

Traffic Management Sub-Committee



11 September 2025

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| Title | Traffic Regulation Order Rectification - Update |
| Purpose of the report | To note the report for information |
| Report status | Public report |
| Executive Director/ Statutory Officer Commissioning Report | Emma Gee, Executive Director Economic Growth and Neighbourhood Services |
| Report author | James Penman, Network Services Manager |
| 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">That the Sub-Committee notes the content of this report.That no public inquiry be held into the proposals. |

1. Executive Summary

- 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](#)). The agreed rectification process involves advertising new, permanent TROs to address the issues identified on these TROs. Officer delegation for considering objections and making TRO implementation – or otherwise – decisions was also approved by Council.
- This is a continuation of a series of update reports, starting from November 2024, that will inform this Sub-Committee of progress and decision making against these TROs.
- Council agreed to an Action Plan that was proposed by officers to address the issues that led to some of these errors, to mitigate the risks or recurrence and to provide assurance that processes were in place to address any further TRO issues that may arise.
- This report informs the Sub-Committee that the statutory consultation agreed at the meeting in June 2025 (report available [here](#)) for rectifying TRO issues discovered within the Town Centre Red Route order has been undertaken. No objections have been received, so as per the decisions made at that meeting, the TRO will be made.
- This report also highlights an issue discovered, and since rectified, with non-compliant yellow-line restrictions on Durham Close.

2. Policy Context

- The Road Traffic Regulation Act 1984 (RTRA) 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:
 - 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
 - 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 Plan for the years 2025/28 includes priorities of delivering a sustainable and healthy environment and to reduce our carbon footprint, which 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 (Speed Limit Orders), 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, relevant plans and statement of reasons available for public inspection as a minimum.
- 3.5. An internal investigation, the results of which were reported to Council in October 2024, identified that a number of historic 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, as reported to Council in 2024:

Table 1

| Item | Issue |
|-------|-----------|
| TRO 1 | Location: |

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| <p>(Red Route East)</p> | <p>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> <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 (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> |
| <p>TRO 3</p> | <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 (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 (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> |

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| | <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> |
| TRO 6 (Tilehurst & Kentwood Verge & Footway) | <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 Meadoway and Westwood Road. This list was corrected to remove Mayfair, which following reference made at Council in October 2024, had been agreed for 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> |
| TRO 7 (London Road) | <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> |
| TRO 8 (Hosier Street & St Marys Butts) | <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</p> |

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| | <p>signing in place (5am to 8pm). The intention 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> <p>Resolution: Amend the incorrect elements of the TRO to reflect the disabled badge holder parking being permitted between 5am and 8pm.</p> |
| TRO 9 (A33 bus lanes) | <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> |
| TRO 10 (Redlands Road) | <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 has been 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) |
|--|---|
| TRO 1 (Red Route East) | <p>Process complete.</p> <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 completed and no objections were received. TRO was made on 3 February 2025.</p> |
| TRO 2 (Swainstone / Waldeck) | <p>Process complete.</p> <p>Statutory consultation completed and no objections were received. TRO was made on 23 April 2025</p> |
| TRO 3 | Not Applicable. |
| TRO 4 (Red Route West) | <p>Process complete.</p> <p>Rectified by statutory notice advertised on 4 September 2025 and made on 11 September 2025.</p> |
| TRO 5 (Southcote Verge & Footway) | <p>Process complete.</p> <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 completed and an objection was received and considered. Decision made to implement as advertised and TRO was made on 23 April 2025.</p> |
| TRO 6 (Tilehurst & Kentwood Verge & Footway) | <p>Process complete.</p> <p>Statutory consultation complete and objections were received and considered. Decision made to implement as advertised and TRO was made on 23 April 2025.</p> |
| TRO 7 (London Road) | <p>Process complete.</p> <p>Statutory consultation complete and an objection was received and has been considered. Decision made to implement as advertised and TRO was made on 28 May 2025.</p> |
| TRO 8 (Hosier Street & St Marys Butts) | <p>Process complete.</p> <p>Statutory consultation completed and no objections were received. TRO was made on 23 April 2025</p> |
| TRO 9 (A33 bus lanes) | <p>Process complete.</p> <p>Statutory consultation completed and no objections were received. TRO was made on 23 April 2025</p> |

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| TRO 10 (Redlands Road) | Process complete. Statutory consultation completed and no objections were received. TRO was made on 23 April 2025 |
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3.10. Enforcement commenced 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 have also been identifying areas where signing and lining relating to these restrictions requires improvement and have been actioning any required changes.

New TRO Issues

3.11. Part of the Action Plan agreed at Council in October 2024, and monitored through Audit and Governance Committee, included a commitment to establishing a process of raising and addressing any further issues that may be discovered with other TROs. While the Digital TRO Project (referred later in this report) is expected to mitigate the risks of TRO issues, there will be instances where issues are found with existing orders and that there should be a more 'business as usual' process for addressing these as they arise.

Officers have discovered further issues for which enforcement has ceased, as follow:

a. London Street southbound bus lane (reported June 2025)

Issue

The TRO for this lane was consulted and made as a bus only lane, but it was installed with incorrect signing that identified it as a lane available to buses, taxis (hackney carriage vehicles) and cyclists (see Appendix 1).

Recommendation (agreed June 2025)

It was recommended that a statutory consultation be undertaken to propose an amendment to the Order to reflect the restriction as presented on street, namely to allow taxis (hackney carriage vehicles) and cyclists to use the lane in addition to buses.

This safeguarding of the restrictions that already appear on street, without amendment to the presented restrictions, aligns with the principle applied to the original TRO issues reported to Council. Operationally, the lane appears to have functioned adequately with this access since it was installed.

Progress

The consultation commenced on 21 August and ends on 11 September. The consultation feedback will be reported to the Sub-Committee meeting in November 2025 so that a decision can be taken regarding implementation, or otherwise, of the proposed restrictions.

b. Town Centre Red Route, various 'split-use' bays

Issue

Applies to a number of bays that have different restrictions in the daytime and overnight (see Appendix 2), such as daytime disabled parking and overnight taxi waiting.

While the lining, signing and TRO schedule titles of these bays reflects the intentions of the scheme, there have been errors identified within the TRO articles, whereby references the incorrect operational times within a few of these bays.

Recommendation (agreed June 2025)

It was recommended that a statutory consultation be undertaken to propose an amendment to the articles in the original TRO, correcting the am/pm typos.

Progress

The statutory consultation for the proposed TRO amendments was undertaken between 10 July and 1 August 2025. No objections were received, so as per the agreements of June 2025 Traffic Management Sub-Committee, officers are proceeding with the making of this TRO, which is expected late summer.

c. Durham Close, double-yellow-lines

Issue

A section of Durham Close was found to have double-yellow-lines in place that were not covered by a TRO. It is suspected that these long-standing markings were in place in an advisory capacity before the section of road was adopted as Highway, but remained in place.

Resolution

Enforcement was immediately ceased and the lines have been removed, following discussion with Ward Councillors regarding their necessity.

Options Considered

- 3.12. Not applicable - there are no new actions nor recommendations arising from this report.

Digital TRO Project Update

- 3.13. 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 intention 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 is intended that the substantive 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 (Speed Limit Orders) 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 new TRO (and Temporary 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.

- 3.14. We are awaiting the outcome of a recent Government consultation regarding the potential implementation of their new regulations. We anticipate this being in early 2026. This incoming legislation continues to inform the delivery order/priority of this overall project.

- 3.15. The software supplier providing the TRO management suite has been appointed and officers are now in the early stages of onboarding, process and delivery mapping.

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.

Sub-Committee members will be updated once dates for key initial project milestones have been agreed with the supplier.

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 align with the Council's priorities, namely:

Deliver a sustainable and healthy environment and reduce our carbon footprint

The Road Traffic Regulation Act 1984 enables the Council to introduce measures like speed limits, one way systems, bus lanes, 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.

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.

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.

The recommendations of this report relate to restrictions that directly benefit the flow of public transport and cycling, in addition to facilitating parking/stopping management of public transport providers and blue badge holders parking within the town centre.

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. Progress is also being monitored through reports to the Audit and Governance Committee.

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 to 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.

With any traffic regulation order proposals, the Council (either via delegated authority, or by agreement of the Traffic Management Sub-Committee) 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.

- 9.4. 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

9.5. 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

9.6. 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.

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

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

9.9. Patricia Tavernier has cleared these Legal Implications.

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 proposed 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, or may need to be removed altogether. These changes could include signing and lining replacement/alterations across potentially large areas.

10.6. Andy Stockle has cleared these Financial Implications.

11. Timetable for Implementation

11.1. The following tables provide the intended timeline:

Table 1 (Items identified in Section 3.6)

| 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 | Complete |
| 4 | Undertake statutory consultation (requires release of approved Council meeting minutes approving the undertaking proposals) | Complete |
| 5.1 | Make the TROs that have not received objection | Complete |
| 5.2 | Seek decisions on making TROs that have received objections | Complete |
| 6 | Make the TROs (as appropriate) that have received objections, following delegated decision. | Complete |

Table 2 (Items identified in Section 3.11)

| 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 | Complete |

| | | |
|-----|---|---|
| 4 | Undertake statutory consultation (requires release of approved Council meeting minutes approving the undertaking proposals) | In progress |
| 5.1 | Make the TROs that have not received objection | In progress |
| 5.2 | Seek decisions on making TROs that have received objections | Expected September and November 2025 TMSC meetings. |
| 6 | Make the TROs (as appropriate) that have received objections, following Traffic Management Sub-Committee decision. | Expected by January 2026 |

12. Background Papers

12.1. There are none.

Appendices –

1. Drawing to highlight the location of the London Street bus lane, referred in Section 3.11.
2. Drawing to highlight the locations of the town centre red route parking bays, referred in Section 3.11.

Appendix 1 – London Street Southbound Bus Lane

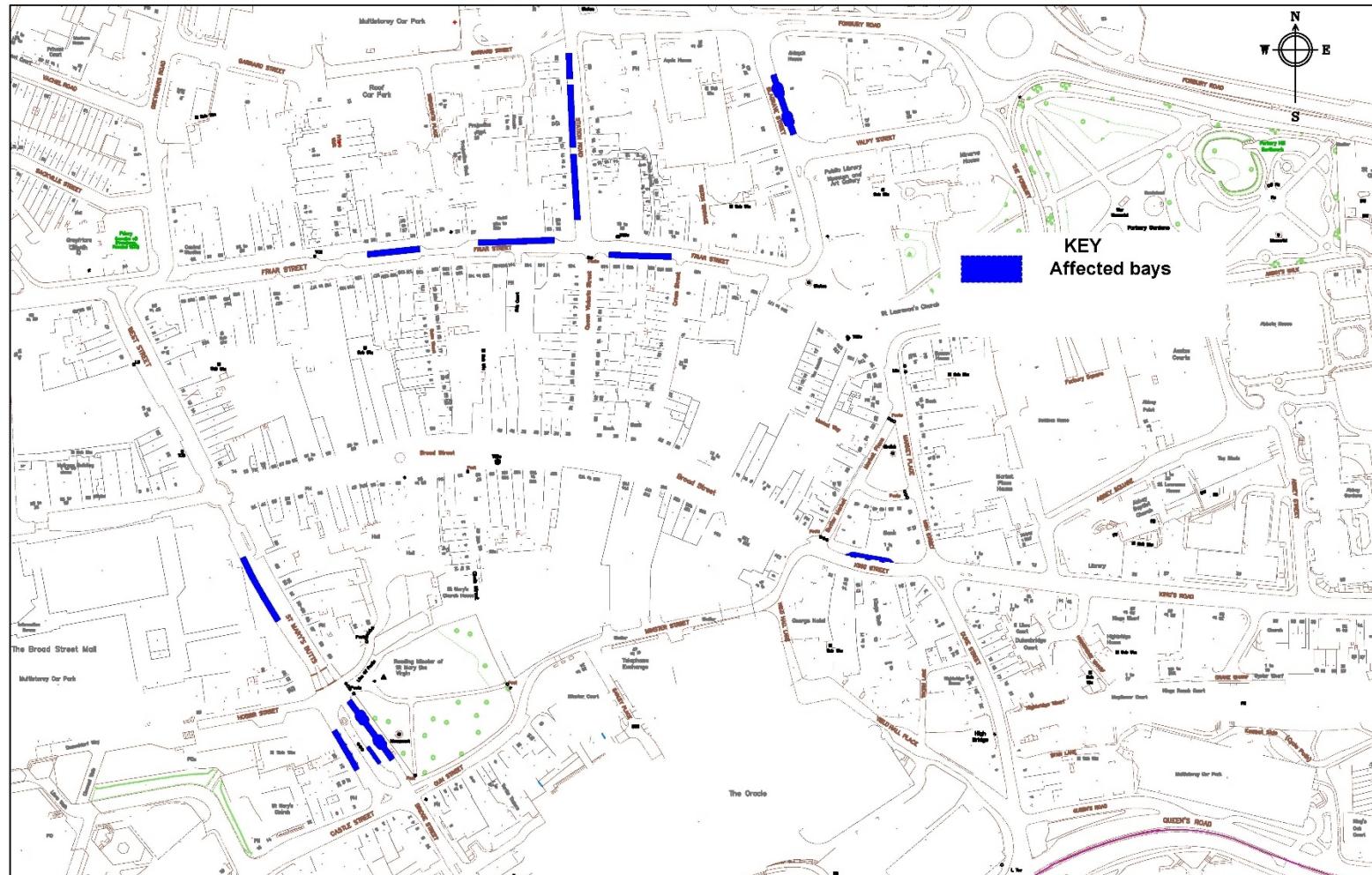


Reading
Borough Council
Working better with you

Highways & Traffic Services
Civic Offices
Reading
RG1 2LU

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|--|----------------|-----------------------------------|
| Project London St Bus Lane Amendment | Scale N.T.S | Drawn JB |
| | Checked JT | |
| Date MAY 25 | Approved JP | |
| Drawing London St Bus Lane | | Drawing No. London St Bus Lane |

Appendix 2 – Town Centre Red Route



Reading
Borough Council
Working better with you

Highways & Traffic Services
Civic Offices
Reading
RG1 2LU

| | | |
|--|--|----------------|
| Project TRO Rectification | Scale N.T.S | Drawn JB |
| | Date MAY 25 | Checked JT |
| | | Approved JP |
| Drawing TRO_Town Centre Red Route (b) | Drawing No. TRO_Town Centre Red Route (b) | |