

# Traffic Management Sub-Committee

10 June 2026



**Reading**  
Borough Council  
Working better with you

<b>Title</b>	Petition Receipt and Response: Bus Shelter Request: Kidmore End Road.
<b>Purpose of the report</b>	To note the report for information
<b>Report status</b>	Public report
<b>Executive Director/ Statutory Officer Commissioning Report</b>	Emma Gee – Executive Director Economic Growth and Neighbourhood Services.
<b>Report author</b>	James Clements, Transport Programme Manager / James Turner, Senior Transport Planner
<b>Lead Councillor</b>	Cllr John Ennis – Lead Councillor for Climate Strategy and Transport
<b>Council priority</b>	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
<b>Recommendations</b>	<ol style="list-style-type: none"><li>1. That the Sub-Committee notes the content of this report.</li><li>2. That the officer response in sections 3.8 to 3.11 of the report be agreed;</li><li>3. That no public inquiry be held into the proposals.</li></ol>

## 1. Executive Summary

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

## 2. Policy Context

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

### **3. The Proposal**

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

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

#### **4. Contribution to Strategic Aims**

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

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

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

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

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

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

#### **5. Environmental and Climate Implications**

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

5.2. The recommendations of this report will not directly lead to changes being introduced, so a Climate Impact Assessment has not been considered necessary at this time. Should a new bus shelter be installed, officers will consider whether a CIA is required and produce if necessary.

#### **6. Community Engagement**

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

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

#### **7. Equality Implications**

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

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

## **8. Other Relevant Considerations**

- 8.1. None

## **9. Legal Implications**

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

## **10. Financial Implications**

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

## **11. Timetable for Implementation**

- 11.1. Not applicable.

## **12. Background Papers**

- 12.1. There are none.