

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	STRATEGIC, ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	13
TITLE:	LOCL TRANSPORT PLAN IMPLEMENTATION PLAN 2018/19		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC, ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	<a href="mailto:emma.baker@reading.gov.uk">emma.baker@reading.gov.uk</a>

#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. The Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011. The adopted Plan included a 15-year Strategy Document and a Committee Report that stood as the first in a series of annual Implementation Plans incorporating a rolling 3-year programme.
- 1.2 This LTP Implementation Plan sets out our 3-year rolling delivery programme covering the period 2018/19 to 2020/21, and delivery highlights from 2017/18. The report also incorporates progress against delivering the Cycling Strategy 2014 '*Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling*' that has previously been reported separately.

#### 2. RECOMMENDED ACTION

- 2.1 To agree the LTP programme for the 2018/19 as outlined in Appendix A.
- 2.2 To note the proposals for subsequent years as listed in Appendix A and to 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 Programme (Appendix B).

#### 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 LTP3 Implementation Plan is a continuation of previously 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 taking into consideration forecasted budgets, including any external funding sources. The programme includes a list of funded and unfunded schemes for subsequent years. The LTP programme for 2018/19 is detailed in **Appendix A**.

- 3.3 The LTP3 Implementation Plan also monitors progress with delivering the overall Strategy Plan. Projects delivered and milestones reached during 2017/18 are included at **Appendix B** and results from monitoring travel habits in Reading are set out in **Appendix C**.
- 3.4 In light of changing local and national priorities, Officers are beginning the process of developing a forth Local Transport Plan (LTP4) and reviewing a number of sub-strategies currently adopted under LTP3, including the Interim Parking Policy and School Travel Strategy. In addition, a Local Cycling and Walking Infrastructure Plan will be developed spanning the Reading urban area, following a successful bid to the Department for Transport for technical support, which will become available in the autumn. Public consultation will be undertaken to inform development of these proposed Plans.

#### 4. LTP3 IMPLEMENTATION PLAN 2018/19

- 4.1 The LTP programme for 2018/19 and the longer-term programme (see **Appendix A**) have been developed by assessing available funding and strategic priorities.
- 4.2 Over the last year, Reading has continued to successfully develop and deliver a range of schemes and measures utilising LTP and Local Growth Deal grant funding, land-use developer contributions and local funding sources.
- 4.3 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 2017 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.*

#### CYCLING STRATEGY IMPLEMENTATION PLAN

- 4.4 The Cycling Strategy 2014 '*Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling*' is just one of the sub-strategies adopted under LTP3. The delivery programme detailed in **Appendix A** includes measures aimed at encouraging cycling for local journeys, which will continue to focus on the delivery of NCN 422, the integration of cycling measures as part of wider schemes and the development of a Local Cycling and Walking Infrastructure Plan. Delivery highlights from the 2017/18 programme are outlined in **Appendix B**.
- 4.5 The ongoing monitoring of cycle use into/from the town centre collected through the annual cordon count is outlined in **Appendix C**, alongside results of the Active People Survey. The annual cordon count is further supported by ongoing analysis of STATS 19 data collected by Thames Valley Police following a road traffic accident. A summary of accident data, including the number of cyclists injured, will be reported in the annual road safety programme, which details measures aimed at reducing the number and severity of accidents.

#### 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the Local Transport Plan and associated strategies helps:
- Keeping the town clean, safe, green and active; and
  - Providing infrastructure to support the economy

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 Schemes developed under the Local Transport Plan will be communicated to the local community through a variety of channels, such as formal statutory processes, public exhibitions and Council meetings.

## **7. EQUALITY IMPACT ASSESSMENT**

- 7.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to 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 Equality Impact Assessment scoping reports will be undertaken as part of the development of schemes taken forward under the Local Transport Plan.

## **8. LEGAL IMPLICATIONS**

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

## **9. FINANCIAL IMPLICATIONS**

- 9.1 The tables in Appendix A detail the anticipated LTP programme for 2018/19 funded through existing transport budgets, including Integrated Transport Block, Local Growth Deal and private sector contributions. The draft LTP programme is subject to change dependent upon the availability of funding. Scheme and spend approval for individual projects will be sought separately from Committee.

## **10. BACKGROUND PAPERS**

- 10.1 Local Transport Plan 3: Strategy 2011-2026 (Council, 29 March 2011).
- 10.2 Local Transport Plan 3: Annual Implementation Plan reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee from 2011 onwards.
- 10.3 Cycling Strategy 2014 and Implementation Plan reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee from 2014 onwards.
- 10.4 Major Transport Scheme Update reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee from 2015 onwards.

## Appendix A: LTP3 Programme

Note: Draft programme is subject to change dependent upon funding availability.

### STATUTORY FUNCTIONS

Project Name	Action Plan Area	18/19	19/20	20/21
LTP Development (inc. Local Walking & Cycling Infrastructure Plan)	0 - All	x		
LTP Implementation Plan & Monitoring	0 - All	x	x	x
School Travel Plans	0 - All	x	x	x
Road Safety annual programme	0 - All	x	x	x
Highway Inspection	0 - All	x	x	x
Footway Surfacing annual programme	0 - All	x	x	x
Drainage annual programme	0 - All	x	x	x
Micro-Asphalt Resurfacing annual programme	0 - All	x	x	x
Road resurfacing annual programme	0 - All	x	x	x
Bridge Maintenance annual programme	0 - All	x	x	x
Kennetside Structural Maintenance	1 - Central	x	x	x
Asset Management Plan Development	0 - All	x	x	x
Local Flood Risk Management	0 - All	x	x	x
Winter Maintenance	0 - All	x	x	x
English National Concessionary Travel	0 - All	x	x	x

### COMMITTED / ONGOING

Project Name	Action Plan Area	18/19	19/20	20/21
Street Lighting Replacement Programme	0 - All	x		
Street Lighting Annual Programme	0 - All	x	x	x
Bikeability Cycle Training	0 - All	x	x	x
Cycle Hire	0 - All	x	x	x
National Productivity Fund	0 - All	x		
Pothole Repair Programme	0 - All	x		
Fleet Management & Replacement Programme	0 - All	x	x	x
Enforcement by CCTV / Part 6 Traffic Management Act	1 - Central	x	x	x
Bus shelter contract	0 - All	x	x	x
Parking Civil Enforcement	0 - All	x	x	x
Park & Ride Sites & Bus Contract Services	0 - All	x	x	x
Network Management annual programme	0 - All	x	x	x
Bus lane enforcement	0 - All	x	x	x
West Reading Study - Implementation	4 - Western	x		
Oxford Road Study - Implementation	4 - Western	x		

### MAJOR SCHEMES

Project Name	Action Plan Area	18/19	19/20	20/21
Cow Lane Bridges (Led by Network Rail)	4 - Western	x		
South Reading MRT - Phase 1 & 2	2 - Southern	x		
South Reading MRT - Phase 3 & 4	2 - Southern	x	x	x
Green Park Station	2 - Southern	x	x	
Thames Valley Park - Park & Ride (Led by Wokingham BC)	6 - Eastern	x		
East Reading MRT	6 - Eastern	x	x	x
NCN Route 422	0 - All	x		
Smart City Cluster Project	0 - All	x	x	

### RESERVE - UNFUNDED

Project Name	Action Plan Area	18/19	19/20	20/21
West Reading Park & Ride	4 - Western			
North West Reading Park & Ride	5 - Northern			
North Reading Park and Ride	5 - Northern			
North East Reading - Park and Ride	5 - Northern			
West Reading Mass Rapid Transit	4 - Western			
North Reading Mass Rapid Transit	5 - Northern			
Third Thames Bridge	5 - Northern			

## Appendix B: Delivery Highlights 2017-2018

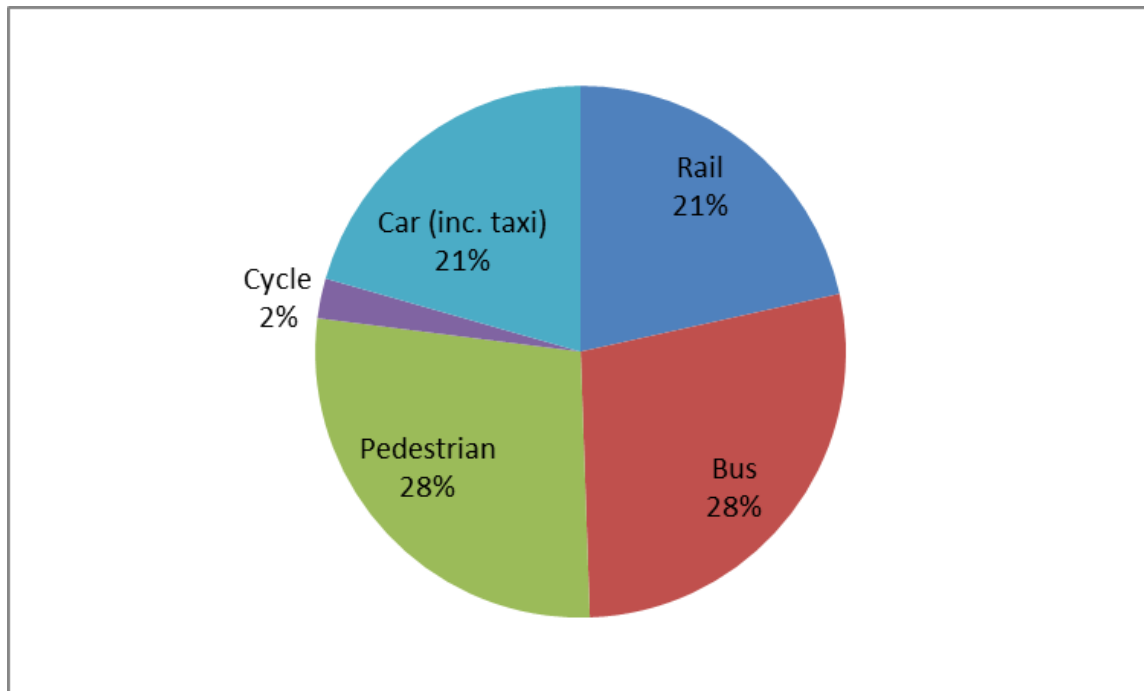
LTP3 Strategy Connecting Reading Detailed Policy / Delivery Area	sub-strategy	LTP3 THEMES				Key Achievements 2017-18
		Inclusion	Interventions	Infrastructure	Innovations	
School Travel		✓	✓	✓		Over 1200 children received Bikeability cycle training in 2017/18. Three schools are on-track to achieve Modeshift STARS accreditation, recognising their contribution to encouraging sustainable travel to school. Improved cycle facilities connecting to three west Reading secondary schools have been delivered as part of NCN 422.
Travel Information/Behaviour		✓	✓		✓	A six-month delivery EU programme (EMPOWER) aimed at incentivising commuters to travel to work by bicycle was delivered between January and July 2017. The EMPOWER project, branded locally as Bikesmart, involved over 1600 participants who travelled almost 98,000 miles.
Neighbourhood Enhancements		✓	✓			Scheme development undertaken for West Reading Study as well as consultation on options for both West Reading and Oxford Road Studies.
Air Quality Management		✓	✓		✓	Four EV charge points were installed at the Civic Offices and the first EV fleet vehicle was introduced. A strategic air quality assessment looking at the effect of the LP on air quality, to enable mitigation of detrimental effects of development on AQ and better targeting of measures in the future was complete.
Road Safety		✓	✓			The annual road safety programme included the implementation of new road markings at Highmore Rd/Albert Rd and the investigation of improved crossing facilities on George Street and spiral markings on Vastern Road roundabout.
Public Transport		✓	✓	✓	✓	Bus patronage continued to increase in Reading to 21.4 million trips in 2016/17 compared to 20.4 million trips in 2015/16. Ongoing investment in improved public transport provision and service development, particularly Greenwave services.
Network Management			✓			Annual waiting restriction review programme undertaken. Red routes - scheme developed and works commenced. New pedestrian crossing installed outside Broad Street Mall, following the removal of traffic signals. East Reading 20mph scheme implemented.
Maintenance/Asset Management		✓	✓			Annual carriageway and footway resurfacing programme undertaken.
Drainage/Surface Water Management			✓		✓	Annual programme of drainage works to further reduce impact of flooding events.
Walking/Rights of Way			✓	✓		Bid submitted to Great Western Railway's Customer & Communities Infrastructure Fund for wayfinding improvements in the town centre linking to Reading Station. Technical support granted by DfT to develop a Local Cycling & Walking Infrastructure Plan for the Reading Urban Area.
Cycling		✓	✓	✓		ReadyBike contract repocured, delivery of EMPOWER incentivisation programme aimed at encouraging commuters to switch to bicycle, delivery of NCN scheme and the award of technical support to develop a Local Cycling & Walking Infrastructure
Parking Policy and Standards			✓	✓		New barriers and ticketing machines installed at Broad Street Mall car park. Review of East Reading parking restrictions undertaken and consultation commenced.
Local Development Framework		✓	✓	✓	✓	Planning permission sought for East Reading MRT and Green Park Station. Local Plan updated and expected to be adopted Spring 2019.
Cross-Boundary Partnerships				✓		Ongoing development and delivery of cross boundary schemes, including public transport improvements in East Reading and the construction of NCN route. Successful joint expression of interest submitted for LCWIP technical support.
Major Scheme Development				✓	✓	Network Rail recommenced works at Cow Lane Bridge in summer 2017 and consultation on supporting measures along the Oxford Road has been undertaken. Ongoing development and delivery of LEP funded schemes: South MRT, East MRT, Green Park Station and NCN 422.
Demand Management			✓		✓	New bus lane facilities have been installed along the A33 to improve journey times between the town centre, Green Park and Mereok Park and Ride as part of South Reading MRT and future phases are planned.
Climate Change			✓		✓	Continued installation of led lighting. Street lighting energy consumption has been reduced by c40% to date, 3500 columns have been replaced and 10,000 lanterns have been converted to LED
Freight/Sustainable Distribution			✓		✓	Network Rail works at Cow Lane re-commenced to remove height and weight restrictions and measures supporting the declassification of Oxford Road were available for further comment.
Research and Development		✓	✓		✓	EU EMPOWER programme delivered over six month period to assess the impact of incentives on road user behaviour. Funding secured from Local Growth Fund and C-ITS to use technology and innovation to manage the highway network.

## Appendix C: Performance Outputs 2017

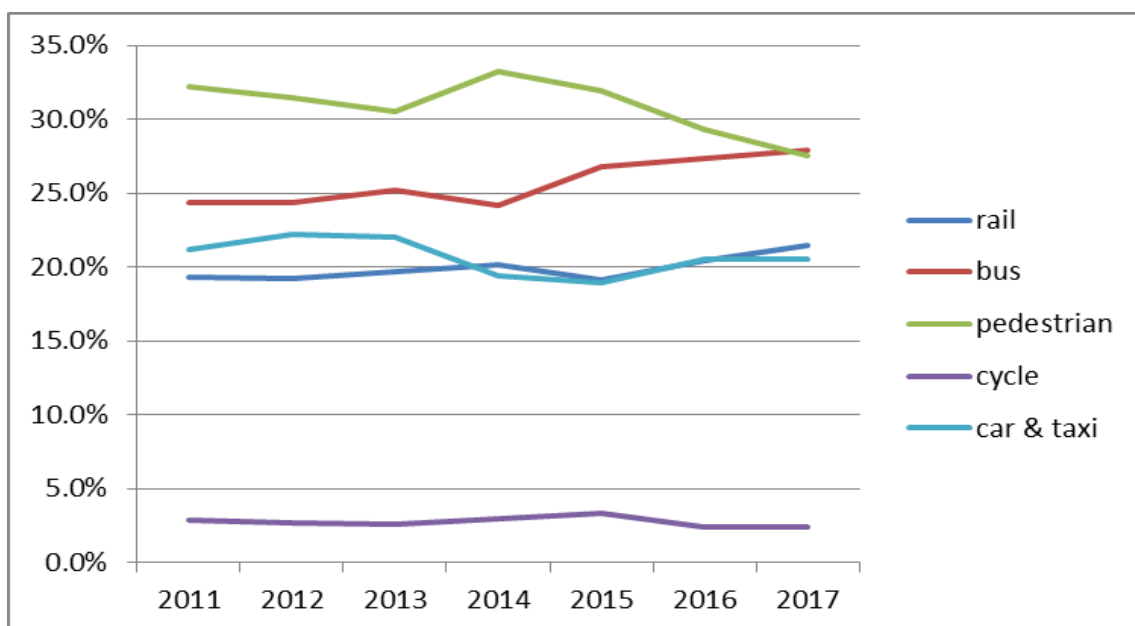
Mode split is measured by our annual 12-hour survey counting the number of vehicles, pedestrians, cyclists and bus and rail passengers on all approaches into central Reading.

The survey day, which was held on Wednesday 17<sup>th</sup> May 2017, was recorded as one of the wettest days of the year with 38.1mm of rainfall. The level of rainfall was significantly higher than the previous survey day in 2016, which also experienced heavy rainfall of 10.4mm. As a result, surveys conducted in both 2016 and 2017 recorded decreases in the number of pedestrians and cyclists travelling into/from the town centre compared to previous surveys, which recorded increases in these modes.

### Percentage Mode Split into/from Central Reading 2017 (7am to 7pm)



### Percentage Mode Split into/from Central Reading 2011 - 2017



Annual data on individual modes is also 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 2016/17 of over 17.1 million, up from 16.7 million in 2015/16. In addition, the number of passengers interchanging between rail services within the station was estimated to be over 4.1 million people during 2016/17.

The number of bus trips are captured by bus operators in the area and reported to the Department for Transport annually. The figures show total trips of 21.4 million in the borough during 2016/17. Reading continues to see a significant number of journeys undertaken by bus, resulting in it having the third for the highest number of bus journeys per head of population in the country outside of London.