

**READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES**

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	19 MARCH 2014	AGENDA ITEM:	11
TITLE:	LTP AND IMPLEMENTATION PLAN 2014-15		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO :	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
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1. PURPOSE AND SUMMARY OF REPORT

- 1.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) was adopted by Council on 29 March 2011.
- 1.2 The adopted Plan included a 15-year Strategy Document and a Committee Report that stood as the first in a projected series of annual Implementation Plans incorporating a rolling 3-year programme. This report is the third LTP3 Implementation Plan.

2. RECOMMENDED ACTION

- 2.1 To agree the programme and seek spend approval for 2014-2015 schemes in Appendix A.
- 2.2 To note the proposals for subsequent years as listed in Appendix A and delegate approval of any forward planning before the next Implementation Plan to the Lead Member for Strategic Environment, Planning & Transport in conjunction with the Head of Transportation & Streetcare.
- 2.3 That the progress made in delivering the LTP3 Implementation Plan in Year 3 (2013/14) be noted.
- 2.4 To note the links to the Cycle Strategy Implementation Plan, also presented at this meeting.

3. POLICY CONTEXT

- 3.1 All local transport authorities are required to produce a Local Transport Plan (LTP) under the Transport Act 2000, as amended by the Local Transport Act 2008. This third LTP3 Implementation Plan is a continuation of the first three approved Implementation Plan and fits into the adopted LTP3: Strategy 2011-2026. Together the Implementation Plans and Strategy Plans, along with any adopted supporting documents or approved Committee Reports, these are the Council's current transport policy.
- 3.2 The LTP3 Implementation Plan programme is reviewed annually through a scheme prioritisation matrix and budgeting exercise developed to deliver the LTP3 aims and objectives. The review process produces a prioritised list of proposed projects and budget allocations for the next year, with reserved and development schemes for subsequent years identified. These tables form **Appendix A**.
- 3.3 The LTP3 Implementation Plan also monitors progress within the Strategy Plan detailed policy and delivery areas (Chapter 6). Some projects delivered or milestones reached in these policy and delivery areas in the most recent year of LTP3 (2013-14) are listed in **Appendix B**.
- 3.4 The various projects and measures delivered by LTP3 aim to help Reading achieve the Sustainable Community Strategy Vision and the LTP3 strategic objectives (Strategy Plan Chapter 3). The success of these measures is reviewed through continual use of our Transport Planning Toolkit, which includes data collection, surveys, modelling, consultation and engagement. **Appendix C** summarises some key outputs from the Toolkit in the past year.
- 3.5 The Council's transport policy is aligned with wider local policy documents such as the Sustainable Community Strategy and Climate Change Strategy. Local transport policy also reflects national priorities to support successful bidding for challenge funding.

4. LTP3 IMPLEMENTATION PLAN 2014/2015

- 4.1 The programme and budget for 2014/2015 and the longer-term programme (see Appendix A) have been developed by assessing available funding and spend forecasts and using the methodology discussed in the first Implementation Plan (Cabinet Report 17 January 2011) to prioritise projects. This methodology was designed to score previously-identified, newly-proposed and ongoing projects according to the forecast ability of those projects to meet strategic objectives and deliver value for money.

- 4.2 In addition to core LTP funding, Reading Borough Council has been awarded £4.9 million by the Department for Transport (DfT) through the Local Sustainable Transport Fund (LSTF), which was reported to TMAP at its meeting of 3 November 2011. In partnership with Wokingham Borough, West Berkshire and other public and private sector partners, Reading was awarded a further £20.692 million from the LSTF as reported to TMAP at its meeting of 13 September 2012. This funding has been awarded based on targets of:
- An additional 7,200 daily bus trips;
 - An additional 12,050 daily walk trips;
 - An additional 2,300 daily cycle trips;
 - An approximate 10% reduction in congestion;
 - A 29,000 tonne reduction in CO₂;
 - An economic benefit (Net Present Value) of £335m; and
 - A Benefit to Cost Ratio (BCR) of 17.6:1.
- 4.3 The funding therefore enables many of the projects identified in the first two LTP Implementation Plans to be implemented more quickly with the result of achieving substantial progress on many of the strategic objectives and policy aims set out in the LTP3 Strategy 2011-2026. It has also resulted in the identification of new projects or measures through the stakeholder engagement, partnerships and further analysis it has funded.
- 4.4 As a result of the LTP and LSTF and local funding sources alongside continued EU funding, Reading has seen the successful implementation of a number of schemes and measures over the past year. Some highlights are listed in Appendix B.
- 4.5 The impact of this work in achieving policy goals is still being measured and will be cumulative with the implementation of the LTP3 over the next three years of the LSTF programme and the longer LTP period. However, the last year's analysis as well as results from the Census 2011 and other national data sources (see Appendix C) indicate that transport trends in Reading are contributing towards delivering our vision for 'Connecting Reading':

Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the Local Transport Plan and associated strategies helps:
- to develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley

- to promote equality, social inclusion and a safe and healthy environment for all

6. LEGAL IMPLICATIONS

- 6.1 The Local Transport Plan is a statutory requirement as set out in the Transport Act 2000, as amended by the Local Transport Act 2008.

7. FINANCIAL IMPLICATIONS

- 7.1 LTP3 Implementation Plan development has been supported by revenue expenditure (staff time) met from existing transport budgets and by the Council's transport term consultants whose fees have been met from existing transport budgets.

- 7.2 The tables appended provide the overall anticipated costs of projects going forward in the future financial years and the spend proposed for spend approval in the 2014/15 financial year grouped by funding source.

8. BACKGROUND PAPERS

- 8.1 Local Transport Plan 3: Strategy 2011-2026
Local Transport Plan 2011-2026 Implementation Plan (Cabinet 17 Jan 11)
Local Transport Plan 3 Documents (Council 29 March 11)
LTP and Implementation Plan 2012-13 (TMAP 14 June 2012)
LTP and Implementation Plan 2013-14 (TMAP 14 March 2013)
Local Sustainable Transport Fund Update (Cabinet 11 April 11, 28 Nov 11);
(TMAP 9 Sep 11 to 14 March 13); (Traffic Management Sub Committee since
13 June 2013)

Appendix A: LTP3 Programme and Budget Tables

Note: All costs are indicative and draft programme is subject to change dependent upon funding availability.

STATUTORY/CONTRACTUAL LTP Integrated Transport Block Funded Schemes

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
LTP Implementation Plan	0 - All	£30	x	x	x
Bus shelter contract	0 - All	£130	x	x	x
Automatic Traffic Count Monitoring & Cordon Counts	0 - All	£50	x	x	x
Bus lane enforcement	1 - Central	£50	x	x	x
Road Safety annual programme	0 - All	£60	x	x	x

STATUTORY RBC/DfT Revenue Funded Schemes

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
Parking Civil Enforcement	0 - All	£30	x	x	x
Asset Management Plan Development	0 - All	£40	x	x	x
Surface Water Management Plan	0 - All	£50	x	x	x
Winter Maintenance	0 - All	£211	x	x	x
English National Concessionary Travel	0 - All	£4,287	x	x	x
ReadiBus	0 - All	£390	x	x	x
Bus Contract Services	0 - All	£795	x	x	x
Network Management annual programme	0 - All	£58	x	x	x

STATUTORY - LTP Maintenance Block Funded Schemes

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
Highway Inspection	0 - All	£20	x	x	x
Street Lighting annual programme	0 - All	£259	x	x	x
Footway Surfacing annual programme	0 - All	£104	x	x	x
Drainage annual programme	0 - All	£50	x	x	x
Micro-Asphalt Resurfacing annual programme	0 - All	£317	x	x	x
Road resurfacing annual programme	0 - All	£926	x	x	x
Bridge Maintenance annual programme	0 - All	£576	x	x	x
Kennetside Structural Maintenance	1 - Central	£100	x	x	x

COMMITTED / ONGOING SCHEMES - EU FUNDED

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
RoCK (including mobile phone applications & personalised tra	0 - All	£0 - £50,000	x		
POSSE	0 - All	£0 - £50,000	x		
POLITE	0 - All	£0 - £50,000	x		
NODES	0 - All	£0 - £50,000	x		
TIDE	0 - All	£0 - £50,000	x		
HORIZON 2020	0 - All	TBC	x	x	x

COMMITTED / ONGOING SCHEMES - EXTERNALLY FUNDED

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
Rail Upgrade	1 - Central	£20m +	x	x	
Green Park Station & MMI	2 - Southern	£5m-£20m		x	x
Cow Lane Bridges	4 - Western	£5m-£20m	x	x	
Southern MRT	2 - Southern	£5m-£20m		x	x
A4 East - Park and Ride	6 - Eastern	£150,000-£5m		x	x
Eastern - Mass Rapid Transit	6 - Eastern	£5m-£20m			x

COMMITTED / ONGOING - LTP FUNDED (INCLUDING CAPITAL AND OTHER DFT GRANTS)

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
LSTF Active Travel Campaigns & Travel Planning	0 - All	£140	x	x	
Ticketing Technologies	0 - All	£25	x		
School Travel Planning	0 - All	£0 - £50,000	x	x	
Bikeability Cycle Training	0 - All	£40	x	x	
Enforcement by CCTV / Part 6 Traffic Management Act	1 - Central	£0 - £50,000	x	x	x
Cycle Development Officer	0 - All	£107	x	x	
Personal Travel Planning & Social Media	0 - All	£444	x		
Cross-boundary Cycle Routes	3 - Southwestern 7 - Southeastern	£150	x	x	
Cycle Route Infrastructure	0 - All	£50	x	x	x
Low Emission Zone development	0 - All	£0 - £50,000		x	x
Thames Pedestrian/Cycle Bridge	1 - Central	£4,060	x	x	
Quality Corridor Initiatives	0 - All	£0 - £50,000	x	x	
Footway and Verge parking	0 - All	£0 - £50,000	x		
LSTF Enhanced Network Management	0 - All	£875	x	x	x
A4 West - Park and Rail	4 - Western	£545		x	
Cycle Hire	0 - All	£550	x	x	x
Bus Quality Partnership	1 - Central	£0 - £50,000	x	x	
Southwest Interchange	2 - Southern	£1,500	x		
Northern Interchange	5 - Northern	£1,500	x		
Civil Enforcement Contract Renewal Process	0 - All	£40	x		
Feasibility and Preliminary Design	0 - All	£0 - £50,000	x	x	
LSTF Information Dissemination	0 - All	£200	x	x	x
(RTPI) Real Time Passenger Information	0 - All	£50	x	x	x
LSTF Public Transport and Park & Ride	2 - Southern 3 - Southwestern	£125	x	x	x
Reading Station Cycle Hub	1 - Central	£435	x		
Travel Reading Challenge Fund	0 - All	£150	x	x	
Winnersh Triangle A329 Southeast - Park & Ride	7 - Southeastern	£1,980	x	x	
Mere oak A33 South - Park and Ride	2 - Southern	£2,345	x	x	
Health Walks Coordinator	0 - All	£0 - £50,000	x	x	
East Reading Transport Study	6 - Eastern	£1,700	x	x	
Journey Time Monitoring	0 - All	£200	x	x	x
Oxford Rd Area Study ph3 (Cow Lane Bridges impact study)	4 - Western	£775	x	x	
SPA Annual Programme	0 - All	£0 - £50,000	x	x	
Reading Transport Model	0 - All	£50	x	x	x
A4 Eastern Gateway Pinchpoint scheme	6 - Eastern	£1,500	x		
Map based TRO's (inc Review of Road Markings)	0 - All	£15	x		
On-Street Pay and Display	0 - All	£50,000 - £150,000	x	x	
Sustainable distribution	1 - Central	£0 - £50,000	x		
Napier Road Underpass	1 - Central	£350	x		
St Mary's Butts Junction Upgrade	1 - Central	£340	x		
A33 Congestion Relief Pinchpoint scheme	2 - Southern	£1,990	x		
Electric Vehicle Charging Points	0 - All	£175	x	x	
Reading Bridge Structural Maintenance Pinchpoint scheme	5 - Northern	£4,050	x	x	
CNG Taxis	0 - All	£75	x		
Thames Bridges Management Review	5 - Northern	£150,000-£5m	x	x	
St Laurence's Church Wall	1 - Central	£350	x		

RESERVE - LTP FUNDED (INCLUDING CAPITAL AND OTHER DFT GRANTS)

Accessible Minibuses/Fleet	0 - All	£70	x	x	
Signing Strategy	1 - Central	£50,000 - £150,000	x	x	
Southeast - Mass Rapid Transit	7 - Southeastern	£150,000-£5m		x	x
A4155 Northeast - Park and Ride	5 - Northern	£2,500		x	
A4074 North - Park and Ride	5 - Northern	£2,500		x	
West - Mass Rapid Transit	4 - Western	TBC			
North - Mass Rapid Transit	5 - Northern	TBC			
Third Thames Bridge	5 - Northern	£60,000			

Appendix B: Delivery Highlights 2011-2012

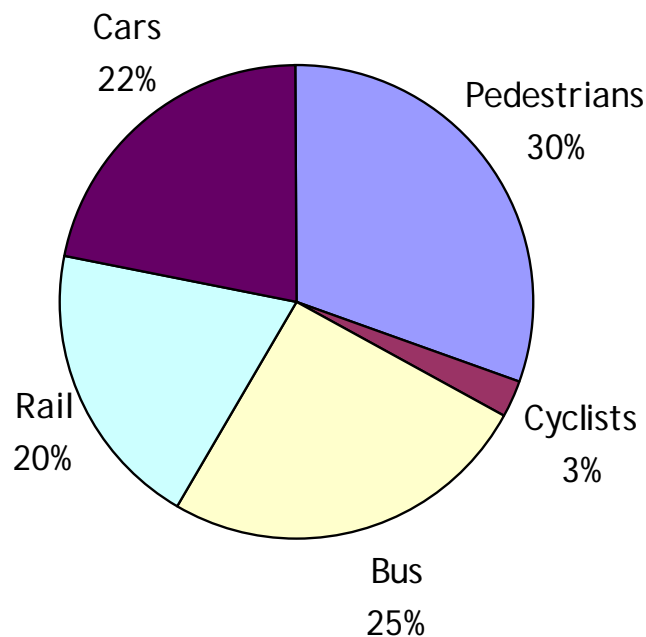
LTP3 Strategy Connecting Reading Detailed Policy / Delivery Area	sub-strategy	LTP3 THEMES				SCS			Key Achievements 2013-14
		Inclusion	Interventions	Infrastructure	Innovations	People	Place	Prosperity	
School Travel	□	✓	✓			✓			Bike It launched in 11 primary schools; 60 new cycle parking spaces, 130 new scooter parking spaces Bike clubs held in 2 secondary schools
Travel Information/Behaviour		✓	✓		✓	✓		✓	Personalised Travel Planning (PTP) conversations held at businesses throughout the Reading urban area; sustainable travel mobile apps launched
Neighbourhood Enhancements		✓	✓			✓	✓		Town Hall Square local area enhancement; London Road decluttering; cycle parking installed in 7 locations in 4 local centres/GP surgeries
Air Quality Management	□	✓	✓		✓	✓	✓		Expansion of gas-powered bus fleet; Scoping for transfer of proportion of taxi fleet to compressed natural gas
Road Safety	□	✓	✓			✓			Pedestrian crossing improvements on Buckingham Drive, Redlands Road, School Lane, Berkeley Ave
Public Transport	□	✓	✓	✓	✓	✓	✓	✓	Fares discount on southern routes commercially adopted
Network Management			✓			✓	✓	✓	Variable Message Signs upgraded; Bluetooth journey time monitoring installation underway
Maintenance/Asset Management		✓	✓			✓	✓		Annual carriageway and footway resurfacing programme; Upgrade signal communications to broadband
Drainage/Surface Water Management	□		✓		✓		✓	✓	Annual programme of drainage works to further reduce impact of flooding events; Draft SUDS policy prepared
Walking/Rights of Way	□		✓			✓	✓		Caversham-wide walking challenge Beat the Street with over 5,600 participants, including over 2,600 children. Broad Street lighting upgrade.
Cycling	□		✓			✓	✓		2nd Reading Cycle Challenge attracted over 1000 participants from 67 organisations, including over 350 new cyclists; Cycle hire contractor appointed and begins installation
Parking Policy and Standards	□		✓	✓			✓	✓	Extended residents' parking zone to Upper Redlands Road; Additional town centre pay & display spaces; Pavement and verge parking ban trialled in Tilehurst
Local Development Framework	□	✓	✓	✓	✓	✓	✓	✓	Planning permission granted for Station Hill 3 and Kenavon Drive; Further phases of Dee Park, Kennet Island and Chatham Place; Implementation of Bath Road reservoir planning permission
Cross-Boundary Partnerships				✓			✓	✓	Ongoing delivery of LSTF Large Partnership programme delivery including planning permission granted for two Park & Ride sites in Wokingham; Park & Rail works at Theale station underway;
Major Scheme Development				✓	✓			✓	Reading Station Northern Interchange opened; Southwest interchange works ongoing
Demand Management			✓		✓		✓	✓	Bus lane enforcement expanded on Kings Road and around Reading Station
Climate Change	□		✓		✓	✓	✓	✓	Installation of low energy, white street lighting on 80 roads and footways throughout town; upgrade of all ATCs to solar power.
Freight/Sustainable Distribution			✓		✓		✓	✓	Preliminary freight movement analysis for Cow Lane Bridge improvements
Research and Development		✓	✓	✓	✓	✓	✓	✓	Sustainable travel mobile apps launched by 3rd parties using grant-funding or open data

Appendix C: Performance Outputs 2012-2013

An analysis of data released from the 2011 Census indicates that Reading has seen an improvement in mode split towards sustainable modes of travel to work since the first LTP in 2001 (and the 2001 census). In particular, car travel has decreased and travel by foot and train has increased. The former is particularly notable over a decade when the country has seen declining pedestrian trips. Indeed, Reading ranks 12th of 347 local authorities (including London Boroughs) for mode share of pedestrian travel to work. Reading also ranks 36th in the country for travel by bus, and recently has shown year on year increases in bus travel.

Mode split is measured by our annual 12-hour survey on all approaches into central Reading was held on Wednesday, 15 May 2013, with a single re-survey on Wednesday, 22 May 2013. It should be noted that the weather was unsettled on the survey day, with sunshine and showers, and May generally was wetter and cooler than average. Vehicles, pedestrians, cyclists and bus and rail passengers were counted. The results show that the percentage of all trips made to and from Central Reading by car and bicycle were down slightly since the same survey in 2012, although by less than 1%, and total trips also decreased very slightly. Trips by bus and train were each up by 1%, whilst trips on foot were down by 2%.

Total Trips to/from Central Reading in 2013: 7am to 7pm



Annual data on individual modes is available from other sources. For example, the Office of Rail Regulation's shows annual passenger numbers entering Reading Station increasing from 7.2 to 7.6 million between 2011 and 2012, whilst interchanges increased from 2.9 to 3.8 million people. Our automatic traffic counters confirm a steady decline in traffic crossing the 'inner screenline', although the numbers recorded at other sites further from the centre have fluctuated, resulting in a less steep decline in traffic levels recorded overall. Automatic cycle counters were also installed at 10 locations around Reading during 2013, and trend data from these will be available for future reports.

Bus trips are captured by all the bus operators in the area and reported to the Department for Transport annually. The figures showed an increase of 200,000 bus trips were reported in 2012/13, and it was notable that, outside of London, Reading is now fourth in the country for the highest number of journeys per head of population, 2.6 times higher than the Southeast average. Reading Buses also reports patronage by route directly to Reading Borough Council, and certain routes have shown patronage increases of over 20%.

Using modelling and new data sources, the impact of the changes to modal split on journey times and carbon emissions are being calculated as part of the outcomes reporting on the Local Sustainable Transport Fund programme. Furthermore, although there is no way to attribute the impact of transport on wider economic outcomes, Reading continues to be highly ranked on numerous economic indicators, including employment rates (1st of 64 cities assessed by Centre for Cities Outlook 2014), number of businesses per 10,000 population (3rd of 64 cities assessed by Centre for Cities Outlook 2014) and business start-ups (5th of 64 cities assessed by Centre for Cities Outlook 2014). The *Financial Times*, *Estates Gazette*, and others all cite Reading as a place to watch.