

QUESTION NO. 1

John Booth to ask the Chair:

Traffic Modelling

What are the implications for congestion of an increase in peak hour traffic, and how beneficial would a reduction in peak hour traffic be ?

Please publish results of a suitable traffic modelling sensitivity analysis to answer this question.

We are happy to leave the details to your engineers, but would suggest that for a representative area of central Reading, including the IDR and the two Thames Bridges, you publish simulation results for: number of trips, average speed, average journey time, average journey distance, and cost of delays:

- (a) for current levels of peak hour traffic (for each of morning and evening)
- (b) for 90% of current levels of peak hour traffic (for each of morning and evening) (i.e. origin/destination matrices reduced by 10%).
- (c) for 110% of current levels of peak hour traffic (for each of morning and evening) (i.e. origin/destination matrices increased by 10%).

REPLY by the Chair of the Traffic Management Sub-Committee.

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by the Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:

The Council has an adopted Local Transport Plan (LTP) for the period 2011-26. This document sets our transport strategy for the area, including managing levels of congestion alongside other objectives such as accessibility, road safety, air quality and health & wellbeing.

Good progress has been made in delivering this strategy to date, with significant external funding secured to deliver schemes including Reading Station interchanges, the LSTF package of measures including two park & ride sites, cycle hire and the pedestrian cycle bridge, and more recently Mass Rapid Transit bus priority measures on the A33 and National Cycle Network facilities on the Bath Road.

This progress on delivering the strategy to date, alongside the significant levels of growth for the area being proposed through the new Local Plans for Reading, Wokingham and West Berkshire, provides an appropriate opportunity to review and update our transport strategy.

Whilst the specific data being requested in this question is not readily available at the current time (and could only be provided at disproportionate cost), transport modelling will be undertaken to inform development of the updated LTP strategy,

including forecast levels of congestion in the area taking account of the planned levels of growth.

Public consultation will be undertaken to inform development of the strategy which will include proposals to manage key challenges including levels of congestion and air quality.