

Traffic Management Sub-Committee

06 March 2025



Reading
Borough Council
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| Title | Traffic Regulation Order Rectification - Update |
| Purpose of the report | To note the report for information |
| Report status | Public report |
| Report author | James Penman, Network Services Manager |
| Lead Councillor | Cllr John Ennis, Lead Councillor for Climate Strategy and Transport |
| Corporate priority | Not applicable, but still requires a decision |
| Recommendations | The Sub-Committee is asked to: 1. Note the content of this report. |

1. Executive Summary

- 1.1. At Council on 15 October 2024, a summary of issues relating to certain Traffic Regulation Orders (TROs) was reported (report available [here](#)) and a rectification process agreed (report available [here](#)).
- 1.2. The agreed rectification process involves advertising new, permanent TROs to address the issues identified. Officer delegation for considering objections and making TRO implementation – or otherwise – decisions was also approved by Council.
- 1.3. This is the second of a series of reports starting from November 2024 that will inform this Sub-Committee of progress and decision making until the rectification process is concluded.

2. Policy Context

- 2.1. The Road Traffic Regulation Act 1984 (RTA) sets out the legal basis for making TROs. It gives local authorities the power to make TROs to regulate or restrict traffic as needed for:
 - (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (b) preventing damage to the road or to any building on or near the road, or
 - (c) facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or
 - (f) preserving or improving the amenities of the area through which the road runs or

- (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995
- 2.2. Reading Borough Council's Transport Strategy 2024 is a statutory document that sets the plan for developing the Borough's transport network. It includes guiding policies and principles including those related to Network Management (RTS17), Parking (RTS20), Enforcement (RTS21) and Demand Management (RTS22). Reference to the Borough's Red Route is contained within this strategy.
- 2.3. The Council's Corporate Plan 2022/2025 interconnected themes of Healthy Environment, Thriving Communities and Inclusive Economy align closely with the provisions of the Road Traffic Regulation Act 1984 (RTA), as both seek to improve public wellbeing and sustainable development.

3. The Proposal

Current Position

- 3.1. Traffic Regulation Orders (TROs) are legal orders, which allow the Highway Authority to regulate the speed, movement and parking of vehicles and enable the compliant signing, lining and enforcement of restrictions on our highways. They can cover a variety of different restrictions, including those related to waiting and loading, residential parking restrictions speed limits and bus lanes implementation for example.
- 3.2. TROs contain textual information about the nature of the restrictions, how they operate and are enforced and the exact location descriptions for where they apply.
- 3.3. The majority of the Borough's TROs are intended to lead to permanent changes. In this situation, the Council undertakes a minimum 21-day statutory consultation process, whereby objections to the draft TRO can be submitted. Following consideration of the objections, the Council may still decide to implement the changes, and the draft TRO is made permanent with an implementation date that aligns with the implementation date of the restrictions on street.
- 3.4. The statutory consultation process requires the Council to advertise notices – a simplified version of the TRO – in local newspaper publications, to place copies of the notices on street and make the full draft TRO available for public inspection as a minimum.
- 3.5. An internal investigation has identified that a number of Traffic Regulation Orders within the Borough were incorrectly made. As a result, there are restrictions presented on the Highway that cannot be enforced.
- 3.6. The following table details the TROs affected. Appendix 1 provides an accompanying drawings pack to highlight the locations and restrictions affected:

Table 1

| Item | Issue |
|--------------------------------------|--|
| TRO 1 (Red Route East) | <p>Location: Red Route East, including Kings Road from its junction with Watlington Street to Cemetery Junction, Wokingham Road and partially into adjoining streets such as Queens Road and London Road.</p> <p>Issue: The experimental TRO came into operation on 15 January 2018, but only for a period of 6 months. The experimental TRO expired and was not made permanent.</p> <p>Subsequent TROs were implemented to cover later pay and display restrictions outside the Wokingham Road shops, and further 'shared-use' pay & display / resident permit parking restrictions also along Wokingham Road. These are not affected by the issue.</p> |

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| | <p>The West and Town Centre Red Route TROs are correctly in operation and are not impacted by this issue.</p> <p>Resolution: A new TRO is required for the restrictions on the original, expired experimental TRO that are not covered by the subsequent TROs and presented on street. These are predominantly 'No stopping at any time' along the route.</p> |
| <p>TRO 2</p> <p>(Swainstone / Waldeck)</p> | <p>Location: Waldeck Street Resident Permit Parking and Swainstone Road Resident Permit Parking scheme.</p> <p>Issue: The consulted TRO was due to come into operation from 1 March 2016, but was not sealed and made (to legally come into operation).</p> <p>A subsequent TRO was introduced from 29 September 2021, which covers the restrictions within Waldeck Street, following changes introduced through a Waiting Restriction Review programme. Therefore, Waldeck Street is no longer considered to be affected by this issue.</p> <p>Resolution: A new TRO is required to cover the restrictions on Swainstone Road as per the original TRO and presentation on street. These are predominantly resident permit parking bay restrictions.</p> |
| TRO 3 | <p>[The references used in this table reflect those used in other reports on this issue for consistency. However, while this TRO has formed part of the investigation it was not considered to require rectification and is not relevant to this report.]</p> |
| <p>TRO 4</p> <p>(Red Route West)</p> | <p>Location: Western section of the Red Route in its entirety.</p> <p>Issue: The citation (reference within the order to the title of that order) has been incorrectly written. While the error is not material to enforcement, this issue will be rectified.</p> <p>Resolution: A new TRO is required to rectify this issue.</p> |
| <p>TRO 5</p> <p>(Southcote Verge & Footway)</p> | <p>Location: 'Southcote' Verge and Footway Parking ban area, including the whole lengths of Southcote Lane, Ashampstead Road, Brunel Road, Circuit Lane, Frilsham Road, Gainsborough Road and Virginia Way.</p> <p>Issue: The experimental TRO came into operation on 9 February 2015, but only for a period of 6 months. The experimental TRO expired and was not made permanent.</p> <p>Resolution: A new TRO is required to cover the restrictions in the expired experimental TRO and presented on street, namely to cover the ban on footway and verge parking.</p> |
| <p>TRO 6</p> <p>(Tilehurst & Kentwood Verge & Footway)</p> | <p>Location: 'Tilehurst and Kentwood' Verge and Footway Parking ban area, including Church End Lane, Lower Elmstone Drive, Norcot Road, Oak Tree Road, Overdown Road, Park Lane, Recreation Road, School Road, The Meadway and Westwood Road. This list was corrected to remove Mayfair, which following reference made at Council in October 2024, had been agreed for</p> |

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| | <p>removal from the resultant scheme by Traffic Management Sub-Committee in November 2014.</p> <p>Issue: The experimental TRO came into operation on 7 May 2013, but only for a period of 6 months. The experimental TRO expired and was not made permanent</p> <p>Resolution: A new TRO is required to cover the restrictions in the expired experimental TRO and presented on street, namely, to cover the ban on footway and verge parking. This will exclude Mayfair, following a decision at Traffic Management Sub-Committee in November 2014, agreeing to its removal from the resultant TRO.</p> |
| <p>TRO 7 (London Road)</p> | <p>Location: London Road, resident permit parking bays on the north side of the street, either side of the junction with East Street.</p> <p>Issue: The section of the TRO containing the 'no waiting' and 'no loading' restriction along the north side of London Road contained an incorrect location description, which causes it to overlap with the resident permit parking bay restrictions.</p> <p>This issue was originally contained in a TRO that came into operation on 23 February 2007 and was replicated in a later TRO that came into operation on 23 March 2015.</p> <p>Resolution: Requires a new TRO to replace the problematic elements from the abovementioned TROs with the correct restrictions, as presented on street. This will correctly capture the resident permit parking bays and the 'no waiting' and 'no loading' restrictions without overlap of the two.</p> |
| <p>TRO 8 (Hosier Street & St Marys Butts)</p> | <p>Location: Issue 1 - Hosier Street, north and south sides Issue 2 - St Marys Butts east side shared-use taxi/disabled badge holder parking bays, to the south of the junction with Broad Street/West Street.</p> <p>Issue1: Incorrect description for the parking restrictions referred to the restriction spanning from its junction with St Marys Butts '...to a point 20m east of that junction', when it should have read '...to a point 20m west of that junction'.</p> <p>This issue was originally contained in a TRO that came into operation on 3 March 2003 and was replicated in the later Town Centre Red Route TRO that came into operation on 5 November 2021.</p> <p>Resolution: Requires a new TRO to replace the problematic elements from the abovementioned TROs with the correct restrictions, as presented on street. This will correctly capture the 'no stopping at any time' restrictions on approach to the junction with St Marys Butts.</p> <p>Issue 2: There are discrepancies in the permitted times for disabled badge parking between different areas of the TRO (e.g. Article 16 (b) 8am to 5pm) and the signing in place (5am to 8pm). The intension of Red Route was to translate previous restrictions into Red Route restrictions as best as possible, so it is considered that 5am to 8pm (as signed) is the appropriate restriction and that the incorrect TRO elements should be amended to reflect this.</p> |

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

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

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

Table 2

| Item | Progress (Indicative Key Milestones. Subject to Change) |
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| TRO 1 (Red Route East) | <p>Minor amendments to drawings 7 and 8 agreed by delegations (delegations agreed at Council, October 2024). These included some additional bay-marked restrictions that were not captured on the original drawings to Council in October 2024.</p> <p>Statutory consultation undertaken between 12 December 2024 and 5 January 2025. No objections were received so the TRO was been made on 3 February 2025 under officer delegations agreed by Council.</p> <p>Appendix 2 provides the consultation feedback received.</p> |
| TRO 2 (Swainstone / Waldeck) | <p>Statutory consultation undertaken between 16 January and 5 February 2025.</p> <p>No objections have been received (other feedback in Appendix 3). Officers are proceeding with the processes to make the TRO as advertised under the delegations agreed by Council.</p> |
| TRO 3 | <p>Not Applicable.</p> |
| TRO 4 (Red Route West) | <p>Anticipate consultation commencing early March 2025.</p> <p>Anticipate making the resultant TRO early April 2025.</p> |
| TRO 5 (Southcote Verge & Footway) | <p>Minor amendment to drawing agreed by delegation (delegations agreed at Council, October 2024). The southern section of Circuit Lane was not captured on the original drawings to Council in October 2024.</p> <p>Statutory consultation undertaken between 16 January and 5 February 2025.</p> <p>An objection has been received, so this will be considered and an decision made on the outcome of the TRO. This decision will be made by Officers under delegation agreed by Council in October 2024. The consultation feedback is contained in Appendix 4).</p> <p>Further updates will follow.</p> |
| TRO 6 (Tilehurst & Kentwood Verge & Footway) | <p>Statutory consultation undertaken between 16 January and 5 February 2025.</p> <p>Objections have been received, so these will be considered and a decision made on the outcome of the TRO. This decision will be made by Officers under delegation agreed by Council in October 2024. The consultation feedback is contained in Appendix 5).</p> <p>Further updates will follow.</p> |

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| TRO 7 (London Road) | Anticipate consultation commencing early March 2025. Anticipate making the resultant TRO early April 2025. |
| TRO 8 (Hosier Street & St Marys Butts) | Statutory consultation undertaken between 23 January and 12 February 2025. At the time of writing, no consultation feedback has been received, but Officers are allowing sufficient time to receive postal feedback. Should no objections be received, officers will make the TRO under the delegations agreed by Council. Further updates will follow. |
| TRO 9 (A33 bus lanes) | Statutory consultation undertaken between 23 January and 12 February 2025. At the time of writing, no consultation feedback has been received, but Officers are allowing sufficient time to receive postal feedback. Should no objections be received, officers will make the TRO under the delegations agreed by Council. Further updates will follow. |
| TRO 10 (Redlands Road) | Statutory consultation undertaken between 23 January and 12 February 2025. At the time of writing, no consultation feedback has been received, but Officers are allowing sufficient time to receive postal feedback. Should no objections be received, officers will make the TRO under the delegations agreed by Council. Further updates will follow. |

- 3.10. It is expected that enforcement will commence following the making of each TRO and a two-week period of warning notices being issued, as applicable. As part of the rectification scheme, officers are also identifying areas where signing and lining relating to the restrictions requires improvement. These works will be undertaken following statutory consultation, subject to a decision to make the TRO.

Restitution Scheme Update

- 3.11. At Council in October 2024, Officers reported that motorists had been wrongly issued Penalty Charge Notices (PCNs) for alleged breaches of the restrictions in TROs with known issues and reported a proposed scheme of restitution to address this (report appendix available [here](#)).
- 3.12. Letters have been sent out to 2235 addresses held on Reading Borough Council's database. This has resulted in an increase in responses, and to date there have been 590 responses as a result of these.
- 3.13. Following the agreement of Council, a dedicated webpage has been set up for affected motorists to claim a refund. The website (<http://www.reading.gov.uk/parkingrefund>) includes frequently asked questions and details of the TRO areas affected where claims can be made.
- 3.14. The following table provides some headline data to Sub-Committee members for claims that have been made through this scheme of restitution at the time of writing. This information is provided for information only as the Audit and Governance Committee is

delegated to oversee the Restitution Scheme and a report was presented to that Committee in January 2025. A further report will be presented in April 2025.

Table 3

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| Number of claims or enquiries made | 1476 |
| Number of claims confirmed | 274 |
| Number refused | 240 |
| % of cases considered within 28 days | 100% |
| % of valid claims resolved relating to enforcement action (bailiffs) | 36 % |
| % assisted claims made | 0.23% |

Communication

- 3.15. The following table provides details of the media communication that has been undertaken, and has been planned, to date:

Table 4

| Date | Method |
|---------------------------------|--|
| 7 October 2024 | Press release issued with media interviews with BBC South, ITV Meridian, Reading Chronicle and Greatest Hits Radio. |
| 8 October 2024 | Social media - NextDoor, Facebook and Twitter published. |
| 16 October 2024 | Residents email newsletter with details of scheme and how to claim refunds with an open rate of 55.9% |
| 7, 10 and 16 October 2024 | Internal communications to be added into Team Reading. |
| 29 October 2024 | Residents email newsletter content shared with Berkshire councils and South/Vale council. Ask to share content or social media posts |
| 7 November 2024 | Residents email newsletter with details of scheme and how to claim refunds with an open rate of 53.8% |
| Two weeks from 13 November 2024 | Paid for social media campaign for users in 50km |
| 28 November 2024 | Resident email newsletter with reminder of the TRO reimbursement and an open rate of 59.3%. |
| 14 – 31 January 2025 | Paid for social media campaign for users in 50km area with a reach of 49,958. Views on the posts were 80,561. |
| 14 January 2025 | Remind Berkshire councils and South Oxfordshire and Vale of White Horse councils to share content of our media posts on this matter. |
| 15 January 2025 | Press release to remind residents of scheme with the audit committee papers being released. |

Digital TRO Project Update

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

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

The primary advantages of such a system include:

- Mitigating risks of accuracy/compliance and variance of interpretation in TROs;
 - Expediting the TRO consolidation processes, leading to fewer TROs being 'active' within the Borough;
 - Compliance with forthcoming regulations requiring submission of TRO data to the government; and
 - Ease of access to information, internally and externally, through provision of an interactive map-based tool available on our website.
- 3.17. The government has recently suggested that their regulations could come in to force as early as July 2025, although officers expect that October 2025 is more likely, requiring the Council to be in a position to submit data in a specific format relating to all new TROs and Temporary TROs from that date.
- 3.18. With no digitised solution currently in place, officers are now working to adjust the project delivery order to prioritise procurement of the aforementioned Digital TRO management software. With this software in place, it is expected that the Council will be able to comply with the new regulations by having a hybrid TRO system in place – old 'paper' TROs and new digital TROs (and TTROs).
- 3.19. Thereafter, we will seek to commission the resource-intensive part of the original project that will see the system being the single source of TROs. It is expected that the government will set a deadline by which all TRO data (historic *and* new) is submitted to their database, so this remains a critical part of the overall project.
- 3.20. Development of this project is being monitored via the Council's Customer Experience Board, with additional reporting to the Transformation and Efficiency Board, and progress is being reported to the Audit and Governance Committee as part of the wider 'Action Plan' remit of that Committee.

Options Considered

- 3.21. Not applicable

Other Options Considered

- 3.22. None at this time.

4. Contribution to Strategic Aims

- 4.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
- Healthy Environment
 - Thriving Communities
 - Inclusive Economy

- 4.2. These themes are underpinned by “Our Foundations” explaining the ways we work at the Council:
- People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 4.3. Full details of the Council’s Corporate 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.
- 4.4. The recommendations in this report align with the Council’s values and objectives in the Corporate Plan, namely:

Healthy Environment

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

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

Thriving Communities

TROs can enhance road safety through measures like traffic calming, safer pedestrian crossings, or reduced speed limits, making neighbourhoods safer and more liveable. This fosters a sense of connectivity in communities.

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

Inclusive Economy

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

5. Environmental and Climate Implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has not been considered necessary for the recommendations in this report. If agreed, and the consulted draft TROs made permanent, there will be no expected changes to on street signing or lining – the recommendations do not seek to change the restrictions from how they are currently presented – and there will be negligible negative impact from the creation of some weatherproof on street notices required during the initial consultation period.

6. Community Engagement

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

7. Equality Implications

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
 - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the recommendations of this report do not seek to change any restriction from what is currently presented on street and, therefore, are not expected to have a less favourable outcome to any persons with protected characteristics.

8. Other Relevant Considerations

- 8.1. There are none.

9. Legal Implications

- 9.1. The Council has considered all of its legal obligations when seeking to make Traffic Regulation Orders.
- 9.2. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides for the statutory processes to be followed in making TROs.
- 9.3. Before making a TRO, the local authority must carry out a statutory consultation, engaging with the Chief of Police, residents, businesses, emergency services and transport operators. A notice detailing the proposed restrictions and the reasoning behind them is published in a local newspaper and displayed on site in the areas where the restrictions would apply. Members of the public have 21 days in which to submit objections or comments on the proposal. In order for any comments to be valid, it must be in writing, state the grounds on which it is made and sent to the address specified in the notice.
- 9.4. The local authority must consider any objections received. Depending on the nature of these objections, amendments to the proposal may be agreed and agreement to delegate authority for these decisions to the Acting Executive Director for Economic Growth and Neighbourhood Services (in consultation with the Assistant Director for Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub Committee) has been agreed by Council. With any traffic regulation order proposals, the Council (via this delegated authority) may decide whether to proceed with the TRO as published, modify it, or abandon it. If it is agreed to proceed, the TRO is formally made and a further notice is published giving the date when the order comes into force. The final step is to implement the restrictions by installing the necessary signage and road markings.
- 9.5. The Council has considered its Network Management Duty under the Traffic Management Act 2004 and its Section 122 duty under the Road Traffic Regulation Act 1984.

Network Management Duty

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

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

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

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

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

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

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

Section 122 duty

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

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

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

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

10. Financial Implications

- 10.1. The cost of undertaking the agreed TRO rectification processes is expected to be limited to internal staffing resources, the advertising costs for the statutory notices (consultation and sealing). This is estimated to total less than £10,000.
- 10.2. In addition to the implications referred in Section 10.1, the restrictions referred in this report are currently unenforceable. While the objective of the restrictions is to prevent the issues that were occurring previously and/or prevent unauthorised access to parts of the Highway, contraventions do occur and these generate revenue that is invested as per the Council's Annual Parking Reports. Additionally, many of the schemes including parking restrictions help to minimise accelerated damage to the Highway occurring

through, for example, parking on the footway and verges. These mitigations reduce the burden on the Council's Highway Maintenance budgets.

Capital Implications

- 10.3. None expected.

Value for Money (VFM)

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

Risk Assessment

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

11. Timetable for Implementation

- 11.1. The following table provides the intended timeline:

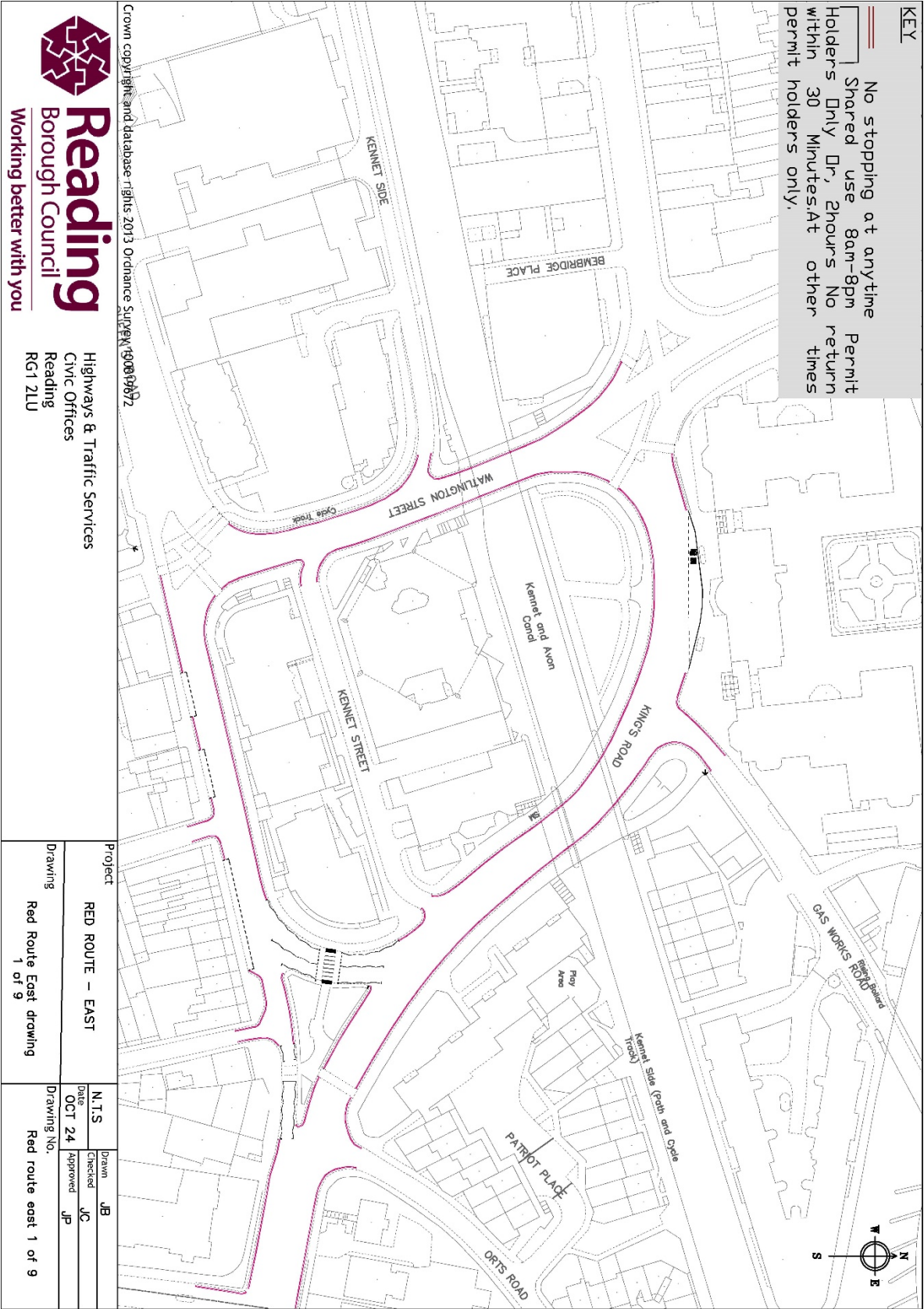
| Line | Milestone | When |
|-------------|---|--|
| 1 | Site surveys and drawing preparation | Complete |
| 2 | Draft schedule of restrictions to be included in the TROs | Complete |
| 3 | Draft articles to be included in the TROs | In progress |
| 4 | Undertake statutory consultation (requires release of approved Council meeting minutes approving the undertaking proposals) | In progress (please refer to Table 2 in Section 3.9) |
| 5.1 | Make the TROs that have not received objection | In progress (please refer to Table 2 in Section 3.9) |
| 5.2 | Seek decisions on making TROs that have received objections | In progress (please refer to Table 2 in Section 3.9) |
| 6 | Make the TROs (as appropriate) that have received objections, following delegated decision. | In progress (please refer to Table 2 in Section 3.9) |

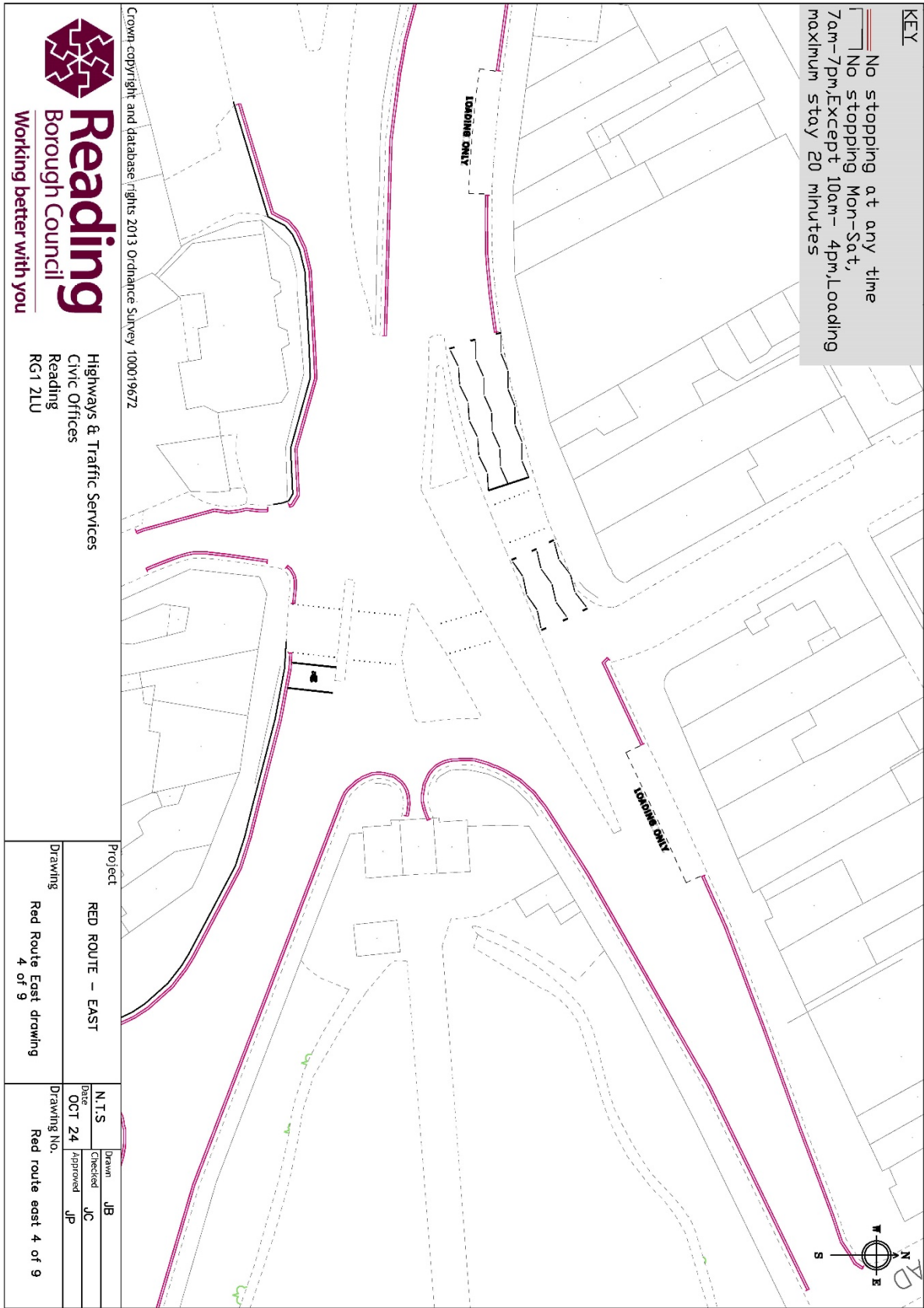
12. Background Papers

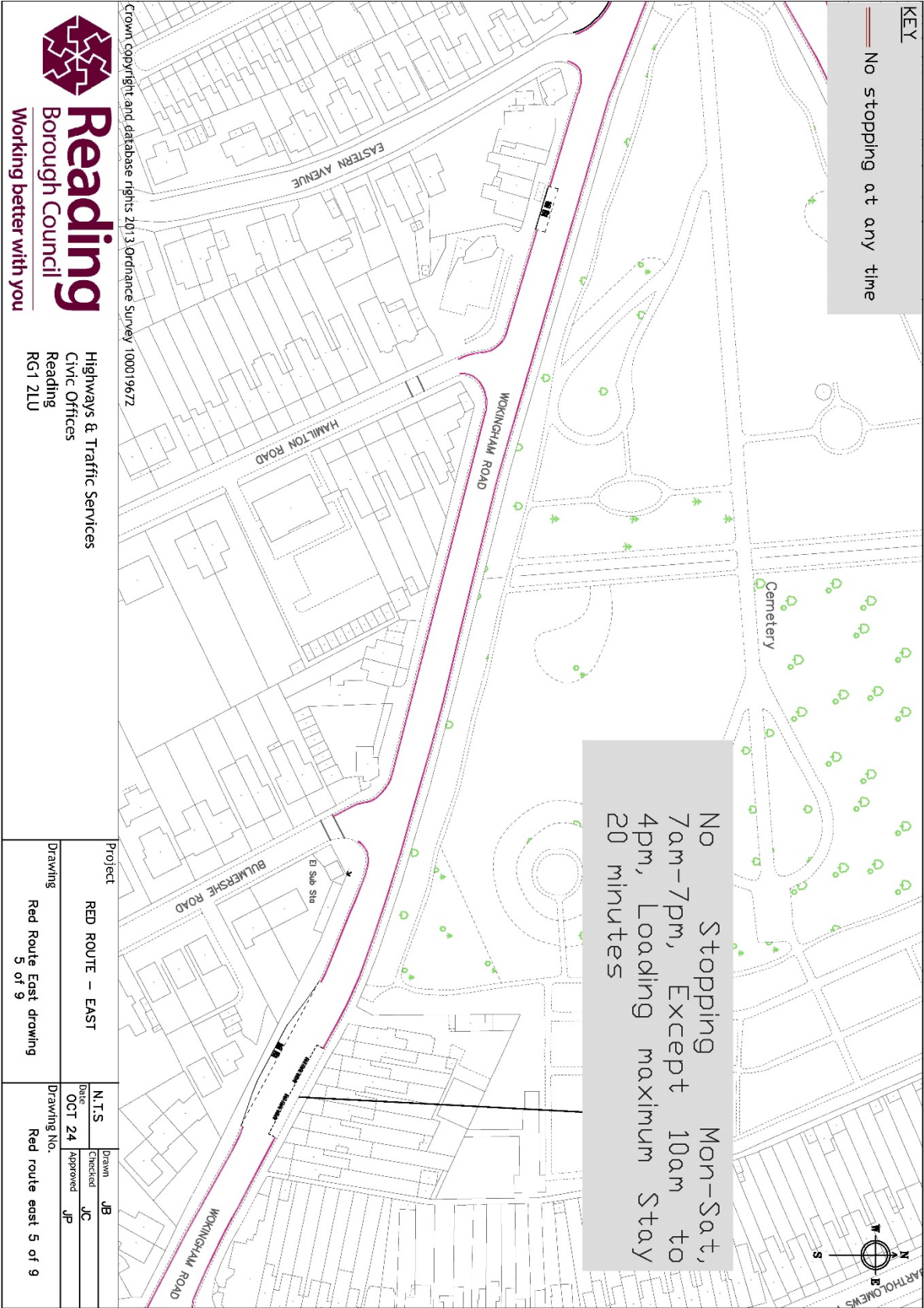
- 12.1. There are none.

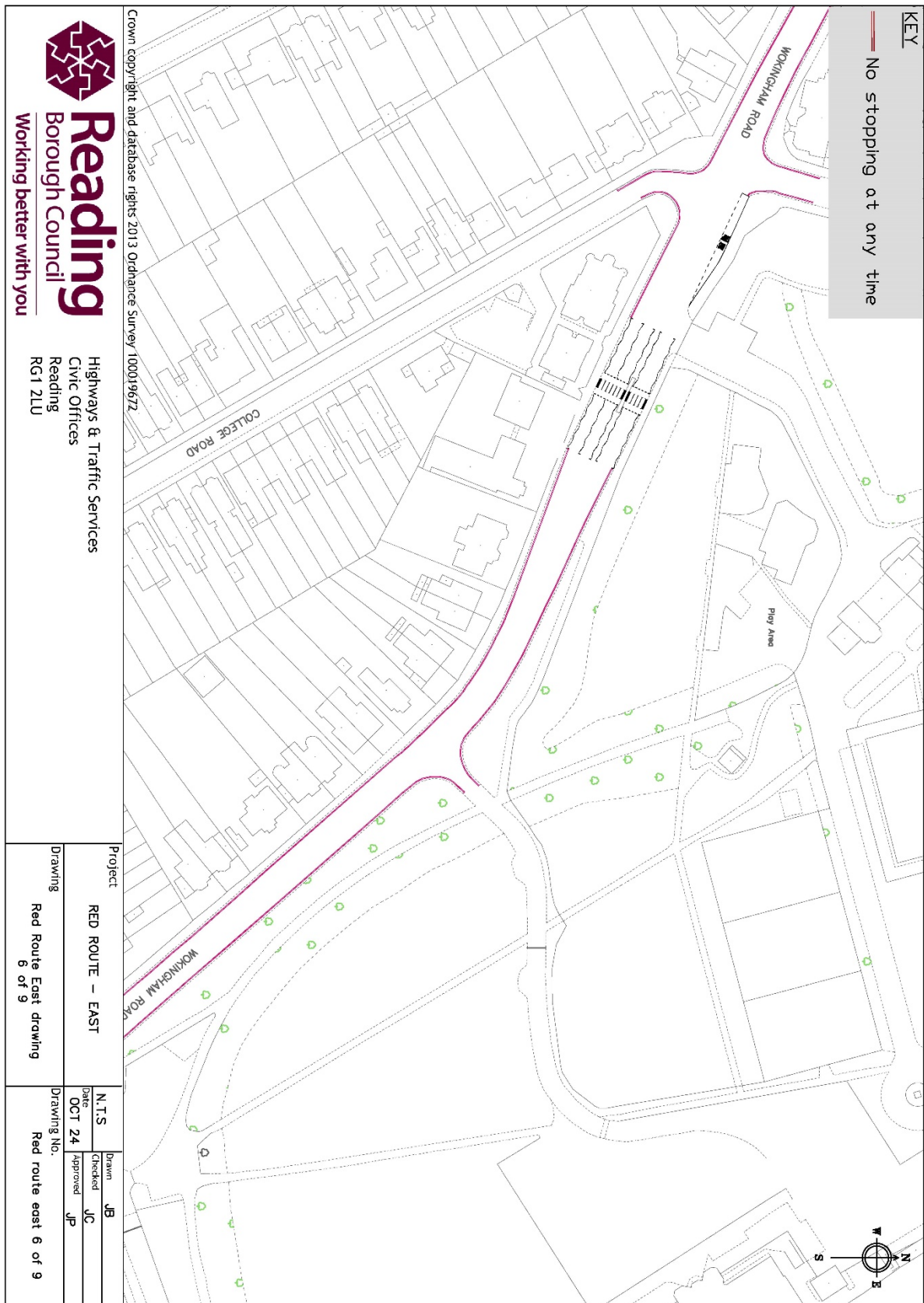
Appendices

1. Drawings pack to highlight the locations and restrictions affected, accompanying the table in paragraph 3.6, as reported to Council in October 2024. Please note that the drawings include the minor amendments referred in Table 2 (section 3.9).
2. Consultation feedback received for TRO 1 (Red Route East).
3. Consultation feedback received for TRO 2 (Swainstone Road).
4. Consultation feedback received for TRO 5 (Southcote Verge & Footway)
5. Consultation feedback received for TRO 6 (Tilehurst and Kentwood Verge & Footway)

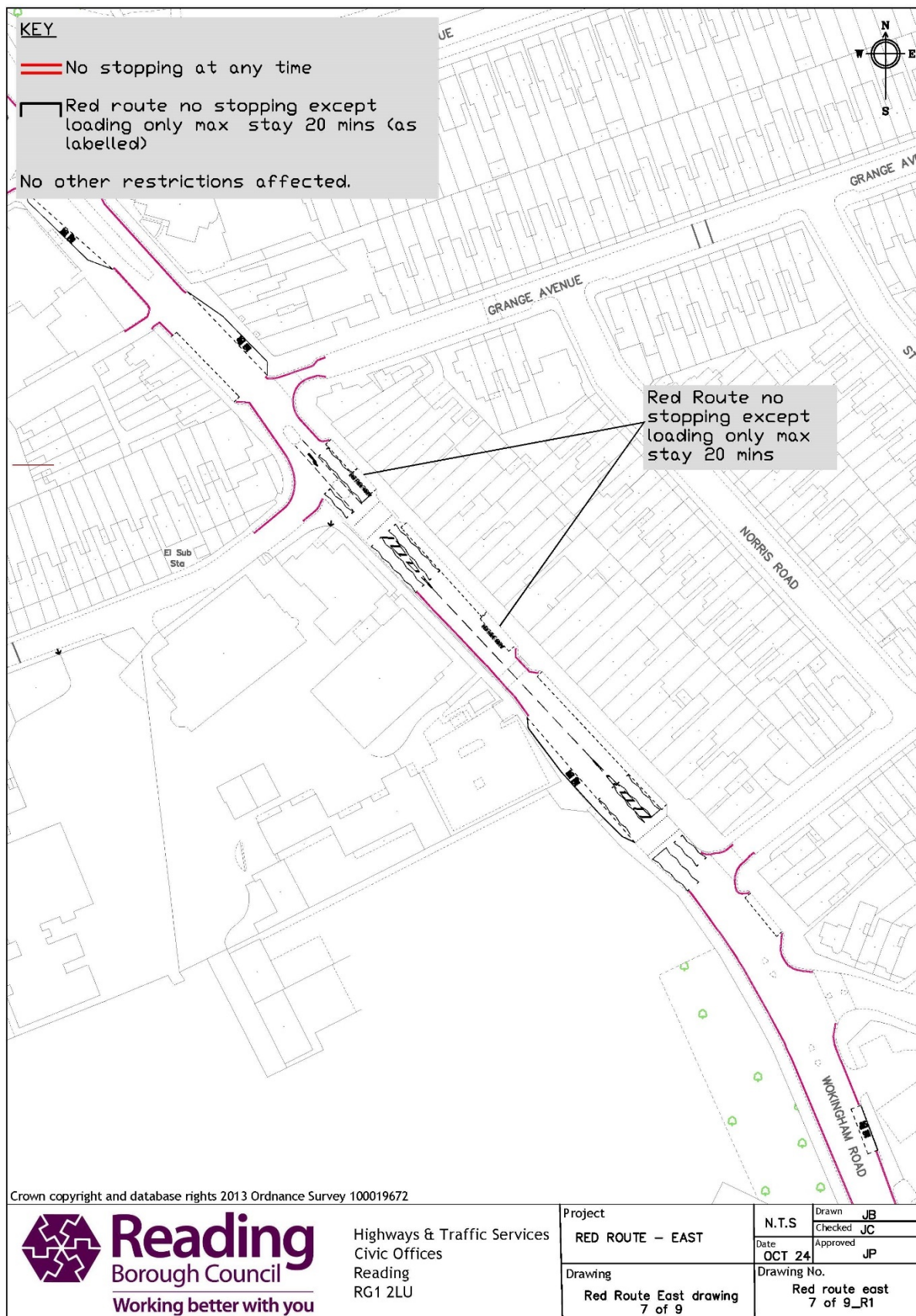




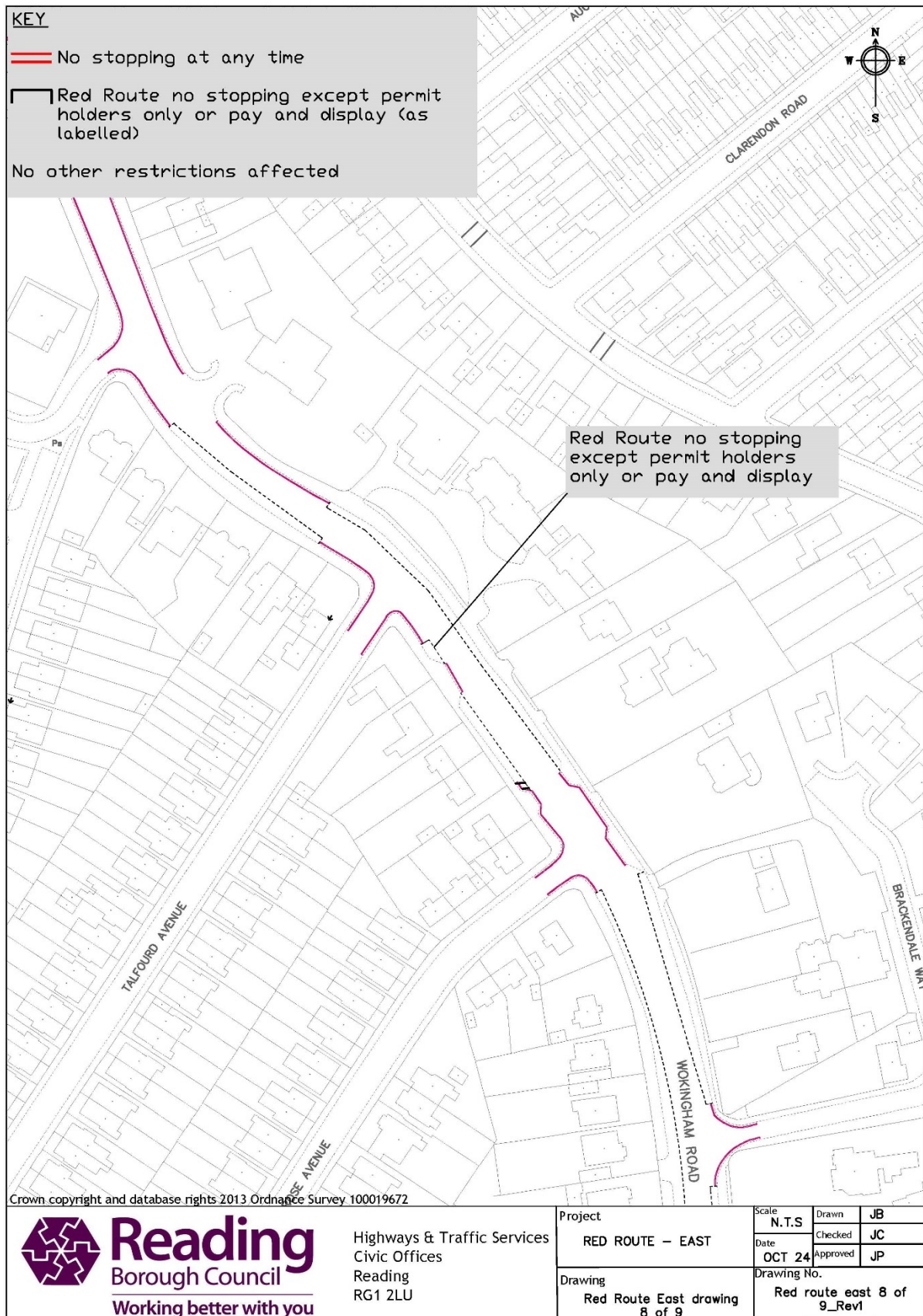




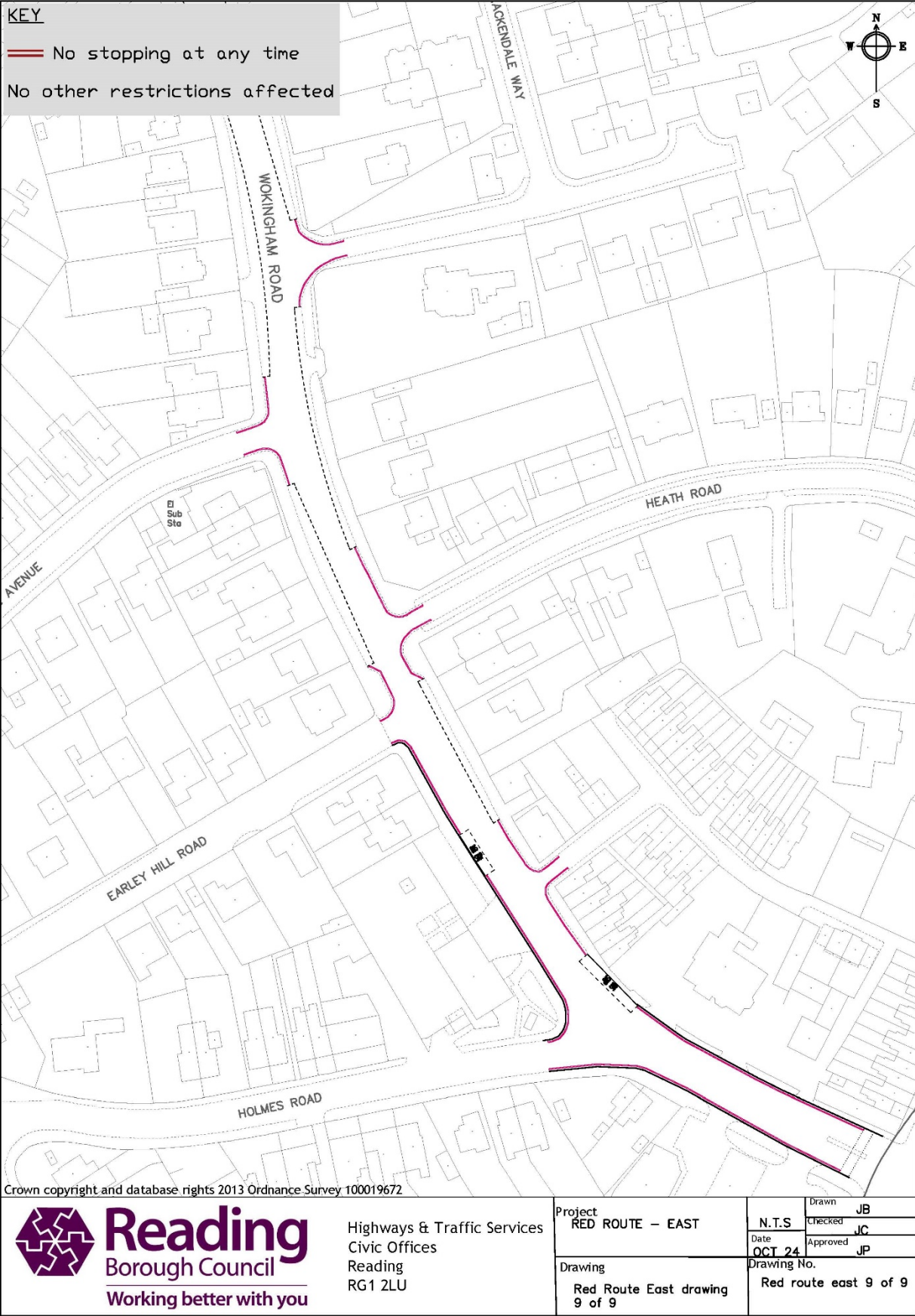
Appendix 1 – TRO 1 (Red Route East) 7 of 9



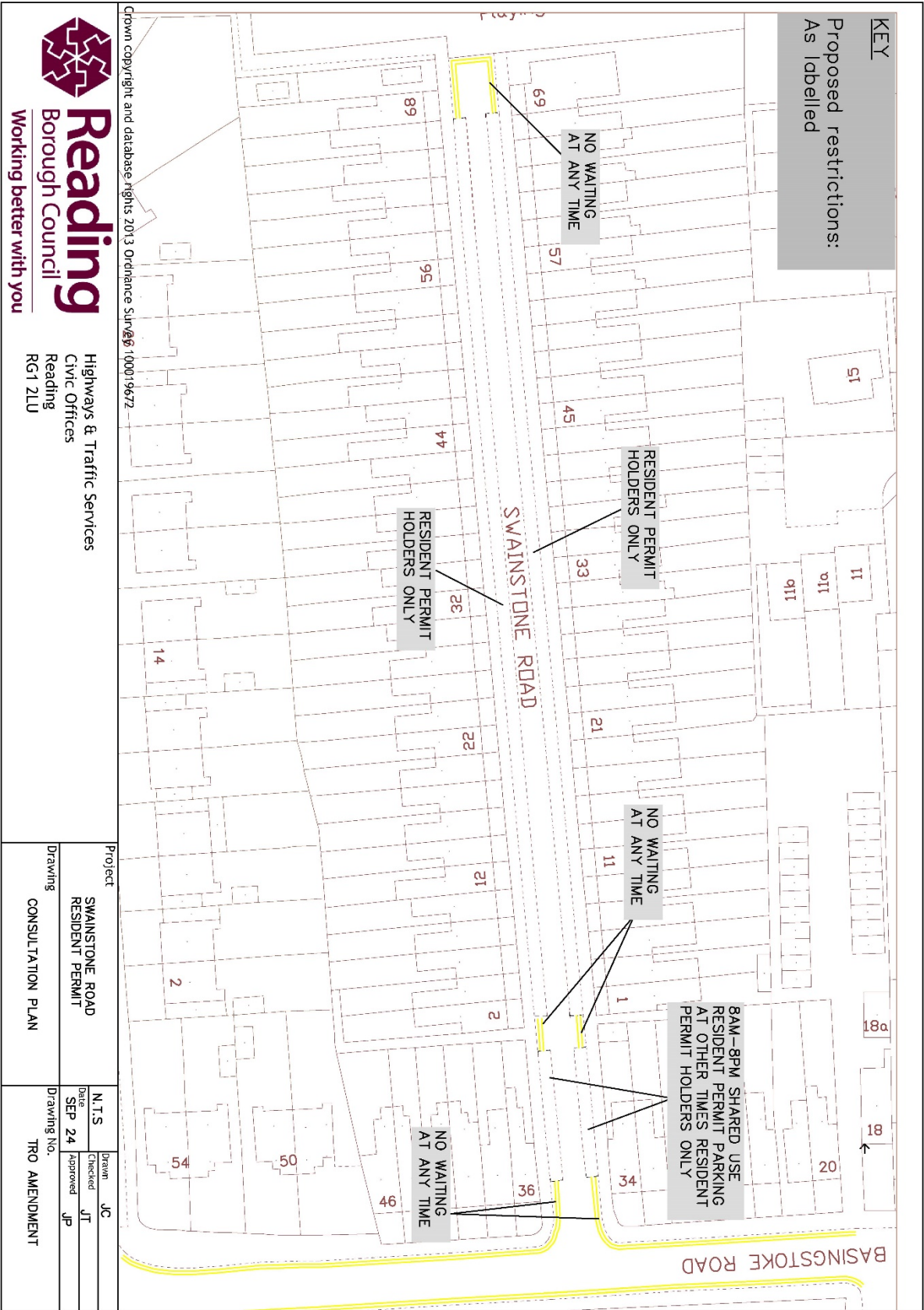
Appendix 1 – TRO 1 (Red Route East) 8 of 9



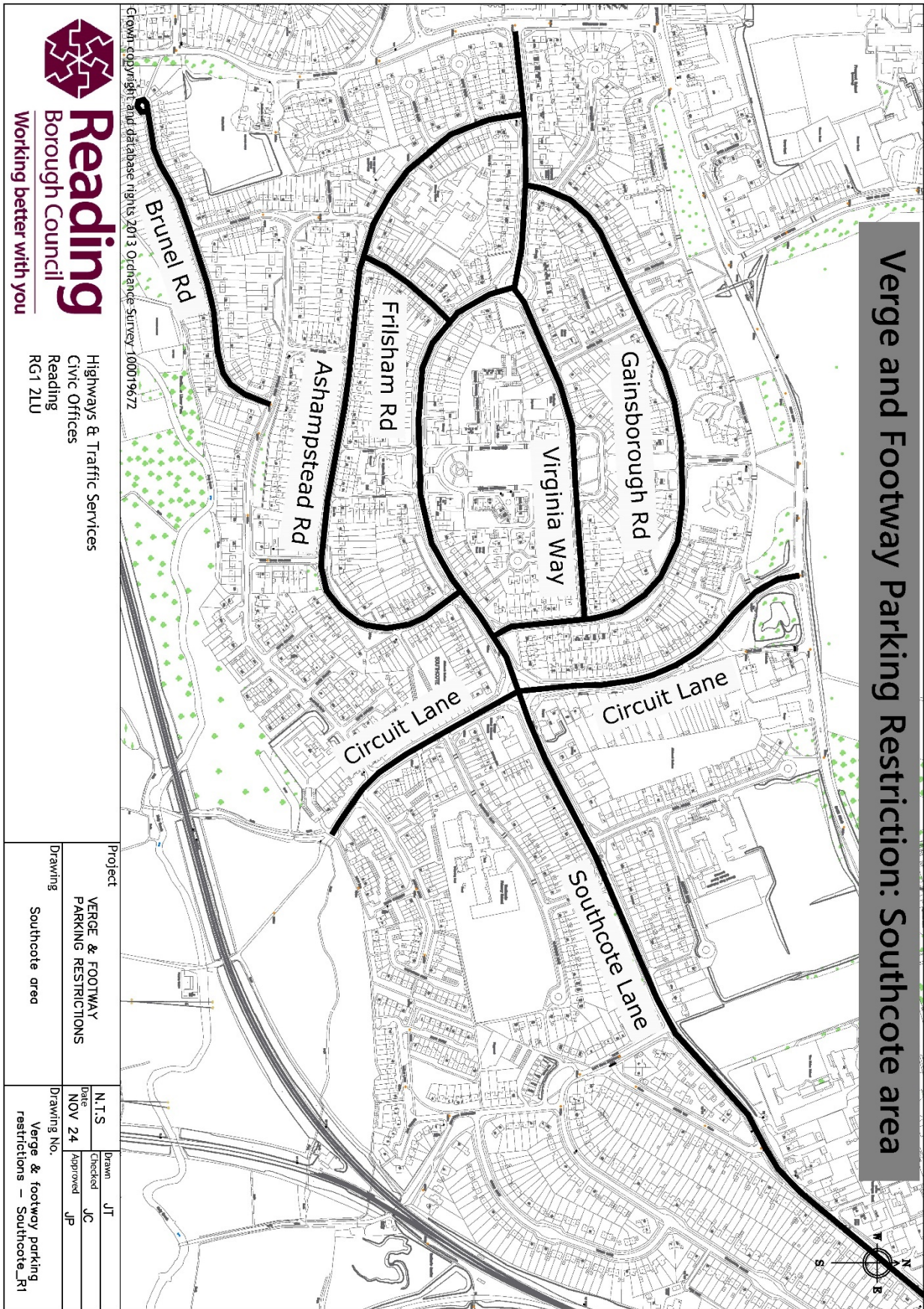
Appendix 1 – TRO 1 (Red Route East) 9 of 9

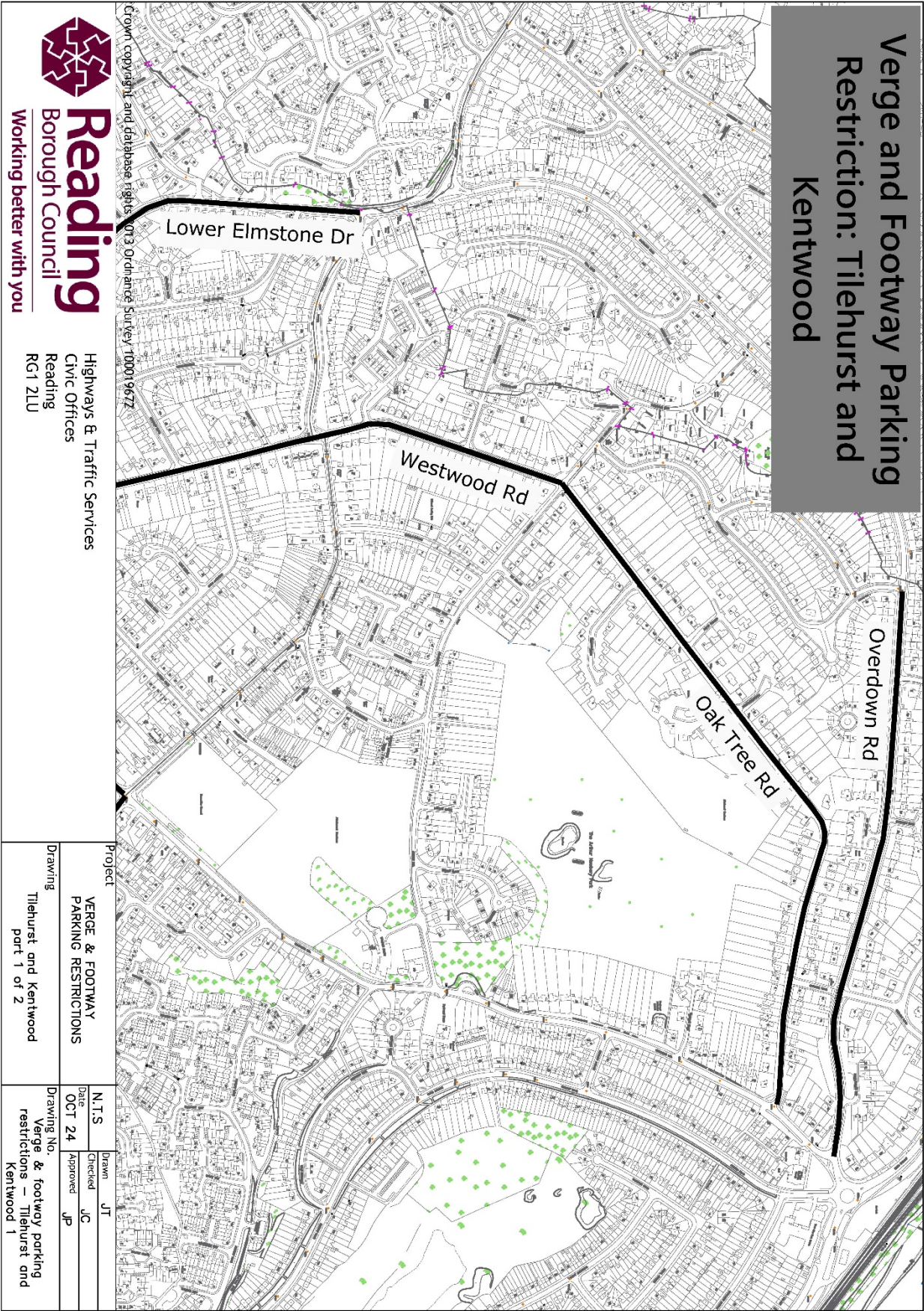


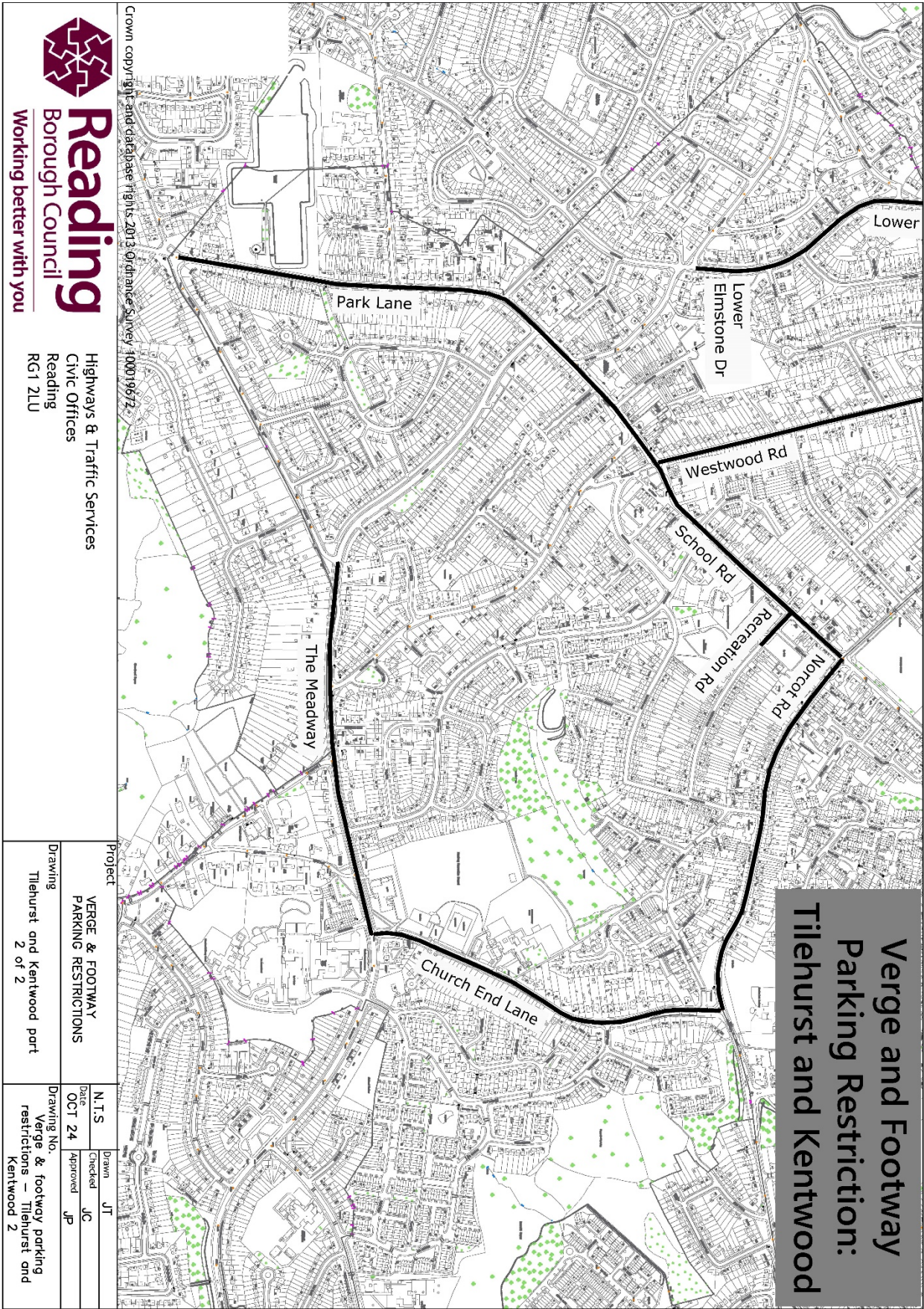
Appendix 1 – TRO 2 (Swainstone Road)

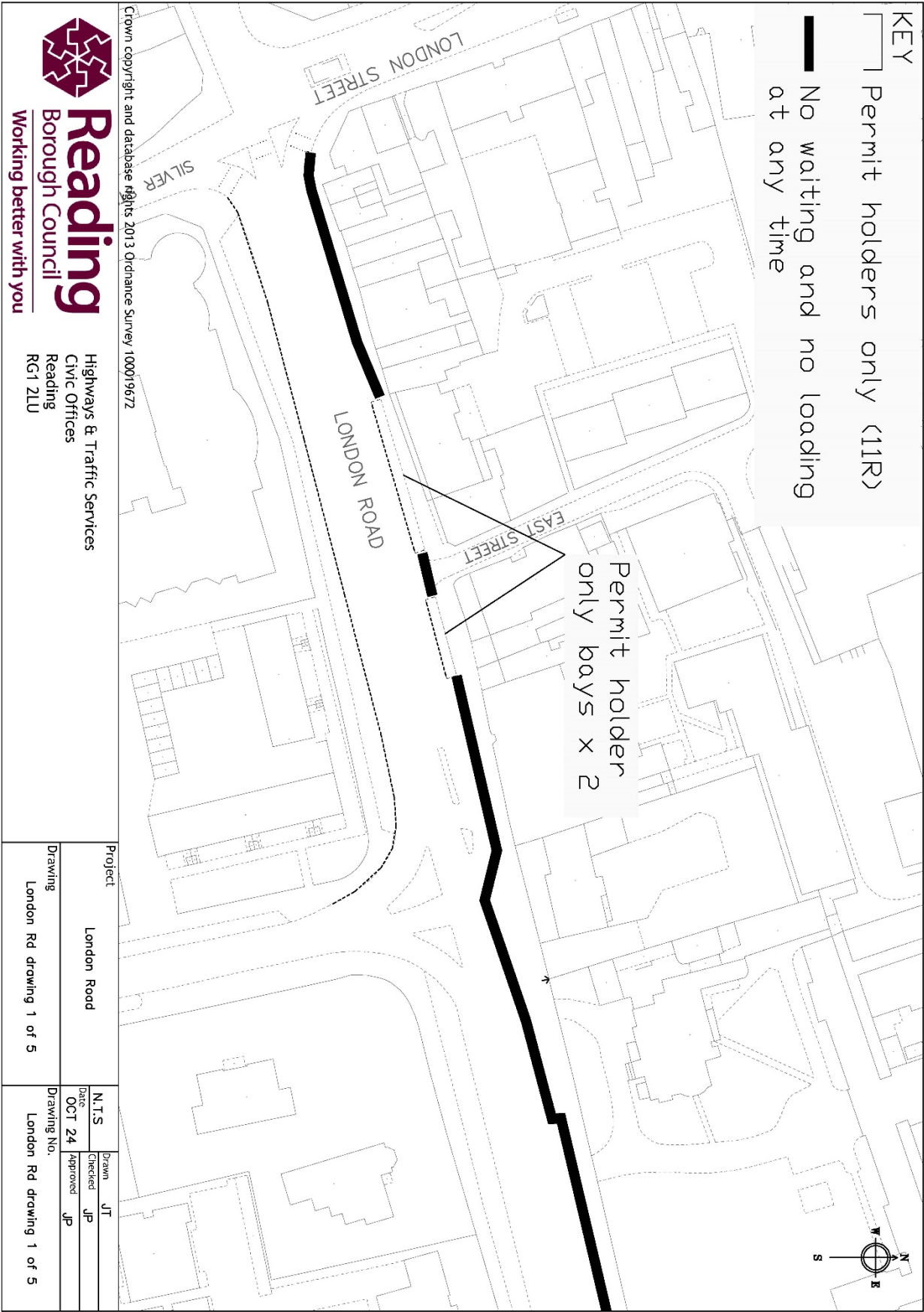


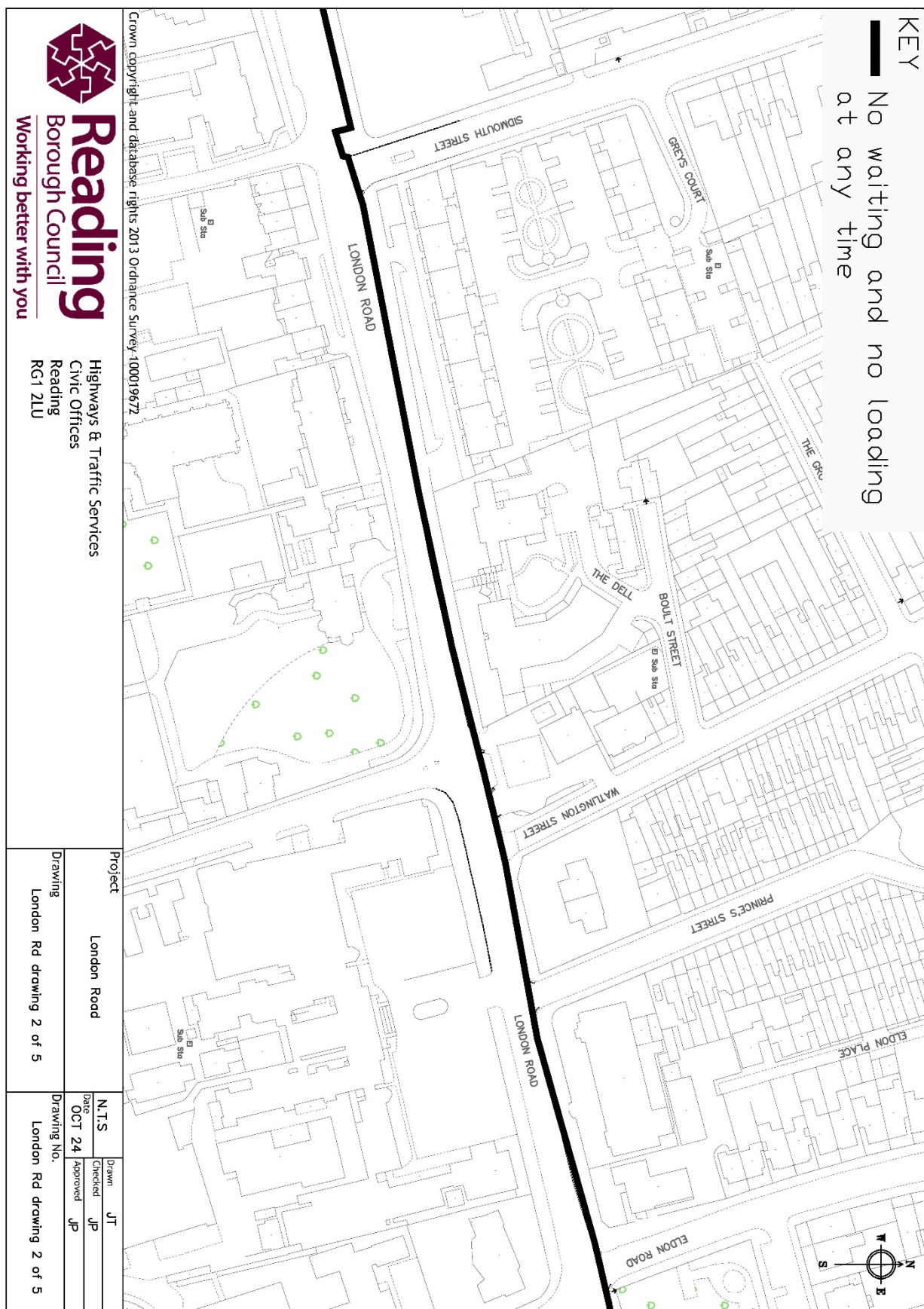
Appendix 1 – TRO 5 (Southcote Verge & Footway)

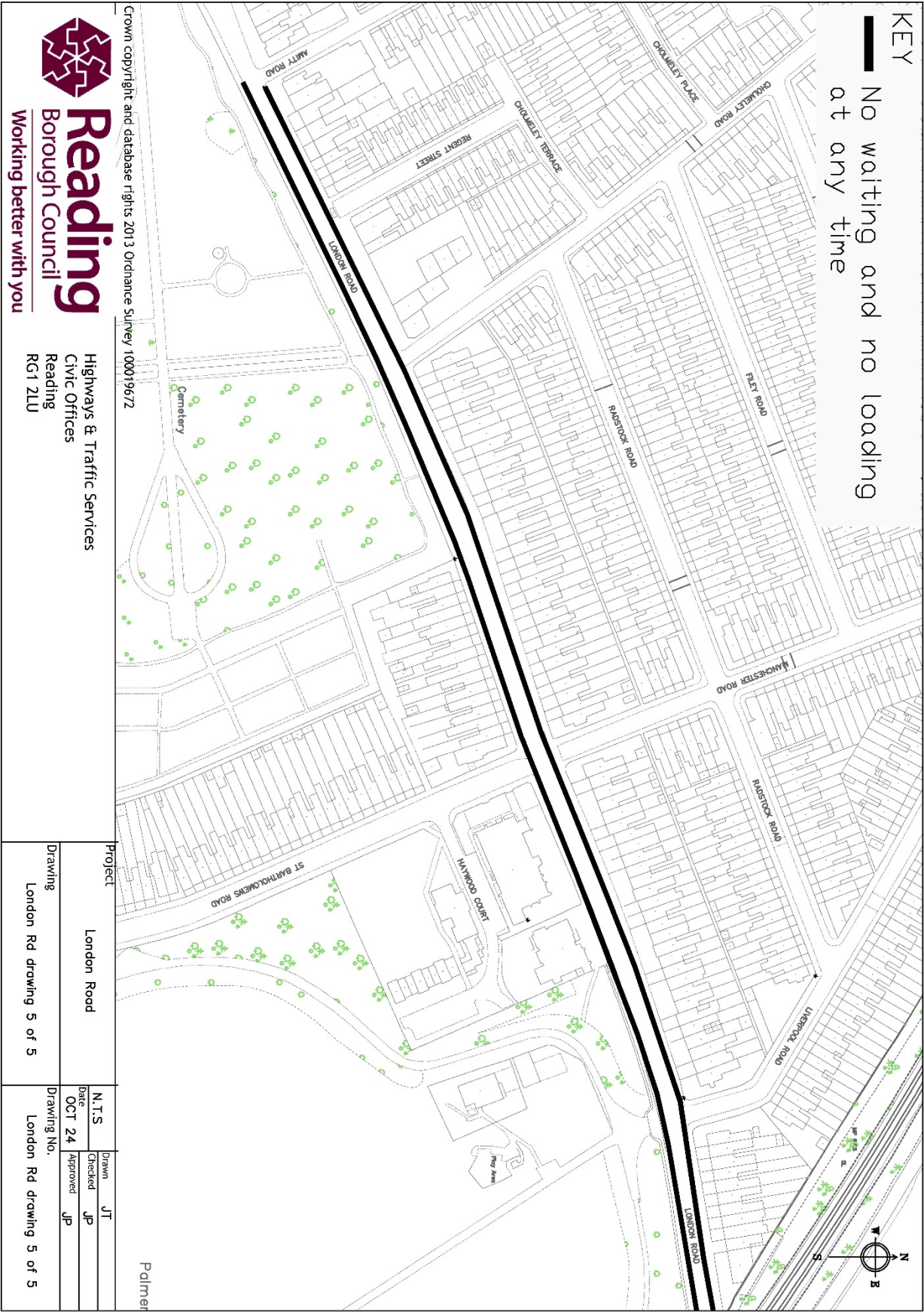


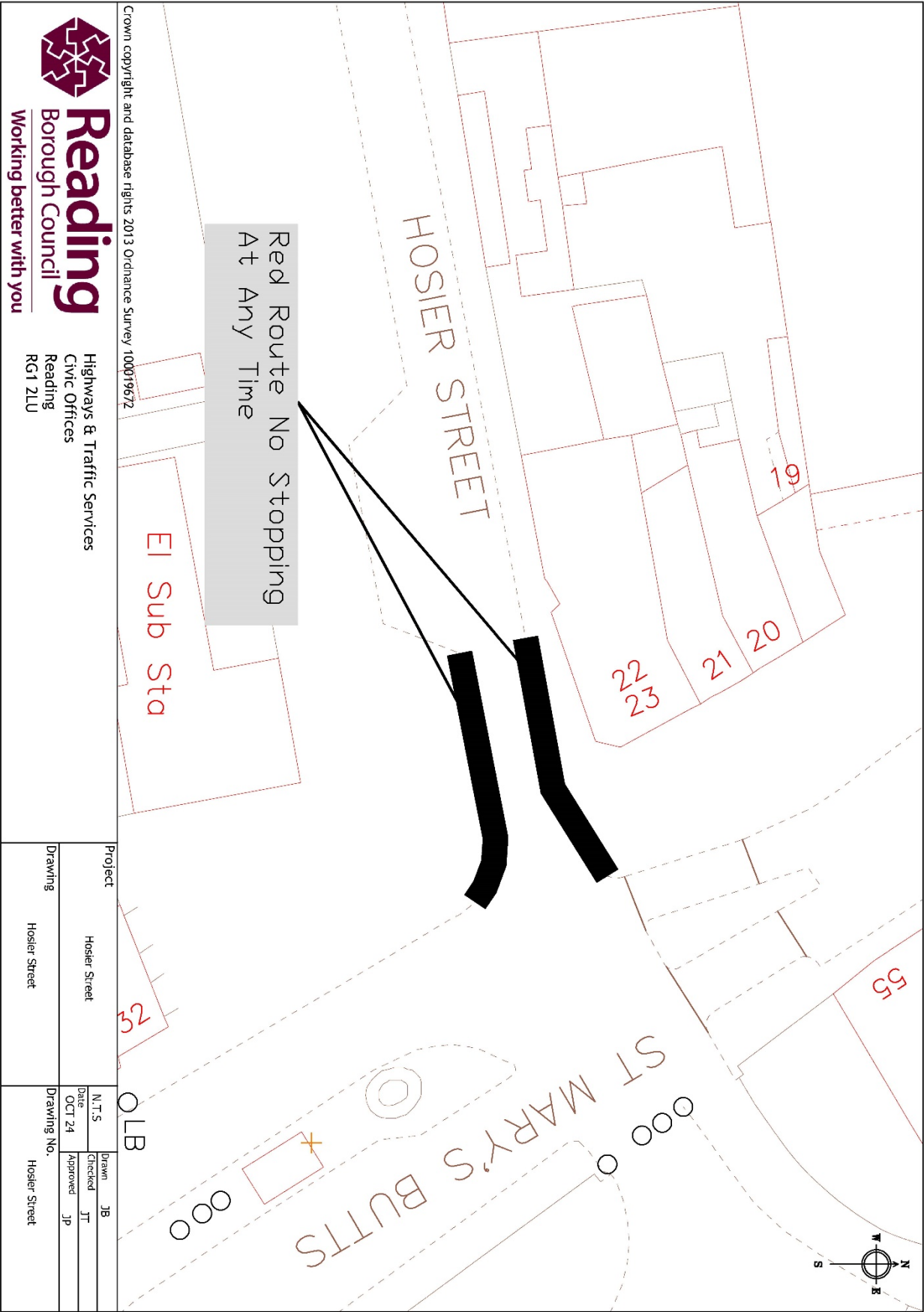


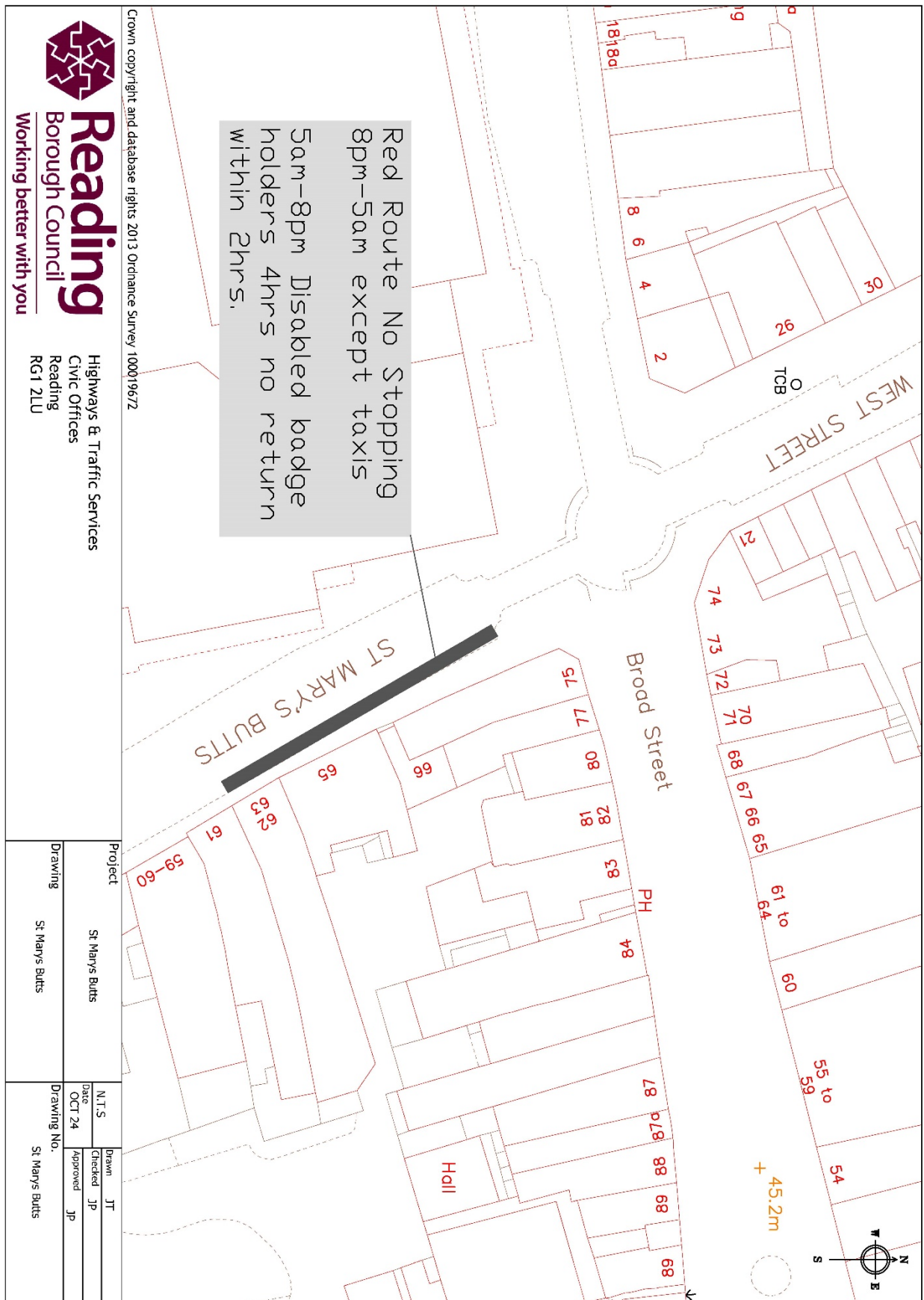




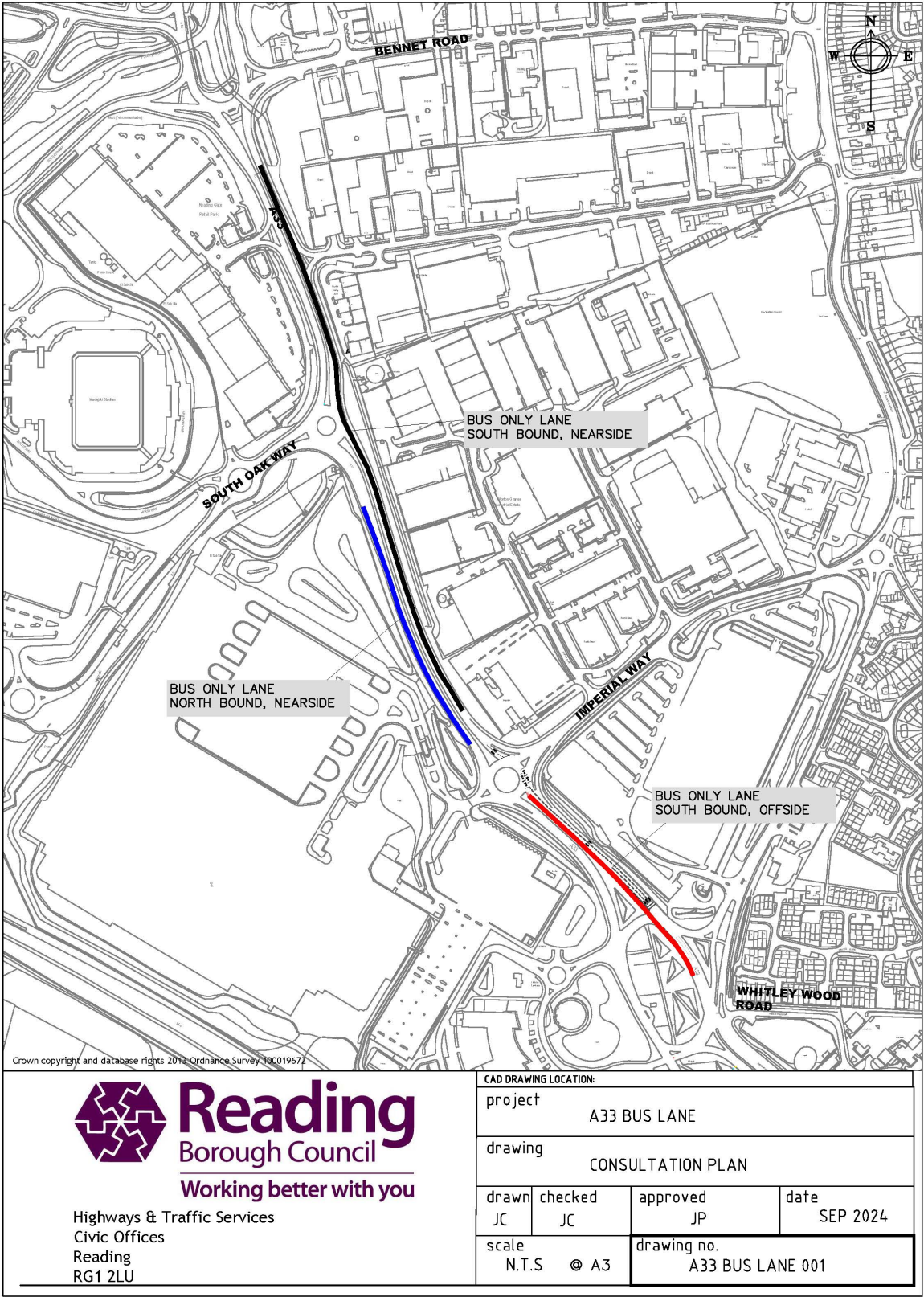




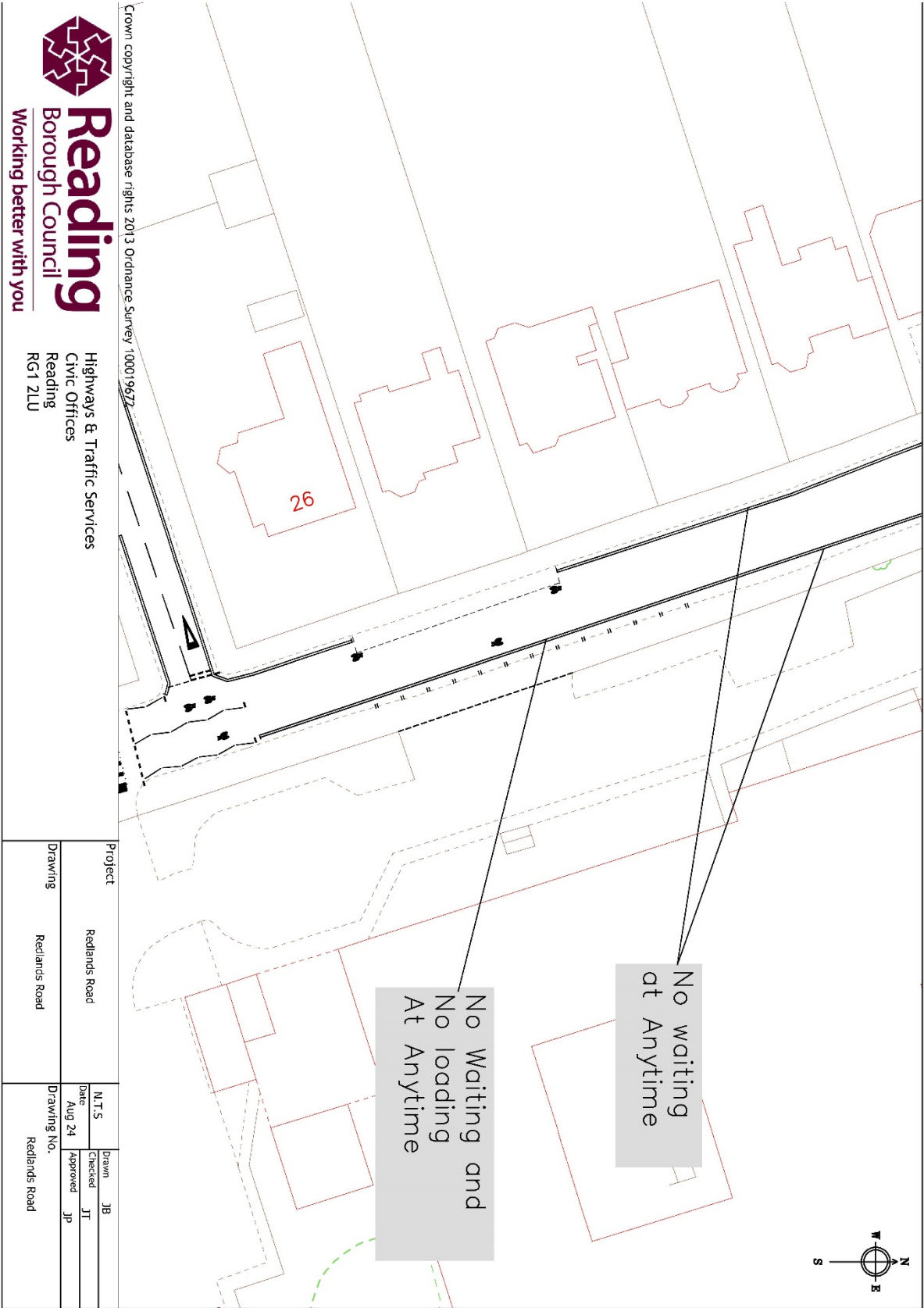




Appendix 1 – TRO 9 (A33 Bus Lanes)



Appendix 1 – TRO 10 (Redlands Road)



| | | | | | |
|---------|---------------|-------------|--------|---------------|----|
| Project | Redlands Road | N.T.S | | Drawn | JB |
| | | Date | Aug 24 | Checked | JT |
| | | | | Approved | JP |
| Drawing | Redlands Road | Drawing No. | | Redlands Road | |

Appendix 2

Traffic Regulation Order (TRO) Rectification: TRO 1 (Red Route East)

Summary of feedback received to the proposed Traffic Regulation Order.

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

| | |
|--------------------|--|
| Feedback received; | Support:1 Object: 0 Neither support nor object:0 |
|--------------------|--|

| Line | Response | Comments |
|------|----------|---|
| 1. | Support | We need the red routes to be enforced! I'm sick of having to maneuver around double parked traffic on the Wokingham Rd, why aren't these drivers prosecuted?? |

Appendix 3

Traffic Regulation Order (TRO) Rectification, TRO 2 (Swainstone Road)

Summary of feedback received to the proposed Traffic Regulation Order

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

| | |
|--------------------|--|
| Feedback received; | Support:0 Object: 0 Neither support nor object:1 |
|--------------------|--|

| Support/object/neither support nor object | Comments |
|--|--|
| 1. Neither support nor object | Thank you for the consultation, Thames Valley Police have no objection to the TRO. |

Appendix 4

Traffic Regulation Order Rectification, TRO 5 (Southcote Verge & Footway)

Summary of feedback received to the proposed Traffic Regulation Order

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

| | |
|--------------------|--|
| Feedback received; | Support:5 Object: 1 Neither support nor object:1 |
|--------------------|--|

| Support/object/neither support nor object | Comments |
|---|---|
| 1. Objection | <p>I am writing to formally object to the proposed implementation of off-road parking restrictions on Ashampstead Road. This proposal raises several concerns that I believe need to be addressed.</p> <p>Firstly, the restriction would significantly impact residents who charge their electric vehicles off-road. Currently, there are no facilities in Southcote to support electric vehicle charging, and this restriction would exacerbate the issue.</p> <p>Secondly, the council does not have enough off-road parking garages to accommodate the current number of car-owning households. This lack of parking options would force residents to find alternative parking spaces, leading to increased congestion on the roads. Additionally, the growing culture of home deliveries would be adversely affected. Delivery vehicles would face difficulties navigating the congested streets, potentially causing damage to street barriers, which have already been reported to the council.</p> <p>Furthermore, the increased on-road parking would pose challenges for council workers, particularly those in waste management. The congestion would hinder their ability to perform their duties efficiently and increase the risk of damage to vehicles. This could also hinder the attendance of the emergency services around the estate in emergency situations. And effect the metal wellbeing of residents who could not find a space to park their vehicle with peace of mind and reassurance.</p> <p>There would also be an increased risk to the Special school and the Manor nursery and primary schools to parents who sometime have no alternative than to park safely on the verges.</p> <p>One solution about the appearance of verges would be to make all residents responsible for the maintenance and upkeep of these areas. This would save the corporation significant amount for the horticultural upkeep of these areas and could make the estate more attractive.</p> <p>I also would like to express my concern around the timing of notices being place and the lack of one being posted on the councils own Notice Board in coronation square.</p> <p>As a child of Southcote and any covenant that I can later rely on it is my belief that I have some freedoms of the public land in these areas.</p> <p>Considering these concerns, I urge the council to reconsider the proposed restrictions and explore alternative solutions that address the needs of all residents.</p> <p>Thank you for your attention to this matter.</p> |

| | |
|-------------------------------|---|
| 2. Support | I believe no parking should be allowed on pavements. |
| 3. Support | The TRO should not be restricted to the roads mentioned. It should cover the whole area as parking will be displaced onto the adjacent roads, where the verges are already badly damaged in places by inconsiderate parking. |
| 4. Support | <p>We are lucky to have grass verges, they can make the area look nice if they are not continually damaged by parking. The planting of trees on the verges also enhances the area and has helped reduce the damage caused by vehicles. When the enforcement was first introduced it improved the area, but after it ended more verges were becoming damaged, not just by parking but also by residents driving across them when they don't have permission or a dropped kerb. This should be stopped as well. My concern is that how will it be enforced, most parking happens overnight, will there be enforcement officers patrolling during the evenings?</p> <p>There are other roads in Southcote that also need reviewing to see if they should have a verge ban.</p> |
| 5. Support | Whilst the principle that all vehicles should remain in the roadway is an absolute expectation, the difficulty with a verge/driveway ban is the need for consistent & regular enforcement. This has not happened previously. There should be no exception. |
| 6. Support | <p>Verge parking is dangerous along Southcote lane due to the abundance of school children and the fact that verge parking can block vital line of sight for children especially as they cross the road at school drop-off and pick-up time. I am regularly concerned also about the visual and environmental impact of verge parking. Visually, it destroys grass and leaves muddy tracks behind. Environmentally, it causes significant damage to mini-ecosystems present in the verges.</p> <p>This is well inline with the Council's safer neighbourhood plans, environmental targets, and acts to increase the vibrancy of our communities in Southcote.</p> |
| 7. Neither support nor object | Thank you for the consultation, Thames Valley Police have no objection to the TRO. |

Appendix 5

Traffic Regulation Order Rectification, TRO 6 (Tilehurst and Kentwood Verge & Footway)

Summary of feedback received to the proposed Traffic Regulation Order

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

| | |
|--------------------|---|
| Feedback received; | Support:6 Object:5 Neither support nor object:1 |
|--------------------|---|

| Support/object/neither support nor object | Comments |
|---|--|
| 1. Object | There isn't enough free parking and the roads are wide enough to not have cars on the pavement |
| 2. Object | While we support the proposal in principle, we ask that the parking bays in front of [REDACTED] Norcot Road be excluded or proposal modified. This is because unlike the other areas in the proposal, all these apply: * we have no front driveways and our front gardens cannot be modified to accommodate them * Norcot Road is narrower here than most of its length, even parking partially on the kerb there is barely space for two cars to pass each other * we are on the 17 bus route, every day there are near misses when drivers don't give way * the parking bays are not recessed from the highway nor is there a protective bollard * this is a busy through route, not a residential side street * the pavement is extremely wide, over 3 metres * this section of Norcot Road there is no speed camera or speed bumps, traffic often passes very quickly, we have had our wing mirror damaged several times even when parking partially on the kerb. We suggest in our case creating an exception allowing parking on the kerb delimited by dashed lines (as seen in London), or re-engineering the parking bays so they are recessed from the highway (as they are further up Norcot Road), kind regards |
| 3. Object | <p>I'm an owner of a terraced house on the narrowest part of Norcot road, between [REDACTED]. Parking partially over the pavement, I have to do :</p> <ul style="list-style-type: none">- For the security of [REDACTED], to step in or out the car, as it is a busy and very dangerous road. Especially on that spot [REDACTED]. The rest of Norcot road is much wider and doesn't have this issue.- The wing mirror of my car has been hit several times.- If someone park fully on this section, it makes it very difficult to exit the alleyway safely. <p>Cars can only just pass in both directions, only if we park partially in the pavement. And cars have to stop to let the bus pass, which is an issue if I have to get into my car.</p> <p>Thankfully for disabled people or big pushchair is never a problem for people to pass. The pavement is wide.</p> <p>We are every day confronted by people with driveways parking in front of these houses and not using their driveways, just because it is a public highway. Having a resident permit from [REDACTED] would be extremely appreciated. Thank you.</p> |

| | |
|--------------|---|
| 4. Objection | <p>Please accept this e mail as an objection to the proposals I have only just seen attached to a single lamp post on Lower Elmstone Drive. In order to understand the council's motive and thinking I would be grateful if you could answer the following questions.</p> <ol style="list-style-type: none"> 1 RBC have tried to bring in this very same proposal a few years ago and it was rejected by the residents, what has changed for you to do this again? 2 Has anybody from the council looked at all these areas to assess whether this is appropriate for all roads effected? If so, please could you make available their report. 3 Why haven't you corresponded with the residents of the effected streets directly? 4 What is the reasoning to bring this ban in on selected roads, why not all roads? 5 Have any roads been omitted from this ban? If so, what was the rationale? <p>As a resident I am particularly concerned with the part of Lower Elmstone Drive around the blind corner leading to Westwood Glen. Students from both Deanfield and Little Heath cross that road and parked cars and delivery vans will make an awkward crossing even worse. I would invite the officer in charge to come down and take a look. I am sure other residents effected will have their own objections and opinions.</p> <p>What's good for Oaktree Road is not necessarily good for the rest of Tilehurst.</p> <p>I would be grateful if you could answer the above questions ASAP given, residents were only given 21 days to offer an opinion!</p> <p>Please could you also confirm receipt of this e mail and name the officer in charge of this process.</p> |
|--------------|---|

| | |
|--------------|---|
| 5. Objection | <p>Norcot road parking areas bays these were designed for people park half in road and half on verges ? Speaking with other residents To allow the buses to pass more easily This is the most preposterous idea Ive heard of . you going to make the passing for larger vehicles buses and lorry's More congestion. In a area that is already overcrowded with vehicles not to mention the possibility of damage to vehicles hitting park cars sticking out in the road</p> <p>It the most preposterous idea I've idea this labour council has Come up . with the houses in these locations have very little parking with already overcrowded side roads</p> <p>By making vehicles park a foot further into roadway is going cause more congestion and possible accidents to parked vehicles and road users As it will make Norcot Road very narrow in these locations causing a still back when Buses and larger vehicles are trying to pass</p> <p>I hope your proposal is not going to cause my driveway to be blocked Or people parking over my driveway</p> <p>Which has happens on several occasions which you and the police seem reluctant to act on .</p> <p>The council needs to address the parking bays in the 1st instance By painting the bays correctly where they start and where they finish these markings are worn and not very visible to road users</p> <p>before any proposal happens The most logical thing is for the bays to be painted correctly and continue as we have many years parking on verges The pavement in these areas are very wide and does not cause obstruction for pedestrians or wheelchairs users</p> |
| 6. Support | I wholeheartedly agree with all the reasons for the proposal and trust it will be implemented as soon as possible. |
| 7. Support | best news I have heard for a long time |
| 8. Support | I approve the proposal (order) to prohibit parking on pavements and verges in Church End Lane. The deep ruts cars have made on the grass verges are unsightly and have a negative impact on residents. They also send a message to the Moorlands children that it is acceptable to ruin the environment for others. |
| 9. Support | <p>I am extremely pleased to see at last you are taking residents seriously about the parking on the paths. This morning there was a car COMPLETELY parked across the path on Westwood Road. We had to turn around and go back to find a drop down kerb for [REDACTED], and cross the road. This happens so often. My question is how are you going to monitor these thoughtless parkers. We need traffic wardens occasionally walking along these suggested roads, which would deter them.</p> <p>We certainly need to stop this thoughtless parking, I am all behind this and I thank you from many residents.</p> |

| | |
|--------------------------------|---|
| 10. Support | I am writing in regard to signs attached to lampposts on various roads in Tilehurst where there is a proposal to introduce a ban on parking on pavements and grass verges. I am fully in support of this but I wonder how you intend to enforce it as people don't seem to take any notice of the parking restrictions already in place. |
| 11. Support | <p>I am writing to confirm my support of the proposed recommendations to retain the existing restrictions to stopping/waiting on verges and footways in Tilehurst. I am particularly concerned by the damage caused to the grass verges on the south side of Overdown Road between Kentwood Hill and Carlisle Road which are being damaged regularly by vehicles parking for extended periods. I am also concerned by the parking on the kerbs on the south side of Oak Tree Road which restricts the width of the footpath particularly for parents with pushchairs who regularly have to step into the roadway to get past. The- overgrown hedge near the junction with Kentwood Hill makes this situation much worse as there is no footpath on the other side of the road and is a potential safety concern and also obstructs the lamp post and view to the parking restriction sign.</p> <p>If the proposals are retained, which I hope they will be, it is important that RBC take seriously the need to enforce the restrictions. Currently the lunchtime parking restrictions in Oak Tree Road are seldom checked although consistently ignored.</p> |
| 12. Neither support nor object | Thank you for the consultation, Thames Valley Police have no objection to the TRO. |