

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 10 JUNE 2026

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.

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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;**

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- (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>	<u>-</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;

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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.

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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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