

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 5 MARCH 2026

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

Apologies: Councillors Eden

35. MINUTES OF PREVIOUS MEETING

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

36. PREVIOUS DECISIONS

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

37. MINUTES OF OTHER BODIES

The Minutes of the following meeting were received:

- Reading Cycle Forum – 11 February 2026.

38. PUBLIC RIGHT OF WAY MODIFICATION ORDER - FOOTPATH 11

The Sub-Committee received a report that sought approval from the Sub-Committee to undertake a statutory consultation to make a Public Path Extinguishment Order to stop up part of Footpath 11 under Section 118 of the Highways Act 1980 (“the 1980 Act”) and under Section 53A(2) of the Wildlife and Countryside Act 1981 (“the 1981 Act”). The Footpath 11 Rearrangement Plan was attached to the report at Appendix 1.

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

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

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

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

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

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

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

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

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

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

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

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

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

Resolved –

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

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

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

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

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

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

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

The option proposed was to provide a new bus lane on the A4 London Road eastern approach to the Sutton Seeds Roundabout and closing the bus gate from the services road. A new bus lane would be installed through the roundabout using vacant highway

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

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

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

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

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

Resolved –

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

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

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

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

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

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

Resolved –

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

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- (4) That respondents to the statutory consultations be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;
- (5) That no public inquiry be held into the proposals.

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

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

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

Resolved –

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

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

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

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

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

- (5) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the 2025 programme;
- (6) That any objection(s) received during the statutory consultation be reported to a future meeting of the Sub-Committee for an outcome decision.

43. EXCLUSION OF PRESS AND PUBLIC

Resolved –

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the item below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

44. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

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

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

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

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

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