our carbon footprint
 - Safeguard and support the health and wellbeing of Reading's adults and children
 - Ensure Reading Borough Council is fit for the future
- 4.2. In delivering these priorities, we will be guided by the following set of principles:
 - Putting residents first
 - Building on strong foundations
 - Recognising, respecting, and nurturing all our diverse communities
 - Involving, collaborating, and empowering residents
 - Being proudly ambitious for Reading

- 4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. The recommendations in this report align with the Council's priorities, namely, to ***Deliver a sustainable and healthy environment and reduce our carbon footprint***

5. Environmental and Climate Implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.
- 5.3. A climate impact assessment has been conducted for the recommendations of this report, resulting in an expected 'net low-positive impact'.
- 5.4. Any civil engineering scheme will create an element of negative impact through material use and the vehicles and construction plant necessary for implementation. However, the scheme has been designed with environmental and ongoing maintenance considerations from the outset and will minimise the amount of civil works required with use of more sustainable measures. The replacement and upgrade of traffic signals at key junctions will enable new technology to be installed which improves the performance of these junctions, reducing delays and congestion.

6. Community Engagement

- 6.1. The scheme has been subject of a number of formal and informal consultations over the past few years. This has included an informal consultation in early 2021 followed by a further consultation in summer 2022. Following updates to the scheme design a second informal consultation was undertaken in July and August 2026 which included detailed discussions with Reading Cycle Campaign and other stakeholders through the Cycle Forum.
- 6.2. A previous statutory consultation for the necessary Traffic Regulation Orders was undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Consultation commenced on 2nd February 2023 and ended on 23rd February 2023.
- 6.3. The results of the first consultation were that 148 responses to the consultation were received, of which 79.73% were in support of the implementation of traffic restrictions in the form of double yellow lines along Castle Hill between its junction with Russell Street with Jesse Terrace. 75% in support to alteration to the length of the existing eastbound bus lane on Bath Road.
- 6.4. Approval was granted at the Councils Traffic Management Sub-Committee in March 2023 for the proposed traffic restrictions on Castle Hill/Bath Road and authorisation granted to make the Traffic Regulation Order. Whilst the removal of the contra-flow lane on Castle Hill was implemented, as noted within this report, the remaining elements were not completed within the defined timescales, and therefore a new consultation is required.
- 6.5. Further to para 3.11, the results of the informal consultation held in July and August 2026 have now been received with over 100 respondents. These show that 55.3% of respondents either strongly supported or supported the improvements proposed for pedestrians and cyclists through the Bath Road - Castle Hill scheme. A further 54.3% of respondents support the proposal to reallocate road space away motor vehicles for better pedestrian and cycle facilities.

7. Equality Implications

- 7.1. Under the Equality Act 2010, Section 149 of the Equality Act 2010, a public authority must have due regard to the need to:
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act,
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the proposal is not deemed to be discriminatory to persons with protected characteristics and statutory consultation provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

8. Health Implications

- 8.1. The implementation of the Bath Road Castle Hill active travel scheme is:
- likely to have a direct impact on the health and wellbeing of the population in Reading; and
 - has the potential to influence the Building Blocks of Health, such as housing, transport, education, employment, or the environment.
- 8.2. Health in All Policies (HiAP) ensures council decisions across all services consider their impact on people's health and wellbeing, especially those most exposed to the risks of poor health outcomes. Some people live longer, healthier lives than others, not because of their personal choices alone, but because of the circumstances they are born into, grow up in, live, work and age in. By applying HiAP and the HIA process to council services such as housing, transport, education and economic policy, the Council can help create the conditions that extend healthy lives, reduce avoidable demand on vital public services, and support stronger, more prosperous communities.
- 8.3. Officers have undertaken a Rapid Health Impact Assessment for this scheme. The delivery of this scheme may have a positive health impact, by removing or reducing some of the perceived barriers that residents and visitors may have to utilising more healthy and sustainable transport modes. It may, however, be challenging to quantify the likely benefits.

9. Other Relevant Considerations

- 9.1. None

10. Legal Implications

- 10.1. The Council has considered its legal obligations when seeking to make Traffic Regulation Orders.
- 10.2. 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.
- 10.3. The proposed orders will introduce no waiting at any time restrictions and amend the existing bus lane. Therefore, the Council must carry out the statutory consultation process prescribed by the 1996 Regulations, including consultation with statutory consultees, publication of the relevant notices and consideration of any objections or representations received. Following consultation, the Council is under a duty to consider all duly made objections that have not been withdrawn, together with any other representations received during the consultation process, before determining whether the Order should be made, not made or modified.

Network Management Duty

- 10.4. 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
- 10.5. Part 2 Section 16 (1) of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

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

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

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

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

Section 122 Duty

- 10.6. Further Section 122 of the Road Traffic Regulation Act 1984 places a duty on the local authority so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In carrying out this exercise the Council must have regard to the following:
- Desirability of securing and maintaining reasonable access to premises.
 - The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
 - The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
 - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - Any other matters appearing to the local authority to be relevant.
- 10.7. This duty focuses on the making of individual traffic regulation decisions.
- 10.8. Each of these duties has been considered in detail in relation to the schemes identified in this report.
- 10.9. Patricia Tavernier has cleared these Legal Implications.

11. Financial Implications

This scheme is funded through the award of £2.3m from Active Travel England Active Travel Fund Tranche 3 and £488,577 from the Consolidated Active Travel Fund (CATF). The total budge available for the scheme is £2,488,577.

12. Timetable for Implementation

Line	Milestone	When
1	Undertake Statutory Consultation	September 2026
2	Review responses received from consultation	October 2026
3	Report back to TMSC with results of consultation (if required)	November 2026
4	Scheme Implementation	April 2027 – April 2028
5	Subject to receiving a delegated decision, arrange to seal the TRO in accordance with statutory process.	Upon conclusion of the associated works.

13. Background Papers

13.1. None

Appendices

Appendix 1 – Alteration to Residents Parking Bays on Castle Hill (Double Yellow Lines)

Appendix 2 – Alteration to Eastbound Bus Lane on Bath Road

Appendix 3 – Rapid Health Impact Assessment

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EXISTING: PERMIT HOLDERS ONLY
 PROPOSED: NO WAITING NO LOADING AT ANY TIME

Page 25

RUSSELL STREET

CASTLE HILL

JESSE TERRACE

Heritage Court

Project PROPOSED NO WAITING NO LOADING AT ANY TIME	Scale	Drawn
	N.T.S	MF
	Date	Checked
	DEC 22	JC
		Approved JC
Drawing CASTLE HILL	Drawing No. CASTLE HILL	

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EXISTING: PROHIBITION OF VEHICLES EXCEPT BUS, CYCLE AND AUTHORISED ONLY
 PROPOSED: REDUCTION OF THE EXISTING BUS LANE FOR THE IMPLEMENTATION OF A SEGREGATED CYCLE TRACK

Page 27

Project PROPOSED SEGREGATED CYCLE TRACK	Scale N.T.S	Drawn MF
	Date	Checked JC
	DEC 22	Approved JC
Drawing BATH ROAD	Drawing No. BATH ROAD	

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Rapid Health Impact Assessment (HIA)

Project title:
Wards affected:
Lead officer - author or HIA:
Email address for contact:
Department:
Directorate:

Bath Road - Castle Hill Active Travel Scheme
Abbey, Coley
James Clements
james.clements@reading.gov.uk
Strategic Transport
Directorate of Economic Growth and Neighbourhood Services (DEGNS)

Summary of the proposal

Give a clear, concise description of the proposal. This should be 50 to 200 words long.

Reading Borough Council's Bath Road–Castle Hill Active Travel Scheme is a major walking and cycling improvement project designed to create a safer, more attractive route between west Reading and the town centre. The scheme covers the corridor from Berkeley Avenue along Bath Road and Castle Hill, continuing across the Inner Distribution Road (IDR) to Castle Street. It forms part of the Council's wider Active Travel Programme, which aims to encourage sustainable travel, reduce dependence on private cars and improve public health and air quality.

The proposals focus on reallocating road space to provide dedicated cycle facilities in both directions, including segregated cycle lanes and improved crossings for cyclists and pedestrians. Key elements include enhanced access around the busy Castle Hill–IDR roundabout, new pedestrian crossing facilities, improved cycle provision at junctions, and measures such as parking restrictions to prevent vehicles obstructing walking and cycling routes. More recent revisions have also extended the route into the town centre to connect with existing cycling infrastructure at Cusden Walk.

The scheme is funded through the Government's Active Travel Fund and has been subject to several rounds of public consultation since 2021. Expected benefits include improved connectivity to the National Cycle Network, increased walking and cycling levels, reduced traffic impacts, better air quality, enhanced accessibility, and safer journeys for all road users travelling between west Reading and the town centre.

Who is affected by this proposal?

- Asylum seekers/refugees

Ethnic minorities

Gypsy, Roma and Traveller ethnic groups

People living in areas of high social and economic deprivation

People living with a disability - physical, mental or learning

Families with young children

Children and young people (0 to 19 years)

Adults aged between 18 and 60

Older people (60+)

Women and girls

Men and boys

Carers

Lesbian, gay and/or bisexual people (LGBTQ+)

Unhoused people

People with dementia

Religious or belief groups

Visitors or those working in the district

Other

Everyone
- ☐

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Rapid Health Impact Assessment (HIA)

Scoping

Social and community wellbeing	☐
Equity, inclusion and protected groups	☐
Economic and employment impacts	☐
Crime reduction and community safety	☐
Health behaviours and mental wellbeing	☒
Energy use and waste minimisation	☐
Environment, climate and place	☒
Access to services	☐
Other impacts	☐
No direct impacts expected	☐

Rapid Health Impact Assessment (HIA)

Scoping	Details of potential impact	L	I	Mitigations	Additoinal Comments
Health behaviours and mental wellbeing	Positive Impact - This scheme involves providing additional pedestrian and cycle facilities on Castle Hill Bath Road, which supports Active Travel, making it safer and easier for people to walk and cycle, and has wider health benefits, allowing people to walk and cycle in a safer environment.	Medium	High	None	This impact contributes towards the aims and objectives of Reading's Transport Strategy, Climate Change Action Plan and Air Quality Plan.
Health behaviours and mental wellbeing	Negative Impact - There is likely to be disruption and additional traffic congestion as a result of the construction works to deliver this scheme.	High	High	Transport Officers will work with the contractor to programme the works so as to cause minimal disruption possible. This will include programming works during summer months when there is less traffic in general.	
Health behaviours and mental wellbeing	Negative Impact - As a result of reallocating road space away from private motor vehicle use as well as the inclusion of a new controlled pedestrian crossings this will impact on the overall capacity and performance of the corridor.	Medium	High	Officers and engineers have undertaken modelling of this impact and the impact of this is deemed acceptable. Signalised traffic junctions will benefit from the installation of MOVA (Microprocessor Optimised Vehicle Actuation) which will also improve its performance and mitigate this impact.	

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Traffic Management Sub-Committee

10 September 2026



Reading
Borough Council
Working better with you

Title	Digital Traffic Regulation Orders
Purpose of the report	To make a key decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director of Economic Growth and Neighbourhood Services
Report author	James Penman – Network Services Manager
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Ensure Reading Borough Council is fit for the future
Recommendations	1. That the Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the Boroughwide digital map-based traffic regulation order in relation to the waiting, loading and stopping on street restrictions in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The purpose of this consultation is to propose the new single, map-based and digitised order and revocation of previous 'paper' Orders, not to propose changes to restrictions in place on-street. 2. That authority be delegated to the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Lead Councillor for Climate Strategy and Transport, to consider any duly made objections which have not been withdrawn and the outcome of the Order, whether this is to make, modify or abandon the Order. 3. That, subject to either: (a) no objections being received; or (b) a decision being taken to proceed following consideration of objections, the Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

1. Executive Summary

- 1.1. This report seeks approval to undertake statutory consultation on the Boroughwide waiting, loading and stopping restrictions Digital Traffic Regulation Order (DTRO), which represents Phase 1 of the Council's programme to digitise all Traffic Regulation Orders.
- 1.2. The DTRO programme is being delivered to improve the accuracy, accessibility and governance of the Council's TRO records, address risks identified through previous TRO rectification activity and prepare the Council for anticipated national requirements relating to the publication and sharing of digital TRO data.
- 1.3. Significant progress has been made in delivering Phase 1. A boroughwide survey of the on-street parking restrictions has been completed, the majority of data validation has

been undertaken and the legal framework required to support the DTRO is being developed.

- 1.4. The proposed consultation will not introduce, amend or remove waiting, loading and stopping restrictions currently in place on street. Instead, it will replace numerous historic paper-based orders with a single map-based digital order reflecting restrictions currently in place on the highway. The consultation is necessary to propose the substantive change to the content of the Order, including map-based schedules and boroughwide, including the revocation of the prior 'paper' Orders.
- 1.5. To support efficient programme delivery and minimise delay, delegated authority is also sought for the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Lead Councillor for Climate Strategy and Transport, to determine any duly made objections received and decide the outcome of the Order, whether this is to make, modify or abandon the Order.

2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal basis for making Traffic Regulation Orders (TROs), including Speed Limit Orders (SLOs). It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
 - (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; or
 - (b) preventing damage to the road or to any building on or near the road; or
 - (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians); or
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; or
 - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot; or
 - (f) preserving or improving the amenities of the area through which the road runs; or
 - (g) any of the purposes specified in paragraphs (a) to (c) of section 87(1) of the Environment Act 1995.
- 2.2. The Automated Vehicles Act 2024 (section 93) provides the capability for the Secretary of State, through regulation, to require Traffic Regulation Authorities to provide information on a defined set of Traffic Regulation Measures in accordance with a specified model and set of specifications. These will be the D-TRO Data Specifications including the D-TRO Data Model and are expected to be specified under secondary legislation.
- 2.3. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.
- 2.4. 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

Background

- 3.1. The Digital Traffic Regulation Order (DTRO) project is a strategic transformation programme to replace the Council's historic paper-based TRO arrangements with a single, map-based digital system. The project responds to three key drivers:
 - a. Risk reduction – To address weaknesses inherent within legacy paper-based TRO records and reduce the risk of future discrepancies between legal orders and restrictions implemented on street.
 - b. Operational resilience and transparency – To create a single authoritative source of TRO information that is accessible, auditable and easier to manage.
 - c. National compliance – To prepare the Council for anticipated national requirements relating to digital TRO publication and data sharing.
- 3.2. The scale of the programme is significant, requiring the capture of all parking, movement and speed restrictions into a single boroughwide digital platform.
- 3.3. Once implemented, the DTRO system will become the single source of truth for TROs and the sole platform through which new permanent and temporary TROs are managed.

The Approach

- 3.4. The DTROs will move from text-based, to map-based 'schedules' – these detail the type and location of each restriction. This provides clearer information, reduces the potential for differing interpretations and reduces potential for accuracy risks. The forthcoming statutory requirements for digitised TRO data submission (Section 2.2 refers) include the requirement for geographic data to be included with other data relating to restrictions on the Highway.
- 3.5. The DTROs will be populated by the restrictions that the Council has implemented on street, they will be informed by video surveys, validation and changes implemented by the Council (through correct legal processes) between the video survey and DTRO consultation. This approach provides risk reduction and project efficiency benefits.
- 3.6. The project is split into three primary phases, which will produce three initial boroughwide DTROs. These will be based on the following themes and developed in the order as follows:
 - a. Phase 1 – Waiting, loading and stopping restrictions, followed by Temporary Traffic Regulation Orders;
 - b. Phase 2 - Moving traffic restrictions (e.g. bus lanes, one-way, no-right-turn); and
 - c. Phase 3 - Speed restrictions.
- 3.7. The initial statutory consultations for these DTROs will propose only to transition to a map-based DTRO, reflecting current on-street restrictions. They will not be used to propose changes to these restrictions.

This approach is intended to ensure clarity in the purpose of the consultation and reduce risks to the project timeline and resourcing requirements.

Progress to Date

- 3.8. Significant progress has been made since appointment of AppyWay as the Council's DTRO software provider.
- 3.9. Key milestones delivered include:
 - a. Procurement and implementation of the DTRO software platform.
 - b. Completion of boroughwide video surveys of highway restrictions.

- c. Development of bespoke functionality to support management of Red Route restrictions.
 - d. Establishment of the initial digital data set for waiting, loading and stopping restrictions.
 - e. Commencement of legal drafting to support the Boroughwide waiting, loading and stopping restrictions DTRO.
- 3.10. During data validation approximately 500 survey queries were identified where restrictions were obscured (e.g. a tall vehicle parked and obscuring a sign), unclear or required further investigation. Officers have undertaken a comprehensive review of these queries, and the majority (90%) have now been resolved through site visits, review of legal records and officer assessment.
- 3.11. The project remains within its approved budget allocation and is progressing towards Phase 1 consultation.

Phase 1 Next Steps

- 3.12. Validation and population of Phase 1 DTRO data for waiting, loading and stopping restrictions is in its final stages, including officer clarification of survey queries and targeted site verification.
- 3.13. Development of consolidated DTRO legal articles to support the transition from multiple historic paper orders to a single digital order.
- 3.14. Once the survey data is fully converted into the digital map, officers will update the mapping with all changes that have been implemented since the survey was undertaken. For example, the delivery of Waiting Restriction Review programmes.
- 3.15. Random sample checks will be undertaken as part of a quality assurance process, ensuring alignment between on-street restrictions and digital records. This stage is resource-intensive but critical to ensuring the accuracy and robustness of the DTRO before statutory consultation.
- 3.16. The DTRO statutory consultation will propose the revocation of previously made 'paper' TROs, and the implementation of the DTRO in their place.
- 3.17. It will also be necessary to pause the undertaking of any new TRO consultations while the DTRO is being consulted on and the outcome considered. Subject to the DTRO being implemented, new proposals will be managed through the DTRO process thereafter.
- 3.18. Officers will seek to minimise any such 'pause' period and will continue to manage urgent operational requirements where necessary.
- 3.19. Statutory consultation will be undertaken for the boroughwide waiting, loading and stopping restriction DTRO, proposing to revoke all previous TROs relating to these restrictions.
- 3.20. Subject to the outcome of the statutory consultation, the DTRO will be made, and the DTRO management system will be the operational platform for all future TRO works relating to waiting, loading and stopping restrictions boroughwide.

Future Phases

- 3.21. The delivery of Phase 1 has demonstrated the scale and complexity of creating a comprehensive digital TRO record. Lessons learned from this phase will inform the delivery of future phases covering moving traffic restrictions and speed limits.
- 3.22. Subject to completion of Phase 1, officers intend to commence implementation of Temporary DTROs before progressing Phases 2 and 3. Temporary TROs/DTROs follow a different process to TRO/DTROs and require the DTRO system to be 'live' and publicly available, which requires the first DTRO to be made. Additionally, Temporary TROs

impact the operations of a wider number of officers across multiple departments, so specific training is being arranged.

- 3.23. In parallel to Temporary DTROs, work will commence on populating and validating the data for Phases 2 and 3, which will follow the same activity progression as Phase 1.

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 DTRO programme contributes directly to the Council Plan priority of ensuring Reading Borough Council is fit for the future through the modernisation of a key statutory service.

- 4.5. The programme will improve governance, reduce legal and operational risk, increase transparency of TRO information and support efficient management of the highway network.

- 4.6. In addition, the programme provides a platform that will assist future delivery of parking, traffic management and sustainable transport initiatives.

- 4.7. The recommendations of this report propose to deliver changes to the management of TROs across the Borough. These changes will reduce risks associated with previous paper-based TRO processes, improve accessibility to, and clarity of information, and ensure that the Council is compliant with forthcoming statutory requirements relating to TRO data sharing.

5. Environmental and Climate Implications

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

- 5.2. A climate impact assessment has not been considered necessary for the recommendations in this report.

6. Community Engagement

- 6.1. The proposed consultation relates to the legal format and management of existing waiting, loading and stopping restrictions and does not propose changes to restrictions currently implemented on street.

- 6.2. Statutory consultation will nevertheless be undertaken in accordance with the relevant regulations, providing residents and stakeholders with an opportunity to comment on the proposed DTRO.

- 6.3. The recommendations of this report do not seek to alter the restrictions from how they are presented on street. The draft DTROs will be advertised in compliance with statutory regulations and an opportunity provided for objections and representations to be made. The consultation is proposing a substantive change to the format and content of the Council's TROs, not to adjust restrictions that are in place on street. Appropriate additional publicity will be considered during the statutory consultations and to encourage self-service use of the proposed DTRO solution thereafter.
- 6.4. Respondents to the statutory consultation will be informed of the outcome of the consultation.
- 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. It is not considered that an Equality Impact Assessment is relevant to the recommendations or resultant decisions arising from this report as the proposals are not anticipated to have a differential impact on people with protected characteristics. The statutory consultation process provides an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals, which are not recommended to change restrictions as they appear on street.
- 7.2. The Council's current TROs are a vast library of paper-based, often scanned copies of printed textual documents that may partially, or wholly apply to the restrictions on street. They contain textual descriptions of where each restriction applies, are ordered by the restriction type.
- 7.3. The DTRO system seeks to move to a system whereby restrictions are presented geographically, and illustratively.
- 7.4. While the core system is a web-based, interactive mapping tool, documentation can be extracted and printed clearly for those who may be digitally restricted or have a preference for a particular format. The entire digitised TRO, including the mapping, can be downloaded and printed in a format that includes clear keys for the different restrictions.
- 7.5. The different restrictions are colour-coded, but selection of the feature on the website provides textual information about that restriction. The extracted mapping tiles, used for printing, are colour-coded and additionally have alpha-numeric keys for the restrictions that are included within that extract. These features are intended to ensure that the restrictions are clear.
- 7.6. The public-facing element of the DTRO management software mostly meets recommendations set by the Web Content Accessibility Guidelines (WCAG) 2.2. It is designed for viewing across multiple platforms, including mobile, 500% zoom magnification is supported across all features, font size can be easily increased, fonts and colours have been carefully considered, navigation can be undertaken by keyboard, and most of the website can be navigated, or narrated by speech recognition and screen reader software.

8. Health Implications

- 8.1. Health in All Policies (HiAP) ensures council decisions across all services consider their impact on people's health and wellbeing, especially those most exposed to the risks of poor health outcomes. Some people live longer, healthier lives than others, not because of their personal choices alone, but because of the circumstances they are born into, grow up in, live, work and age in. By applying HiAP and the HIA process to council services such as housing, transport, education and economic policy, the Council can help create the conditions that extend healthy lives, reduce avoidable demand on vital public services, and support stronger, more prosperous communities.

- 8.2. It is not considered that Health Impact Assessment is relevant at this time as the report does not directly recommend any physical changes to the Highway.

9. Other Relevant Considerations

- 9.1. Key risks and mitigations are considered to be:

a. Data Accuracy

This risk focuses on a discrepancy between the restrictions as presented on-street, and within the DTRO.

Restriction changes that have been implemented since the video survey was undertaken, such as the implementation of Waiting Restriction Review Programmes, are being logged and will be updated to the DTRO prior to consultation.

Randomised sample checks will be undertaken to compare the draft DTRO against the restrictions on street, intended to provide reasonable assurance regarding data quality.

b. Challenge to the DTRO

It is possible that objections will be received against the DTRO, when it is proposed during the statutory consultation.

It is proposed that the Council will provide publicity to ensure that residents and stakeholders are clear about what is being proposed and why, as outlined earlier in this report. Clarification that the proposal is to reproduce existing lawful restrictions in a consolidated map based digital form and that discrepancies identified during validation will be resolved before the Order is made, accessibility/transparency enhancement and not an introduction/removal of existing restrictions will reduce the risks of objection to the DTRO.

c. Implementation delay

Delays at any phase of the project will have implications for subsequent phases, potentially impact the progress of other schemes requiring TRO work and risk non-compliance with forthcoming regulatory requirements.

The mitigations of section 10.1.b (above) will reduce risks, in addition to the officer recommendation of delegated decisions regarding the outcome of the DTRO following statutory consultation.

If necessary, officers will need to consider resource prioritisation against this project.

d. Future regulatory requirements

The selected DTRO management software will be compliant in providing data to the specifications required in forthcoming regulations. The Department for Transport has been developing the data specifications over a long period, with software providers being engaged at an early stage, and having testing opportunities throughout the project.

Any future changes to requirements would be anticipated as an evolution of current specifications. Once the TRO information is digitised, it is expected that we will be in a stronger position to adapt data outputs according to these changes.

10. Legal Implications

- 10.1. The Council has considered its legal powers and duties in relation to the proposed Traffic Regulation Order ("TRO"). The Road Traffic Regulation Act 1984 provides the legal basis for making TROs, whilst the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the statutory procedure that must be followed before an Order can be made.

- 10.2. The proposed Order will establish a single borough-wide map-based TRO for waiting, loading and stopping on street restrictions. Existing on street restrictions have been reviewed and incorporated into a modern map based legal order with the aim of creating a clearer, more accurate and readily maintainable legal record. If made, the proposed Order will supersede the Council's existing waiting, loading, stopping and on-street parking restrictions currently contained within numerous historic Traffic Regulation Orders.
- 10.3. The proposed map-based format replaces the traditional reliance on numerous written schedules by identifying restrictions through maps which form part of the legal Order. The Order, together with the maps incorporated into it, will constitute the definitive legal record of the waiting, loading and stopping on street restrictions applicable on the highway.
- 10.4. Separate borough-wide map-based Orders for movement restrictions and speed limits are intended to be developed in due course. Those matters do not form part of the current proposals, and no decision is being sought in relation to them at this stage.
- 10.5. The statutory consultation process should not be regarded merely as a public engagement exercise. It forms an important part of the statutory decision-making process and provides an opportunity for residents, businesses, statutory consultees and other stakeholders to review the draft Order and associated maps and identify any mapping errors, omitted restrictions, discrepancies between the legal provisions and restrictions implemented on site, or other operational issues before any decision is taken on whether the Order should be made.
- 10.6. Before the Order can be made, the Council must carry out the consultation process prescribed by the 1996 Regulations, including consultation with statutory consultees, publication of the relevant notices and consideration of any objections or representations received. Following consultation, the Council is under a duty to consider all duly made objections that have not been withdrawn, together with any other representations received during the consultation process, before determining whether the Order should be made, not made or modified.
- 10.7. The Council has also taken into consideration the Government's ongoing programme for the digitisation of traffic regulation information. The proposed map-based approach is consistent with the direction of travel established by the Automated Vehicles Act 2024 for the future provision of traffic regulation data to connect to automated vehicle systems. Whilst the proposed Order will remain the legal instrument, the new map-based format places the Council in a stronger position to maintain accurate digital traffic regulation data and respond more effectively to any future legislative requirements in this area.
- 10.8. The Council has also considered its duties under section 122 of the Road Traffic Regulation Act 1984 and its Network Management Duty under the Traffic Management Act 2004. Although the restrictions proposed to be included within the Order reflect on street restrictions currently in force, the development of the proposed borough-wide map-based Order has provided an opportunity to assess whether they continue to support the matters set out in section 122 of the 1984 Act. In doing so, the Council has had regard to matters including the safe and convenient movement of traffic, the expeditious movement of traffic, access to premises, parking provision, local amenity and the needs of pedestrians, cyclists and public transport users.
- 10.9. The proposed Order should therefore not be viewed as a purely administrative exercise or a simple reproduction of historic provisions. Rather, it provides an opportunity to review the existing traffic regulation framework, address identified anomalies, inconsistencies and ensure that the restrictions proposed to be carried forward continue to support the

Council's traffic management objectives. These duties will continue to be considered throughout the consultation process and before any final decision is taken.

11. Financial Implications

- 11.1. A total capital budget of £469k has been allocated to delivery of the project, of which £142.5k has been used to date. The project remains forecast to be delivered within the approved budget.
- 11.2. There will be an annual software licencing cost which will be funded by additional, annual revenue allocation of £55k from FY2026/27.
- 11.3. The programme is expected to deliver long-term operational efficiencies through improved management of TRO records and processes.

12. Timetable for Implementation

- 12.1. The following timetable is subject to change, due to the variables and interdependencies within the project (referred in Section 3 of this report):

Line	Milestone	When (subject to change)
1	Completion of Phase 1 DTRO data and quality assurance	Late Summer/Early Autumn 2026
2	Statutory consultation (Phase 1 DTRO)	Winter 2026-27
3	Consideration of objections and implementation decision	Winter 2026-27
4	Implementation of Phase 1 DTRO and transition to single digital system	Spring 2027
5	Implementation of Temporary DTROs	Late Spring 2027
6	Delivery of Phases 2 and 3 (moving traffic and speed limits)	By Spring 2028

13. Background Papers

- 13.1. There are none.

Appendices

None.

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Traffic Management Sub-Committee

10 September 2026



Reading
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Title	Amersham Road Estate 20mph – Proposals for Statutory Consultation
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director of Economic Growth and Neighbourhood Services
Report author	Robert Conway – Network Services Technician
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	1. That the Sub-Committee notes the content of this report. 2. That the Director of Legal and Democratic Services be authorised to undertake the statutory consultation and notification processes for the proposed speed calming scheme, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. 3. That the Director of Environment and Commercial Services (or delegated officer), in agreement with the Lead Councillor for Climate Strategy and Transport, and in consultation with Ward Councillors, be authorised to make minor alterations to the proposed scheme. 4. That subject to no objections being received, the scheme be implemented and the Director of Legal and Democratic Services be authorised to seal the resultant Order. 5. That should the scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and a decision regarding scheme implementation. 6. That no public inquiry be held into the proposals.

1. Executive Summary

- 1.1. This report seeks approval to undertake statutory consultation and notice processes necessary to progress a new, traffic-calmed 20mph zone for the Amersham Road estate.
- 1.2. This proposal is being funded by a 15% Local Community Infrastructure (CIL) allocation agreed by Policy Committee (the report is available [here](#)) and the proposal within this report has been developed in consultation with Ward Councillors.
- 1.3. The design proposal is being independently Road Safety Audited, so officers are seeking delegation to make any resulting minor design changes that may be necessary, prior to undertaking the statutory consultation and notification processes.

2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal basis for making Traffic Regulation Orders (TROs), including Speed Limit Orders (SLOs). It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; or
 - (b) preventing damage to the road or to any building on or near the road; or
 - (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians); or
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; or
 - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot; or
 - (f) preserving or improving the amenities of the area through which the road runs; or
 - (g) any of the purposes specified in paragraphs (a) to (c) of section 87(1) of the Environment Act 1995.
- 2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.
- 2.3. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTRA), as both seek to improve public wellbeing and sustainable development.
- 2.4. 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).
- 2.5. 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. An allocation of £40k was agreed for the delivery of a new 20mph zone, covering the Amersham Estate area.
- 3.2. Officers have developed a proposal that would place a new 20mph speed limit, and some additional speed humps to complement the existing features and create this new zone. Appendix 1 provides the drawing for proposed scheme.
- 3.3. The scheme and restrictions will only apply to areas of adopted highway land, and the zone will contain signing to confirm its extent.
- 3.4. The proposals have been developed in consultation with Ward Councillors and are undergoing independent Road Safety Audit. This is a standard procedure and officers are not expecting concerns to be raised, however, there is the potential for minor adjustments to be considered necessary.

- 3.5. The legal processes required for proposing a new speed limit, and those required for proposing new physical traffic calming features are different. The consultations will be separate, but run concurrently.

Decisions Being Sought

- 3.6. The Sub-Committee is asked to agree to the undertaking of the statutory consultation and notifications processes necessary for proposing this new 20mph zone and the additional speed calming features within.
- 3.7. The Sub-Committee is asked to agree to a delegation that enables minor adjustments to be made to the scheme design, ahead of undertaking the consultations. This is being requested only if minor changes are considered necessary, particularly following the receipt of the independent Road Safety Audit Report.

This delegation will enable officers to consult with the Lead Councillor for Climate Strategy and Transport, and Ward Councillors, to agree the changes. It will avoid potential delays to the scheme as a result of requiring further Sub-Committee agreements for this purpose.

- 3.8. The Sub-Committee is also asked to agree that where no objections are received during the consultation period, that the scheme is considered to be agreed for implementation as advertised and the Assistant Director of Legal and Democratic Services be authorised to make the resultant Order.

Should objections be received during the consultation period, officers will provide a further report to the Sub-Committee seeking a decision for the outcome of this scheme.

4. Contribution to Strategic Aims

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

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

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

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

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

- 4.4. Speeding and inappropriate driving, or the perception/risk thereof, can be a barrier to the use of active and sustainable transport choices such as walking and cycling. It can also be impactful on the wellbeing of local communities.

The implementation of appropriate 20mph zones, which include regular speed calming measures throughout, will introduce an environment that is very different for the motorist and encourages different behaviour from them. The scheme would be expected to reduce both the average speed of traffic, but be particularly impactful on peak vehicle speeds in the area.

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 this report, resulting in an expected 'net low-positive impact'.
- 5.3. Any civil engineering scheme will create an element of negative impact through material use and the vehicles necessary for delivery. However, the scheme has been designed with environmental and ongoing maintenance considerations from the outset and will therefore not be using specialised materials/surfacing, high-maintenance items, nor require any new electrical works.

The estate has speed calming in place at present, with the required illuminated advance warning signs. These signs are not required for 20mph streets, so the signs, illumination and electrical connections can be decommissioned.

- 5.4. The initial impacts of the scheme implementation will be one-off for delivery, for a scheme that is expected to be very low maintenance and have significant longevity. Given that the scheme is expected to reduce some barriers to using sustainable/active transport modes, the longer-term benefits and reduced sign illumination and electrical requirements are expected to outweigh the very short-term negative impact.

6. Community Engagement

- 6.1. The proposals have been developed in consultation with Ward Councillors.
- 6.2. Statutory consultation/notification will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in a local printed newspaper and on the Council's website.
- 6.3. Respondents to the statutory consultation will be informed of the outcome of the proposals.
- 6.4. 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. It is not considered that an Equality Impact Assessment is relevant to the recommendations or resultant decisions arising from this report as the proposals are not anticipated to have a differential impact on people with protected characteristics. The statutory consultation process provides an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

8. Health Implications

- 8.1. Health in All Policies (HiAP) ensures council decisions across all services consider their impact on people's health and wellbeing, especially those most exposed to the risks of poor health outcomes. Some people live longer, healthier lives than others, not because of their personal choices alone, but because of the circumstances they are born into, grow up in, live, work and age in. By applying HiAP and the HIA process to council services such as housing, transport, education and economic policy, the Council can help create the conditions that extend healthy lives, reduce avoidable demand on vital public services, and support stronger, more prosperous communities.
- 8.2. A HIA screening has been undertaken and indicated that an assessment will not be necessary for the recommendations of this report.

9. Other Relevant Considerations

- 9.1. There are none.

10. Legal Implications

- 10.1. The draft Speed Limit Order for the 20mph zone will be consulted under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 10.2. Notice will be given for the construction of vertical traffic calming features under Section 90C of the Highways Act 1980.
- 10.3. The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders and Speed Limit Orders (SLOs).
- 10.4. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes to be followed in making TROs and SLOs.
- 10.5. Before making an Order, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any 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 TRO/SLO proposals, the Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the Order as published, modify it, or abandon it. If it is agreed to proceed, the Order is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.

- 10.6. The Highways Act 1980, Section 90C sets out the legal basis for consulting on the proposal to construct a road hump.
- 10.7. Before road humps can be installed, the local authority must publish a statutory notice for the proposals, in consultation with the Chief of Police and other statutory consultees. A notice detailing the proposals (the nature, dimensions and location(s) of the proposed road hump) is published in a local newspaper and displayed on site in the areas where the road hump(s) is proposed to be installed. 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.

The Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the implementation of the speed hump(s) as published, modify it, or abandon it. If it is agreed to proceed, the hump(s) may be implemented, subject to the implementation of necessary signage and road markings and any other necessary Order associated with the compliant delivery of the scheme.

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

Network Management Duty

- 10.9. 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 on the Council to consider overall traffic efficiency and network performance and applies not only to vehicles but also to pedestrians and cyclists.

Section 122 duty

10.10. 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 affected 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.

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

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

10.13. Patricia Tavernier has cleared these Legal Implications.

11. Financial Implications

11.1. Local 15% CIL contributions (capital funding) have been allocated to this scheme, totalling £40k. It is anticipated that this will be spent in full and that the scheme will realise some minor savings, through the removal of existing electrical supplies to some illuminated signing that will not be necessary.

11.2. Subject to the implementation decision, it is possible that the scheme can be delivered in 2026/27, accounting for the majority of spend. Post-implementation elements, including a further independent Road Safety Audit, will likely be undertaken in early 2027/28.

11.3. Officers consider that the recommended scheme will provide the best outcomes based on the funding available and the purpose to which it has been allocated – speed reduction.

The scheme has been investigated and designed by officers of Reading Borough Council and all civil engineering work is expected to be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the

Council's current resources, such as regulatory sign creation and supply. However, these will be appointed through existing contracts and using contractors that conduct these works to a scale that provides value for money through their chargeable rates.

Road Safety Audits have been outsourced to a contractor with these specialisms, but also provide an independent perspective and professional, constructive scrutiny of the scheme designs, which can assist in defending potential challenges.

- 11.4. Ongoing maintenance of the resultant scheme is expected to be minimal and there are no additional electrical (illumination) elements being delivered for the scheme, which removes this element as an ongoing revenue budget pressure
- 11.5. Andy Stockle has cleared these Financial Implications.

12. Timetable for Implementation

- 12.1. Should the recommendations of this report be agreed, it is anticipated that scheme development will proceed as follows:

Milestone	When (subject to change)
Undertake statutory consultation/notification	Late autumn (October/November 2026)
Consider objections and agree outcome of the proposals.	December 2026
Should the scheme be approved for implementation:	February/March 2027
Commence implementation	
Undertake post-implementation processes (e.g. Road Safety Audit)	May 2027

13. Background Papers

- 13.1. There are none.

Appendices

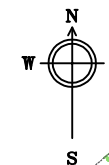
1. Drawing of the proposed scheme.

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KEY

The red line represents the boundary of the proposed 20mph zone

 = Private non-adopted land



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Reading
RG1 2LU

Project	Amersham Road estate 20mph zone CIL project		N.T.S	Drawn	RC
			Date	Checked	JP
			AUG 26	Approved	JP
Drawing	Amersham Road estate 20pmh zone		Drawing No. Speed Limit Order area Amersham Road estate		



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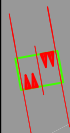
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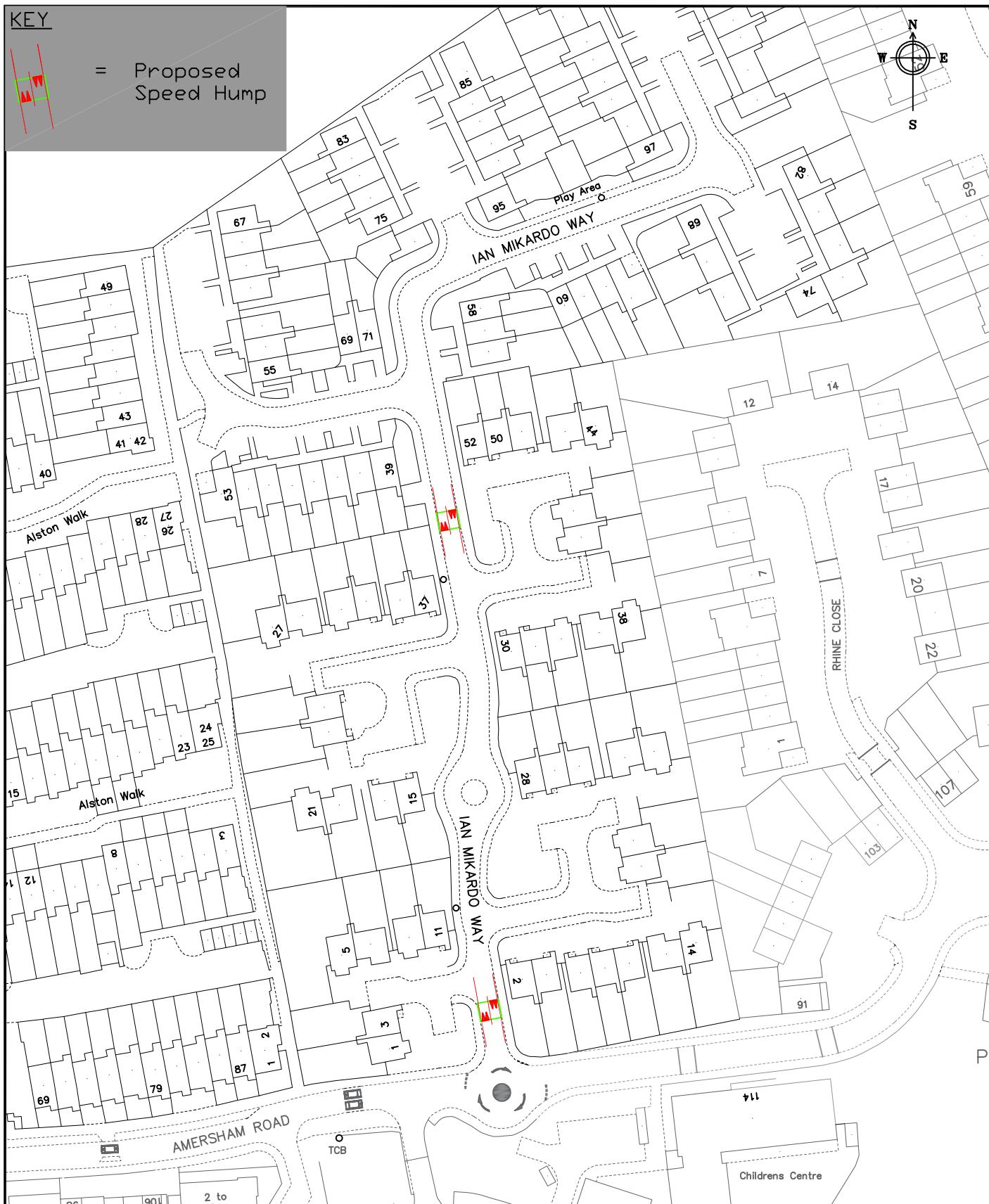
CAD DRAWING LOCATION:

project Amersham Road estate 20mph zone CIL project			
drawing Charles Evans Way proposed speed humps			
drawn RC	checked JC	approved JP	date AUG 26
scale N.T.S		drawing no. CIL Amersham Rd Charles Evans Way	

KEY



= Proposed Speed Hump



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Reading
RG1 2LU

CAD DRAWING LOCATION:

project

Amersham Road estate 20mph zone CIL project

drawing

Ian Mikardo Way proposed speed humps

drawn

RC

checked

JC

approved

JP

date

AUG 26

scale

N.T.S

drawing no.

CIL Amersham Rd Ian Mikardo Way

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Traffic Management Sub-Committee

10 September 2026



Reading
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Title	Portman Road Parallel Crossing – Proposals for Statutory Consultation
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director of Economic Growth and Neighbourhood Services
Report author	James Penman – Network Services Manager
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	1. That the Sub-Committee notes the content of this report. 2. That the Director of Legal and Democratic Services be authorised to undertake the statutory notification and consultation process for the proposed parallel crossing, in compliance with Section 23 of the Road Traffic Regulation Act 1984. 3. That the Director of Environment and Commercial Services (or delegated officer), in agreement with the Lead Councillor for Climate Strategy and Transport, and in consultation with Ward Councillors, be authorised to make minor alterations to the proposed scheme. 4. That subject to no objections being received, the scheme be implemented as advertised. 5. That should the scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and a decision regarding scheme implementation. 6. That no public inquiry be held into the proposals.

1. Executive Summary

- 1.1. This report seeks approval to undertake statutory notification and consultation processes necessary to progress a new, controlled crossing on Portman Road, near to the roundabout with Cow Lane.
- 1.2. The proposed design is a parallel crossing, which is a variation of a zebra crossing that provides parallel routes for pedestrians and cyclists. The scheme also seeks to implement some footway enhancements on the southern side of the road to better support shared use by pedestrians and cyclists, linking with existing facilities.
- 1.3. This proposal is being funded by a 15% Local Community Infrastructure (CIL) allocation agreed by Policy Committee (the report is available [here](#)) and the proposal within this report has been developed in consultation with Ward Councillors.

- 1.4. The design proposal is being independently Road Safety Audited, so officers are seeking delegation to make any resulting minor design changes that may be necessary, prior to undertaking the statutory consultation and notification processes.

2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTA) sets out the legal basis for making Traffic Regulation Orders (TROs), including Speed Limit Orders (SLOs). It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; or
 - (b) preventing damage to the road or to any building on or near the road; or
 - (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians); or
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; or
 - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot; or
 - (f) preserving or improving the amenities of the area through which the road runs; or
 - (g) any of the purposes specified in paragraphs (a) to (c) of section 87(1) of the Environment Act 1995.
- 2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.
- 2.3. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTA), as both seek to improve public wellbeing and sustainable development.
- 2.4. 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).
- 2.5. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTA), as both seek to improve public wellbeing and sustainable development.

3. The Proposal

- 3.1. An allocation of £85k was agreed for the delivery of a new zebra crossing on Portman Road, opposite Milk & More (near to the roundabout with Cow Lane).
- 3.2. Officers have developed a proposal that varies the zebra crossing to a parallel crossing, providing a parallel route for cyclists to cross within the same facility. The proposal will include some footway widening on the southern side, although this element will be subject to remaining funds, and/or identifying additional funding, once the crossing is installed.

The overall scheme seeks to provide a link from the existing shared-use footway/cycleway on the north side of the road, across to the south side of the road and

to a new shared-use footway cycleway on the southern side, delivered with Section 106 developer funds.

Appendix 1 provides the drawing for proposed scheme.

- 3.3. The proposals have been developed in consultation with Ward Councillors and are undergoing independent Road Safety Audit. This is a standard procedure and officers are not expecting concerns to be raised, however, there is the potential for minor adjustments to be considered necessary.

Decisions Being Sought

- 3.4. The Sub-Committee is asked to agree to the undertaking of the statutory notification and consultation processes necessary for proposing this new parallel crossing.
- 3.5. The Sub-Committee is asked to agree to a delegation that enables minor adjustments to be made to the scheme design, ahead of undertaking the consultation process. This is being requested only if minor changes are considered necessary, particularly following the receipt of the independent Road Safety Audit Report.

This delegation will enable officers to consult with the Lead Councillor for Climate Strategy and Transport, and Ward Councillors, to agree the changes. It will avoid potential delays to the scheme as a result of requiring further Sub-Committee agreements for this purpose.

- 3.6. The Sub-Committee is also asked to agree that where no objections are received during the consultation period, that the scheme is considered to be agreed for implementation as advertised.

Should objections be received during the consultation period, officers will provide a further report to the Sub-Committee seeking a decision for the outcome of this scheme.

4. Contribution to Strategic Aims

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

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

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

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

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

- 4.4. The proposal seeks to create an improvement in the linking of routes used for active and sustainable transport modes, namely walking and cycling. It supports the expeditious movement of walkers and cyclists, by providing a controlled crossing, and reduces the risks associated with crossing a busy carriageway.

- 4.5. While the proposal itself may not substantially influence an increase in uptake of healthy active travel options, it strengthens the network for existing users, and may remove some of the barriers that others may have in taking up these transport options.

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 this report, resulting in an expected 'net low-positive impact'.
- 5.3. Any civil engineering scheme will create an element of negative impact through material use and the vehicles necessary for delivery. However, the scheme has been designed with environmental and ongoing maintenance considerations from the outset and will therefore not be using specialised materials/surfacing nor high-maintenance items, although it is acknowledged that the scheme will introduce new electrical requirements, though the implementation of flashing beacons and lighting required for regulatory compliance.
- 5.4. The initial impacts of the scheme implementation will be one-off for delivery, with very low ongoing impact from electrical requirements, mitigated through the use of very low energy LED lighting. However, it is a scheme that is expected to be very low maintenance and have significant longevity. Given that the scheme is expected to reduce some barriers to using sustainable/active transport modes, the longer-term benefits are expected to outweigh these negative impacts.

6. Community Engagement

- 6.1. The proposals have been developed in consultation with Ward Councillors.
- 6.2. Statutory notification will be carried out in accordance with Section 23 of the Road Traffic Regulation Act 1984, advertised on street, in a local printed newspaper and on the Council's website.
- 6.3. Respondents to the notification will be informed of the outcome of the proposals.
- 6.4. 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. It is not considered that an Equality Impact Assessment is relevant to the recommendations or resultant decisions arising from this report as the proposals are not anticipated to have a differential impact on people with protected characteristics. The statutory notification process provides an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

8. Health Implications

- 8.1. Health in All Policies (HiAP) ensures council decisions across all services consider their impact on people's health and wellbeing, especially those most exposed to the risks of poor health outcomes. Some people live longer, healthier lives than others, not because of their personal choices alone, but because of the circumstances they are born into, grow up in, live, work and age in. By applying HiAP and the HIA process to council services such as housing, transport, education and economic policy, the Council can help create the conditions that extend healthy lives, reduce avoidable demand on vital public services, and support stronger, more prosperous communities.
- 8.2. A HIA screening has been undertaken and indicated that an assessment will not be necessary for the recommendations of this report.

9. Other Relevant Considerations

- 9.1. There are none.

10. Legal Implications

- 10.1. The Road Traffic Regulation Act 1984, Section 23, sets out the legal basis for consulting on the proposal to install a new controlled road crossing.
- 10.2. Before the crossing can be installed, the local authority must publish a statutory notice for the proposals, in consultation with the Chief of Police and other statutory consultees. A notice detailing the proposals is published in a local newspaper and displayed on site in the area where the crossing is proposed to be installed. 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.

The Council may decide whether to proceed with the implementation of the crossing as published, modify it, or decide not to make the Order. If it is agreed to proceed, the crossing may be implemented, subject to the implementation of necessary signage and road markings and any other necessary Order associated with the compliant delivery of the scheme.

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

Network Management Duty

- 10.4. 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 on the Council to consider overall traffic efficiency and network performance and applies not only to vehicles but also to pedestrians and cyclists.

Section 122 duty

- 10.5. 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 affected 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.

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

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

10.8. Patricia Tavernier has cleared these Legal Implications.

11. Financial Implications

11.1. Local 15% CIL contributions (capital funding) have been allocated to this scheme, totalling £85k. It is anticipated that this will be spent in full.

11.2. Subject to the implementation decision, it is possible that the scheme can be delivered in 2026/27, accounting for the majority of spend. Post-implementation elements, including a further independent Road Safety Audit, will likely be undertaken in early 2027/28.

11.3. Officers consider that the recommended scheme will provide the best outcomes based on the funding available and the purpose to which it has been allocated.

The scheme has been investigated and designed by officers of Reading Borough Council and all civil engineering work is expected to be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the Council's current resources, such as regulatory sign creation and supply. However, these will be appointed through existing contracts and using contractors that conduct these works to a scale that provides value for money through their chargeable rates.

Road Safety Audits have been outsourced to a contractor with these specialisms, but also provide an independent perspective and professional, constructive scrutiny of the scheme designs, which can assist in defending potential challenges.

11.4. Ongoing maintenance of the resultant scheme is expected to be minimal but the scheme does introduce new electrical elements, as the beacons and specific lighting for the crossing will be new. These will, however, be of a low energy LED type to mitigate this additional revenue burden.

11.5. Andy Stockle has cleared these Financial Implications.

12. Timetable for Implementation

12.1. Should the recommendations of this report be agreed, it is anticipated that scheme development will proceed as follows:

Milestone	When (subject to change)
Undertake statutory notification	Late autumn (October/November 2026)
Consider objections and agree outcome of the proposals.	December 2026
Should the scheme be approved for implementation:	February/March 2027
Commence implementation	
Undertake post-implementation processes (e.g. Road Safety Audit)	May 2027

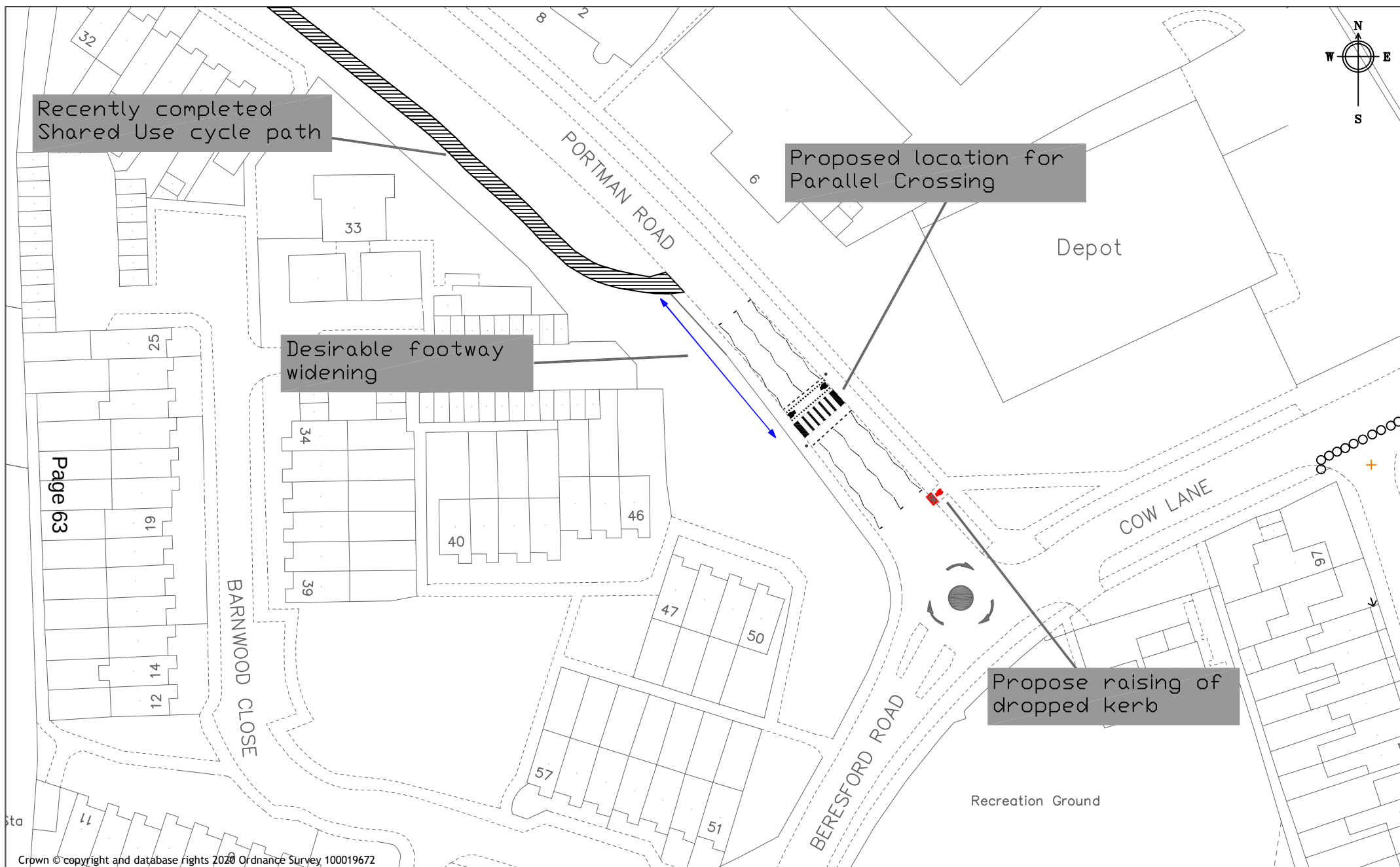
13. Background Papers

13.1. There are none.

Appendices

1. Drawing of the proposed scheme.

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Project Portman Road Parallel Crossing CIL Project	N.T.S	Drawn RC
	Date MAY 26	Checked JC Approved JP
Drawing Proposed crossing location	Drawing No. DRAFT1_Portman Road	

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Traffic Management Sub-Committee

10 September 2026



Reading
Borough Council
Working better with you

Title	'20 is Plenty' Oxford Road area 20mph zones – Proposals for Statutory Consultation
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director of Economic Growth and Neighbourhood Services
Report author	James Penman – Network Services Manager
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	1. That the Sub-Committee notes the content of this report. 2. That the Director of Legal and Democratic Services be authorised to undertake the statutory consultation and notification processes for the proposed speed calming scheme, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. 3. That the Director of Environment and Commercial Services (or delegated officer), in agreement with the Lead Councillor for Climate Strategy and Transport, and in consultation with Ward Councillors, be authorised to make minor alterations to the proposed scheme. 4. That subject to no objections being received, the scheme be implemented and the Director of Legal and Democratic Services be authorised to seal the resultant Order. 5. That should the scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and a decision regarding scheme implementation. 6. That no public inquiry be held into the proposals.

1. Executive Summary

- 1.1. This report seeks approval to undertake statutory consultation and notice processes necessary to progress new, traffic-calmed 20mph zones for areas of residential streets on either side of Oxford Road.
- 1.2. This proposal is being funded by a 15% Local Community Infrastructure (CIL) allocation agreed by Policy Committee (the report is available [here](#)) and followed a petition for the change that was responded by officers in 2021 (the report is available [here](#)). The proposals within this report has been developed in consultation with Ward Councillors.
- 1.3. The design proposal is being independently Road Safety Audited, so officers are seeking delegation to make any resulting minor design changes that may be necessary, prior to undertaking the statutory consultation and notification processes.

- 1.4. An element of the scheme, namely proposed alterations to the double roundabouts on Grovelands Road, is more complex and is subject to more advance investigation and design works that are underway. This element does not require statutory consultation, but should the proposal not be feasible, a further report may be submitted to the Sub-Committee if alternative treatments require further agreements for development.

2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTA) sets out the legal basis for making Traffic Regulation Orders (TROs), including Speed Limit Orders (SLOs). It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
 - (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; or
 - (b) preventing damage to the road or to any building on or near the road; or
 - (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians); or
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; or
 - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot; or
 - (f) preserving or improving the amenities of the area through which the road runs; or
 - (g) any of the purposes specified in paragraphs (a) to (c) of section 87(1) of the Environment Act 1995.
- 2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.
- 2.3. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTA), as both seek to improve public wellbeing and sustainable development.
- 2.4. 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).
- 2.5. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which align closely with the provisions of the Road Traffic Regulation Act 1984 (RTA), as both seek to improve public wellbeing and sustainable development.

3. The Proposal

- 3.1. An allocation of £200k was agreed for the delivery the new 20mph zones in the area requested by petition in 2021 (the petition response report is available [here](#)). A further £175k allocation has also been agreed, using appropriate Section 106 developer contributions from the Battle Hospital development.
- 3.2. Officers have developed a proposal that would place a new 20mph speed limit, and additional speed humps to complement the existing features and create these new 20mph zones. Appendix 1 provides the drawings for proposed scheme.

- 3.3. The scheme and restrictions will only apply to areas of adopted highway land, and the zone will contain signing to confirm its extent. It will not apply to Oxford Road.
- 3.4. The speed calming features have been designed to be effective, but considerate of cycling and roads that have scheduled bus routes and higher volumes of HGV traffic. New speed humps will be of a sinusoidal style, which are more graduated/less initially 'impactive'. Speed cushions have been proposed on roads with bus routes and heavier HGV traffic, as these will also act as more regular routes for emergency service vehicles. Cushions will enable these types of vehicles to largely straddle the cushions.
- 3.5. A proposed conversion of the double mini roundabouts on Grovelands Road, to a single off-set roundabout is intended to act as an alternative speed reduction option, that is also intended to improve compliance of vehicles properly navigating around the roundabouts and giving way.

This element will not require specific statutory consultation and requires further investigation work associated with its feasibility and likely cost. Depending on the outcome of these investigations, this element is subject to change and where alternative options may require statutory consultation, or other agreements/decisions, officers will bring a further report to this Sub-Committee.

- 3.6. The proposals have been developed in consultation with Ward Councillors and are undergoing independent Road Safety Audit. This is a standard procedure and officers are not expecting concerns to be raised, however, there is the potential for minor adjustments to be considered necessary.
- 3.7. The legal processes required for proposing a new speed limit, and those required for proposing new physical traffic calming features are different. The consultations will be separate, but run concurrently.

Decisions Being Sought

- 3.8. The Sub-Committee is asked to agree to the undertaking of the statutory consultation and notifications processes necessary for proposing these new 20mph zones and the additional speed calming features within.
- 3.9. The Sub-Committee is asked to agree to a delegation that enables minor adjustments to be made to the scheme design, ahead of undertaking the consultations. This is being requested only if minor changes are considered necessary against elements requiring consultation/notification, particularly following the receipt of the independent Road Safety Audit Report.

This delegation will enable officers to consult with the Lead Councillor for Climate Strategy and Transport, and Ward Councillors, to agree the changes. It will avoid potential delays to the scheme as a result of requiring further Sub-Committee agreements for this purpose.

- 3.10. The Sub-Committee is also asked to agree that where no objections are received during the consultation period, that the scheme is considered to be agreed for implementation as advertised and the Assistant Director of Legal and Democratic Services be authorised to make the resultant Order.

Should objections be received during the consultation period, officers will provide a further report to the Sub-Committee seeking a decision for the outcome of this scheme.

4. Contribution to Strategic Aims

- 4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:
- Promote more equal communities in Reading
 - Secure Reading's economic and cultural success
 - Deliver a sustainable and healthy environment and reduce our carbon footprint
 - Safeguard and support the health and wellbeing of Reading's adults and children

- Ensure Reading Borough Council is fit for the future
- 4.2. In delivering these priorities, we will be guided by the following set of principles:
- Putting residents first
 - Building on strong foundations
 - Recognising, respecting, and nurturing all our diverse communities
 - Involving, collaborating, and empowering residents
 - Being proudly ambitious for Reading
- 4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical
- 4.4. Speeding and inappropriate driving, or the perception/risk thereof, can be a barrier to the use of active and sustainable transport choices such as walking and cycling. It can also be impactful on the wellbeing of local communities.

The implementation of appropriate 20mph zones, which include regular speed calming measures throughout, will introduce an environment that is very different for the motorist and encourages different behaviour from them. The scheme would be expected to reduce both the average speed of traffic, but be particularly impactful on peak vehicle speeds in the area.

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 this report, resulting in an expected 'net low-positive impact'.
- 5.3. Any civil engineering scheme will create an element of negative impact through material use and the vehicles necessary for delivery. However, the scheme has been designed with environmental and ongoing maintenance considerations from the outset and will therefore not be using specialised materials/surfacing, high-maintenance items, nor require any new electrical works.

The area has some speed calming in place at present, with the required illuminated advance warning signs. These signs are not required for 20mph streets, so the signs, illumination and electrical connections can be decommissioned.

- 5.4. The initial impacts of the scheme implementation will be one-off for delivery, for a scheme that is expected to be very low maintenance and have significant longevity. Given that the scheme is expected to reduce some barriers to using sustainable/active transport modes, and potentially reduce some rat-running through residential streets, the longer-term benefits and reduced sign illumination and electrical requirements are expected to outweigh the very short-term negative impact.

6. Community Engagement

- 6.1. The proposals have been developed in consultation with Ward Councillors.
- 6.2. Statutory consultation/notification will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in a local printed newspaper and on the Council's website.
- 6.3. Respondents to the statutory consultation will be informed of the outcome of the proposals.
- 6.4. 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. It is not considered that an Equality Impact Assessment is relevant to the recommendations or resultant decisions arising from this report as the proposals are not anticipated to have a differential impact on people with protected characteristics. The statutory consultation process provides an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

8. Health Implications

- 8.1. Health in All Policies (HiAP) ensures council decisions across all services consider their impact on people's health and wellbeing, especially those most exposed to the risks of poor health outcomes. Some people live longer, healthier lives than others, not because of their personal choices alone, but because of the circumstances they are born into, grow up in, live, work and age in. By applying HiAP and the HIA process to council services such as housing, transport, education and economic policy, the Council can help create the conditions that extend healthy lives, reduce avoidable demand on vital public services, and support stronger, more prosperous communities.
- 8.2. A HIA screening has been undertaken and indicated that an assessment will not be necessary for the recommendations of this report.

9. Other Relevant Considerations

- 9.1. There are none.

10. Legal Implications

- 10.1. The draft Speed Limit Order for the 20mph zone will be consulted under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 10.2. Notice will be given for the construction of vertical traffic calming features under Section 90C of the Highways Act 1980.
- 10.3. The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders and Speed Limit Orders (SLOs).
- 10.4. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes to be followed in making TROs and SLOs.
- 10.5. Before making an Order, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any 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 TRO/SLO proposals, the Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the Order as published, modify it, or abandon it. If it is agreed to proceed, the Order is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.

- 10.6. The Highways Act 1980, Section 90C sets out the legal basis for consulting on the proposal to construct a road hump.
- 10.7. Before road humps can be installed, the local authority must publish a statutory notice for the proposals, in consultation with the Chief of Police and other statutory consultees. A notice detailing the proposals (the nature, dimensions and location(s) of the proposed

road hump) is published in a local newspaper and displayed on site in the areas where the road hump(s) is proposed to be installed. 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.

The Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) may decide whether to proceed with the implementation of the speed hump(s) as published, modify it, or abandon it. If it is agreed to proceed, the hump(s) may be implemented, subject to the implementation of necessary signage and road markings and any other necessary Order associated with the compliant delivery of the scheme.

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

Network Management Duty

- 10.9. 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 on the Council to consider overall traffic efficiency and network performance and applies not only to vehicles but also to pedestrians and cyclists.

Section 122 duty

- 10.10. 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 affected 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.

- 10.11. This duty focuses on the making of individual traffic regulation decisions.
- 10.12. Each of these duties has been considered in detail in relation to the scheme identified in this report.
- 10.13. Patricia Tavernier has cleared these Legal Implications.

11. Financial Implications

- 11.1. Local 15% CIL contributions (capital funding) have been allocated to this scheme, totalling £200k. Section 106 contributions from the Battle Hospital site development (also capital funding) have also been allocated to this scheme, totalling £175k. It is anticipated that this will be spent in full and that the scheme will realise some minor savings, through the removal of existing electrical supplies to some illuminated signing that will not be necessary.
- 11.2. Subject to the implementation decision, it is possible that the scheme delivery could commence in 2026/27, but the majority of delivery and spend is expected in 2027/28. The further independent Road Safety Audit and speed surveys will be undertaken following full completion of the scheme.
- 11.3. Officers consider that the recommended scheme will provide the best outcomes based on the funding available and the purpose to which it has been allocated – implementing 20mph zone across the area.

The scheme has been investigated and designed by officers of Reading Borough Council and all civil engineering work is expected to be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the Council's current resources, such as regulatory sign creation and supply, and some additional investigation work for the Grovelands Road roundabout proposal. However, these will be appointed through existing contracts and using contractors that conduct these works to a scale that provides value for money through their chargeable rates.

Road Safety Audits have been outsourced to a contractor with these specialisms, but also provide an independent perspective and professional, constructive scrutiny of the scheme designs, which can assist in defending potential challenges.

- 11.4. Ongoing maintenance of the resultant scheme is expected to be minimal and there are no additional electrical (illumination) elements anticipated for this scheme, which removes this element as an ongoing revenue budget pressure
- 11.5. Andy Stockle has cleared these Financial Implications.

12. Timetable for Implementation

- 12.1. Should the recommendations of this report be agreed, it is anticipated that scheme development will proceed as follows:

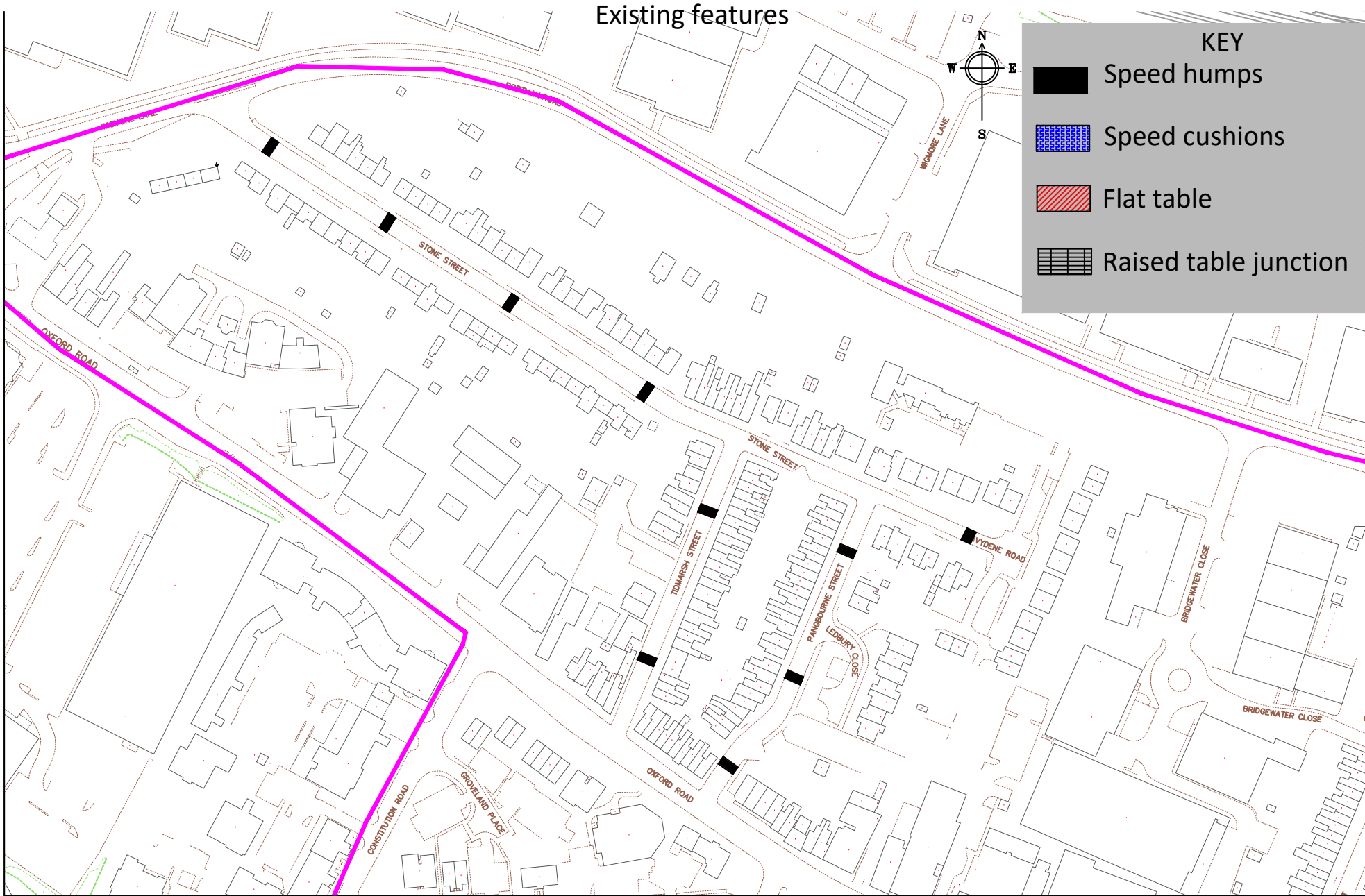
Milestone	When (subject to change)
Undertake statutory consultation/notification.	Late autumn (October/November 2026)
Consider objections and agree outcome of the proposals.	December 2026
Completion of Grovelands Road roundabout investigation.	December 2026
Should the scheme be approved for implementation:	March 2027
Commence implementation.	
Undertake post-implementation processes (e.g. Road Safety Audit)	Summer 2027

13. Background Papers

13.1. There are none.

Appendices

1. Drawings of the proposed scheme.



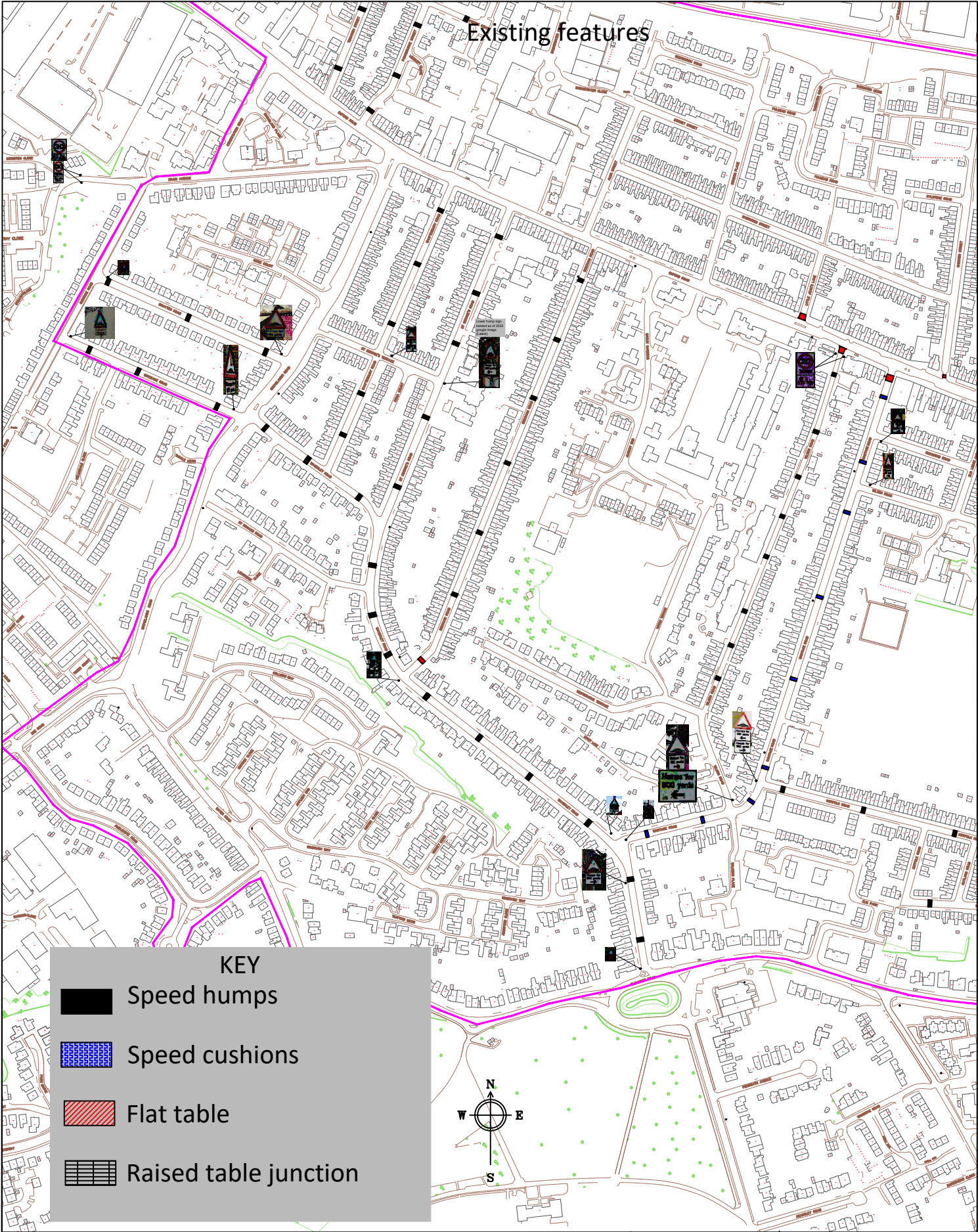
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Project
CIL_20MPH battle area

Drawing
CIL_20MPH Battle area

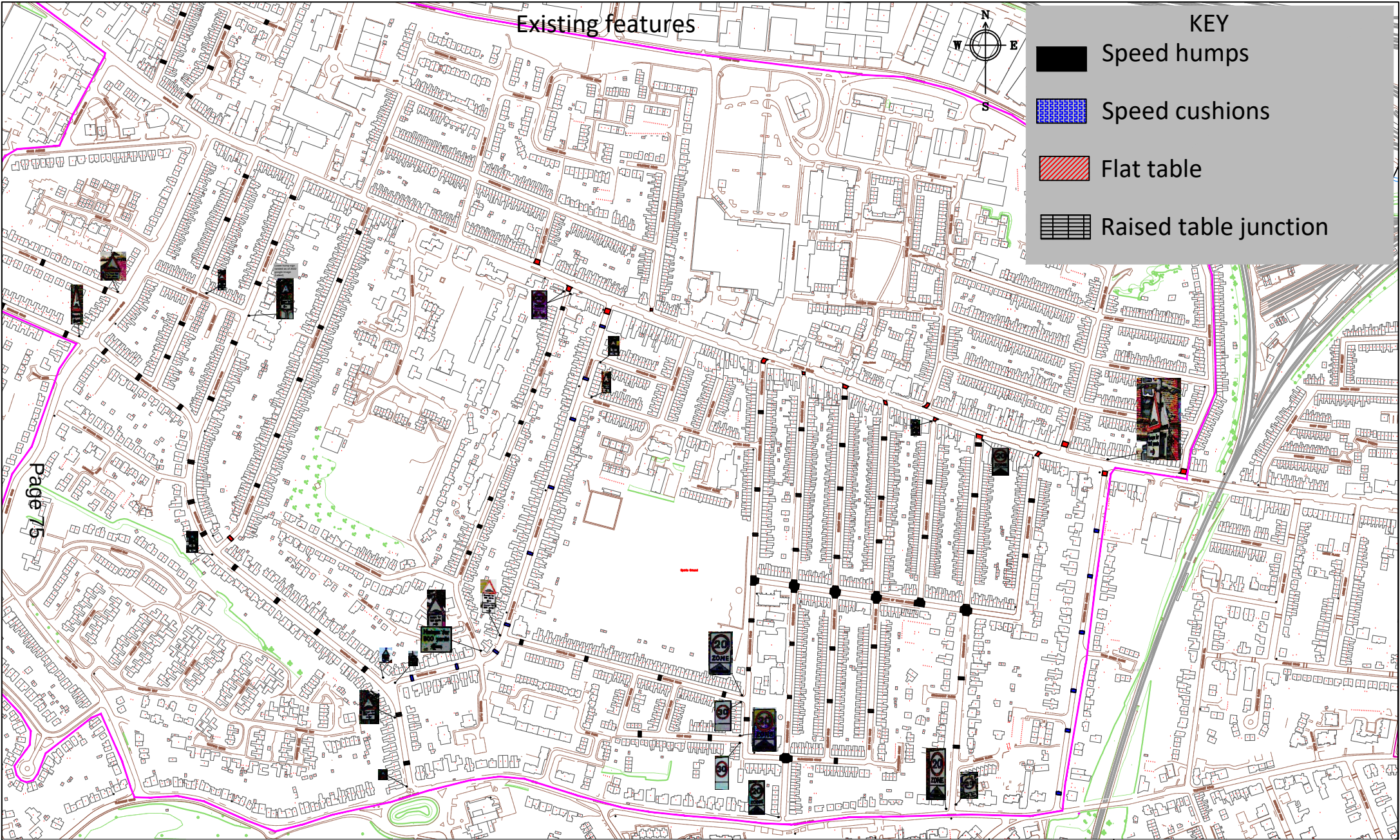
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Page 74

Project CIL_20MPH Battle area	Scale N.T.S	Drawn JB
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Drawing No. CIL_20MPH Battle area 2 of 3		



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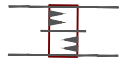
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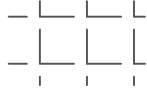
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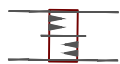


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Project CIL_Oxford Road area	Scale NTS	Drawn LM
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Drawing Proposed speed calming	Approved TBC	
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CURZON STREET

Rising Bollard

AUDLEY STREET

CURZON STREET

CATHERINE STREET

Rising Bollard

Page 77

D ROAD

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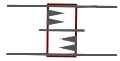


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Page 78

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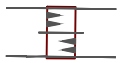


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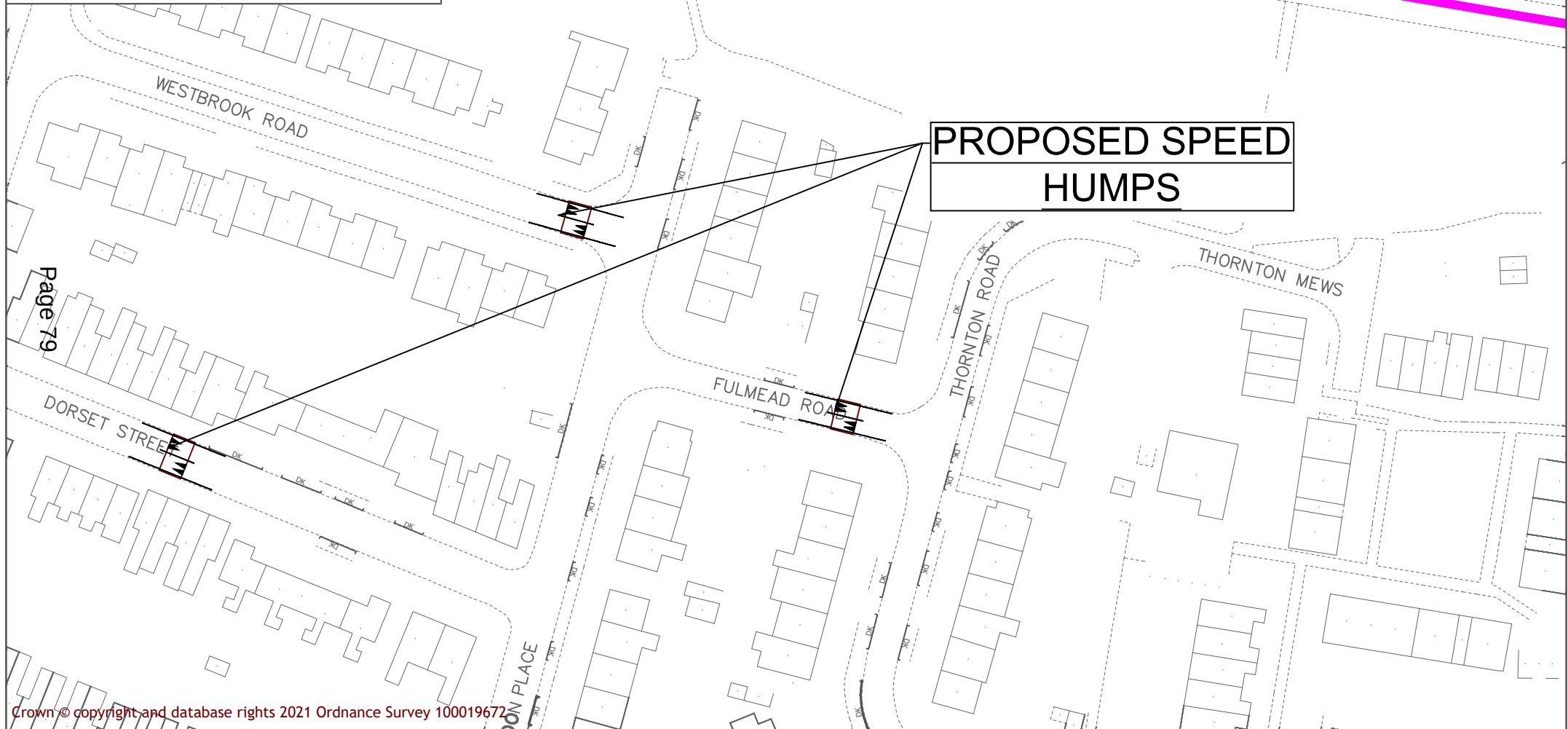
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Page 80

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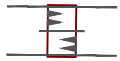
Drawing

Proposed speed calming

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Page 81



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Page 82

CONSTITUTION ROAD

GROVELAND PLACE

Ox

ROAD

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Drawing Proposed speed calming	Approved TBC	
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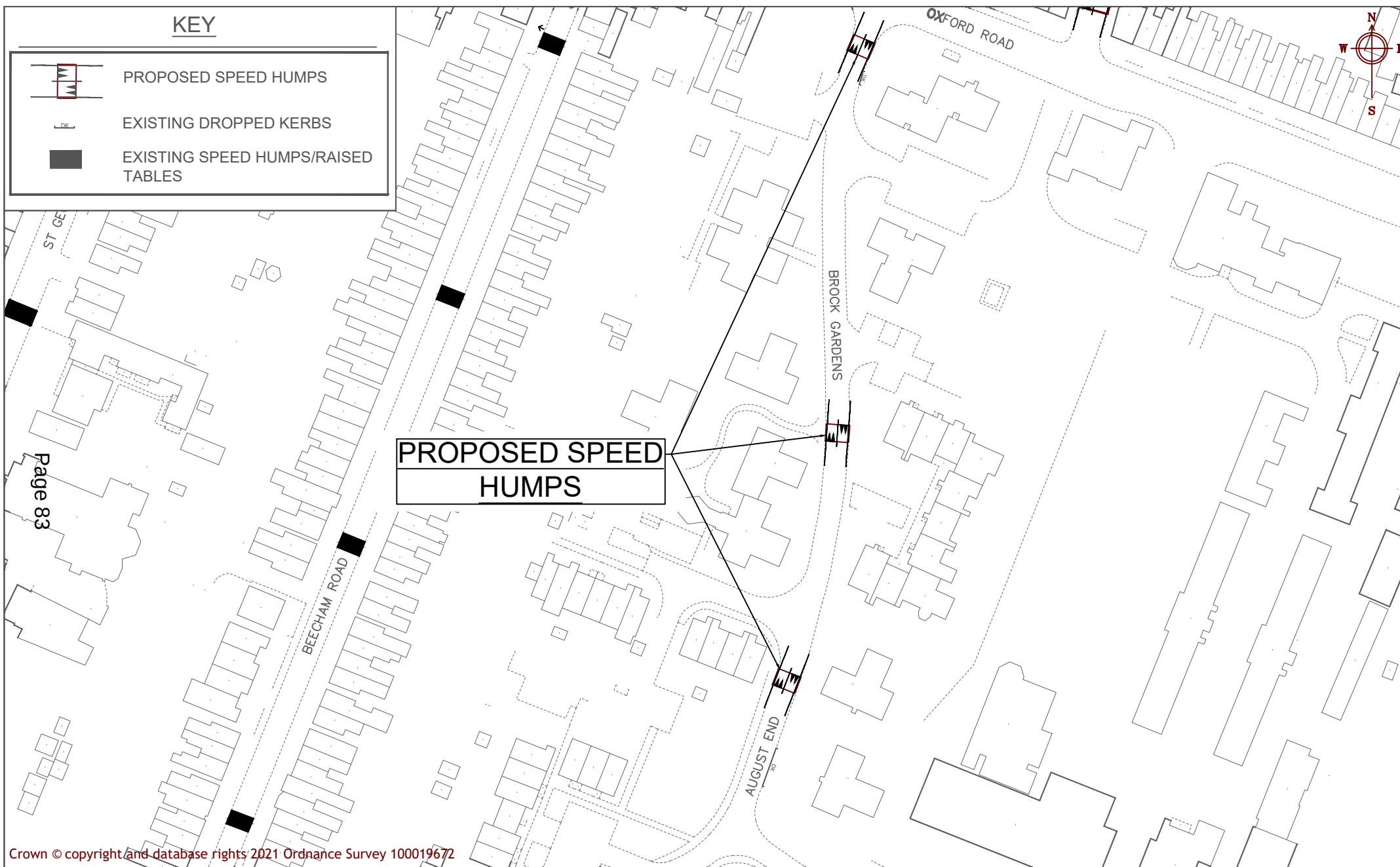
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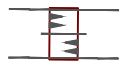


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Drawing Proposed speed calming		Drawing No. 008

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STRATHY CLOSE

Page 84

STRATHY CLOSE

OSBORNE ROAD

CRAIG AVENUE

PROPOSED SPEED HUMPS

WINE COURT

PROPOSED SPEED HUMPS

DRAYTON RD

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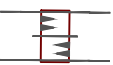
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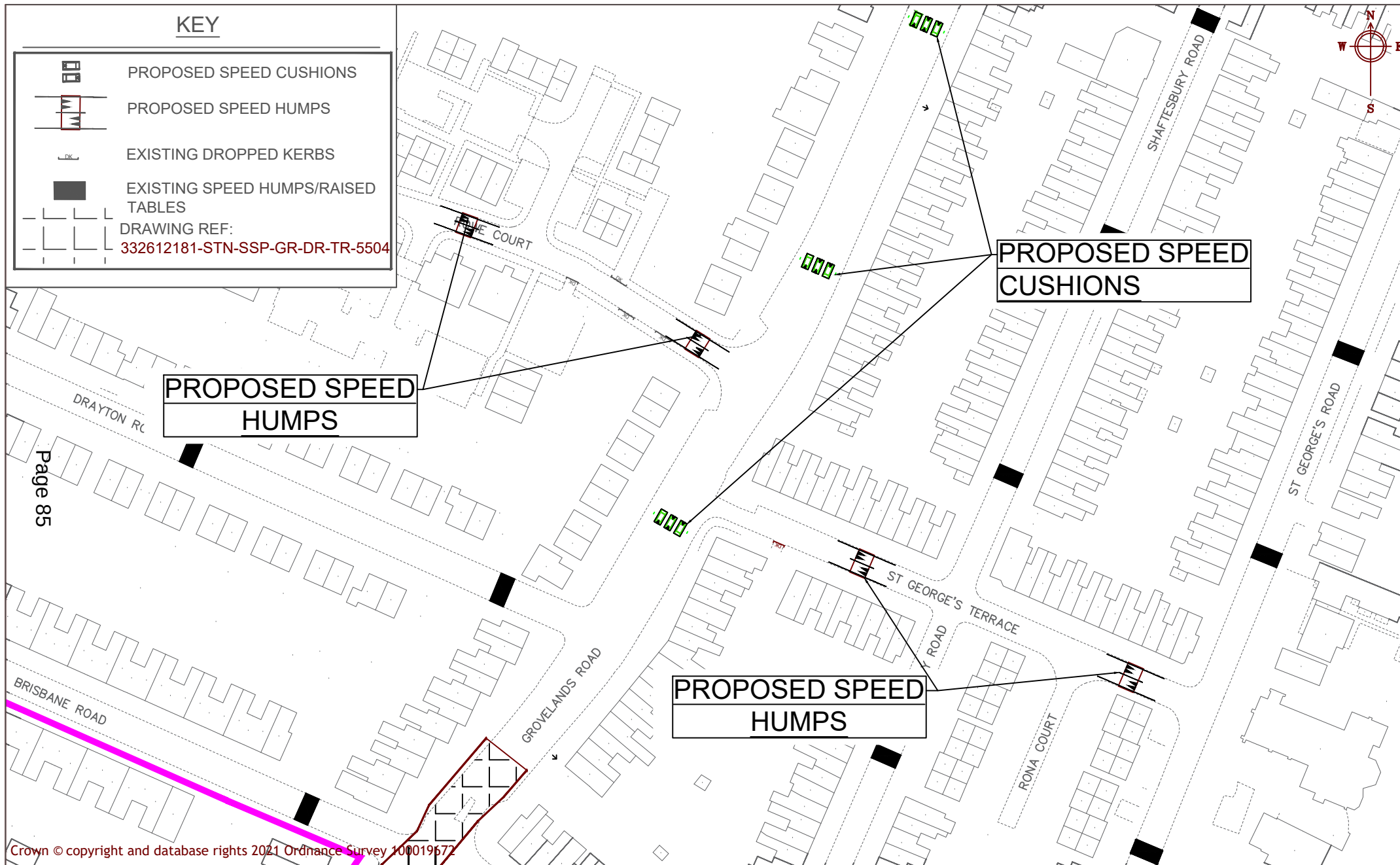
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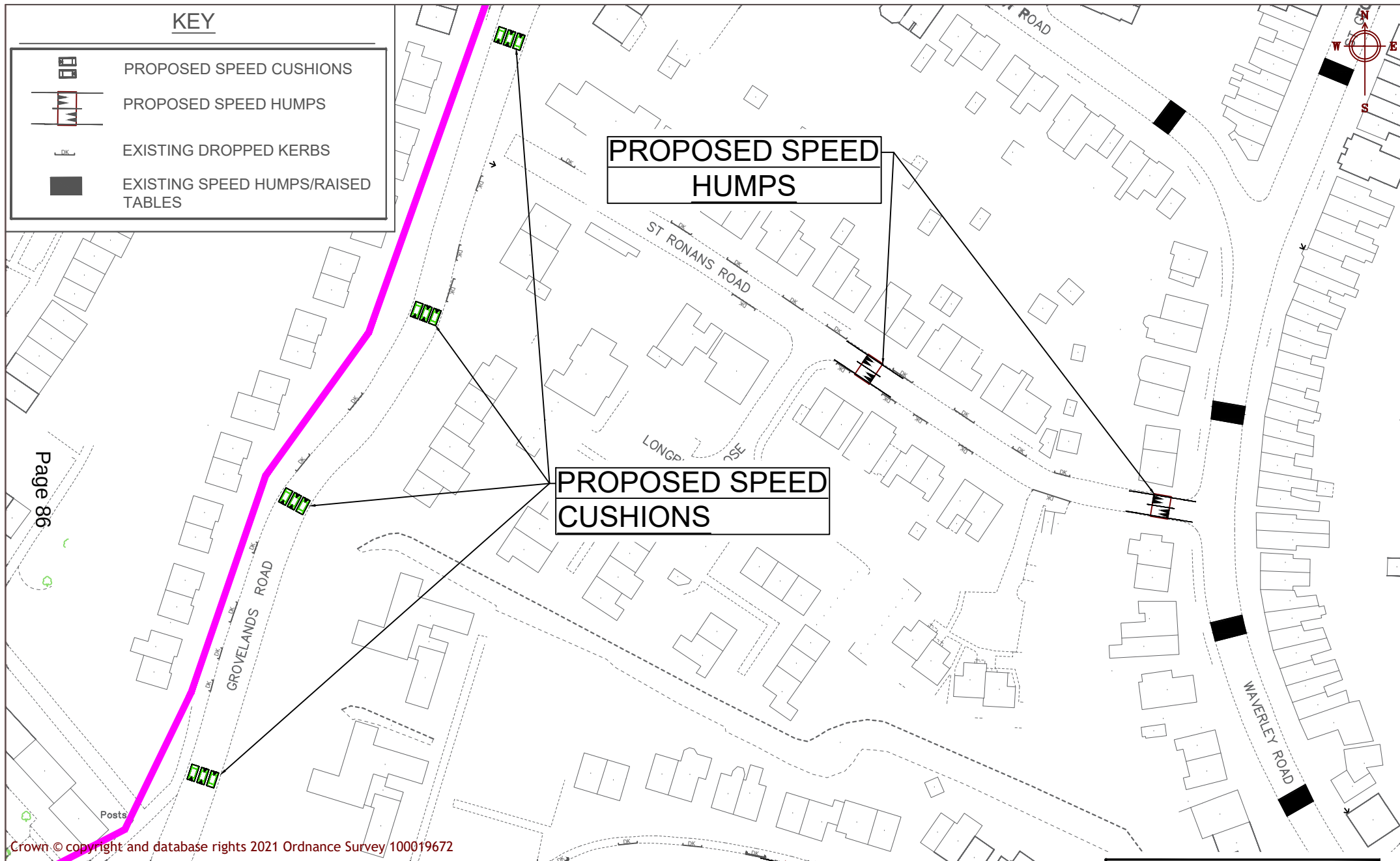
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	Date April 2026	Checked TBC
Drawing Proposed speed calming	Approved TBC	
	Drawing No. 010	

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PROPOSED SPEED CUSHIONS

Page 86

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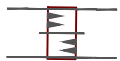


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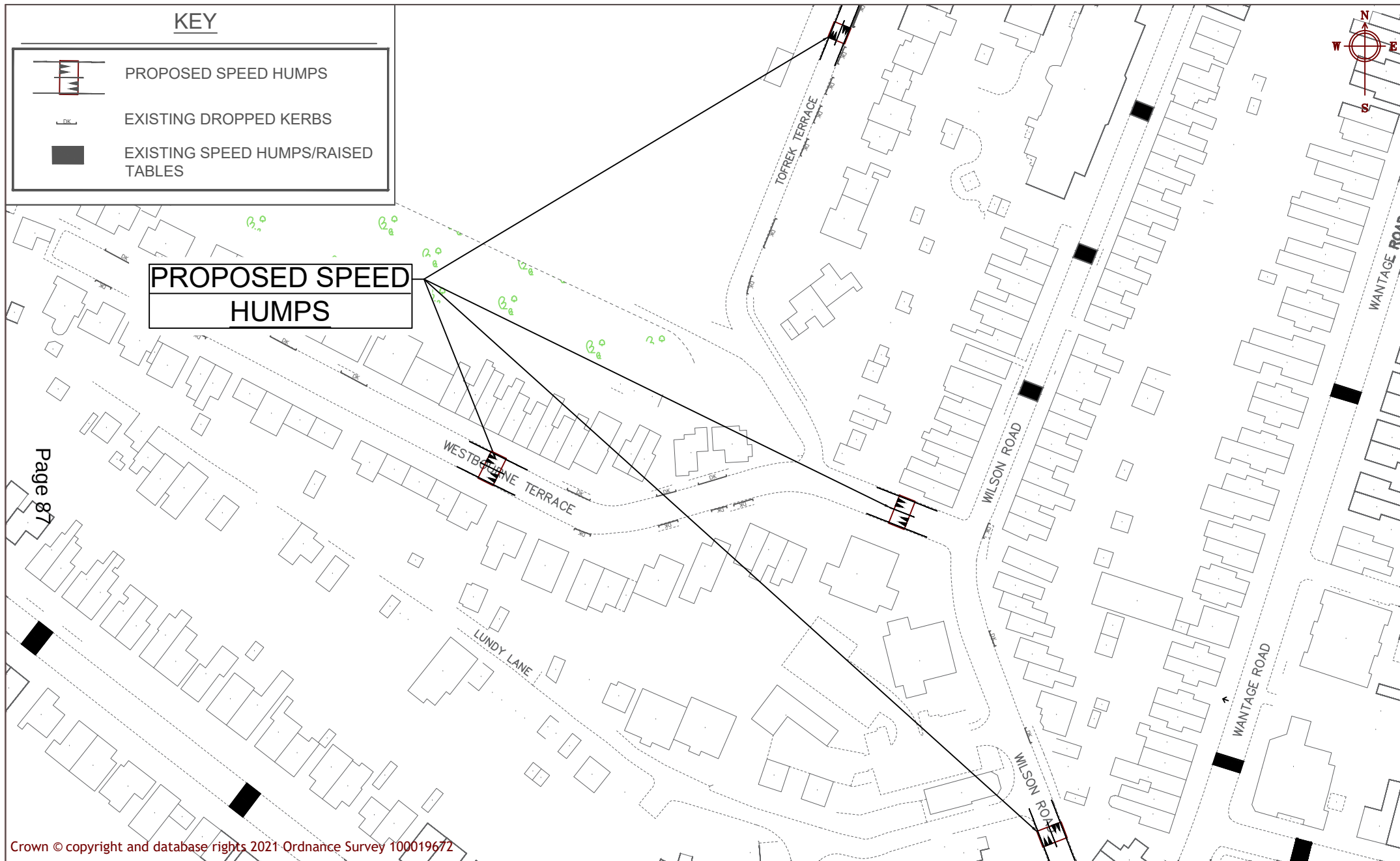


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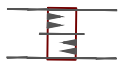


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Page 88

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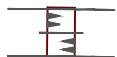


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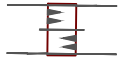


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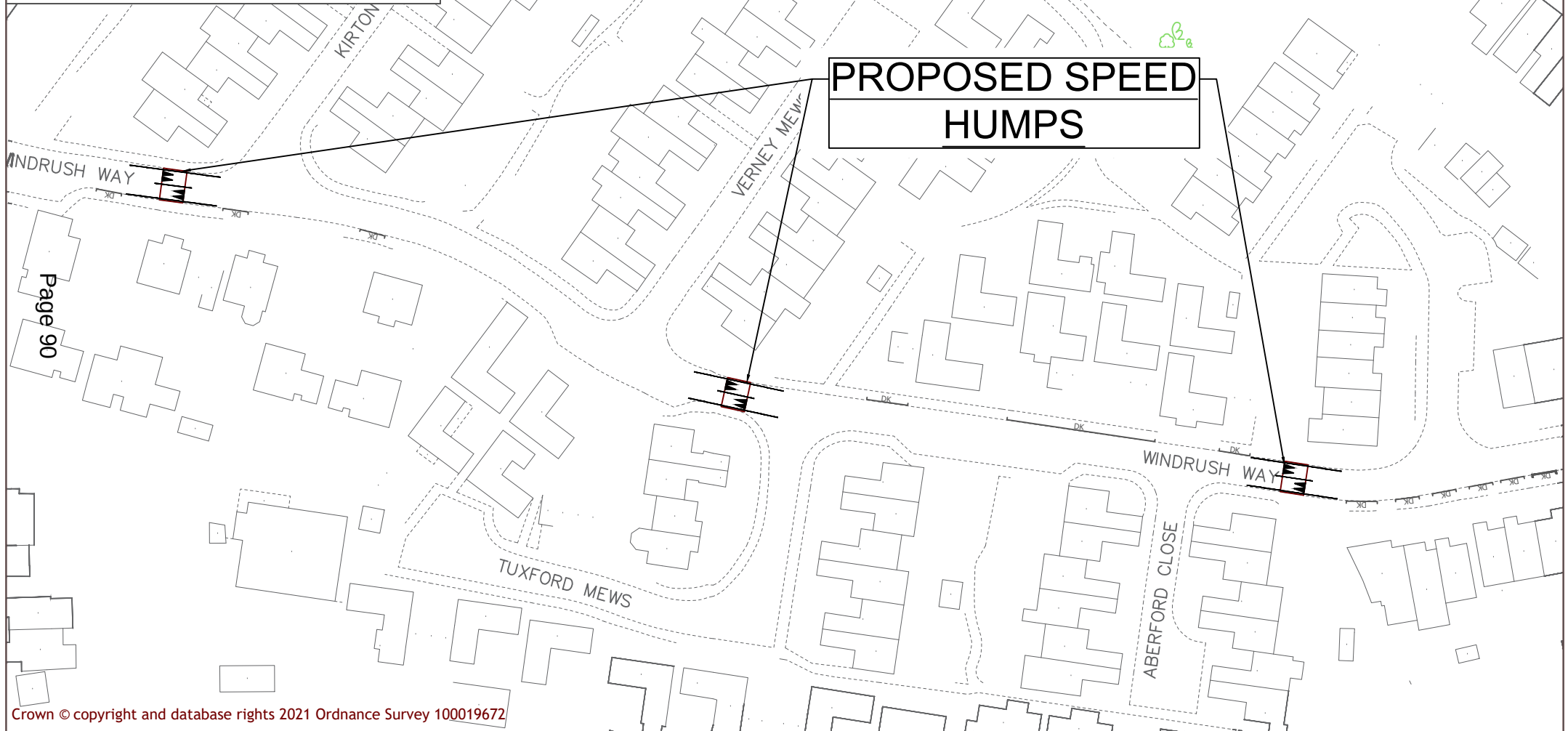


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WAVERLEY RD

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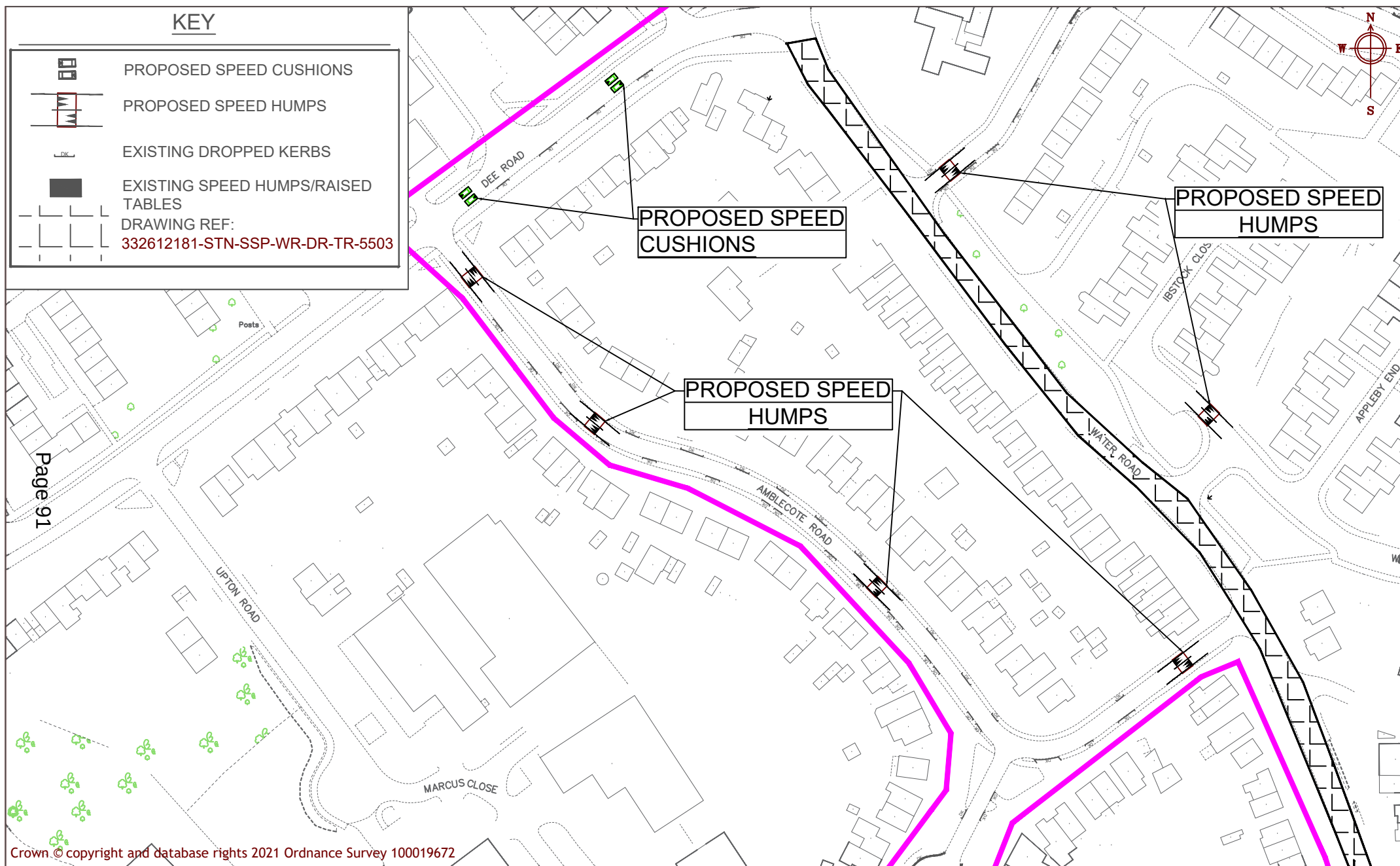
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	Date April 2026	Checked TBC
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Drawing Proposed speed calming	Drawing No. 015	

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CAD DRAWING LOCATION:

project		OXFORD ROAD COMMUNITY INFRASTRUCTURE LEVY SCHEME	
drawing		BERESFORD ROAD TRAFFIC CALMING OPTION 2	
drawn JC	checked JC	approved JP	date JAN 26
scale N.T.S		drawing no. CIL_OXFORD RD_BERESFORD 002	



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Issued/Revision	By	Appd	YYYY.MM.DD
	ML	JH	2026.03.13
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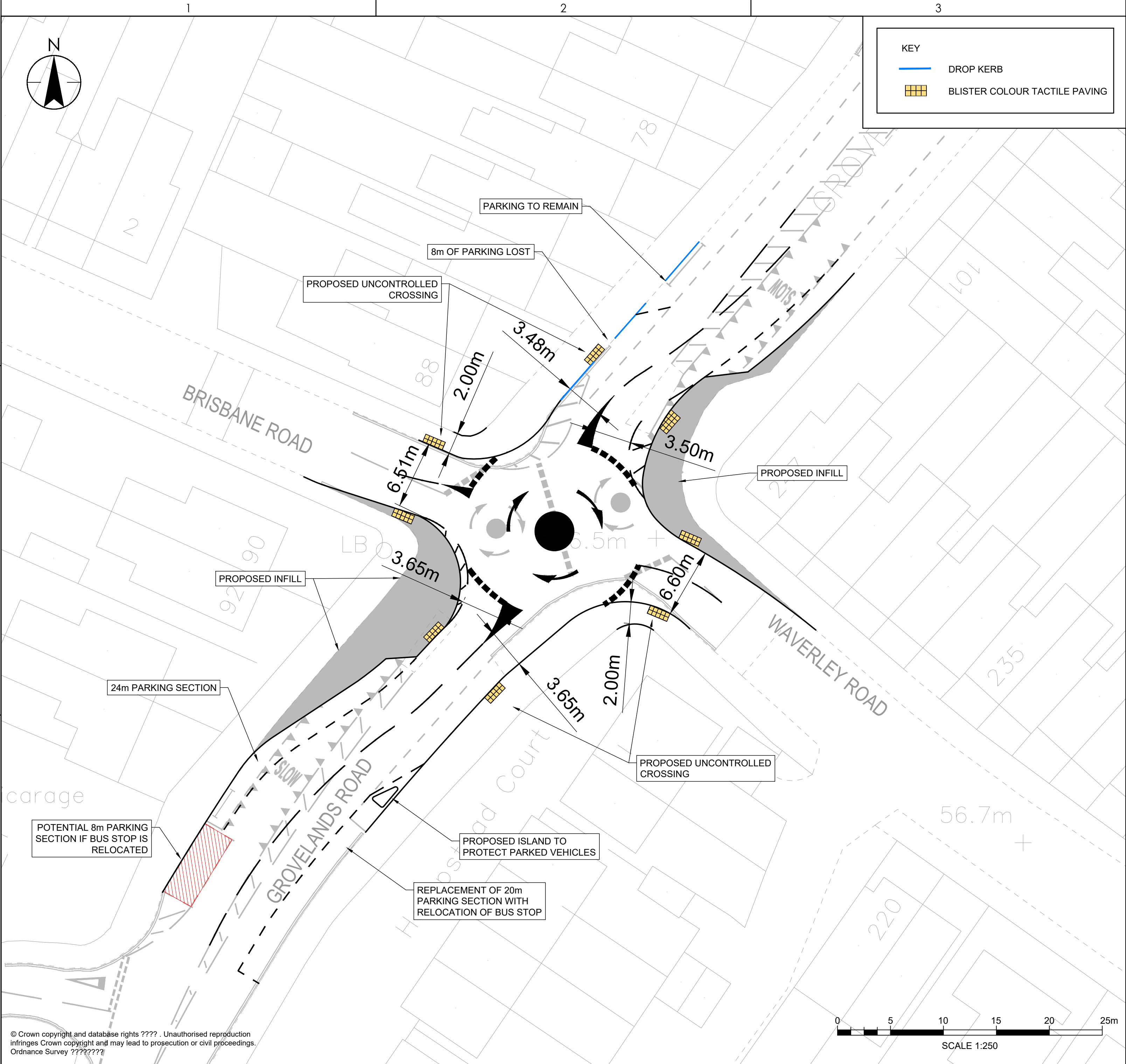
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RBC

RBC SMALL SCHEMES

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Title
RBC SMALL SCHEMES
GROVELANDS ROAD ROUNDABOUT
OPTIONS 4

Project No. 332612181	A2 Scale 1:250
Revision P01	Drawing No. 332612181-STN-SSP-GR-DR-TR-5504



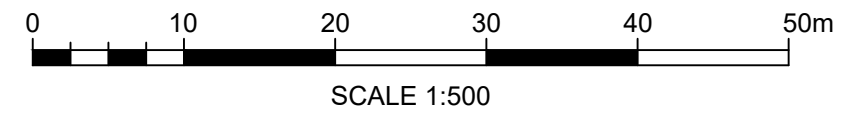
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Issued/Revision		By	Appd	YYYY.MM.DD
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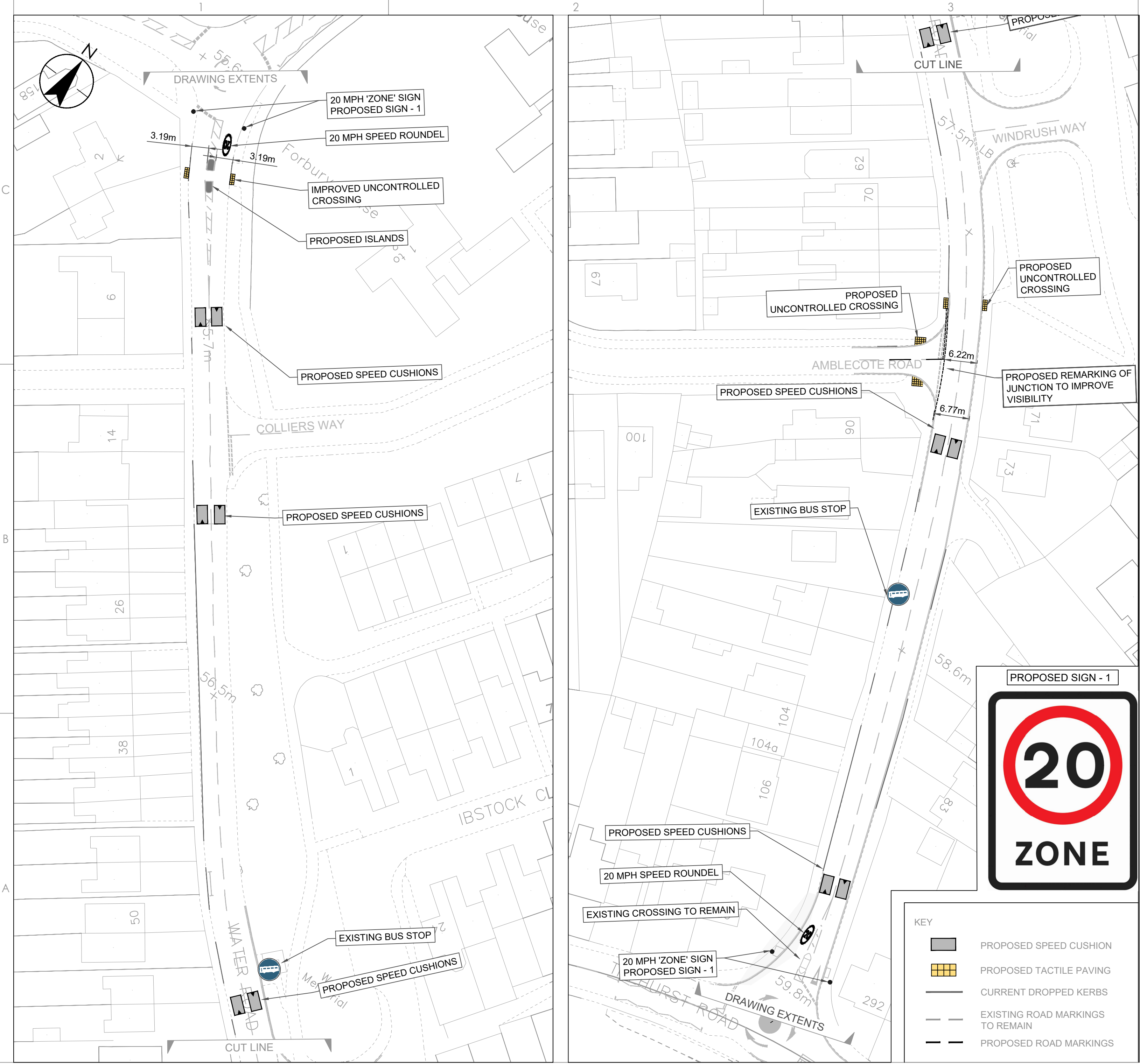
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RBC SMALL SCHEMES
WATER ROAD
OPTION 3

Project No. 332612181	A2 Scale 1:500
Revision P02 (LM)	Drawing No. 332612181-STN-SSP-WR-DR-TR-5503



Traffic Management Sub-Committee

10 September 2026



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Title	Road Safety: Kings Road, Proposal for Statutory Consultation
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director of Economic Growth and Neighbourhood Services
Report author	James Penman – Network Services Manager
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	1. That the Sub-Committee notes the content of this report. 2. That the Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the recommended alterations to the outbound bus lane, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. 3. That subject to no objections being received, the Director of Legal and Democratic Services be authorised to make the traffic regulation order. 4. That any objection(s) received during the statutory consultation period are considered by officers and a delegated decision for the outcome of the Order be made by the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Lead Councillor for Climate Strategy and Transport. 5. Should a decision be taken to implement the resultant Order, the Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

1. Executive Summary

- 1.1. Approximately half of the casualty incidents are occurring from vehicles turning at the entrances to Reading College, Kingsgate Street and Rupert Street.
- 1.2. This report proposes alterations to the outbound (eastbound) bus lane on Kings Road, which is being proposed as a risk mitigation measure seeking to reduce incidents involving casualties at these junctions.
- 1.3. The proposed changes to the bus lane will require statutory consultation. Officers are seeking agreement to undertake the consultation, and delegation to consider objections and determine the outcome of the proposed Traffic Regulation Order, which is expected to reduce the time needed for a decision on the outcome.
- 1.4. The proposed changes are expected to have little, if any, impact on journey times for authorised users of the outbound bus lane.

2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal basis for making Traffic Regulation Orders (TROs), including Speed Limit Orders (SLOs). It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; or
 - (b) preventing damage to the road or to any building on or near the road; or
 - (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians); or
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; or
 - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot; or
 - (f) preserving or improving the amenities of the area through which the road runs; or
 - (g) any of the purposes specified in paragraphs (a) to (c) of section 87(1) of the Environment Act 1995.
- 2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17) and Road Safety (RTS19).
- 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), and the Road Traffic Act 1988, as they seek to improve public wellbeing and sustainable development, and to improve road safety through analysing and programming schemes to address patterns of potentially treatable casualty incidents causations.

3. The Proposal

Background

- 3.1. Police supply basic information regarding any incidents they attend, or are reported, involving casualties on the highway. This data is provided in a nationally standardised format and includes probable causation factors – the likely reasons that the incident occurred, selected from a standardised list.
- 3.2. The causation factors are critical in considering whether patterns of incidents may be treatable with engineering solutions, and will influence the treatments that we may consider. By introducing appropriate changes that seek to reduce the risks of those causations occurring, the resultant scheme would be expected to reduce the severity and number of future casualty incidents.
- 3.3. It would not be appropriate to publicly share sensitive information around the probable causation factors relating to the casualty incidents on Kings Road. However, the patterns of incidents are almost evenly split between two scenarios:
- a. Pedestrians crossing at, or near to the controlled pedestrian crossings, located outside Reading College and to the west of Cemetery Junction; and
 - b. Vehicles turning left across the outbound bus lane, into Reading College, Kingsgate Street and Rupert Street.
- 3.4. It is challenging to identify engineering solutions that could positively address pedestrian incidents, as there are unfortunately behavioural factors involved. However, the Council

has met Reading College on site twice and is grateful for their positive and constructive engagement. As a destination that attracts both pedestrian and vehicular traffic, they have significant communication and educational reach for regular users of the area. While pedestrian casualties are not exclusive to pupils of the College, alongside continued exploration of potential engineering options, this engagement should be beneficial in educating and influencing pedestrian behaviour.

- 3.5. In the following section, officers are recommending adjustments to the outbound bus lane, as a risk mitigation measure for incidents caused by vehicle turning movements. Some signing adjustments, and decluttering around the junctions have been delivered already, improving existing sightlines.

The Proposal

- 3.6. Appendix 1 provides a drawing to illustrate a proposed 'breaking up' of the outbound (eastbound) bus lane ahead of three junctions. These are the junctions at the entrance to Reading College, Kingsgate Street and Rupert Street.
- 3.7. The proposal, if delivered, will enable vehicles wishing to turn into these entrances/streets to change lanes 20-30m ahead of the turnings, before turning left.
- 3.8. The expected benefits of the proposal are as follows:
- a. Greater opportunity for drivers to look and notice each other, ahead of a turning, by introducing an initial lane change ahead of the turn (less abrupt initial vehicle movements); and
 - b. Lower speed differential between vehicles in the bus lane and those transitioning ahead of the turn (greater opportunity to respond/react, or in the worst case, lower impact speeds).
- 3.9. The proposal requires additional signage, so the scheme has been very carefully designed so that these signs do not interfere with visibility around the junctions. The proposed scheme has also been independently Road Safety Audited, where no concerns have been raised about the design. A further audit would be undertaken following the delivery of the scheme, if approved.
- 3.10. The Sub-Committee is asked to note that while the lining and signing changes would typically be relatively quick to deliver, there remain some sections of red surface dressing material in this bus lane that would require prior resurfacing. This area is on the list of reserve sites for resurfacing. Owing to contractor availability and weather conditions, there may still be a delay in delivering the changes, should the decision be made to do so.
- 3.11. It is not considered that the proposal will negatively impact journey times of vehicles authorised to use the bus lane. It does not introduce more traffic into the lane, it just allows the same traffic wishing to turn, to do so in a more gradual manner.

Decisions Being Sought

- 3.12. The Sub-Committee is asked to agree to the undertaking of a statutory consultation to propose the Traffic Regulation Order (TRO) changes necessary to deliver the proposed scheme.
- 3.13. The Sub-Committee is also asked to agree a delegation to the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Lead Councillor for Climate Strategy and Transport.

This delegation is to consider any objections and to agree the outcome of the TRO, and is intended to aid the timeline and efficiency of potentially implementing this change.

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 of this report propose to deliver changes that aim to treat the causes of casualty incident patterns on Kings Road. Should the changes be delivered, it is expected that the number and severity of casualty incidents related to vehicle turning movements will reduce. This will be monitored.

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 and a net minor negative impact. This is expected to be very minor, and associated with waste produced by weather proof notices (regulatory requirement for a statutory consultation) and delivery of the scheme.

6. Community Engagement

- 6.1. 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.
- 6.2. Respondents to statutory consultations will also be informed of the outcome of the proposals.
- 6.3. 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. It is not considered that an Equality Impact Assessment is relevant to the recommendations or resultant decisions arising from this report as the proposals are not anticipated to have a differential impact on people with protected characteristics. The statutory consultation process provides an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

8. Health Implications

- 8.1. Health in All Policies (HiAP) ensures council decisions across all services consider their impact on people's health and wellbeing, especially those most exposed to the risks of poor health outcomes. Some people live longer, healthier lives than others, not because of their personal choices alone, but because of the circumstances they are born into, grow up in, live, work and age in. By applying HiAP and the HIA process to council services such as housing, transport, education and economic policy, the Council

can help create the conditions that extend healthy lives, reduce avoidable demand on vital public services, and support stronger, more prosperous communities.

- 8.2. A HIA Screening was undertaken, which triggered the requirement to undertake a Rapid Health Impact Assessment. The assessment was triggered because the proposal in this report is expected to create a significant – albeit positive - change to health factors, potentially affects a large number of people and multiple Wards.
- 8.3. The assessment considered the reasoning for the proposal and anticipated change (benefit), as outlined in this report. It is not considered that the proposal would disproportionately impact on the health of particular groups of people, nor widen/reduce existing health inequalities within Reading.

9. Other Relevant Considerations

- 9.1. There are none arising from the recommendations of this report.

10. Legal Implications

- 10.1. The Council has considered its legal obligations when seeking to make Traffic Regulation Orders.
- 10.2. 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.
- 10.3. Before making an Order, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any comment to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.
- 10.4. With any TRO proposals, the Council may decide whether to proceed with the Order as published, modify it, or decide not to make the Order . If it is agreed to proceed, the Order is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.
- 10.5. The Council has considered its Network Management Duty under the Traffic Management Act 2004 and its Section 122 duty under the Road Traffic Regulation Act 1984.

Network Management Duty

- 10.6. Section 16 of The Traffic Management Act 2004 places a duty on the Council as a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
 - (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 10.7. The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing:
 - (a) the more efficient use of their road network; or
 - (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

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

Section 122 duty

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

- The desirability of securing and maintaining reasonable access to premises;
- The effect on the amenities of any locality affected 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.

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

Section 39 (Road Traffic Act 1988)

10.10. This duty requires the local authority to undertake studies into accidents arising out of the use of vehicles and to take such measures as it considers appropriate to prevent such accidents. Section 3 describes how police supplied casualty data is analysed and used to inform potential treatments.

10.11. Patricia Tavernier has cleared these Legal Implications

11. Financial Implications

11.1. This proposal will be funded from the Local Transport Grant allocation toward road safety schemes. It is anticipated that the costs for consulting (statutory advertising) and delivering the proposals will be less than £10k.

11.2. Should the scheme be agreed and the road is not resurfaced as part of the Highway Maintenance programme, costs will be sought for resurfacing the area needed to deliver the changes proposed in this report and it is intended that these would be met from the same capital grant allocation.

11.3. Andy Stockle has cleared these Financial Implications.

12. Timetable for Implementation

12.1. The expected timetable is as follows:

Line	Milestone	When (subject to change)
1	Scheme design completed and independent Stage 1 & 2 Road Safety Audit (RSA) undertaken, outcomes considered.	Complete
2	Undertake statutory consultation	October 2026
3	Consider objections and decide the outcome of the TRO	November 2026
4	Subject to the outcome decision, seal the TRO, arrange delivery	Subject to resurfacing. May be as early as January 2027.

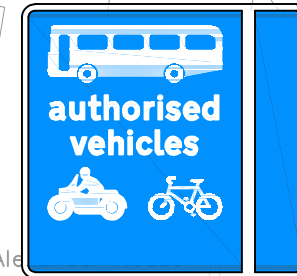
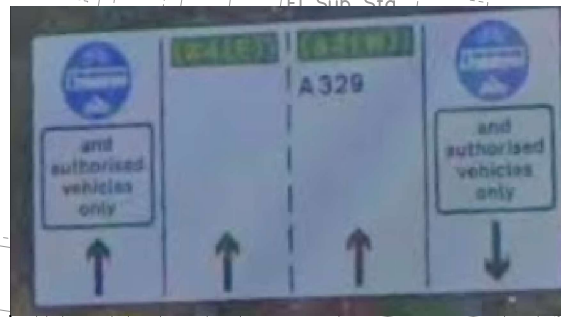
13. Background Papers

13.1. There are none.

Appendices

1. Drawing of the proposed scheme.

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NEW SIGN
REQUIRED

Existing bus lane red
surface east of Eldon
Road to west of
Kingsgate Street
(Approx. 340m)

Crown copyright and database rights 2013 Ordnance Survey 100019672

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Traffic Management Sub-Committee

10 September 2026



Reading
Borough Council
Working better with you

Title	Requests for Traffic Management Measures
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	James Penman – Network Services Manager
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	1. That the Sub-Committee agrees the updated Principal List of Requests for Traffic Management Measures set out in Appendix 1. 2. That the Sub-Committee agrees the proposed amendments to the Principal List set out in Appendix 2. 3. That the Sub-Committee agrees the proposed development order for Priority 1 requests set out in Appendix 3 4. That the Sub-Committee considers whether any additional requests on the Principal List should be removed. 5. That the Sub-Committee agrees the officer recommendations relating to newly submitted requests and their inclusion on the Principal List, based on the proposed methodology.

1. Executive Summary

- 1.1. This report seeks agreement to updates to the Principal List of Requests for Traffic Management Measures, proposed amendments to some existing entries, a proposed development order for priority schemes, and a methodology for assessing future requests. The report also provides an update on funding and resources that have been secured to support the development and delivery of traffic management measures across the Borough.
- 1.2. The Principal List was reviewed during 2025 through engagement with Members to establish which historic requests remained relevant and to identify priorities for future development. Following consideration by the Traffic Management Sub-Committee in November 2025, amendments were made to the list and Members requested that the prioritisation process be reviewed and brought back for further consideration. This report responds to that request and presents an updated Principal List at Appendix 1
- 1.3. The requests contained within the Principal List represent a range of traffic management measures that are not currently being progressed through other programmes, such as strategic transport, active travel or waiting restriction review schemes. Whilst many of the requests may support local safety, accessibility or traffic management objectives, funding and resources have historically been limited, resulting in a significant backlog of requests awaiting investigation and development.

- 1.4. In February 2026, Council approved additional capital funding of £1.25 million over three financial years to support the development and delivery of schemes from the Principal List. Additional revenue funding was also approved to strengthen engineering capacity within the Network Services team. Together, these investments provide an opportunity to progress a programme of traffic management measures and improve delivery of schemes that have been identified by residents and elected Members.
- 1.5. Given the scale of the remaining requests and the finite funding and staffing resources available, it is necessary to prioritise schemes to ensure that available resources are directed towards measures that deliver the most benefit and can be progressed within a realistic timeframe. Appendix 3 therefore proposes a development order for Priority 1 requests to assist with programme planning, resource allocation and the identification of future funding opportunities
- 1.6. The report also proposes amendments to a number of entries within the Principal List. These amendments reflect changes in circumstances, updated officer assessments, or the transfer of requests into alternative programmes where appropriate. Such programmes include strategic active travel, Community Infrastructure Levy (CIL) allocations, for example. The proposed amendments are set out in Appendix 2 for agreement by the Sub-Committee.
- 1.7. To ensure a consistent and transparent approach to future requests, this report recommends the adoption of an assessment methodology that will be applied to all new requests for traffic management measures. The methodology will consider factors including safety evidence, feasibility, strategic fit, likely benefits, environmental considerations, cost and deliverability before requests are presented to the Sub-Committee for consideration.
- 1.8. The Sub-Committee is therefore asked to consider the updated Principal List at Appendix 1, the proposed amendments to that list at Appendix 2, the proposed development order for Priority 1 requests at Appendix 3, and the introduction of a formal assessment methodology for future requests set out at Section 3.5. Together, these proposals will support a transparent, evidence-based and deliverable approach to managing requests for traffic management measures across Reading.

2. Policy Context

- 2.1. Reading Borough Council's Transport Strategy 2024 is the Council's long-term strategy for the management and development of the Borough's transport network. The Strategy includes policies relating to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22), which collectively seek to support a safe, efficient and sustainable transport network. Requests for traffic management measures can contribute to the delivery of these objectives by addressing localised traffic, safety and accessibility concerns.
- 2.2. The Council Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint. It also seeks to promote more equal communities, safeguard the health and wellbeing of residents and ensure that the Council is fit for the future. The prioritisation and development of traffic management measures can support these priorities by improving road safety, accessibility and the efficiency of the highway network, whilst ensuring that limited resources are directed towards schemes that deliver the greatest benefit.
- 2.3. The Council receives a significant number of requests for traffic management measures from residents and elected Members. Given the finite funding and engineering resources available, a structured and transparent approach to the assessment, prioritisation and development of requests is required. This report therefore seeks to establish an updated Principal List and a methodology for assessing future requests, ensuring consistency with the Council's strategic transport objectives and available resources.

3. The Proposal

3.1. Background

- 3.1.1. The Council receives requests for traffic management measures from residents, elected Members and stakeholders across the Borough. These requests cover a wide range of issues, including road safety concerns, speeding, parking pressures, traffic movements, accessibility and the operation of the highway network. Whilst some requests can be addressed through existing programmes and funded schemes, many require separate consideration and the identification of dedicated funding and resources.
- 3.1.2. For a number of years, the Council has maintained a list of requests for traffic management measures that are not currently funded or programmed for delivery through alternative workstreams. This list, referred to as the Principal List, provides a record of requests that have been received but which require further investigation, design development, consultation and funding before implementation can be considered. Inclusion on the Principal List does not guarantee that a scheme is feasible, fundable or deliverable. During 2025, Members met to review the historic list of requests and establish which remained relevant and appropriate for future consideration. As part of that process, a number of requests were removed, amended or assigned relative priorities to assist future programme planning. The outcome of that review was reported to the Traffic Management Sub-Committee in November 2025.
- 3.1.3. Following consideration of the report, the Sub-Committee requested that the proposed prioritisation be reviewed and brought back for further consideration. The Sub-Committee also agreed a number of amendments to the Principal List. Appendix 1 reflects the updated Principal List following those decisions and subsequent officer review.
- 3.1.4. Historically, the rate at which new requests have been received has exceeded the Council's ability to investigate, develop and deliver schemes. This has resulted in a growing backlog of requests and limited ability to provide realistic indications of when individual requests may be progressed. The challenge has been compounded by the need to balance these requests against other transport, highway and engineering priorities across the Borough.
- 3.1.5. Additional funding, agreed at Council in February 2026, has been allocated to enable development and delivery of requested schemes from the Principal List. This funding totals £1.25m split across three financial years commencing 2026/27. Year one has an allocation of £550k. Additional revenue funding has also been agreed to enable recruitment of an Engineer and Assistant Engineer post within the Network Services department. Together, these provide the funding and resourcing to expedite the development and delivery of requested schemes on this list, and are in addition to other funding that could be allocated to achieve the same purpose (e.g. additional Local 15% CIL allocation).
- 3.1.6. Given the scale of the remaining requests and the finite funding and staffing resources available, it is necessary to establish a clear and transparent approach to prioritisation and programme management. This report therefore seeks agreement to the updated Principal List, proposed amendments to existing entries, a proposed development order for priority requests and a methodology for the assessment of future requests

3.2. Principal List Review

- 3.2.1. Appendix 1 contains the updated Principal List of Requests for Traffic Management Measures. The list reflects the outcomes of the review undertaken during 2025 and the decisions made by the Traffic Management Sub-Committee in November 2025. Requests previously agreed for removal have been deleted

from the list and will not be reintroduced unless submitted as new requests through the agreed assessment process.

- 3.2.2. The Principal List contains requests covering a broad range of traffic management matters, including vehicle speed reduction measures, junction improvements, pedestrian facilities and other highway management interventions.
- 3.2.3. The requests contained within the Principal List are not fully developed schemes. In most cases, no detailed design, feasibility assessment, consultation or cost estimate has been undertaken. Consequently, inclusion on the list does not indicate that a proposal is technically feasible, represents value for money, or would ultimately secure statutory approval. Further assessment would be required before any scheme could progress to implementation.
- 3.2.4. A number of requests previously recorded on the Principal List have been transferred to alternative programmes where they are considered more appropriately aligned to strategic transport active travel review processes. This ensures that the Principal List remains focused on requests that are not currently being progressed through other established funding streams and programmes.
- 3.2.5. The Sub-Committee is invited to review Appendix 1 and consider whether any remaining requests are no longer required or appropriate. Where Members consider a request should no longer be progressed, the Sub-Committee may agree its removal from the Principal List.

3.3. Proposed Amendments to the Principal List

- 3.3.1. During the preparation of this report, officers reviewed the current Principal List to ensure that entries remain accurate, relevant and consistent with current transport programmes, policy objectives and operational requirements. As a result of that review, a number of amendments are proposed and are set out in Appendix 2.
- 3.3.2. Such proposed amendments can include updates to scheme descriptions, clarification of request locations, removal of duplicate entries, amendments to reflect changing circumstances, and the transfer of requests to alternative work programmes where appropriate. They can also include any new requests that have been received. These changes are intended to improve the accuracy of the Principal List and support more effective programme management.
- 3.3.3. The proposed amendments do not constitute approval to implement any scheme. Rather, they are intended to ensure that the Principal List provides an accurate record of requests that may be considered for future development should funding and resources become available.
- 3.3.4. The Sub-Committee is therefore asked to consider and agree the amendments set out in Appendix 2

3.4. Proposed Development Order

- 3.4.1. In February 2026, Council approved additional capital funding of £1.25 million and associated staffing resources to support the development and delivery of traffic management measures arising from the Principal List. This funding provides an opportunity to move from maintaining a list of requests towards the active development and delivery of schemes.
- 3.4.2. During the 2025 review process, requests on the Principal List that were considered higher local priority were assigned relative priorities to assist future programme planning and investment decisions. Whilst the Traffic Management Sub-Committee agreed the updated list of requests in November 2025, the proposed prioritisation framework was not agreed and was referred back for further consideration. In light of the additional funding and resources now available, officers consider that the reintroduction of a prioritisation process is

necessary to enable effective programme planning and the delivery of schemes from the Principal List.

- 3.4.3. Whilst additional funding has been secured, the value of requests recorded on the Principal List significantly exceeds currently available resources. It is therefore necessary to establish a development order to support programme planning, engineering resource allocation and future funding bids.
- 3.4.4. Officers have undertaken an assessment of the requests previously identified as Priority 1 schemes, considering factors including likely deliverability, strategic alignment, engineering complexity, potential benefits and the efficient use of available resources. The outcome of this assessment is presented in Appendix 3.
- 3.4.5. Agreement of the proposed development order will enable officers to establish an indicative five-year programme for the development and delivery of schemes from the Principal List, aligned to available funding, staffing resources and anticipated future investment opportunities. The programme will be subject to ongoing review as schemes are developed, costs become known, external funding opportunities arise and priorities change.
- 3.4.6. Agreement of a development order will provide greater transparency regarding how available resources will be allocated and will support the preparation of future funding applications and programme management decisions. It will also assist in providing realistic expectations regarding likely timescales for scheme development.
- 3.4.7. The Sub-Committee is therefore asked to agree the proposed development order set out in Appendix 3

3.5. Assessment Methodology for Future Requests

- 3.5.1. Historically, requests for traffic management measures have been added to the Principal List without a formal assessment process. Whilst this has enabled requests to be recorded, it has also contributed to the growth of the list and created expectations regarding scheme progression despite limited funding and delivery capacity.
- 3.5.2. To support a more consistent, transparent and evidence-based approach, it is proposed that all future requests for traffic management measures are subject to an initial officer assessment before being presented to the Sub-Committee for consideration. This ensures that resources are directed towards measures which demonstrate the strongest evidence of need, greatest potential benefit and best alignment with the Council's strategic objectives. It will also help manage expectations regarding the future development of traffic management measures and support the long-term management of the Principal List.
- 3.5.3. Where the nature of the requested change is appropriate for the Council, and is potentially appropriate for this programme (i.e. it is not a request that could potentially be funded from another programme/source), the proposed assessment process will consider:

Factor	Measure	Scoring (* denotes minimum requirement)
Road Safety	Evidence of related road safety risks, considering Police supplied collision and casualty data	(0 to 2) 0 – None 1 – Some 2* – Greater evidence

Deliverability	The feasibility challenges of the requested measure	(0 to 2) 0 – Significant 1* – Some foreseen 2 – Few foreseen
Strategic Transport Aims	Expected to support active travel	(0 to 2) 0 – Little/None 1* – Some 2 – Greater support
Environmental and Climate Implications	The expected environmental and climate implications (e.g. additional electrical usage)	(0 to 2) 0 – Greater negative impact 1* – Little/no negative impact 2 – Positive impact
Local Support for Change	The level of local demand / support	(0 to 2) 0 – Little evidence 1 – Some evidence 2* – Significant evidence
Funding Requirements	An initial assessment of potential costs and value for money	(0 to 2) 0* – High (above £100k) 1 – Medium (£20k - £100K) 2 – Lower (below £20k)

3.5.4. Officers will be seeking a score of at least the minimum requirement (indicated by the ‘*’ in the table above) across all factors, for a request to satisfy the assessment. Where a request satisfies the assessment criteria, officers will prepare a recommendation for consideration by the Sub-Committee. The Sub-Committee will then determine whether the request should be added to the Principal List.

3.5.5. Where a request does not satisfy the assessment criteria, officers will provide an appropriate response to the requester explaining why the request is not being recommended for inclusion. Such requests will not be retained on a reserve list and will not be reported to the Sub-Committee.

3.5.6. In addition to assessing future requests, the methodology may also be applied to existing entries on the Principal List. This will enable officers and Members to review remaining requests against a consistent set of criteria and assist in identifying which schemes should be considered for inclusion within future development and delivery programmes as funding and resources become available

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 of this report support the recording of a range of requests for new traffic management measures and do not directly deliver changes. Many of the requests will contribute to the Strategic Aims of the Council and, once funding becomes available, they can be developed and separately reported in greater detail.

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 the introduction of any physical changes. Accordingly, there is no anticipated environmental or climate impact as a result of the Sub-Committee agreeing to the recommendations of this report.
- 5.3. Assessments will be conducted when funding for requested scheme development and delivery is identified, and those development processes commence. The outcome of these assessments will be reported to the Traffic Management Sub-Committee.

6. Community Engagement

- 6.1. This report records requests for traffic management measures that have been received through engagement between the Council and the community.
- 6.2. When funding becomes available for the delivery of requested schemes on this report, officers will engage with Ward Councillors during the development, who will also have an active role in community engagement.
- 6.3. Development of many of these requests will require statutory consultation and/or public notification. Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.
- 6.4. The Council's Committee and Sub-Committee meetings allow public attendance. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

7. Equality Implications

- 7.1. It is not considered that an Equality Impact Assessment is relevant at this time as the report does not directly recommend any physical changes to the Highway. Assessment will be considered during the development of requested schemes that are allocated funding, and the outcome reported as necessary.

8. Health Implications

- 8.1. Health in All Policies (HiAP) ensures council decisions across all services consider their impact on people's health and wellbeing, especially those most exposed to the risks of poor health outcomes. Some people live longer, healthier lives than others, not because of their personal choices alone, but because of the circumstances they are born into, grow up in, live, work and age in. By applying HiAP and the HIA process to council services such as housing, transport, education and economic policy, the Council can help create the conditions that extend healthy lives, reduce avoidable demand on vital public services, and support stronger, more prosperous communities.

8.2. It is not considered that Health Impact Assessment is relevant at this time as the report does not directly recommend any physical changes to the Highway. Assessment will be considered during the development of requested schemes that are allocated funding, and the outcome reported as necessary.

8.3. The delivery of many requests from the Principal List may have a positive health impact, by removing or reducing some of the perceived barriers that residents and visitors may have to utilising more healthy and sustainable transport modes. It may, however, be challenging to quantify the likely benefits.

9. Other Relevant Considerations

9.1. There are none arising from the recommendations of this report.

10. Legal Implications

10.1. There are none expected, based on the recommendations of this report.

11. Financial Implications

11.1. In February 2026, Council agreed to the allocation of additional capital funding, through borrowing, to enable development of prioritised requested schemes from the Principal List. This funding is over three financial years, as follows, although development and delivery of some schemes is expected to cross over these financial years:

- 2026/27 - £550k
- 2027/28 - £350k
- 2028/29 - £350k

11.2. As recommended in this report, Appendix 3 sets out the recommended development order of the priority requests, up to the value of this capital allocation taking into consideration complexity, funding availability and other resourcing requirements. Local 15% CIL allocations and other funding sources are expected to continue, and may additionally fund development of requested schemes from this list beyond 28/29. A business case, which would be subject to agreement through the budget setting process, is being developed to extend capital funding beyond the initial three years to arrive at a 5-year programme set out at Appendix 3.

11.3. In February 2026, Council additionally agreed to a revenue growth bid, which was an interdependency for the capital bid referred in Section 11.1. This funding has enabled the recruitment of an additional Engineer and Assistant Engineer to the Network Services team so that resourcing can be in place to deliver against the additional workload. Recruitment to these positions is in progress.

11.4. Andy Stockle has cleared these Financial Implications.

12. Timetable for Implementation

12.1. It is not currently possible to provide an implementation timetable for the individual requests made in this report. When funding is identified and allocated for requested scheme development, the Traffic Management Sub-Committee will receive separate scheme-specific reports to provide detail around implementation timetables.

12.2. Appendix 3 provides an indicative, high-level programme, subject to Sub-Committee agreement of the development priority, based on the funding allocated to date, and other dependencies, including resourcing and the outcomes of statutory consultations.

13. Background Papers

13.1. There are none.

Appendices

- 1. Principal List of requests (follows November 2025 decisions)**
- 2. Proposed alterations to the Principal List**
- 3. Proposed 'Priority 1' request development order**

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Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
1	1 (App1, Principle List)	TM0001	Abbey	Pedestrian crossings	Bridge Street	Outside the Civic Offices	Request from resident to upgrade the existing traffic island with imprint to a full zebra crossing due to concerns about pedestrian safety.	• Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing at this location, as it is not likely that a crossing can be installed anywhere else in this area. • Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022), involving vehicles turning out of Fobney Street. Pedestrians were not involved in either of these incidents. • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.	1
2	2 (App1, Principle List)	TM0002	Battle	Pedestrian Crossings	Portman Road	East of Tesco and also near Bridgewater Close	Request for pedestrian crossings as traffic levels have increased on this road in 2020, making it harder for pedestrians to cross to access the industrial estate. Amendments for November 2024: The crossing east of Tesco has now been funded through CIL allocations, so we recommend that this is removed from the list. The request for an additional crossing near Bridgewater Close will remain.	• Comment: The area will need to be reviewed to determine the best location for a crossing. This is particularly the case to find a good and suitable crossing link near to Bridgewater Close, owing to the lack of footway links on the southern side of the road - this could turn into a significantly costly project to deliver. • Casualty Data: One serious accident at the junction with Little John's Lane in the latest 3 year period (up to August 2021). No pedestrians involved. No accidents reported in the immediate area around Tesco or Bridgewater Close. • Anticipated Costs: A very high level estimate would be around £70-80k for one zebra crossing, due to the additional footway links that will be required across the verges. This could be significantly higher near Bridgewater Close, depending footway links on the southern side of the road.	1
3	3 (App1, Principle List)	TM0003	Caversham	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction. Another petition was received for this crossing in Oct 2022 with 1341 responses, reported to TMSC in November 2022. Amendment (for March 2023): A petition was reported to TMSC in November 2022, containing the results of a wider area survey undertaken by the local MP. The survey showed 1244 respondents in favour of a pedestrian crossing at this junction. There has been additional correspondence suggesting options, such as placement of crossings further back from the junction and an interim/lower-cost option of providing a pedestrian refuge island on the Henley Road approach, which the petition report makes reference. Amendment (for November 2025): A petition was reported to TMSC in September 2025, containing 1855 indications of support. The petition sought controlled pedestrian crossing facilities at this junction.	• Comment: The petition update report at Jan 2018 TMSC and November 2022 TMSC note the challenges in implementing this facility and other suggested options within the traffic signal controlled junction. • Casualty Data: 1 slight and 1 serious incident involving pedestrians in the latest 3 year period (up to the end of September 2022). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. The preferred option would involve a complete technical refresh and replacement of the signal equipment and associated engineering works estimated to total £500k, but with many uncertainties that could significantly impact this estimate.	1

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4	4 (App1, Principle List)	TM0004	Caversham Heights	Traffic calming, pedestrian crossing and footway improvements	Kidmore Road	Between its junctions with Highmoor Road and Shepherds Lane, sitting alongside separate request for the section south of Highmoor Road.	Request to install traffic calming features along this road and to make improvements to the footway to prevent pedestrians from having to walk in the road or cross. A crossing (formal or informal) would also be beneficial close to the Richmond Road junction. These would improve access and safety for pedestrians, including school children who walk through the area. Amendment (November 2023): This entry has been extended from Richmond Road to Highmoor Road and, alongside a separate entry for the section south of Highmoor Road, is intended to capture the local desire for speed calming treatment along the entire length of the street.	• Comment: A detailed investigation will be required to determine the scope of the footway work and feasibility of a crossing at the requested location. Traffic calming in a 30mph area would also require costly illuminated signs, so 20mph could be a consideration. Some feasibility concerns relating to the potential types of appropriate traffic calming that can be installed, as part of the road is a bus route. • Casualty Data: 2 slight accidents reported in the latest 3 year period (up to 30th April 2023). Both near the Oakley Road junction. Speed was considered a contributing factor for both of these incidents. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.	1
5	5 (App1, Principle List)	TM0005	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	• Comment: This would be a low cost measure that could benefit residents and traffic flow on the main road. • Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be <£1000.	1
6	6 (App1, Principle List)	TM0006	Coley	Zebra Crossing Upgrade	Wensley Road	Outside shopping area, east of St Saviours Road	There has been a request made, via ward Councillors, for an upgrade of the beacons at the existing zebra crossing to a 'brighter' LED type.	• Comment: This is a long standing crossing, but requests have been received to upgrade the type of beacon that is in place to a modern LED type, to further enhance the visibility. • Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: Estimated costs (December 2019) £5k.	1
7	7 (App1, Principle List)	TM0007	Emmer Green	Pedestrian crossings	Lowfield Road	To the east of the Peppard Road junction / entrance to the shops car park, linking to the footpath network.	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from the shops using the footpath network in the area.	• Comment: A detailed investigation would need to be carried out to assess whether or not a crossing can be installed at these locations. Some feasibility concerns around placement, due to vehicular accesses, junctions and bend in the road further east. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply).	1
8	8 (App1, Principle List)	TM0008	Katesgrove	20mph with traffic calming	Alpine Street, Francis Street and Edgehill Street	Entire Roads	Request for a 20mph zone with traffic calming such as speed humps in order to reduce vehicle speeds. Francis Street added, following complaints of speeding and parked vehicle damage. Amendment (November 2023): Petition received at September 2023 TMSM for traffic calming measures, and measures to reduce traffic volumes on Francis Street. 32 signatures.	• Comment: Officers recommended that Edgehill Street also be included as part of the original Alpine Street request. This is developing into a wider area scheme that could incorporate the streets between Elgar Road, Pell Street and Southampton Street. Speed surveys should also be carried out to assess vehicle speeds before determining what type of traffic calming features would be appropriate. Some feasibility concerns related to road gradients and potential drainage risks associated with certain traffic calming types. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be around £70,000.	1
9	9 (App1, Principle List)	TM0009	Katesgrove	20mph	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but speeding was not a contributing factor. • Anticipated Costs: A high level estimate would be £40,000.	1

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10	11 (App1, Principle List)	TM0010	Multiple: Norcot / Battle	20mph	Residential roads off Oxford Road	Entire streets	In January 2021, Labour Councillors from Battle, Kentwood and Norcot wards conducted a community survey to assess support for the introduction of a new 20mph zone in the area. Of the 219 respondents, more than 80% indicated in favour of introducing this restriction.	• Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. It would be possible to implement this large area in phases, but each phase would need to be a compliant, cohesive, standalone zone that could be expanded with further funding at a later date. • Casualty Data: 3 serious and 11 slight accidents reported in the latest 3 year period (up to August 2021). 8 on Water Rd/Grovelands Rd and 2 of these listed speeding as likely causation factors. • Anticipated Costs: A detailed investigation would be required before costs can be estimated for phasing the works, as it would depend on the number of streets and features included in the area. A very high-level estimate of at least £300k+ has been reported to the Sub-Committee for the entire area.	1
11	12 (App1, Principle List)	TM0011	Multiple: Caversham / Caversham Heights	Speed calming	Kidmore Road	Section between Highmoor Road and The Mount	A petition from residents of Kidmore Road was presented to the Sub-Committee in September 2022. The petition highlighted their concerns regarding the trees, rat running, speeding, road safety and the state of the pavement on Kidmore Road. A separate letter sent by MP Matt Rodda suggested that residents were in favour of a 20mph speed limit as well as other traffic calming features such as humps, chicanes and vehicle activated signs. A meeting between Ward Councillors, officers and representatives of residents took place in November 2022. Issues and potential mitigations were discussed and it was broadly agreed that 20mph with speed calming was desirable and whether some speed calming features could create build-outs around the most 'problematic' tree locations.	• Comment: 20mph for this relatively narrow section of road seems entirely appropriate, but will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise, which were discussed in the resident meeting. Options for creating more walkway space around the trees were discussed and is going to be challenging, so a proposed solution is not yet clear. One option discussed was creating some build-outs as part of the speed calming scheme, but proximity of driveways, drainage and the inevitability of queuing traffic are significant factors to consider. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone (TRO, signing, lining and an assumption of full width speed humps) is £200k.	1
12	13 (App1, Principle List)	TM0012	Multiple: Church / Whitley	20mph	Hartland Road & Whitley Wood Road	From Basingstoke Road to Shinfield Road	Request, via Councillor, for 20mph speed reduction to improve the environment for residents, reduce the appeal as a cut through and to reduce safety risks in consideration of the nearby schools	• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend a 20mph zone for this type of residential street as it would add a range of supporting physical measures to improve compliance. These will need careful consideration in the context of the types of vehicles using the street (e.g. buses) and around drainage/ponding risks along the Whitley Wood Road hill. • Casualty Data: 5 slight accidents on Hartland Road and 3 slight accidents reported on Whitley Wood Rd in the latest 3 year period (up to August 2021). No accidents where speeding was considered a contributing factor. Most of the accidents relate to junction collisions. • Anticipated Costs: A high level estimate would be £200,000 for Hartland Rd and Whitley Wood Road though side roads should also be considered and would increase the costs further.	1
13	14 (App1, Principle List)	TM0013	Multiple: Kentwood and Norcot	Pedestrian crossing	Norcot Road	Near its junction with Romany Lane	Request from Ward Councillor for a pedestrian crossing.	• Comment: The narrow footpath on one side of the road, along with the bus stop and nearby parking spaces and the junction will make it challenging to install a zebra crossing in this area so a detailed investigation needs to take place to see if it is feasible, and whether feasible locations would be at a crossing desire line. • Casualty Data: 1 slight accident reported in the latest 3 year period (up to 30th April 2023). Pedestrians were not involved in the incident. • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.	1

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14	15 (App1, Principle List)	TM0014	Park	Construct new footway	Hamilton Road	Southern end of the road, leading from Whiteknights Road to the school entrance on the eastern side.	Request from ward Councillor for the construction of a footway - there is currently no footway on the eastern side of the street, leading up to the school entrance.	• Comment: Significant feasibility issues. There is currently insufficient Highway land to install the footway, which would require agreement to move the highway boundary into private land. This section of land would then need to be cleared back, which includes fencing, trees and other vegetation. Construction of the footway would also necessitate Highway drainage installation, movement of street lighting and potential utility diversion. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: Unable to estimate at this time due to the aspects around feasibility and likely requirement for land purchase (subject to agreement).	1
15	16 (App1, Principle List)	TM0015	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	• Comment: Feasibility concerns with regards to the access challenges that this will create for residents and the rear of the fire station and displacement of traffic onto neighbouring roads (Early Hill Road is a private road, for example), which will likely generate objections. The proposal would require statutory consultation and it is likely that some reduction of on-street parking will be required to accommodate the plug, which will be set back to facilitate turning in the junction (a further feasibility concern). - It should also be noted that the no-entry restriction will be Police-enforceable only for the foreseeable future. • Casualty Data: 3 slight accidents at the junction with Wokingham Road in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £65,000 for a feature, which would not include any decorative items such as a planter.	1
16	17 (App1, Principle List)	TM0016	Park	20mph enhancements	Newtown area	Entire area, in particular Coventry Road, Cholmeley Road and Amity Street	Officers have received a request for additional physical speed calming measures and repeater signs for the 20mph limit along Coventry Road, a request for 20mph repeaters such as signs or roundels along Cholmeley Road and a request for a physical traffic calming measure such as a speed hump on the west end of Amity Street. These would remind motorists of the existing 20mph speed limit in this area and may also reduce the number of vehicles being damaged. Amendment (November 2023): This entry has been amended to include requests for Cholmeley Road and Amity Street.	• Comment: Speed surveys should be carried out to assess vehicle speeds to determine which areas in Newtown could benefit the most from additional calming measures. There is scope for additional speed humps and for repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately. • Casualty Data: No injury related accidents in the latest 3 year period (up to 30th April 2023) where speeding was considered a contributing factor. • Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number (and type) of traffic calming features installed.	1
17	18 (App1, Principle List)	TM0017	Park	Traffic calming	St Bartholomews Road	Entire road	Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone. Amendment (for March 2023): A petition was reported to TMSC in January 2023, containing 64 signatures. This petitioned the Council to tackle speeding on this street.	• Comment: Depending on the measure(s), there may need to be some loss of parking. The features will likely necessitate statutory consultation. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high level cost estimate is £45,000 on the basis of consulting and implementing a range of speed humps/cushions along the street.	1
18	19 (App1, Principle List)	TM0018	Park	Pedestrian crossing	St Bartholomews Road	At the junction of St Bartholomews with London Road going east/west along London Road	Councillor request to introduce a pedestrian crossing.	• Comment: To be on the likely desire line for pedestrians, this would need to be incorporated into the signalised junction. This will require upgrades, additions and reconfiguring of the junction and to the regional traffic flow management system (SCOOT) by specialist contractors. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.	1

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19	20 (App1, Principle List)	TM0019	Park	20mph enhancements	St Peters Road	Entire Length	Request via Ward Councillor for additions to the existing physical traffic calming features and/or potentially raising the height of existing speed humps to address concerns about speeding.	• Comment: St Peters Road complies with the requirements of a 20mph zone and has a number of existing full length road humps. It would be useful to conduct speed surveys to assess vehicle speeds and then determine if the existing humps should be upgraded. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be around £45,000.	1
20	21 (App1, Principle List)	TM0020	Redlands	Road Closure	Lydford Road	Between its junctions with Alexandra Road and Donnington Gardens	Request to install bollards to prevent traffic from going through Donnington Gardens to get to Lydford Road - there have been complaints about people accessing the school to pick/up drop off here and there is a perceived speeding issue.	• Comment: This will require statutory consultation and the resultant solution would need to cater for legitimate access to the area (e.g. emergency service, property access, utility service providers). • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated. A high-level estimate would be £8,000.	1
21	22 (App1, Principle List)	TM0021	Thames	Road Closure (Relocation)	Milford Road	Southern end of street	Requested via Ward Councillor. Request to relocate the current road closure near the junction with Cardiff Road, to the northern side of Printers Way. Printers Way has been severed by the developer and residents wish to be able to enter/exit the western side via Cardiff Road, which they currently cannot.	• Comment: The relocation of the road closure will require a statutory consultation which may result in objections from residents. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.	1
22	23 (App1, Principle List)	TM0022	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	• Comment: The street has traffic calming (speed cushions), so changes would be the TRO, signing (including removal of old illuminated units that would no longer be required) and installation of repeater markings. If there is a need to increase the size of existing humps then it may cost approximately £4000 per hump. It may also be worth including side roads in the scheme though this would also increase the cost. • Casualty Data: 5 slight and 1 serious incident reported in the latest 3 year period (up to August 2021). None where speeding was listed as a contributing factor. • Anticipated Costs: A high level estimate for just a 20mph scheme without other features would be £25,000.	1
23	24 (App1, Principle List)	TM0023	Abbey	Pedestrianisation (motor vehicle prohibition)	Abbots Walk	Eastern end, beyond the turning head and rear access to numbers 10-12.	Requested via Ward Councillors. Request to pedestrianise this section of the carriageway as there is no vehicular access beyond this point, however, there are parking and vehicle movement issues being experienced. This is partly attributed to a suspicion that motorists believe that there is vehicular access beyond Abbots Walk.	• Comment: A motor vehicle prohibition TRO would require advertising, implementing and signing, alongside a separate TRO for parking restriction alterations. It is recommended that the prohibition be set back from the turning head, to facilitate safe turning for vehicles accessing up to this point. It is recommended that the closure has physical measures to ensure compliance (e.g. lockable bollards). • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate is £15k to cover TRO work, a single illuminated regulatory sign and bollards to prevent vehicular access.	2
24	25 (App1, Principle List)	TM0024	Battle	One way plug	Connaught Road	At its junction with Oxford Road	Request from residents to make this road one way due to issues caused by motorists refusing to give way.	• Comment: A detailed investigation will be required to determine the full impact of changes to this area and the feasibility of any physical measures that would be installed to prevent traffic from turning left into Connaught Road from Oxford Road. • Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022) involving a vehicle turning out of Connaught Road and another where a vehicle reversed into Connaught Road from Oxford Road. No pedestrians were involved in these incidents. • Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.	2

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25	26 (App1, Principle List)	TM0025	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue. Amendment for March 2024: Further discussion with Councillor Lanzoni has led to concept development of an alternative potential concept. This is the upgrade of traffic and pedestrian refuge islands around the roundabout with Briants Avenue and Lower Henley Road, and new pedestrian refuge islands either side of the junction with South View Avenue.	• Comment: Previous entries have raised concerns about the feasibility of a controlled crossing, namely that it would have to be positioned so far from the bend in the road (South View Avenue) that it would likely serve little benefit. The proposed amendment still has potential feasibility issues, such as available road widths and vehicle tracking, but appears more feasible, in the desired area and provides wider benefit. As such, it is the proposal that officers recommend as the favoured option, which should have the added benefit of slowing traffic at the roundabout and around this bend. • Casualty Data: At the northern end of the street, there have been 3 slight and 1 serious incidents involving casualties in the latest 3-year period of data (up to end May 2023). All were on the roundabout, and either vehicle vs vehicle or vehicle vs cycle. • Anticipated Costs: Survey: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed, following feasibility checks.	2
26	27 (App1, Principle List)	TM0026	Church	Traffic calming	Cressingham Road	Entire Road	Residents have raised concerns via their Ward Councillor of recent multiple accidents along the road despite the existing buildouts and traffic islands. They are requesting the Council to review the effectiveness of existing traffic calming features and consider if additional vertical features would be appropriate.	• Comment: Additional calming features such as humps could be installed in this road, however, it should be considered in a potentially wider context. Some feasibility concerns relating to the potential types of appropriate traffic calming that can be installed, as the road is a bus route. • Casualty Data: 3 accidents reported in the latest 3 year period (up to June 2024). Speeding was not considered a contributing factor in these incidents. • Anticipated Costs: A high-level estimate of £50k for the consultation and installation of speed humps. This would increase significantly if we were to include other roads and create a larger 20mph zone.	2
27	28 (App1, Principle List)	TM0027	Katesgrove	Restriction Enforcement (Potential)	Elgar Road	At the road closure point, between Elgar Road and Elgar Road South.	The road is closed to vehicles and has a TRO in place for this, but allows cyclists and pedestrians through the closure. There is also a footway on either side for pedestrian access. The closure is being abused by users of motorcycles and quadbikes, who are managing to squeeze through the gaps between the bollards, left for legitimate access. Ward Councillors have raised this issue and would like a solution to prevent this.	• Comment: It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. The bollard gaps are only marginally wider than the minimum guidance given to facilitate cyclist movements. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration plates being displayed. • Casualty Data: One slight accident at the Elgar Rd/Waterloo Rd junction in the latest 3 year period (up to August 2021) where a driver struck a bollard, while attempting to pass through the feature. • Anticipated Costs: Unable to estimate at this time, as it is dependant on a wider piece of work and the types of technology that will be adopted.	2
28	29 (App1, Principle List)	TM0028	Katesgrove	Traffic calming /road closure	Home Farm Close	Entire Street affected, closure point to be determined	Councillor request to stop speeding/joy-riding by permanently closing the road, potentially mid-way.	• Comment: While this proposal will have a speed-calming impact across the street overall, it still leaves potential on either side, albeit that this would unlikely be as a result of non-resident traffic. Officers recommend that a 20mph scheme with physical traffic calming measures also be considered. Both options would require statutory consultation for a new TRO. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated costs: A high level estimate would be £35,000 for a 20mph scheme. A closure would cost more and would depend on the features installed.	2

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29	30 (App1, Principle List)	TM0029	Kentwood	Pedestrian crossing	Pottery Road	North of Tylers Place junction	Request from Cllr Keeping and Cllr Dennis for a pedestrian crossing near The Tyler's Rest	• Comment: May require build out on the east side of Pottery Road due to narrow footway. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 29th May 2023). • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.	2
30	31 (App1, Principle List)	TM0030	Multiple: Caversham / Caversham Heights / Emmer Green	Pedestrian Crossing and Traffic Calming measures	Rotherfield Way	Pedestrian crossing - South-west of its junction with Surley Row Traffic calming - entire length	A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC. Amendment (November 2023): TMSC agreed in March 2023 that this request be amended to include traffic calming following a new petition that was received. The petition highlighted resident's concerns about speeding in the area, alongside a desire for traffic calming features and a pedestrian crossing near Surley Row. Amendments for November 2024: Some CIL funding has been received for improvements in this area. Once the scheme development is underway, we will be able to clarify.	• Comment: A concept scheme is awaiting funding to enable it to progress to detailed design and implementation for a zebra crossing. Ground investigation works will determine the deliverability of the crossing. A number of different traffic calming features can be explored, however, if the speed limit is 30mph, then costly illuminated signs will also need to be installed if features such as humps are installed on the road. 20mph could be a consideration. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to 30th April 2023). • Anticipated Costs: A high level estimate would be £80,000 for a zebra crossing. The cost of traffic calming features will vary greatly depending on whether or not the road remains 30mph, and what type of features are installed.	2
31	32 (App1, Principle List)	TM0031	Multiple: Norcot and Tilehurst	Traffic calming	The Meadoway	Entire length, but particularly between Dee Road and Coombe Road	Cllr Lovelock reporting high volume of concern raised regarding speeding in this section. Residents would like to see speed calming measures introduced.	• Comment: 20mph may not be appropriate, or needed, and speed calming can be introduced regardless. The nature and location of the features will be challenging given that this is a busy bus route and there are other feasibility challenges such as a relatively high density of driveway accesses. • Casualty Data: 11 accidents reported along the Meadoway in the latest 3 year period (up to June 2024). Speeding was considered a causation factor in 1 of these incidents, which was in the vicinity of the Dee Road junction. • Anticipated Costs: A detailed investigation would need to take place and high-level concept of desirable (and feasible) measures developed before costs can be estimated.	2
32	34 (App1, Principle List)	TM0032	Park	Remove/reduce rat-run	Crescent Road	Particularly between Wokingham Road and Bulmershe Road	Concerns have been raised about the volume of traffic that can rat-run across east Reading using Crescent Road. Discussions have taken place at TMSC and with the East Reading Area Study Steering Group, but an agreeable solution is yet to be found. Proposed solutions have included reviewing streets to the east of Wokingham Road, which can also facilitate this cut-through movement.	• Comment: An agreeable solution needs to be found and funded. It will not be possible to cost or fully analyse the potential benefits/impact at this stage, but the outcome would likely be a restriction (e.g. directional) that could impact on local accessibility to the area and could be controversial when consulted. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.	2
33	35 (App1, Principle List)	TM0033	Park	Traffic calming	Norris Road	Entire length	Request via MP enquiry for speed humps to be installed, as resident experiencing speeding along this 20mph road.	• Comment: Features would require statutory consultation and may not be favourable to nearby residents nor road users. • Casualty Data: No accidents have been reported on this road in the latest 3 year period (up to June 2024). • Anticipated Costs: A high-level estimate of £20k for the consultation and installation of speed humps.	2

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34	36 (App1, Principle List)	TM0034	Park	Pedestrian crossing	Palmer Park Avenue	Near the Church	Request from Ward Councillor for a pedestrian crossing.	• Comment: There is currently an informal crossing at the junction with Wokingham Road. This would be the only location for an upgrade to a controlled crossing but a detailed investigation must take place to see if this is feasible. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.	2
35	37 (App1, Principle List)	TM0035	Park	Crossing improvement	Wykeham Road	At junction with Brighton Road	Improvements needed to allow prams and wheelchair users to cross safely. There have been reports that some users have had difficulties and become stuck when crossing at this junction.	• Comment: There are some feasibility issues, with a few driveways at this location which could prevent any crossing points from being installed. There is also a high demand for on street parking in the area which should also be considered before removing any parking spaces. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £15,000 to make some improvements.	2
36	38 (App1, Principle List)	TM0036	Thames	Pedestrian crossing	Kenavon Drive	Near its junction with Forbury Road	Request from resident for a formal crossing at the junction. Visually impaired pedestrians are struggling to cross this section safely.	• Comment: Such a facility would need to be set back further than the existing traffic island in order to ensure there is adequate time for motorists to slow down when pedestrians are waiting to cross. Feasibility, from a safety perspective, may be challenging due to the proximity of junctions in this section of the road. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.	2
37	39 (App1, Principle List)	TM0037	Whitley	20mph speed limit	Blandford Road	Entire road	Request for a 20mph speed limit along this road due to complaints about vehicles travelling too fast and concerns about safety, as there are schools nearby.	• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including nearby roads in the 20 zone to make it an area wide scheme, however, this would significantly increase the costs. • Casualty Data: 3 slight accidents reported at the Blandford Rd/Hartland Rd junction in the in the latest 3 year period (up to August 2021), none where speeding was considered a contributing factor. • Anticipated Costs: A very high level estimate would be around £70,000 for a 20 zone with calming on Blandford Road, however, this would increase significantly if additional roads are included in the zone.	2
38	40 (App1, Principle List)	TM0038	Katesgrove	Weight Restriction	Highgrove Street	Entire road	Request from resident for a weight restriction on this road to restrict HGVs from using this road. Reports of vehicles being damaged on several occasions from large vehicles moving through this area.	• Comment: A weight restriction will also restrict some vehicles needing to load/unload on behalf of residents, so could prove to be unpopular overall. • Casualty Data: One slight accident in the latest 3 year period (up to August 2021) not related to HGV traffic. • Anticipated Costs: A very high level estimate would be around £5,000 for the installation of the restriction (the TRO).	3
39	41 (App1, Principle List)	TM0039	Kentwood	Traffic calming	Kentwood Hill	Request related broadly to the section between Armour Hill and Armour Road.	Concerns about speeding, despite the speed camera, and a request for traffic calming.	• Comment: Due to this being a bus route, it is likely that speed cushions would be the highest 'impact' measures that could be introduced. On a 30mph street there would need to be (costly) illuminated warning signs, which also attract ongoing revenue costs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within. • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate for a 20mph with traffic calming would be around £50k for this section of Kentwood Hill. This would increase if other roads were included, or if a greater length of the street were to be included.	3

Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
40	42 (App1, Principle List)	TM0040	Multiple: Caversham / Thames	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	• Comment: Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered. • Casualty Data: 2 slight incidents in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: A crossing could cost around £60k-80k depending on the location and the level of works required.	3
41	43 (App1, Principle List)	TM0041	Park	Road Closure	Heath Road	One end	Councillor request to close off one end of Heath Road to prevent speeding and rat running	• Comment: This would require statutory consultation and may receive objections from residents, who may have significant diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. There will not necessarily be a reduction in speeds, but this would prevent rat-running, which would then likely be pushed to neighbouring streets - this may also generate objections. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.	3
42	44 (App1, Principle List)	TM0042	Park	Weight restriction	Palmer Park Avenue	Culver Lane Bridge, and the streets linking from Wokingham Road/Church Road to the bridge.	Request from ward Councillor to prevent HGVs from using St Peter's Road, Brighton Road, Wykeham Road and Palmer Park Avenue to gain access to Wokingham via Culver Lane bridge.	• Comment: It should first be noted that such an area restriction would need to extend outside of the Reading Borough Council boundary, so would require collaboration with and agreement from Wokingham Borough Council - the entirety of the Culver Lane bridges is within their local authority area. This would also be the case for restrictions wholly within Reading Borough Council, as the implications will impact on their Highway network. There is an existing 3.6m height restriction in place on the bridge which will deter some larger vehicles from using this route. It should also be noted that we must continue to allow access to the area for large vehicles in order to carry out deliveries/house moving/refuse collection etc for residents of the area and as such, this would be a challenging restriction to enforce for both the police and the Council. It may not deter the most persistent offenders using the route as a cut through to Wokingham. • Casualty Data: No injury related accidents involving HGVs have been reported in this area in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: This will be dependant on the full extent of the scheme. In the immediate locality this would require a TRO and regulatory (illuminated) signing. More widely, will be advance warning signs and a likely strategic HGV diversion route signed within both local authority areas. Each illuminated regulatory sign is estimated to cost ~£7-	3
43	45 (App1, Principle List)	TM0043	Thames	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSC referred to this request and an indicated funding contribution by the business community.	• Comment: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options. The crossing would need to be set back from the roundabout from a forward visibility perspective, which moves it onto the bridge structure and away from the crossing desire line. Visibility along the bridge is also a concern due to the pronounced 'hump' mid way. • Casualty Data: 4 serious and 9 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021). None involved pedestrians crossing. • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.	3

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44	46 (App1, Principle List)	TM0044	Thames	Pedestrian crossing	Gosbrook Road	Near its junction with St Johns Road.	A resident has asked for a pedestrian crossing near the junction with St Johns Road as it is used by many pedestrians and visibility towards Briants Ave is poor. The nearby traffic island is not very convenient and a new crossing at this location would be welcomed. Amendment (for March 2023): A further request has been received for a pedestrian crossing facility, such as a refuge island near to the bus stop, which is closer to the junction with George Street. Concerns raised about distances to nearest crossings and the speed of motorists through this section, in addition to some visibility issues caused by parked vehicles.	• Comment: There are some significant feasibility concerns at both locations due to the number of accesses to off-street parking places that would create hazards for potential controlled crossing locations and would be obstructed (and create hazards) should refuge islands be considered. The proposals would require restricting parking to obtain the intervisibility for the facility. • Casualty Data: No incidents reported in the last 3 years (up to end September 2022). • Anticipated Costs: If a controlled crossing is feasible, a very high level estimate would be around £80,000 each, but could be considerably higher depending on any special engineering requirements. Pedestrian refuge islands, if feasible, would be estimated at £10,000 each, if feasible. Detailed investigation is required.	4
45	47 (App1, Principle List)	TM0045	Thames	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. Illuminated signs are also costly in a 30mph road, with ongoing revenue implications. Due to the bus and delivery traffic along the road, speed cushions are likely to be the most 'impactive' measures that could be introduced. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) where a pedestrian was involved but speeding was not considered a contributing factor. • Anticipated Costs: A high level estimate would be £50,000.	4
46	51 (App1, Principle List)	TM0046	Caversham	Zebra crossing	Hemdean Road	Near Caversham Primary School	From Councillors on behalf of resident and school. More children are coming to the school through Balmore Park and there are concerns about safety risks when crossing Hemdean Road to access the school.	• Comment: Some feasibility concerns at this location. The bus stop would need to move, which could be challenging in terms of avoiding visibility issues at the crossing. Speed cushions would likely need to be removed, but potential to locate new ones nearby.. There are two desire-lines for different aged pupils, so precise positioning will need to be considered. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022) between its junctions with Hemdean Hill and Grove Hill. • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £100,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.	N/A
47	12 (App2, Remove) (Over-turned)	TM0047	Caversham	20mph	Hemdean Road	Adjacent to, and on approaches to Hemdean House School	Request follows receipt of a petition and the resultant petition response at TMSC January 2024, for speed calming measures outside the school.	• Comment: A section of appropriately traffic calmed 20mph is considered appropriate. The reporting referred to the wider 'Lower Caversham' 20mph zone, for which the concept area would cover this location, however, it was considered appropriate for this request to have its own entry. Some feasibility concerns regarding appropriate traffic calming, as the road has significant on-street parking and is a bus route. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 29th May 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, but a very high-level cost estimate is £40k.	N/A
48	52 (App1, Principle List)	TM0048	Caversham	Pedestrian crossing	Peppard Road	Near the Chiltern nursery	Request from Ward Councillor for a pedestrian crossing to make it safer for pedestrians to cross. Concerns raised about vehicles speeding in the area making it difficult to cross. Nov 25 update: Additional request by Ward Councillor to review the road markings in this area in order to help slow down vehicle speeds.	• Comment: The grass verge on the west side of this road, as well as the trees (roots and canopy cover) will create challenges to installing a zebra crossing in this area, but there may be a feasible location nearby. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated. A high-level estimate for a 'standard' zebra crossing is £70k and there will be additional engineering work required to create a footway link at this location.	N/A

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49	53 (App1, Principle List)	TM0049	Caversham	Pedestrian crossing	St Peters Hill/Church Rd	Near Caversham Court Gardens	Request to install a crossing facility in the vicinity of the gardens, due to concerns about pedestrian safety when crossing in this area.	• Comment: A detailed investigation would need to take place to determine if there is an appropriate location for a crossing in this area. There are bends in the road and a number of access points which will restrict locations for a crossing, which must have good visibility due to the high traffic volume in the area. • Casualty Data: No accidents have been reported in the area around Caversham Court Gardens in the latest 3 year period (up to June 2024). • Anticipated Costs: A very high level estimate would be around £80k for a zebra crossing, however, a detailed investigation would need to take place and high-level concept of desirable (and feasible) measures developed before costs can be correctly estimated.	N/A
50	14 (App2, Remove) (Over-turned)	TM0050	Caversham Heights	Speed calming	Conisboro Avenue	Entire Length	Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 12 people raised Conisboro Avenue as their greatest area road safety concern with 10 supporting 20mph. It is a designated local cycling route on LCWIP.	• Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. Some feasibility concerns relating to the potential types of appropriate traffic calming that can be installed, as part of the road is a bus route. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Conisboro Avenue (TRO, signing, lining and on assumption of speed bumps or cushions) is £120k.	N/A
51	55 (App1, Principle List)	TM0051	Caversham Heights	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	• Comment: Signs can be installed without illumination. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be <£1000.	N/A
52	15 (App2, Remove) (Over-turned)	TM0052	Caversham Heights	20mph zone	Tokers Green Lane	Entire Road	A request for a 20mph zone on this road, which would be a jointly managed scheme between Reading Borough Council and South Oxfordshire District Council.	• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. Feasibility risks around drainage and risks of ponding around any physical traffic calming features. Would require support, funding and a joined-up approach with Oxfordshire County Council, as the road spans local authority boundaries. • Casualty Data: No incidents in the latest 3 year period (up to August 2021, within the Borough of Reading). • Anticipated Costs: A very high level estimate would be around £20,000, based on a contribution to Reading's section only.	N/A
53	56 (App1, Principle List)	TM0053	Caversham Heights	Signing/Lining	Upper Woodcote Road	The bend near Richmond Road	Resident has concerns about the safety of the bend near the junction with Richmond Road, stating that the police have told residents there is an adverse camber. Additional signs and refreshing existing lining could help highlight the bend.	• Comment: This location has a bend in the road and a junction with a right-turn filter lane. It is a wide section of road and is not significantly cambered, but is slightly barrelled across its profile. This is not a location with an evidenced road safety (casualty) issue and is not a high speed road. It is most likely that any incidents at this location are caused by motorists miss-judging their approach speed, the weather/road conditions or by intentions to cut the corner when the filter lane is being occupied. A review and potential improvement of the local warning signs and lining may be beneficial and of a relatively low cost. Lining condition is regularly inspected and will be refreshed as necessary. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £2000.	N/A

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54	57 (App1, Principle List)	TM0054	Caversham Heights	Speed Calming	Upper Woodcote Road and Woodcote Road	General	Request from residents for measures to be put in place to prevent speeding, such as a speed indicator device. Woodcote Road added, following additional complaints about speeding.	• Comment: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). The types of traffic calming features would also be restricted as this is a nationally-classified 'A' road, with other feasibility challenges around the number of dropped vehicular crossings (driveway accesses) and potential gradient-related drainage concerns along the street. Following additional correspondence, Officers also recommend that Woodcote Road be considered as part of this request. • Casualty Data: 4 slight and 1 serious incidents reported in the latest 3 year period (up to end May 2022). Of these, the serious incident listed speeding as a likely causation factor (Upper Woodcote Road, close to Shepherd's lane). 1 slight incident was on Woodcote Road. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are used.	N/A
55	16 (App2, Remove) (Over-turned)	TM0055	Caversham Heights	Pedestrian Crossing	Upper Woodcote Road (and Woodcote Road)	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	• Comment: A crossing has been installed close to its junction with Knowle Close, however, there would be benefit in considering some of the other areas that attract a higher footfall and providing appropriate facilities to assist pedestrians, expanding to Woodcote Road also. Facilities could range from informal, to controlled crossings (e.g. zebra crossings). Some feasibility concerns due to bends in the road and the number of driveway accesses/junctions, given the safe intervisibility requirements. • Casualty Data: 1 serious and 1 slight incidents reported in the latest 3 year period (up to August 2021). Of these, the serious incident listed speeding as a likely causation factor (close to Shepherd's lane). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are used.	N/A
56	58 (App1, Principle List)	TM0056	Church	20mph extension	Whitley Wood Road	Extending the Shinfield Road zone to the west, toward the roundabout with Hartland Road	Request via Councillor for this extension to reduce speeding risks for children crossing to access The Ridgeway school. A few similar requests received by the Councillor.	• Comment: It appears to be an appropriate request, considering the school crossing and approach to the busy shopping area. Due to the gradient of the road, and that part of it is a bus route, there will need to be a careful consideration (and potential compromise) to the type of physical traffic calming features used. This will ensure that they do not create surface water and other issues/risks. -Casualty data: No accidents have been reported in this area in the latest 3-year period (up to August 2024). -Anticipated costs: A high-level estimate of £30k for the consultation and installation of speed humps.	N/A
57	26 (App2, Remove) (Over-turned)	TM0057	Emmer Green	20mph zone	Courtenay Drive	Entire road	Request from MP to install a 20mph speed limit in Courtenay Drive.	• Comment: Being a potential through-road, with other roads meeting it along its length, officers recommend that nearby roads be included in this scheme, in order to create an area wide 20 zone. Some feasibility concerns regarding placement of traffic calming features due to the number of vehicular accesses along the street. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, and consideration of the appropriate area to cover.	N/A
58	59 (App1, Principle List)	TM0058	Emmer Green	One way	Grove Road	The section between no 59-87 Grove Rd	Request to make this section one way, due to issues caused by vehicles entering both ends of Grove Road and forcing vehicles to reverse.	• Comment: This would require statutory consultation and may receive objections from residents. • Casualty Data: 1 slight accident in the latest 3 year period (up to August 2021) involving a pedestrian crossing the road. • Anticipated Costs: A very high level estimate would be around £20,000.	N/A

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59	27 (App2, Remove) (Over-turned)	TM0059	Emmer Green	Speed Calming	Knights Way	Entire Length	Request via MP for speed calming	• Comment: Speed surveys should be carried out to assess vehicle speeds. Officers recommend a 20mph scheme with the addition of signs and road markings, as well as traffic calming features such as road humps. Some feasibility concerns regarding the placement of traffic calming features due to the number of driveway accesses along the road. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be around £40,000	N/A
60	28 (App2, Remove) (Over-turned)	TM0060	Emmer Green	Pedestrian crossing and 20mph zone	Lowfield Road	Near the junction with Farnham Drive	Residents have raised concerns about speeding in this area, and have noted that there are now more children crossing the road since the new housing was built on 37-91 Lowfield Road. There have been requests to reduce the speed limit and install a pedestrian crossing.	• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly, with some feasibility concerns related to this being a bus route, relatively sharp bends and road gradient. The area will need to be reviewed to determine the best location for a crossing (considering visibility and desire lines) and the area to be covered by the lower speed limit and traffic calming. A suggestion could be between Galsworthy Drive and Earlsfield Close to cover the bends in the road and the requested crossing location. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £65,000 for the crossing and minimum of £40,000 for a 20mph zone in a small area with calming	N/A
61	60 (App1, Principle List)	TM0061	Kentwood	Traffic calming	Broomfield Road	Entire length	Cllr Raj Singh expressed speeding concerns and requested consideration for traffic calming measures on Broomfield Rd	• Comment: We should consider whether a 20mph zone would be beneficial to the area, though humps can be installed with or without a lower speed limit. Any features such as speed humps may generate noise and be unpopular with residents. A full statutory consultation would also need to be carried out before any new speed limit or calming features could be introduced. Calming features could have the benefit of reducing traffic volume on the road, but there are feasibility concerns around placement, as there is a density of driveway accesses along the road. • Casualty Data: 2 accidents reported in the latest 3 year period (up to June 2024). Both of these incidents involved turning at the junction with Norcot Road, and did not involve speeding on Broomfield Road. • Anticipated Costs: A high-level estimate of £30k for the consultation and installation of speed humps	N/A
62	1 (App3, New Request)	TM0062	Kentwood	20mph speed limit	Elsley Road	Entire road	Concerns raised about the speed of vehicles using this road as a rat run between Oxford Road and Overdown Road.	• Comment: Should a 20mph speed limit be introduced in this road, additional roads in the area should also be assessed for inclusion so that a wider zone could be created. Any reduction in the speed limit should also be accompanied by traffic calming features, to ensure that is self enforcing. These can be unpopular with residents due to the noise they can generate but a consultation would need to take place before installation. • Casualty Data: No accidents reported in the latest 3 year period (up to April 2025) • Anticipated Costs: A high level estimate would be around £40k	N/A
63	2 (App3, New Request)	TM0063	Kentwood	Pedestrian crossing	Overdown Road	Near its junction with Brooksby Road	Concerns raised about the safety of children crossing in the area whilst walking to nearby schools (Westwood Farm School, Brookfields School, Downsway School, and Denefield School). Children are crossing near the junction with Brooksby Road and a pedestrian crossing has been requested to improve safety, due to the speed and volume of cars on Overdown Road.	• Comment: This could be a challenging location to install a crossing due to the number of dropped kerbs. It should also be noted that the area to the west of Brooksby Road is not within the Borough, so we cannot install a crossing there. • Casualty Data: No accidents reported within the Reading Borough side in the latest 3 year period (up to April 2025) • Anticipated Costs: A high level estimate would be around £80k	N/A

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64	33 (App2, Remove) (Over-turned)	TM0064	Multiple Caversham Heights / Emmer Green	20mph	St Barnabas Road	Extension of existing scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	• Comment: There have been complaints about safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been no recorded incidents in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £35,000 to extend the existing 20 zone along St Barnabas Rd only (not side streets)	N/A
65	61 (App1, Principle List)	TM0065	Multiple: Park / Redlands	Traffic calming	Eastern Avenue	Entire Road	Request for traffic calming such as speed humps in order to reduce vehicle speeds.	• Comment: This is in an existing 20mph zone and there are some existing calming features on the south end of the road which could be amended, though that section is used by buses. • Casualty Data: 2 slight and 1 serious incidents reported in the latest 3 year period (up to August 2021). Two were at junctions and the other was on the roundabout. Speeding was not a contributing factor in any of the incidents. • Anticipated Costs: A very high level estimate would be around £55,000	N/A
66	65	TM0066	Multiple: Katesgrove	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline. Reported to March 2014 TMSC.	• Comment: A more detailed investigation is needed to ascertain feasibility due to the traffic lights. Potential alterations to yellow-box junctions, as part of forthcoming civil enforcement of moving traffic offences, may be necessary and these may be complimentary works funded by capital investment. • Casualty Data: 3 slight and 1 serious (involving illegal vehicle) incidents reported on the roundabout in the latest 3 year period (up to May 2025). 1 slight incident referred to lane change. Proposed for removal - please see Appendix 2	N/A
67	68 (App1, Principle List)	TM0067	Multiple: Abbey / Thames	Junction improvement (pedestrians)	Watlington Street/Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	• Comment: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. This may be covered by future capital investment bids. • Casualty Data: 2 slight and 1 serious incident reported in this area in the latest 3 year period (up to August 2021). None involved pedestrians. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the work needed.	N/A
68	70 (App1, Principle List)	TM0068	Multiple: Caversham / Thames	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	• Comment: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island for pedestrians. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly. • Casualty Data: 3 slight incidents reported near the junction in the latest 3 year period (up to August 2021). 1 vehicle failed to give way, one was distracted and one failed to indicate left. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed and what underground services may be impacted by the necessary civil engineering works.	N/A

Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
69	71 (App1, Principle List)	TM0069	Multiple: Caversham / Thames	Vehicle restriction	School Lane	Entire road	Request to prevent vehicles from using School Lane by installing bollards at each end. It is a single lane road with no pavements and is used regularly by cyclists and pedestrians. Concerns that the development of the New Directions site could increase the number of vehicles using this lane and risk pedestrian and cyclist safety.	• Comment: Bollards would prevent cars entering the road, however, the features need to remain accessible for mobility aids and pushchairs etc., so could still be open to potential abuse by smaller motorised vehicles. We also need to ensure that any proposal doesn't create additional obstacles for those with impaired vision. This will likely require a TRO motor vehicle prohibition to be consulted and implemented. • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be £6k	N/A
70	34 (App2, Remove) (Over-turned)	TM0070	Multiple: Caversham / Thames	20mph	Various	Lower Caversham	A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme. At the request of Caversham Ward Councillors, this amendment for November 2022 separates out the Amersham Road area from the remainder of the proposal. In March 2024, it was agreed to separately capture the request for 20mph and speed calming on Hemdean Road, outside Hemdean House School. Amendments for Nov 2024: Petition at TMSC June 2024 to extend zone to include St Peters Road. Further Ward Councillor correspondence highlighting incidents at the bend on approach to Darell Road, so desire to include this	• Comment: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. The outline area in the original report (as amended) is very large, but this could be split into prioritised phases and it has been requested to separate the Amersham Road area from this wider area for reporting. June 2024 petition report noted some of the feasibility challenges for implementing traffic calming features on St Peters Hill, due to the bends and gradient. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.	N/A
71	72 (App1, Principle List)	TM0071	Multiple: Church / Redlands	20mph	Shinfield Road / Christchurch Road	Entire length	Request made by the Cycle Forum at their meeting in November 2021 for a scheme that introduces 20mph, to compliment the active travel scheme. Officers have included Christchurch Road, reflecting the officer comment on this item.	• Comment: Officers consider that there could be beneficial and appropriate application of 20mph restrictions at certain locations on the road, particularly around the parade of shops on Christchurch Road and enhancements around the Shinfield Rise shops. This is due to the increased footfall expected at these 'destination' locations. However, it is not necessarily considered appropriate for the entire length of Shinfield Road. • Casualty Data: 8 slight and 3 serious incidents reported along all of Shinfield Road in the latest 3 year period (up to end May 2022). 5 incidents involved pedal cycles and 1 incident noted speeding as a contributing factor. • Anticipated Costs: Depending on the measures installed, an estimate for enhancing traffic calming features around the Shinfield Rise shopping area and adding a small zone around the Christchurch Road shops is £80,000. A zone covering the entirety of Shinfield Road is expected to exceed £150,000.	N/A
72	73 (App1, Principle List)	TM0072	Multiple: Katesgrove and Redlands	Traffic calming	Northumberland Avenue	Between George Palmer Close and Hexham Road	Requested via Councillor. Request for additional 20mph roundels and any other measures that could be effective as residents in this area frequently report that vehicles are speeding. Some residents have complained about noise and vibrations caused by the existing speed humps so there is no desire for additional humps.	• Comment: This area is part of an existing 20mph zone and has some traffic calming features. Adding vertical features could be challenging as much of this stretch is nearly at-grade with the footways. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: Additional signs and road markings could be install at relatively low cost as this is a short section of road. Should there be a desire for more significant alterations such as humps then this would significantly increase the cost of installation and would also likely require statutory consultation	N/A

Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
73	36 (App2, Remove) (Over-turned)	TM0073	Multiple: Norcot / Southcote	20mph zone	Shilling Close / Honey End Lane	Whole of Shilling Close and section of Honey End Lane between The Meadway and Shilling Close	Request for a 20mph zone due to concerns regarding safety, due to vehicle speeds. This was raised alongside concerns about parking (including footway parking) on Shilling Close and a request to place restrictions throughout - parking likely to be contributing to the risks and will be considered in the Waiting Restriction Review Programme.	• Comment: Due to the severance of Honey End Lane at Shilling Close, this would be an appropriate and cohesive scheme. Physical traffic calming features (speed humps) would be required to make the scheme compliant, which may generate a level of local objection - they are indiscriminate features affecting all. It should be noted that this would apply only to areas of adopted Highway - there are sections of unadopted carriageway within the close. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022). • Anticipated Costs: A very high level estimate would be around £70,000	N/A
74	74 (App1, Principle List)	TM0074	Multiple: Park / Redlands	Pedestrian crossing enhancements	Whiteknights Road	Roundabout with Upper Redlands Road	Concern has been raised with Councillor regarding pedestrians crossing the road from the University campus. Request made for enhancements at this difficult location.	• Comment: Officers have initially suggested consideration of pedestrian refuge islands (subject to feasibility) at the roundabout exits. These would slow traffic by removing opportunities to cut across hatched areas and allow pedestrians to cross in two parts. Potential re-profiling of the campus exit could also encourage pedestrians to cross further back from the roundabout to improve visibility. These will be relatively costly civils works, for which there would also need to be some vehicle tracking conducted, to ensure that longer vehicles could safely navigate a 'tightened' roundabout. Unfortunately, the exit and desire line are currently too close to the roundabout to place a controlled crossing facility. • Casualty Data: 1 slight incident recorded in the latest 3 year period of data (up to August 2021). This incident did involve pedestrians. • Anticipated Costs: A detailed investigation would be required before costs can be estimated	N/A
75	3 (App3, New Request)	TM0075	Park	Pedestrian crossing	Wokingham Road	Near the bus stop at its junction with Hamilton Road	A petition was presented to the Traffic Management Sub-Committee in June 2025, requesting a crossing be installed at this location as residents have raised concerns about crossing there, especially for the disabled, elderly and those with young children due to the high volume of traffic on the road.	• Comment: This is a 30mph road with two westbound traffic lanes and an eastbound lane. It is also on the red route. The width of the northern footway is a concern when designing a crossing here as it is quite narrow. The existing bus stop will likely need to be relocated to ensure good visibility of pedestrians waiting to cross. A controlled crossing here would improve accessibility and reduce risks in crossing at this location. • Casualty Data: 2 slight incidents reported in the area in the latest 3 year period (up to April 2025) but not involving pedestrians or crossing. • Anticipated Costs: A high level estimate would be around £80k	N/A
76	4 (App3, New Request)	TM0076	Redlands	Pedestrian crossings x 2	Addington Road	One near the hospital/school and one to the west of its junction with Alexandra Road	Concerns have been raised about speeding on Addington Road, with a request for two pedestrian crossings (or other measures such as a speed table) to help pedestrians cross this busy area.	• Comment: There are existing cushions and repeater signs to support the 20mph zone in this area. Speed tables will have an impact on emergency service vehicles, but any zebra crossing would also require the removal of a significant number of parking spaces on both sides of the road (to ensure full visibility of pedestrians waiting to cross). This would affect blue badge holders and other users who are parking close to the hospital and school. • Casualty Data: 4 accidents reported in this area in the latest 3 year period of data (up to April 2025). 3 slight incidents involved pedestrians, 2 of them were crossing the road. • Anticipated Costs: A high level estimate would be around £80k per crossing	N/A

Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
77	75 (App1, Principle List)	TM0077	Redlands	Pedestrian crossings	Craven Road	Junction with London Road	Request made by Councillor for the addition of a pedestrian phase to the existing signalised junction - this approach is currently uncontrolled for pedestrians. This has been raised by parents in the context of walking to/from school.	• Comment: This will require significant traffic signal alteration works and potential complete technical upgrade of the junction, in addition to reconfiguration of regional control software. It should also be noted that it will provide another opportunity for a junction 'all-red' to be triggered, which will impact on vehicular traffic flow during busier times. It is acknowledged that this alteration will bring greater confidence to those using the junction and could lead could encourage more walking for school travel. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians. • Anticipated Costs: Unknown at this time. Specialists would need to be commissioned to review the junction, ducting condition and provide anticipated upgrade costs.	N/A
78	76 (App1, Principle List)	TM0078	Redlands	Pedestrian crossings	Craven Road	Near no.19	Request to upgrade the existing informal crossing outside the nursery at no.19 to a zebra crossing.	• Comment: A detailed investigation will be required to ensure that a crossing can be installed at this location, including a full road safety audit. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians. • Anticipated Costs: A very high level estimate would be around £90,000, if a zebra crossing could be installed, taking into account island alterations and electrical works.	N/A
79	77 (App1, Principle List)	TM0079	Redlands	No entry	De Beauvoir Road	At its junction with Carnarvon Road	Request from Councillor to add additional signs to reinforce the existing restriction at this junction, due to reports of multiple vehicles going through it.	• Comment: Due to the narrow pavement it will be challenging to install additional signs here, and a statutory consultation may also be required, depending on what is installed here. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.	N/A
80	78 (App1, Principle List)	TM0080	Redlands	Speed calming features	Eldon Terrace	Entire street and immediate area	Request, via Councillor, for the installation of physical speed calming measures to aid motorist compliance.	• Comment: The street, and those leading to it, sit within an existing 20mph zone, which will negate the need for additional signing to be implemented alongside any vertical traffic calming measures. Considering the narrow nature of the streets and a level of on-street parking, chicanes or width restricting features are unlikely to be feasible. To improve compliance with the speed limit, speed humps will be the most effective measure. These features, however, will affect all motorists and there is often local concern of noise and vibration raised when such features are proposed to be installed in residential areas. Such features will require public consultation. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate for traffic calming in the entire area would be around £40,000.	N/A

Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
81	79 (App1, Principle List)	TM0081	Redlands	Traffic calming / One Way	Elmhurst Road, Marlborough Avenue and Redlands Road	Entire Road	Request from residents for traffic calming features such as speed humps to reduce vehicle speeds on these roads. Updated to include Marlborough Avenue, following presentation of the petition at September 2021 TMSC. A further request has since been made to also consider Redlands Road and a possible one way system.	• Comment: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. Making Redlands Rd one-way will have an impact on the hospital and bus services as well as residential roads in the area so will need a more detailed investigation before its feasibility can be determined. • Casualty Data: 3 slight and 1 serious accidents around the Elmhurst Rd/Upper Redlands Rd junction and 2 serious and 4 slight accidents reported on Redlands Rd in the latest 3 year period (up to August 2021). 1 in 2019 on Redlands Rd where speeding was considered a contributing factor. • Anticipated Costs: Very high level estimates would be around £30,000 for traffic calming in Elmhurst Road and Marlborough Ave, depending on the features. One way on Redlands Road would need further investigation before costs can be determined.	N/A
82	80 (App1, Principle List)	TM0082	Redlands	Traffic calming	Erleigh road	Entire length	Request to increase the height of the existing traffic calming measures on Erleigh Road, and to install additional ones where possible. This is due to concerns that motorists can speed over the existing humps and the area is busy with pedestrians and school children.	• Comment: Speed surveys should be carried out to assess vehicle speeds to determine if the entire road could benefit from additional calming measures. There is scope to alter existing and to install additional measures such as humps and repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately. • Casualty Data: 1 serious and 2 slight incidents reported in the latest 3 year period of data (up to end May 2022). No pedestrians were involved and speeding was not considered a contributing factor in any of the incidents. • Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number of traffic calming features installed.	N/A
83	81 (App1, Principle List)	TM0083	Redlands	Alterations to existing, and additional traffic calming features	Redlands Road, Morgan Road, Alexandra Road	Entire length of roads	Requests for changes, including walkout, summarised in report to TMSC in June 2023. Amendments for November 2024: Some CIL funding has been received for the removal of the priority flow feature and to install a cycle-through feature on the Redlands Road width restriction. Once the deliverables for these funded elements are agreed, this entry can be adjusted accordingly (i.e. these elements can be removed).	• Comment: Primary change is the removal of the priority flow feature, Redlands Road jcn Allcroft Road. Agreement needed about the replacement feature. Other requested changes include: Replacement of Redlands Road speed cushions with tables, replacement of priority flow between Upper Redlands Road and New Road (feature TBA), removal of build-outs between Addington and Allcroft Roads, entrance treatments for side roads off Redlands Road and reprofiling of speed humps on Allcroft and Morgan Roads. • Casualty Data: 2 serious & 3 slight casualty incidents during the latest 3 year period (up to 30th April 2023). Various factors, all Redlands Road and none specifically attributed to speeding. • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated and there be a consensus/agreement regarding the desirable replacement features, the suitability and feasibility of these. TMSC November 2022 report estimated c.£15k at the time for replacing the Redlands/Allcroft Road priority flow feature with speed cushions.	N/A

Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
84	82 (App1, Principle List)	TM0084	Tilehurst	Pedestrian Crossing / Traffic Calming	Chapel Hill	Near to junction with Normanstead Road and also between its junctions with Westwood Glen and Clements Mead	Request for a pedestrian crossing facility to assist with walking to/from Birch Copse primary school in the vicinity of Normanstead Road, with traffic calming measures. A separate request has also been received for a crossing between its junctions with Westwood Glen and Clements Mead due to concerns about pedestrian safety.	• Comment: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table could be considered - this could compliment the separate request for traffic calming along the street. Officers recommend that additional features near Westwood Glen also be considered as part of this request. It is not likely that a controlled crossing can be installed there, but Officers could investigate this further to establish if an island or dropped kerb could be installed to help pedestrians cross in this area as well. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to end May 2022). • Anticipated Costs: A high level estimate for a zebra crossing here would be £80,000. Measures such as humps could increase the cost significantly in addition, or could form an informal facility on their own at a lower cost.	N/A
85	83 (App1, Principle List)	TM0085	Tilehurst	Pedestrian crossing	Church End Lane	Close to the junction with Norcot Road.	Request for a crossing at this junction due to concerns about pedestrian safety. The junction is busy and there is also a school nearby.	• Comment: Due to the number of off street parking places and the proximity of the Chichester Road junction, it is not likely that a zebra crossing can be installed at the desire line. Installing a crossing further south may result in it not being used. Officers will need to investigate this further to establish what measures could be installed to help pedestrians cross this junction. A traffic island may be possible, for example. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: Costs can be estimated once a detailed investigation is made to determine what features could be installed here.	N/A
86	84 (App1, Principle List)	TM0086	Tilehurst	Speed calming and traffic management measures Amendment (November 2023): Pedestrian Crossing	Conwy Close	Entire length	Request from parent whose child attends the Avenue School, for road safety measures such as signs, lines, traffic calming and/or a pedestrian crossing to improve safety at this location. There are concerns about safety due to the high volume of vehicles and pedestrians that use this road e.g. taxis and minibuses parking on the pavement, double parking and general traffic build up. Amendment (November 2023): Request from Ward Councillor for a pedestrian crossing.	• Comment: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. It may also be worth considering a 20mph zone in the road. Provision of a controlled crossing will be subject to feasibility. It would need to be set back from the junction with The Meadway to ensure acceptable intervisibility, but also away from driveway and car park accesses. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A high level estimate would be around £50,000 to implement a 20mph zone with traffic calming. A 'standard' zebra crossing is estimated to cost £70k, subject to feasibility and additional engineering challenges.	N/A
87	85 (App1, Principle List)	TM0087	Tilehurst	One Way	Fern Glen	Entire road	Cllr Moore carried out an informal survey, with residents in favour of a one-way system from Elmstone Drive	• Comment: Fern Glen is a quiet residential street linking Pierce's Hill and Elmstone Drive, and comprises only 7 dwellings. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 29th May 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, but a very high-level cost estimate is approximately 25k, largely due to sign illumination requirements.	N/A
88	86 (App1, Principle List)	TM0088	Tilehurst	Road closure	Gratwicke Road	Junction with Corwen Road	Request received for the closure of the road at the junction with Corwen Road to prevent the alleged rat-running of traffic trying to bypass the Norcot Road/Armour Road/Kentwood Hill/School Road junction.	• Comment: The proposal would limit access to the street, by severing access via Tilehurst Road. This request raises similar issues to that for Recreation Road. It would be advisable that an informal consultation be conducted with residents prior to developing any proposals, should it appear that funding is likely to be forthcoming. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.	N/A

Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
89	87 (App1, Principle List)	TM0089	Tilehurst	Pedestrian crossings	Park Lane	Near City Road	Via MP and ward Councillor. Request for crossing, or even refuge island, to support children from Burlington Road attending Little Heath School.	• Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing or refuge island at this location. It may not be possible to install these features due to the proximity of bus stops (visibility), numerous driveway accesses (vehicle movements), speed camera monitoring area impact and road width (for island). • Casualty Data: 1 slight incident involving a pedestrian reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.	N/A
90	88 (App1, Principle List)	TM0090	Tilehurst	20mph zone, One-way plug and pedestrian crossing	Recreation Road	Entire length, considering Blundells Road also.	A petition to September 2014 TMSC requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug. In September 2021 officers received additional request for 20mph and for a pedestrian crossing outside the park.	• Comment: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. There are feasibility issues surrounding the implementation of a controlled crossing outside the park entrance (the desire line). There are dropped kerbs for off-street parking in the vicinity and a significant level of on-street parking would need to be removed for visibility. However, in the context of a speed reduction, there are other options potentially available for an uncontrolled crossing. • Casualty data: No incidents reported in the latest 3 year period (up to August 2021). - Anticipated Costs: A very high level estimate for an informal crossing and a 20mph zone would be around £40,000. This would increase significantly if a full zebra crossing were to be installed. The cost of the one way plug would also require investigation before the cost could be estimated.	N/A
91	89 (App1, Principle List)	TM0091	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	• Comment: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • Casualty Data: No incidents on School Rd in this area but 1 incident involving a pedestrian (slight) on Corwen Road in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate for a short section of 20mph with cushions would be £20-25,000 but a zebra crossing could be an additional £60,000.	N/A
92	90 (App1, Principle List)	TM0092	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including side roads in the zone. • Casualty Data: 1 slight incident reported at the junction with the Meadway in the latest 3 year period (up to August 2021) but did not list speeding as a contributing factor. • Anticipated Costs: A high level estimate would be £100,000, including a number of the no-through-roads.	N/A
93	91 (App1, Principle List)	TM0093	Tilehurst	Prevent one way contraventions	The Triangle and Walnut Way	Junction with St Michaels Road	Councillor request for investigation into measures to discourage motorists from contravening the one way restriction at this location.	• Comment: There is a correctly signed no-entry restriction at the junction with St Michaels Road and it is going to be challenging to find an engineering solution that prevents access for those willingly contravening the restriction. This could be a potential site for future civil enforcement of moving traffic offences, subject to funding. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.	N/A

Line No.	Tracks to Nov'25 Update Line No.	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
94	92 (App1, Principle List)	TM0094	Tilehurst	Improved pedestrian crossing facilities	Walnut Way	At the junction with Corwen Road	Request via Ward Councillor for a raised island to be installed, in place of the white-painted area at the junction. The width of Walnut Way at this junction makes it difficult for pedestrians to cross.	• Comment: It is expected that the installation of an island at this location, particularly of the dimensions required for a pedestrian refuge, will cause vehicle tracking issues for those wishing to turn right. The turn is constricted normally, due to the priority-flow and build-out feature on Corwen Road. The dedicated right turn filter lane would therefore need to be removed. • Casualty Data: No incidents reported in the latest 3 year period (up to end September 2022). • Anticipated Costs: Feasibility would need to be determined first, as wider engineering may be required if it is potentially deliverable.	N/A
95	93 (App1, Principle List)	TM0095	Tilehurst	20mph zone	Westwood Glen	Entire road	Request from Ward Councillor for a 20mph zone in Westwood Glen.	• Comment: Officers recommend that nearby roads be included in this scheme, in order to create an area wide 20 zone. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, and consideration of the appropriate area to cover.	N/A
96	94 (App1, Principle List)	TM0096	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	• Comment: There are significant feasibility issues for installing a controlled (e.g. zebra) crossing at this location, as once it would be set back from the junction sufficiently to meet visibility requirements, there are dropped crossings / accesses very close together for a considerable stretch of the road. The crossing would be very far away from the desire line. Uncontrolled options such as a raised table could potentially be considered, potentially as part of an area 20mph scheme. • Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians. • Anticipated Costs: Unable to estimate at this time, as a scope of works would need to be considered.	N/A
97	95 (App1, Principle List)	TM0097	Whitley	20 zone	Drake Way (Kennet Island)	Entire road	Request from ward Councillor stating that some residents would like to see all of Drake Way included in the existing 20mph zone in this area.	- Comment: As Drake Way is now part of the highway, we can include it in the existing zone in Kennet Island. This would require some traffic calming features to help reduce traffic speeds. -Casualty data: No accidents have been reported in this section of Drake Way in the latest 3-year period (up to August 2024). -Anticipated costs: A high-level estimate of £30k for the consultation and installation of speed humps. -Officer recommendation: Retain	N/A

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Line No. on Appendix 1	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Member Priority (Reported Nov '25)
10	TM0001	Multiple: Norcot / Battle	20mph	Residential roads off Oxford Road	Entire streets	In January 2021, Labour Councillors from Battle, Kentwood and Norcot wards conducted a community survey to assess support for the introduction of a new 20mph zone in the area. Of the 219 respondents, more than 80% indicated in favour of introducing this restriction.	• Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. It would be possible to implement this large area in phases, but each phase would need to be a compliant, cohesive, standalone zone that could be expanded with further funding at a later date. • Casualty Data: 3 serious and 11 slight accidents reported in the latest 3 year period (up to August 2021). 8 on Water Rd/Grovelands Rd and 2 of these listed speeding as likely causation factors. • Anticipated Costs: A detailed investigation would be required before costs can be estimated for phasing the works, as it would depend on the number of streets and features included in the area. A very high-level estimate of at least £300k+ has been reported to the Sub-Committee for the entire area. Proposed for removal, as scheme development is funded and is in progress.	1
14	TM0014	Park	Construct new footway	Hamilton Road	Southern end of the road, leading from Whiteknights Road to the school entrance on the eastern side.	Request from ward Councillor for the construction of a footway - there is currently no footway on the eastern side of the street, leading up to the school entrance.	• Comment: Significant feasibility issues. There is currently insufficient Highway land to install the footway, which would require agreement to move the highway boundary into private land. This section of land would then need to be cleared back, which includes fencing, trees and other vegetation. Construction of the footway would also necessitate Highway drainage installation, movement of street lighting and potential utility diversion. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: Unable to estimate at this time due to the aspects around feasibility and likely requirement for land purchase (subject to agreement). Proposed for removal due to the feasibility, and associated time and cost concerns surrounding land acquisition. This conversion of green space would also add negative environmental implications.	1
66	TM0066	Multiple: Abbey / Katesgrove	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline. Reported to March 2014 TMSC.	• Comment: A more detailed investigation is needed to ascertain feasibility due to the traffic lights. Potential alterations to yellow-box junctions, as part of forthcoming civil enforcement of moving traffic offences, may be necessary and these may be complimentary works funded by capital investment. • Casualty Data: 3 slight and 1 serious (involving illegal vehicle) incidents reported on the roundabout in the latest 3 year period (up to May 2025). 1 slight incident referred to lane change. Proposed for removal, as roundabout contains elements of spiralling, based on the limitations of its layout, and is being altered as part of the active travel scheme - this is no longer required.	N/A

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Priority by 'Total Score' of P1 Requests	Line No. on Principle List (App.1)	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Officer comment (not for public reporting)										Indicative Programme	
									Relative casualty incidents (0 none - 2 good)	Deliverability (Time) (0 long - 2 shorter)	Unnecessary redundancy (0 significant challenges - 2 few foreseen challenges)	Supports active travel (0 no - 2 yes)	Relative cost estimate (0 high - 2 low)	Total Score	High-level costing estimate	Additional comments	Funding from (FY)	Anticipate d delivery (FY)		
1	3	TM0003	Caversham	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction. Another petition was received for this crossing in Oct 2022 with 1341 responses, reported to TMSC in November 2022. Amendment (for March 2023): A petition was reported to TMSC in November 2022, containing the results of a wider area survey undertaken by the local MP. The survey showed 1244 respondents in favour of a pedestrian crossing at this junction. There has	• Comment: The petition update report at Jan 2018 TMSC and November 2022 TMSC note the challenges in implementing this facility and other suggested options within the traffic signal controlled junction. • Casualty Data: 1 slight and 1 serious incident involving pedestrians in the latest 3 year period (up to the end of September 2022). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. The preferred option would involve a complete technical refresh and replacement of the signal equipment and associated engineering works estimated to total £500k, but with many uncertainties that could significantly impact this estimate.	2	0	1	2	0	N/A	£ 600,000	Understood to be the top priority request for development. Section 106 contribution c.£110k secured against this scheme.	2026/27 (Year 1)	2027/28 (Year 2)		
2	6	TM0006	Coley	Zebra Crossing Upgrade	Wensley Road	Outside shopping area, east of St Saviours Road	There has been a request made, via ward Councillors, for an upgrade of the beacons at the existing zebra crossing to a 'brighter' LED type.	• Comment: This is a long standing crossing, but requests have been received to upgrade the type of beacon that is in place to a modern LED type, to further enhance the visibility. • Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: Estimated costs (December 2019) £5k.	0	2	2	2	2	8	£ 5,000	Quick to deliver - no TRO work, or reporting required.	2026/27 (Year 1)	2026/27 (Year 1)		
3	5	TM0005	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	• Comment: This would be a low cost measure that could benefit residents and traffic flow on the main road. • Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £1000.	0	2	2	0	2	6	£ 1,000	Quick to deliver - no TRO work, or reporting required.	2026/27 (Year 1)	2026/27 (Year 1)		
Estimated Capital Spend for Year 1															£ 550,000	(Includes deduction of Sect.106 contribution and some contingencies for TM0003)				
4	1	TM0001	Abbey	Pedestrian crossings	Bridge Street	Outside the Civic Offices	Request from resident to upgrade the existing traffic island with imprint to a full zebra crossing due to concerns about pedestrian safety.	• Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing at this location, as it is not likely that a crossing can be installed anywhere else in this area. • Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022), involving vehicles turning out of Fobney Street. Pedestrians were not involved in either of these incidents. • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.	0	1	1	2	1	5	£ 80,000		2027/28 (Year 2)	2027/28 (Year 2)		
5	2	TM0002	Battle	Pedestrian Crossings	Portman Road	East of Tesco and also near Bridgewater Close	Request for pedestrian crossings as traffic levels have increased on this road in 2020, making it harder for pedestrians to cross to access the industrial estate. Amendments for November 2024: The crossing east of Tesco has now been funded through CIL allocations, so we recommend that this is removed from the list. The request for an additional crossing near Bridgewater Close will remain.	• Comment: The area will need to be reviewed to determine the best location for a crossing. This is particularly the case to find a good and suitable crossing link near to Bridgewater Close, owing to the lack of footway links on the southern side of the road - this could turn into a significantly costly project to deliver. • Casualty Data: One serious accident at the junction with Little John's Lane in the latest 3 year period (up to August 2021). No pedestrians involved. No accidents reported in the immediate area around Tesco or Bridgewater Close. • Anticipated Costs: A very high level estimate would be around £70-80k for one zebra crossing, due to the additional footway links that will be required across the verges. This could be significantly higher near Bridgewater Close, depending footway links on the southern side of the	0	1	1	2	1	5	£ 80,000	One of the crossings being developed with CIL funding, near to Cow Lane.	2027/28 (Year 2)	2027/28 (Year 2)		
6	4	TM0004	Caversham Heights	Traffic calming, pedestrian crossing and footway improvements	Kidmore Road	Between its junctions with Highmoor Road and Shepherds Lane, sitting alongside separate request for the section south of Highmoor Road.	Request to install traffic calming features along this road and to make improvements to the footway to prevent pedestrians from having to walk in the road or cross. A crossing (formal or informal) would also be beneficial close to the Richmond Road junction. These would improve access and safety for pedestrians, including school children who walk through the area. Amendment (November 2023): This entry has been extended from Richmond Road to Highmoor Road and, alongside a separate entry for the section south of Highmoor Road, is intended to capture the local desire for speed calming treatment along the entire	• Comment: A detailed investigation will be required to determine the scope of the footway work and feasibility of a crossing at the requested location. Traffic calming in a 30mph area would also require costly illuminated signs, so 20mph could be a consideration. Some feasibility concerns relating to the potential types of appropriate traffic calming that can be installed, as part of the road is a bus route. • Casualty Data: 2 slight accidents reported in the latest 3 year period (up to 30th April 2023). Both near the Oakley Road junction. Speed was considered a contributing factor for both of these incidents. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.	2	0	1	2	0	5	£ 230,000		2027/28 & 2028/29 (Years 2 and 3)	2028/29 (Year 3)		
Estimated Capital Spend for Year 2															£ 350,000	(Includes part-funding of scheme TM0004 (£190k), with the remainder from Year 3)				

Priority by 'Total Score' of P1 Requests	Line No. on Principle List (App.1)	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Related casualty incidents (0 none - 2 good additional)	Deliverability (Time) (0 long - 2 shorter)	Delivery/implementation (0 significant challenges - 2 few foreseen challenges)	Supports active travel (0 no - 2 yes)	Relative cost estimate (0 high - 2 low)	Total Score	High-level costing estimate	Additional comments	Funding from (FY)	Anticipate d delivery (FY)
7	7	TM0007	Emmer Green	Pedestrian crossings	Lowfield Road	To the east of the Peppard Road junction / entrance to the shops car park, linking to the footpath network.	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from the shops using the footpath network in the area.	• Comment: A detailed investigation would need to be carried out to assess whether or not a crossing can be installed at these locations. Some feasibility concerns around placement, due to vehicular accesses, junctions and bend in the road further east. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to available electrical supply).	0	1	1	2	1	5	£ 80,000		2028/29 (Year 3)	2028/29 (Year 3)
8	20	TM0020	Redlands	Road Closure	Lydford Road	Between its junctions with Alexandra Road and Donnington Gardens	Request to install bollards to prevent traffic from going through Donnington Gardens to get to Lydford Road - there have been complaints about people accessing the school to pick/up drop off here and there is a perceived speeding issue.	• Comment: This will require statutory consultation and the resultant solution would need to cater for legitimate access to the area (e.g. emergency service, property access, utility service providers). • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated. A high level estimate would be £8,000.	0	2	2	0	1	5	£ 10,000		2028/29 (Year 3)	2028/29 (Year 3)
9	13	TM0013	Multiple: Kentwood and Norcot	Pedestrian crossing	Norcot Road	Near its junction with Romany Lane	Request from Ward Councillor for a pedestrian crossing.	• Comment: The narrow footpath on one side of the road, along with the bus stop and nearby parking spaces and the junction will make it challenging to install a zebra crossing in this area so a detailed investigation needs to take place to see if it is feasible, and whether feasible locations would be at a crossing desire line. • Casualty Data: 1 slight accident reported in the latest 3 year period (up to 30th April 2023). Pedestrians were not involved in the incident. • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.	0	1	0	2	1	4	£ 80,000		2028/29 (Year 3)	2029/30 (Year 4)
10	15	TM0015	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	• Comment: Feasibility concerns with regards to the access challenges that this will create for residents and the rear of the fire station and displacement of traffic onto neighbouring roads (Early Hill Road is a private road, for example), which will likely generate objections. The proposal would require statutory consultation and it is likely that some reduction of on-street parking will be required to accommodate the plug, which will be set back to facilitate turning in the junction (a further feasibility concern). It should also be noted that the no-entry restriction will be Police-enforceable only for the foreseeable future. • Casualty Data: 3 slight accidents at the junction with Wokingham Road in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £65,000 for a feature, which would be subject to statutory consultation.	2	1	0	0	1	4	£ 65,000		2028/29 (Year 3)	2029/30 (Year 4)
11	16	TM0016	Park	20mph enhancements	Newtown area	Entire area, in particular Coventry Road, Cholmeley Road and Amity Street	Officers have received a request for additional physical speed calming measures and repeater signs for the 20mph limit along Coventry Road, a request for 20mph repeaters such as signs or roundels along Cholmeley Road and a request for a physical traffic calming measure such as a speed hump on the west end of Amity Street. These would remind motorists of the existing 20mph speed limit in this area and may also reduce the number of vehicles being damaged. Amendment (November 2023): This entry has been amended to include requests for Cholmeley Road and Amity Street.	• Comment: Speed surveys should be carried out to assess vehicle speeds to determine which areas in Newtown could benefit the most from additional calming measures. There is scope for additional speed humps and for repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately. • Casualty Data: No injury related accidents in the latest 3 year period (up to 30th April 2023) where speeding was considered a contributing factor. • Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number (and type) of traffic calming features installed.	0	1	2	0	1	4	£ 55,000		2028/29 (Year 3)	2028/29 (Year 3)
12	17	TM0017	Park	Traffic calming	St Bartholomews Road	Entire road	Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone. Amendment (for March 2023): A petition was reported to TMSO in January 2023, containing 64 signatures. This petitioned the Council to tackle speeding on this street.	• Comment: Depending on the measure(s), there may need to be some loss of parking. The features will likely necessitate statutory consultation. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high level cost estimate is £45,000 on the basis of consulting and implementing a range of speed humps/cushions along the street.	0	1	2	0	1	4	£ 45,000		2028/29 (Year 3)	2028/29 (Year 3)
Estimated Capital Spend for Year 3															£ 350,000	(Includes an estimated element of potential underspend across these Year 3 schemes)		
13	19	TM0019	Park	20mph enhancements	St Peters Road	Entire Length	Request via Ward Councillor for additions to the existing physical traffic calming features and/or potentially raising the height of existing speed humps to address concerns about speeding.	• Comment: St Peters Road complies with the requirements of a 20mph zone and has a number of existing full length road humps. It would be useful to conduct speed surveys to assess vehicle speeds and then determine if the existing humps should be upgraded. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021).	0	1	2	0	1	4	£ 45,000		Subject to funding: 2029/30 (Year 4)	Subject to funding: 2029/30 (Year 4)
14	8	TM0008	Katesgrove	20mph with traffic calming	Alpine Street, Francis Street and Edgehill Street	Entire Roads	Request for a 20mph zone with traffic calming such as speed humps in order to reduce vehicle speeds. Francis Street added, following complaints of speeding and parked vehicle damage. Amendment (November 2023): Petition received at September 2023 TMSO for traffic calming measures, and measures to reduce traffic volumes on Francis Street. 32 signatures.	• Anticipated Costs: A very high level estimate would be around £45,000. • Comment: Officers recommended that Edgehill Street also be included as part of the original Alpine Street request. This is developing into a wider area scheme that could incorporate the streets between Elgar Road, Pell Street and Southampton Street. Speed surveys should also be carried out to assess vehicle speeds before determining what type of traffic calming features would be appropriate. Some feasibility concerns related to road gradients and potential drainage risks associated with certain traffic calming types. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be around £70,000.	0	1	1	0	1	3	£ 70,000		Subject to funding: 2029/30 (Year 4)	Subject to funding: 2030/31 (Year 5)

Priority by 'Total Score' of P1 Requests	Line No. on Principle List (App.1)	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Related casualty incidents (0 none - 2 good additional)	Deliverability (Time) (0 long - 2 shorter)	Unnecessary measures (0 significant challenges - 2 few foreseen challenges)	Supports active travel (0 no - 2 yes)	Relative cost estimate (0 high - 2 low)	Total Score	High-level costing estimate	Additional comments	Funding from (FY)	Anticipate d delivery (FY)
15	9	TM0009	Katesgrove	20mph	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but speeding was not a contributing factor. • Anticipated Costs: A high level estimate would be £40,000.	0	1	1	0	1	3	£ 40,000		Subject to funding: 2029/30 (Year 4)	Subject to funding: 2029/30 (Year 4)
16	18	TM0018	Park	Pedestrian crossing	St Bartholomews Road	At the junction of St Bartholomews with London Road going east/west along London Road	Councillor request to introduce a pedestrian crossing.	• Comment: To be on the likely desire line for pedestrians, this would need to be incorporated into the signalised junction. This will require upgrades, additions and reconfiguring of the junction and to the regional traffic flow management system (SCOOT) by specialist contractors. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.	0	0	1	2	0	3	Unknown	Will require some substantive traffic signal equipment changes, in addition to other civils work. Costs challenging to anticipate at this stage, without conducting detailed condition and feasibility checks (at	Subject to funding: 2029/30 (Year 4)	Subject to funding: 2030/31 (Year 5)
Estimated Capital Spend for Year 4 (subject to funding)															£ 350,000	(TM0018 has unknown costs, so estimated on the basis of c.£200,000 for this scheme)		
17	21	TM0021	Thames	Road Closure (Relocation)	Milford Road	Southern end of street	Requested via Ward Councillor. Request to relocate the current road closure near the junction with Cardiff Road, to the northern side of Printers Way. Printers Way has been severed by the developer and residents wish to be able to enter/exit the western side via Cardiff Road, which they currently cannot.	• Comment: The relocation of the road closure will require a statutory consultation which may result in objections from residents. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.	0	1	1	0	1	3	£ 25,000		Subject to funding: 2030/31 (Year 5)	Subject to funding: 2030/31 (Year 5)
18	22	TM0022	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	• Comment: The street has traffic calming (speed cushions), so changes would be the TRO, signing (including removal of old illuminated units that would no longer be required) and installation of repeater markings. If there is a need to increase the size of existing humps then it may cost approximately £4000 per hump. It may also be worth including side roads in the scheme though this would also increase the cost. • Casualty Data: 5 slight and 1 serious incident reported in the latest 3 year period (up to August 2021). None where speeding was listed as a contributing factor. • Anticipated Costs: A high level estimate for just a 20mph scheme would be £25,000.	0	1	1	0	1	3	£ 25,000		Subject to funding: 2030/31 (Year 5)	Subject to funding: 2030/31 (Year 5)
19	12	TM0012	Multiple: Church / Whitley	20mph	Hartland Road & Whitley Wood Road	From Basingstoke Road to Shinfield Road	Request, via Councillor, for 20mph speed reduction to improve the environment for residents, reduce the appeal as a cut through and to reduce safety risks in consideration of the nearby schools	• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend a 20mph zone for this type of residential street as it would add a range of supporting physical measures to improve compliance. These will need careful consideration in the context of the types of vehicles using the street (e.g. buses) and around drainage/ponding risks along the Whitley Wood Road hill. • Casualty Data: 5 slight accidents on Hartland Road and 3 slight accidents reported on Whitley Wood Rd in the latest 3 year period (up to August 2021). No accidents where speeding was considered a contributing factor. Most of the accidents relate to junction collisions. • Anticipated Costs: A high level estimate would be £200,000 for Hartland Rd and Whitley Wood Road though side roads should also be	0	0	1	1	0	2	£ 200,000		Subject to funding: 2030/31 (Year 5)	Subject to funding: 2031/32 (Year 6)
20	11	TM0011	Multiple: Caversham / Caversham Heights	Speed calming	Kidmore Road	Section between Highmoor Road and The Mount	A petition from residents of Kidmore Road was presented to the Sub-Committee in September 2022. The petition highlighted their concerns regarding the trees, rat running, speeding, road safety and the state of the pavement on Kidmore Road. A separate letter sent by MP Matt Rodda suggested that residents were in favour of a 20mph speed limit as well as other traffic calming features such as humps, chicanes and vehicle activated signs. A meeting between Ward Councillors, officers and representatives of residents took place in November 2022. Issues and potential mitigations were discussed and it was broadly agreed that 20mph with speed calming was desirable and whether some speed calming features could create build-outs around the most 'problematic' tree locations.	• Comment: 20mph for this relatively narrow section of road seems entirely appropriate, but will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise, which were discussed in the resident meeting. Options for creating more walkway space around the trees were discussed and is going to be challenging, so a proposed solution is not yet clear. One option discussed was creating some build-outs as part of the speed calming scheme, but proximity of driveways, drainage and the inevitability of queuing traffic are significant factors to consider. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone (TRO, signing, lining and an assumption of full-width	0	0	0	1	0	1	£ 100,000		Subject to funding: 2030/31 (Year 5)	Subject to funding: 2031/32 (Year 6)
Estimated Capital Spend for Year 5 (subject to funding)															£ 350,000			

Priority by 'Total Score' of P1 Requests	Line No. on Principle List (App.1)	Unique Ref.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Related casualty incidents (0 none - 2 good additional)	Deliverability (Time) (0 long - 2 shorter)	Delivery team/contractor (0 significant challenges - 2 few foreseen challenges)	Supports active travel (0 no - 2 yes)	Relative cost estimate (0 high - 2 low)	Total Score	High-level costing estimate	Additional comments	Funding from (FY)	Anticipated delivery (FY)
21	14	TM0014	Park	Construct new footway	Hamilton Road	Southern end of the road, leading from Whiteknights Road to the school entrance on the eastern side.	Request from ward Councillor for the construction of a footway - there is currently no footway on the eastern side of the street, leading up to the school entrance. • Comment: Significant feasibility issues. There is currently insufficient Highway land to install the footway, which would require agreement to move the highway boundary into private land. This section of land would then need to be cleared back, which includes fencing, trees and other vegetation. Construction of the footway would also necessitate Highway drainage installation, movement of street lighting and potential utility diversion. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: Unable to estimate at this time due to the aspects around feasibility and likely requirement for land purchase (subject to agreement). Recommended for removal - please see Appendix 2							N/A	Unknown	Recommended for removal - please see Appendix 2	N/A	N/A

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