

Traffic Management Sub-Committee

11 September 2025



Title	Petition Response – Wokingham Road Pedestrian Crossing
Purpose of the report	To make a decision
Report status	Public report
Executive Director/ Statutory Officer Commissioning Report	Emma Gee, Executive Director Economic Growth and Neighbourhood Services
Report author	Jim Chen, Assistant Engineer, Network Services
Lead Councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Council priority	Deliver a sustainable & healthy environment & reduce Reading's carbon footprint
Recommendations	<ol style="list-style-type: none">1. That the Sub-Committee notes the content of this report.2. Agree to propose a new entry onto the 'Requests for Traffic Management Measures' report to reflect the receipt of this petition and the requested measures.3. Agree to the lead petitioner being informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.4. That no public inquiry be held into the proposals.

1. Executive Summary

- 1.1. This report provides the Sub-Committee with officer recommendations in response to the written petition requesting the Council to introduce a pedestrian crossing on Wokingham Road, near to the Hamilton Road bus stop. This follows the petition receipt report at the June 2025 meeting of this Sub-Committee, which is available to view [here](#).
- 1.2. Officers have considered the content of the petition and make a recommendation that this request be considered for entry in the regularly reported 'Requests for Traffic Management Measures'. If agreed for inclusion within this process, the entry is recorded for future funding allocation and the next update is expected at the November 2025 meeting of this Sub-Committee.

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 pedestrians and removing potential barriers to residents and visitors using sustainable, active transport modes aligns with these strategies.

3. The Proposal

Current Position

3.1. On 18 May 2025 a petition was submitted to the Council containing counted indications of support from 180 individuals, which stated:

Wokingham Road Pedestrian Crossing

We the undersigned request that a safe crossing be installed on Wokingham Rd close to the Hamilton Road bus stop (by the cemetery wall).

Many residents have expressed their concerns about the dangers of crossing there. In particular elderly, disabled people and those with young children find it challenging to cross the road when high volumes of cars

travel at speed. A safe crossing would be a clear signal to drivers that pedestrians are trying to cross the road. We urge you to implement this important measure for the benefit of the people of Park Ward.

The Local Labour Team for Park Ward Matt Rodda MP – Labour MP for Reading Central

3.2. As per the initial report to June 2025's Sub-Committee meeting, officers noted that Wokingham Road is a 30mph road with two westbound traffic lanes (a bus lane and a general traffic lane) and an eastbound general traffic lane with an advisory cycle lane alongside.

Both sides of the road have Red Route 'no stopping at any time' restrictions in place, with the cemetery on the northern side and residential properties – some with off street parking access – on the southern side.

3.3. The existing footway is between 1.7m - 1.85m in width on the north side and 2m - 2.3m on the south side between Hamilton Road and Bulmershe Rd, the northern footway of 1.7m is just above the desirable minimum footway width of 1.5m, which is required to provide adequate accessibility for prams and wheelchair users. The width of the northern footway is potentially an issue when considering the installation of a formal crossing.

3.4. There is a slight bend in the road east of its junction with Bulmershe Road, nevertheless, Wokingham Road offers good visibility in both directions in its current arrangement. When designing a pedestrian crossing facilities, it is vital that visibility between drivers and pedestrians waiting to cross is adequate and complies with nationally required standards, this is to allow drivers enough time to decelerate and stop for those waiting to cross. It is worth noting that the existing bus stop may need to be relocated away from any proposed crossing facility; in order for the minimum visibility requirement be met – a stopped bus within that area required for visibility would be a safety risk for the crossing.

3.5. Currently, the nearest formal pedestrian crossing is at Cemetery junction, approximately 200m west of the requested crossing near Hamilton Road bus stop. A controlled pedestrian crossing at the location requested by the petitioners would improve accessibility and reduce risks in crossing at this location, however the police-supplied casualty data does not suggest there is a current road safety issue on this section of Wokingham Road. There are no recorded incidents on Wokingham Road between the junctions of Hamilton Road and Bulmershe Road within the latest 3-years period (ending 21st January 2025). Officers therefore consider the requested crossing to be in the context of risk reduction, rather than casualty reduction/road safety.

Options Considered

- 3.6. There is currently no allocated funding for the development and delivery of the pedestrian crossing requested in this petition. Officers acknowledge the concerns that have been raised and the requested changes appear appropriate for this location, based on the high-level review undertaken to date.
- 3.7. It is recommended that a new request entry be proposed onto the next update of the 'Requests for Traffic Management Measures' report, which is expected to be at the November 2025 meeting of this Sub-Committee. It is suggested that the entry proposes a pedestrian crossing facility on Wokingham Road near Hamilton Road bus stop, which will be investigated and consulted when funding is allocated.
- 3.8. It should be expected that scheme development will only commence once funding has been identified, where it will be programmed around other scheme development priorities.

Other Options Considered

- 3.9. That the request is acknowledged, but no further action is taken.

4. Contribution to Strategic Aims

- 4.1. The Council Plan has established five priorities for the years 2025/28. These priorities are:
 - Promote more equal communities in Reading
 - Secure Reading's economic and cultural success
 - Deliver a sustainable and healthy environment and reduce our carbon footprint
 - Safeguard and support the health and wellbeing of Reading's adults and children
 - Ensure Reading Borough Council is fit for the future
- 4.2. In delivering these priorities, we will be guided by the following set of principles:
 - Putting residents first
 - Building on strong foundations
 - Recognising, respecting, and nurturing all our diverse communities
 - Involving, collaborating, and empowering residents
 - Being proudly ambitious for Reading
- 4.3. Full details of the Council Plan and the projects which will deliver these priorities are published on the Council's website - [Council plan - Reading Borough Council](#). These priorities and the Council Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. The recommendations in this report, if agreed, do not directly lead to a change being introduced. However, the nature of the request aligns most closely with the following priority:

Deliver a sustainable and healthy environment and reduce our carbon footprint

The appropriate provision of facilities to support walking, and/or removing potential barriers to walking, can lead to an uptake in this active travel mode and to using public transport options (walking to a bus stop). This can support reducing pollution, improving air quality and creating spaces where people feel the benefits of clean air and active travel.

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

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.

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.

8. Other Relevant Considerations

- 8.1. There are none.

9. Legal Implications

- 9.1. There are no foreseen legal implications arising from the recommendations of this report.
- 9.2. Patricia Tavernier has cleared these Legal Implications.

10. Financial Implications

- 10.1. There are no financial implications arising from the recommendations of this report.

11. Timetable for Implementation

- 11.1. Not applicable.

12. Background Papers

- 12.1. There are none.