

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	26 MARCH 2015	AGENDA ITEM:	11
TITLE:	LTP IMPLEMENTATION PLAN 2015/16		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGH WIDE
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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) for the period 2011-26 was adopted by the 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 fifth LTP3 Implementation Plan.

2. RECOMMENDED ACTION

- 2.1 To agree the programme and seek spend approval for the 2015/16 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 To note the progress made in delivering the LTP3 Implementation Plan during 2014/15.

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 fifth LTP3 Implementation Plan is a continuation of the first four approved Implementation Plans and fits into the adopted LTP3: Strategy 2011-26. Together the Strategy Document and Implementation 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. For 2015/16 many of the schemes reflect concluding the LSTF scheme package delivery and the implementation of the new 2015-16 LSTF revenue package awarded to Reading. 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 (2014/15) are listed in **Appendix B**.
- 3.4 The various projects and measures delivered through the 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 reflect the funding allocations from central Government.

4. LTP3 IMPLEMENTATION PLAN 2015/16

- 4.1 The programme and budget for 2015/16 and the longer-term programme (see **Appendix A**) have been developed by assessing available funding and spend forecasts and using the methodology outlined 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, the LTP programme includes projects funded through a range of other sources including private sector funding (secured through section 106 and CIL contributions), the £996,200 awarded to the Council by the Department for Transport (DfT) through the Local Sustainable Transport Fund (LSTF) Revenue 2015/16 grant, EU funding streams and other local revenue funding sources.
- 4.3 Reading has seen the successful implementation of a number of schemes and measures over the past year as a result of LTP, LSTF, EU, land-use developer and local funding sources. Some highlights are listed in **Appendix B**.
- 4.4 The impact of this work in achieving policy goals is monitored annually and will be cumulative with the implementation of schemes throughout the LTP3 period. However, the 2014 monitoring programme 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 deliver the Corporate Plan Service Priority: keeping the town clean, safe, green and active.

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 future projects by financial year and the amounts proposed for spend approval in the 2015/16 financial year grouped by funding source.

8. BACKGROUND PAPERS

- 8.1 Local Transport Plan 3: Strategy 2011-2026 (Council 29 March 2011).
- 8.2 Local Transport Plan 3: Annual Implementation Plans (Cabinet 17 Jan 2011, TMAP 14 June 2012, TMAP 14 March 2013 and TMSC 13 March 2014).
- 8.3 Local Sustainable Transport Fund Updates (Cabinet 11 April 2011, 28 Nov 2011), (TMAP reports 9 Sep 2011 to 14 March 2013) and (TMSC reports 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 2015/16	15/16	16/17	17/18
LTP Implementation Plan	0 - All	£30,000	x	x	x
Bus shelter contract	0 - All	£120,000	x	x	x
Automatic Traffic Count Monitoring & Cordon Counts	0 - All	£50,000	x	x	x
Bus lane enforcement	0 - All	£50,000	x	x	x
Road Safety annual programme	0 - All	£40,000	x	x	x

STATUTORY RBC/DfT Revenue Funded Schemes					
Project Name	Action Plan Area	Cost 2015/16	15/16	16/17	17/18
Parking Civil Enforcement	0 - All	£30,000	x	x	x
Asset Management Plan Development	0 - All	£40,000	x	x	x
Local Flood Risk Management	0 - All	£50,000	x	x	x
Winter Maintenance	0 - All	£211,000	x	x	x
English National Concessionary Travel	0 - All	£4,348,000	x	x	x
ReadiBus Concessionary Travel	0 - All	£210,000	x	x	x
Bus Contract Services	0 - All	£952,000	x	x	x
Network Management annual programme	0 - All	£40,000	x	x	x

STATUTORY - LTP Maintenance Block Funded Schemes					
Project Name	Action Plan Area	Cost 2015/16	15/16	16/17	17/18
Highway Inspection	0 - All	£20,000	x	x	x
Street Lighting annual programme	0 - All	£25,000	x	x	x
Footway Surfacing annual programme	0 - All	£55,000	x	x	x
Drainage annual programme	0 - All	£50,000	x	x	x
Micro-Asphalt Resurfacing annual programme	0 - All	£175,000	x	x	x
Road resurfacing annual programme	0 - All	£525,000	x	x	x
Bridge Maintenance annual programme	0 - All	£150,000	x	x	x
Kennetside Structural Maintenance	1 - Central	£0 - £50,000	x	x	x

COMMITTED / ONGOING SCHEMES - EU FUNDED					
Project Name	Action Plan Area	Cost 2015/16	15/16	16/17	17/18
RoCK	0 - All	£0 - £50,000	x		
NODES	0 - All	£0 - £50,000	x		
TIDE	0 - All	£0 - £50,000	x		
CIVITAS	0 - All	TBC	x	x	x
HORIZON 2020	0 - All	TBC	x	x	x

COMMITTED / ONGOING SCHEMES - EXTERNALLY FUNDED					
Project Name	Action Plan Area	Cost 2015/16	15/16	16/17	17/18
Rail Upgrade	1 - Central	£20m +	x		
Green Park Station & MMI	2 - Southern	£5m-£20m	x	x	x
Cow Lane Bridges	4 - Western	£5m-£20m	x		
Southern MRT	2 - Southern	£5m-£20m	x	x	x
A4 East - Park and Ride	6 - Eastern	£150,000-£5m	x	x	x
Eastern - Mass Rapid Transit	6 - Eastern	£5m-£20m	x	x	x

COMMITTED / ONGOING - LTP FUNDED (INCLUDING CAPITAL AND OTHER DFT GRANTS)					
Project Name	Action Plan Area	Cost 2015/16	15/16	16/17	17/18
School Travel Planning	0 - All	£0 - £50,000	x	x	x
Bikeability Cycle Training	0 - All	£40,000	x	x	x
Enforcement by CCTV / Part 6 Traffic Management Act	1 - Central	£0 - £50,000	x	x	x
Cycle Development Officer	0 - All	£107,000	x		
Cross-boundary Cycle Routes	3 - Southwestern 7 - Southeastern	£0 - £50,000	x	x	x
Cycle Route Infrastructure	0 - All	£0 - £50,000	x	x	x
Air Quality Action Plan development	0 - All	£0 - £50,000	x	x	x
Thames Pedestrian/Cycle Bridge	1 - Central	£4,060,000	x		
Quality Corridor Initiatives	0 - All	£0 - £50,000	x	x	x
Footway and Verge parking	0 - All	£0 - £50,000	x	x	x
Traffic Signal Upgrade programme	0 - All	£400,000	x		
Cycle Hire	0 - All	£120,000	x	x	x
Bus Quality Partnership	1 - Central	£0 - £50,000	x	x	x
Feasibility and Preliminary Design	0 - All	£0 - £50,000	x	x	x
LSTF Public Transport and Park & Ride	2 - Southern 3 - Southwestern	£5m-£20m	x	x	x
A33 Congestion Relief Pinchpoint scheme	2 - Southern	£1,990,000	x		
A4 Congestion Relief Pinchpoint scheme	6 - Eastern	£50,000 - £150,000	x		
Electric Vehicle Charging Points	0 - All	£0 - £50,000	x		
Reading Bridge Structural Maintenance Pinchpoint scheme	5 - Northern	£4,050,000	x		
CNG Taxis	0 - All	£75,000	x		
Thames Bridges Management Review	5 - Northern	£0 - £50,000	x	x	x
St Laurence's Church Wall	1 - Central	£450,000	x		
Whiteknights Reservoir	7 - Southeastern	£50,000 - £150,000	x		
Accessible Minibuses/Fleet	0 - All	£70,000	x	x	x

RESERVE - LTP FUNDED (INCLUDING CAPITAL AND OTHER DFT GRANTS)					
Project Name	Action Plan Area	Cost 2015/16	15/16	16/17	17/18
Signing Strategy	1 - Central	£50,000 - £150,000	x	x	x
Southeast - Mass Rapid Transit	7 - Southeastern	£150,000-£5m	x	x	x
A4155 Northeast - Park and Ride	5 - Northern	£150,000-£5m	x	x	x
A4074 North - Park and Ride	5 - Northern	£150,000-£5m	x	x	x
West - Mass Rapid Transit	4 - Western	TBC	x	x	x
North - Mass Rapid Transit	5 - Northern	TBC	x	x	x
Third Thames Bridge	5 - Northern	£60,000	x	x	x

Appendix B: Delivery Highlights 2014-2015

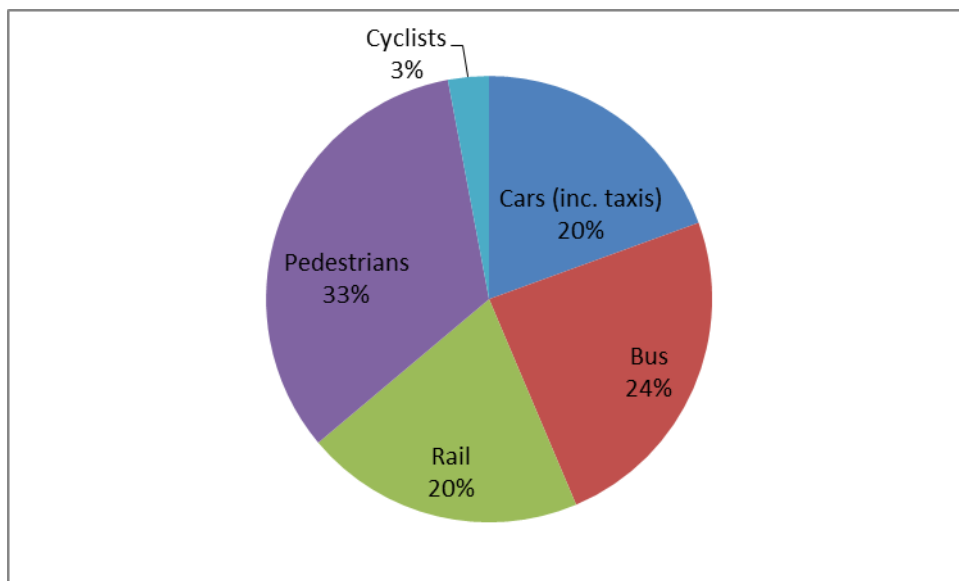
LTP3 Strategy Connecting Reading Detailed Policy / Delivery Area	sub-strategy	LTP3 THEMES				SCS			Key Achievements 2014-15
		Inclusion	Interventions	Infrastructure	Innovations	People	Place	Prosperity	
School Travel		✓	✓			✓			Bikeability cycle training, Bike It education programme and Bike Clubs provided in primary and secondary schools throughout the borough.
Travel Information/Behaviour		✓	✓		✓	✓		✓	Personalised Travel Planning (PTP) conversations held with residents and businesses; new travel information website and open data server launched; 11 community projects delivered through the Challenge Fund.
Neighbourhood Enhancements		✓	✓			✓	✓		Town Hall Square works completed; repair works for Grade-II listed St Laurence Church wall commenced.
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 implemented on Redlands Road, Craven Road and Rotherfield Way and upgraded Church St crossing; junction improvements at Prospect St/Gosbrook Rd; development of 20mph zone for the University & Hospital area.
Public Transport		✓	✓	✓	✓	✓	✓	✓	Development of plans to introduce wave and pay on Greenwave services; preparation for expansion of Park & Ride service.
Network Management			✓			✓	✓	✓	Junction improvements at Cemetery Junction and St Mary's Butts / Castle Street junctions; programme of traffic signal upgrades underway, upgraded network of VMS displays; installation of Bluetooth journey time monitoring system completed.
Maintenance/Asset Management		✓	✓			✓	✓		Annual carriageway and footway resurfacing programme undertaken; upgrade of traffic signal communications to broadband completed.
Drainage/Surface Water Management			✓		✓		✓	✓	Annual programme of drainage works to further reduce impact of flooding events.
Walking/Rights of Way			✓			✓	✓		Beat the Street walking competition held in the summer throughout the urban area with over 15,000 participants, including 8,500 children.
Cycling			✓			✓	✓		Launch of ReadyBike cycle hire scheme; cycle facilities provided on London Road, Berkeley Avenue, Lower Henley Road, Wokingham Road and Bath Road; LTP Cycle Strategy launched following public consultation.
Parking Policy and Standards			✓	✓			✓	✓	Residents' Parking schemes implemented in New Road, The Mount, College Road and Culver Road; pavement and verge parking ban made permanent in Tilehurst and trialed in Southcote.
Local Development Framework		✓	✓	✓	✓	✓	✓	✓	Planning permission granted for a 2-entry Primary Free School in West Reading, rebuild of Reading Girls School and Kennet Island phase 3; construction underway for Chatham Place phase 2 and Napier Road underpass.
Cross-Boundary Partnerships				✓			✓	✓	Construction has commenced for the new Park & Ride sites at Mereok and Winnersh Triangle, and Park & Rail facility at Theale Station.
Major Scheme Development				✓	✓			✓	Reading Station Northern and Southwest interchanges completed; construction commenced on the pedestrian cycle bridge over the River Thames.
Demand Management			✓		✓		✓	✓	Civil enforcement contract renewed; extended bus lane on Kings Road / London Road implemented.
Climate Change			✓		✓	✓	✓	✓	Continued installation of low energy, white street lighting on roads and footways throughout the borough.
Freight/Sustainable Distribution			✓		✓		✓	✓	Freight gateway journey planner launched; continued dialogue with Oxfordshire on freight routes.
Research and Development		✓	✓	✓	✓	✓	✓	✓	Sustainable travel mobile apps launched by 3rd parties using LSTF grant funding and/or open data.

Appendix C: Performance Outputs 2014

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 14th May 2014. It should be noted that the weather was dry and sunny on the survey day, with average temperatures higher than in May 2013 when the previous year's survey was undertaken. 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 bus reduced slightly since the same survey in 2013 (by 2% and 1% respectively), pedestrian trips increased by 3% while trips by rail and bicycle remained at the same percentage as the previous year.

Total Trips to/from Central Reading 2014 (7am to 7pm)



Annual data on individual modes is available from other sources. For example, the Office of Rail Regulation's annual estimates of station usage data shows total entries and exits at Reading Station in 2013/14 of over 15.6 million, up from 15.4 million in 2012/13; and representing a 13% increase over the past five years. In addition, the number of passengers interchanging between rail services within the station was estimated to be over 3.8 million people during 2013/14.

Bus trips are captured by all the bus operators in the area and reported to the Department for Transport annually. The figures show total trips of 17.7 million in the borough during 2013/14, a significant increase from the 16.2 million trips recorded in 2012/13. It was notable that, outside of London, Reading is fourth in the country for the highest number of bus journeys per head of population, 2.7 times higher than the Southeast average.

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 (5th of 64 cities assessed by Centre for Cities Outlook 2015), number of businesses per 10,000 population (3rd of 64 cities assessed by Centre for Cities Outlook 2015) and business start-ups (5th of 64 cities assessed by Centre for Cities Outlook 2015).