

To: Councillor Gittings (Chair)
Councillors Ayub, Carnell, Challenger,
Maskell, McGonigle, Page, Stanford-Beale,
R Williams, Khan, McElroy, McEwan,
Mitchell and Eden

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8 November 2021

Your contact is: **Richard Woodford - Committee Services**

NOTICE OF MEETING - STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
16 NOVEMBER 2021

A meeting of the Strategic Environment, Planning and Transport Committee will be held on Tuesday, 16 November 2021 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

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1. DECLARATIONS OF INTEREST		
2. MINUTES		5 - 16
3. MINUTES OF THE MEETING OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE		17 - 28
Minutes of the Meeting held on 15 September 2021		
4. MINUTES OF OTHER BODIES		29 - 58
<ul style="list-style-type: none">• Joint Waste Disposal Board - 17 June 2021• AWE Local Liaison Committee - 7 July 2021• Reading Climate Change Partnership - 14 September 2021		
5. PETITIONS		
Petitions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee's Powers & Duties which have been received by Head of Legal & Democratic Services no later than four clear working days before the meeting.		

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6.	QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC		59 - 70
	<p>Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.</p>		
7.	DECISION BOOK REFERENCES		
	<p>To consider any requests received by the Monitoring Officer pursuant to Standing Order 42, for consideration of matters falling within the Committee's Powers & Duties which have been the subject of Decision Book reports.</p>		
8.	ANNUAL REPORTS BY THE READING CLIMATE CHANGE PARTNERSHIP ON THE READING CLIMATE EMERGENCY STRATEGY AND READING BOROUGH COUNCIL ON GREENHOUSE GAS EMISSIONS	BOROUGHWIDE	71 - 148
	<p>A report presenting the Committee with Annual Reports on two key initiatives within Reading's response to the Climate Emergency</p>		
9.	WINTER SERVICE PLAN 2021/22	BOROUGHWIDE	149 - 204
	<p>A report informing the Committee of the outputs delivered by the Winter Service Plan 2020/2021, of the Winter Service Plan review carried out to ensure compliance with the Highway Act 1980 and 'Well managed Highway Infrastructure: A Code of Practice and to inform and seek approval for the Winter Service Plan 2021/2022.</p>		
10.	MAJOR TRANSPORT SCHEMES UPDATE	BOROUGHWIDE	205 - 212
	<p>A report providing the Committee with an update on progress with the delivery of the current programme of major transport Scheme in Reading.</p>		
11.	READING BUS SERVICE IMPROVEMENT PLAN 2021-2026	BOROUGHWIDE	213 - 320

A report providing the Committee with an update on preparation of the Reading Bus Service Improvement Plan 2021-2026, which will set the strategy for enhancing bus services in Reading over the next five years.

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STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE 30 JUNE 2021

Present: Councillor Gittings (Chair); Ayub, Carnell, Challenger (Vice-Chair), Eden, Khan, Maskell, McElroy, McEwan, McGonigle, Mitchell, Page and R Williams.

Apologies: Councillors Stanford-Beale.

(Councillor Duveen was unable to attend in person, so attended and contributed remotely via Microsoft Teams, but did not vote on any of the items, in line with the requirements of the Local Government Act 1972)

1. CHAIRMAN'S ANNOUNCEMENT

The Chairman announced that tonight was the first meeting of this Committee where Councillors were required to attend in person, following the expiry of the Coronavirus Act regulations in May 2021. These regulations had permitted Council meetings to take place online instead of in person. The Chairman expressed his views about the current arrangements.

2. MINUTES

The Minutes of the meetings held on 15 March 2021 and 26 May 2021 were confirmed as correct records.

3. MINUTES OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meeting of Traffic Management Sub-Committee held on 4 March 2021 were received.

4. MINUTES OF OTHER BODIES

The Minutes of the following meetings were received:

- AWE Local Liaison Committee - 17 March 2021
- Reading Climate Change Partnership - 18 May 2021.

5. QUESTIONS

A question on the following matter was asked in accordance with Standing Order 36.

Questioner	Subject
Councillor McElroy	Enforcement of moving traffic offences

(The full text of the question and reply was made available on the Reading Borough Council website).

6. ACTIVE TRAVEL PROGRAMME AND SCHOOL STREETS UPDATE

The Council's Active Travel Programme

The Executive Director of Economic Growth and Neighbourhood Services submitted a report providing an update on the Council's Active Travel Programme, Capability

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Fund and School Streets Scheme. The report also sought scheme and spend approval for the delivery of the Active Travel Fund Tranche 2 scheme to provide a segregated cycle facility and pedestrian enhancements on Shinfield Road, in line with the results of the public consultation. This included a secure cycle hub with parking, maintenance and loan/donation scheme, cycling and walking initiatives and updates to the Local Cycling and Walking Infrastructure Plan. Delivery of the Active Travel Fund Tranche 2 Scheme would be subject to a successful award of the funding by the Department of Transport (DfT). The following appendices were attached to the report:

Appendix A: Active Travel Fund - Map of Tranche 1 and 2 Schemes.

Appendix B: Active Travel Fund - Summary of Initial Engagement Responses.

The report explained that the bid submitted by the Council to the DfT for Tranche 2 included a programme of high-quality cycle and pedestrian infrastructure proposals on some of Reading's most strategic routes. The top four schemes from the bid were taken forward to the next stage of development work. This included the proposal along the Shinfield Road (from Christchurch Green to Whitley Wood Road) to create segregated cycle facilities linking to the tranche 1 schemes on Redlands Road and Christchurch Road. In accordance with the DfT's guidance on the delivery of the Tranche 2 Schemes, the Council carried out an initial engagement exercise into each of the four schemes between 24 February to 23 April 2021. Overall, all proposed schemes attracted high levels of support, with the proposal for Shinfield Road, receiving the highest level of support for, and the lowest level of opposition to, the proposed segregated two-way cycle lanes.

The report set out the indicative time table for the Tranche 2 programme, with statutory consultations due to take place in Autumn 2021. The report explained that in order to deliver a high-quality segregated cycle facility, the DfT funding would only allow one scheme to be taken forward, based on initial cost estimates.

Officers advised that the Council had submitted a proposal to the DfT on 19 April 2021 for Active Travel Capability Funding. The proposal included the development of a town centre cycle hub, offering secure cycle parking, cycle maintenance and a cycle loan/donation scheme, as well as various initiatives aimed at supporting a shift in travel behaviour to active modes. The report set out the proposed programme of walking and cycling initiatives that would be delivered as part of the Grant Fund.

The report advised that at the time of publication of the report, confirmation of the level of funding awarded by the DfT had not been received. Officers advised at the meeting that this remained unchanged. Scheme and spend approval for the initiatives and scheme was therefore sought, subject to the successful award of external funding.

The Council's School Streets initiative

The report provided an update on the Council's School Streets Initiative, including progress of a joint experimental School Street scheme on Crescent Road for Maiden

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Erleigh School in Reading, UTC Reading and Alfred Sutton Primary School (see Minute 18 of the meeting held on 15 March 2021).

The report explained that Maiden Erleigh School in Reading, UTC Reading and Alfred Sutton Primary School undertook an informal consultation with affected properties and parents/carers on the proposal to implement an experimental School Street on Crescent Road, details of which were shown in Appendix C. Over 150 consultations had been received by the school community and the local community. A summary of the consultation responses were set out in Appendix D, with 53.5% of respondents being in favour of the proposal. The report also summarised a list of the concerns raised by residents.

The report set out that, in assessing the application, Officers had carried out traffic surveys and parking surveys on the proposed School Street and neighbouring streets to determine the current baseline usage of the streets. A Stage 1 Road Safety Audit has also been undertaken by an independent road safety auditor and no safety concerns had been identified within the report.

Officers recommended that a School Street on Crescent Road be approved. It was noted that should the Committee agree to its implementation, Officers would assess the impact of the School Street on neighbouring roads during the initial trial period, in response to some of the concerns raised by some of the residents through the consultation.

Resolved -

- (1) That the progress with development of the Active Travel Fund, Capability Fund and School Streets schemes, as outlined in this report, be noted;**
- (2) That scheme and spend approval for delivery of the Active Travel Fund Tranche 2 scheme be agreed to provide a segregated cycle facility and pedestrian enhancements on Shinfield Road, in line with the results of the public consultation;**
- (3) That scheme and spend approval for delivery of the Active Travel Capability Fund schemes be agreed subject to successful award of the funding, including: a secure cycle hub with parking, maintenance and loan/donation scheme; cycling and walking initiatives and updates to the Local Cycling and Walking Infrastructure Plan;**
- (4) That a joint experimental School Street scheme for Maiden Erleigh School in Reading, UTC Reading and Alfred Sutton Primary School on Crescent Road be approved;**
- (5) That the Assistant Director of Legal and Democratic Services, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, Ward Councillors, be authorised to make the**

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appropriate (experimental) Traffic Regulation Orders for the proposed School Streets on Crescent Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

(6) That subject to no objections being received during the experimental trial period of the School Street, the Assistant Director of Legal and Democratic Services, in agreement with the Lead Councillor for Strategic Environment, Planning and Transport, be authorised to make the experimental Order permanent;

(7) That any objections received be reported back to the Committee at the appropriate time.

7. NATIONAL BUS STRATEGY - NEXT STEPS

The Director of Economic Growth and Neighbourhood Services submitted a report on the proposed next steps by the Council following the publication of the National Bus Strategy (the Strategy) “Bus Back Better” by Central Government in March 2021 and the subsequent guidance for Local Authorities and bus operators published in May 2021. The Strategy included the requirement for Local Transport Authorities to prepare a Bus Service Improvement Plan (BSIP) in their area and to establish Enhanced Partnership Arrangements with local bus operators. Reading was highlighted as an example of best practice in the Strategy (shown in Appendix A) due to the high level of bus patronage and existing partnership working between the Council and Reading Buses.

The report set out the proposal for the BSIP, which would be developed in collaboration with all local bus operators and community transport providers in Reading. The BSIP would reflect the existing business plans of local bus operators, including Reading Transport Limited (RTL). The initial BSIP was required to be published by the end of October 2021 and thereafter to be updated annually and reflected in the local authority’s Local Transport Plan.

In addition to the preparation of the BSIP, it was proposed that officers would instigate the establishment of Enhanced Partnerships with all operators in the Borough. The report explained that due to the nature of the local bus market being heavily dominated by services provided by RTL, it was not considered necessary to pursue a franchise system at the current time.

The Council was required to publicly commit to progressing Enhanced Partnership arrangements with all local bus operators, in line with the National Bus Strategy. It was therefore proposed that the Council would publish a Notice of Intent on the Council’s website, which was in line with the Model Notice of Intent included within the guidance published by the DfT. Paragraph 4.7 of the report set out the Notice of Intent.

The report advised that for both the BSIP and Enhanced Partnership arrangements to be effective, it was important to offer cross-boundary services, particularly within

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the Reading urban area. Therefore, Officers were intending to engage with all neighbouring authorities to identify opportunities to ensure that plans and arrangements were joined up and consistent, building on existing close partnership working arrangements.

Resolved -

- (1) That the opportunities and requirements resulting from the National Bus Strategy, be noted;**
- (2) That Officers be authorised to prepare a Bus Service Improvement Plan for Reading and to established Enhanced Partnership Arrangements with local bus operators, in line with the requirements and timetable as set out in the National Bus Strategy;**
- (3) That the publication on the Council’s website of the ‘Notice of Intent to Prepare an Enhanced Partnership Plan and Schemes’, as set out at paragraph 4.7 of the report, be approved.**

8. LOCAL TRANSPORT PLAN - NEXT STEPS

The Executive Director of Economic Growth and Neighbourhood Services submitted a report on the proposed next steps for progression of the Council’s next Local Transport Plan (LTP), the Reading Transport Strategy 2036, following the statutory consultation which was undertaken between May to August 2020. One key element of the feedback received from that consultation was the differing views on expectations for changes to travel behaviour in the ‘new normal’, demonstrating uncertainty in this area at the current time.

The report set out the background to the development of the draft version of the Strategy 2036 which had included initial work to investigate the feasibility of demand management measures. These findings had demonstrated limited financial and environmental benefits resulting from the implementation of a demand management scheme at this time. Subsequently, further high-level analysis had been undertaken to consider possible demand management options to help address the issue of ‘rat-running’ and through traffic which added to congestion to Reading. However, there was insufficient data to progress this matter and it was therefore recommended that this matter should be revisited once traffic flows and behaviours had re-baselined.

The report explained that the Council was at a critical stage in the delivery of a number of significant sustainable transport schemes, the details of which were included in the overall priorities for the Strategic Transport Service Area Priorities (June to November 2021), as set out in Appendix A. The report advised that the service was currently at capacity and any new workstreams would either result in pausing another project or having funding to pay for external support. In addition, it was envisaged that future funding opportunities would be predicated on the Council demonstrating strong ambition through various other pieces of work such as an updated Local Cycling Walking Improvement Plan.

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Given these circumstances, the report set out the options available regarding the next steps for the LTP:

- Option A - update the draft LTP in 2021/22 for adoption to reflect what we currently know in relation to the 'new normal' priorities and emerging travel patterns.
- Option B - focus on the priorities set out in Appendix A in 2021/22 as well as exploring opportunities to secure external funding for future schemes; this to include exploring further development of demand management measures, alongside monitoring of the 'new normal' to inform an update of the draft LTP to commence later in the year.

Officers recommended that the Committee agreed to Option B so as to enable the service to focus on the priorities set out in Appendix A. This approach would support the post-Covid economic recovery and would align with a key corporate priority to build a more inclusive economy in Reading.

Resolved -

- (1) That the contents of the report be noted and agrees to the recommendation to focus on existing priorities as set out in Appendix A in 2021/22, including the development of detailed Local transport Plan sub-strategies so as to put the Council in the best position to secure external funding for sustainable transport schemes and initiatives;**
- (2) That further work on the draft Local Transport Plan be paused pending the establishment of a new baseline information in 2022/23 with a view to building an evidence base to bid for any new funding streams which will deliver sustainable, inclusive traffic demand management solutions across the town.**

9. MAJOR TRANSPORT SCHEMES UPDATE

The Director of Economic Growth and Neighbourhood Services submitted a report providing an update on the progress with delivery of the current programme of major transport projects in Reading, which were as follows:

- Reading Station Interchanges
- South Reading Mass Rapid Transit
- Thames Valley Park, Park and Ride
- Reading Green Park Station
- Reading West Station Upgrade
- National Cycle Network Route 422

The report advised that the Council was working closely with Great Western Railway (GWR) and Network Rail in respect of Reading West Station Upgrade, for which planning consent for the scheme had been granted at the Council's Planning Applications Committee in January 2021. Appended to the report at Appendix A was a copy of a plan, showing the proposed site layout for the new station building.

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Delegated authority was sought for Officers, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, to enter into a Funding Agreement with Great Western Railway (GWR) for the delivery of the Reading West Railway Station Upgrade scheme and also for delegated authority to be given to Officers, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and in liaison with Network Rail, to transfer any Council land identified as required to facilitate the construction of the new Reading West Railway Station passenger building.

The report also provided an update on the development of future schemes and associated funding opportunities which were as follows:

- Thames Valley Berkshire Local Enterprise Partnership
- Third Thames Crossing East of Reading

Resolved -

- (1) That the progress with delivery of the current programme of major transport schemes be noted;**
- (2) That delegated authority is granted to the Executive Director of Economic Growth & Neighbourhood Services, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Assistant Director of Legal & Democratic Services and the Director of Finance, to enter into a Funding Agreement with Great Western Railway (GWR) for the delivery of the Reading West Railway Station Upgrade scheme;**
- (3) That delegated authority be granted to the Executive Director of Economic Growth & Neighbourhood Services, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Assistant Director of Legal & Democratic Services and the Director of Finance, in liaison with Network Rail to transfer to Network Rail any Council land identified as required to facilitate the construction of the new Reading West Railway Station passenger building;**
- (4) That the separate application being undertaken by the Head of Transportation and Streetcare pursuant to authority delegated to him under the Council's Scheme of Officer Delegations for the "stopping up of the public highway" at Reading West Railway Station under Section 247 of the Town and Country Planning Act 1990 be noted;**
- (5) That the progress made with developing future transport schemes and potential funding opportunities for the Council be noted.**

10. BRIDGE MAINTENANCE (WORKS) TERM CONTRACT 2021- 2025

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The Director of Economic Growth and Neighbourhood Services submitted a report on the outcome of the procurement process for the Bridge Maintenance (Works) Term Contract 2021-2025.

The report explained that the tender for a new term bridge maintenance contract 2021-2025, commencing in July 2021, was for an initial term of 48 months (4 years) with the option to extend by a further 36 months (3 years) subject to performance. The total estimated value of the contract was approximately £2 M over the first 4 years, at a rate of £500k per year and potentially up to an additional £1.5M should the contract be extended for the subsequent 3-year duration.

Four tender responses had been received and following the tender evaluation process Volker Laser Limited had been found to meet the quality (30%) and price (70%) tender evaluation criteria as follows:

- Quality 26.6% out of 30%
- Price 68.5% out of 70%

Volker Laser Limited would therefore be awarded the Bridge Maintenance (Works) Term Contract 2021-2025 in accordance with ‘the regulations’ and the specification.

Policy Committee, at its meeting on 26 September 2019, had given delegated authority for Officers, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, to enter into a contract with the successful tenderer for the Bridge Maintenance (Works) Term Contract 2020-2024 with a possible 3-year extension. This Committee was therefore asked to note the outcome of the process.

Resolved: That the outcome of the Bridge Maintenance (Works) Term Contract 2021-2025, with a possible 3-year extension, be noted.

11. NATIONAL FLOOD RISK MANAGEMENT PLAN 2021-2027

The Director of Economic Growth and Neighbourhood Service submitted a report providing information of the National Flood Risk Management Plan 2021-2027 (2nd Cycle), which would set the specific flood reduction measures and priorities for the period 2021 to 2027. The report also provided information of the Council’s contribution towards the updated National Flood Risk Management Plan 2021-2027. Officer were seeking the Committee’s approval to obtain delegated authority to submit the final draft to the Environment Agency.

In addition, the report provided an update of the Council’s successful Flood and Coastal Erosion Risk Management Grant (FDGiA) in Aid Allocation from the Environment Agency to deliver a flood reduction scheme in Stone Street Reading and to obtain spend authority.

The report contained the following appendices:

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- Appendix 1: Environment Agency Flood Risk Management Plan Question & Answer brochure
- Appendix 2: Reading Borough Council Submission National 2nd cycle Flood Risk Management Plan 2021 to 2027
- Appendix 3: Letter dated 26 April 2021 from the Environment Agency regarding Stone Street FDGiA

The report explained that Reading Borough Council, as the Lead Local Flood Authority for Reading, had been working in partnership with the Environment Agency to develop Reading's submission to include within the National 2nd cycle Flood Risk Management Plan 2021 to 2027, as set out in Appendix 2.

The report further explained that the Council had successfully secured £150k FDGiA from the Environment Agency to deliver a flood reduction scheme in Stone Street Reading., the details of which were set out in Appendix 3. The Stone Street scheme would alleviate and reduce flood risk during extreme rainfall events by providing an overflow and surcharge facility in the wide verge area adjacent to Portman Road through the use of swales and shallow ponds to store water and improve biodiversity.

Resolved -

- (1) That the Executive Director for Economic Growth and Neighbourhood Services, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Assistant Director of Legal & Democratic Services and the Director of Finance, be granted authority to agree and accept Reading Borough Council's final contribution towards the National Flood Risk Management Plan 2021 to 2027;**
- (2) That the Flood and Coastal Erosion Risk Management Grant in Aid Allocation for Stone Street be approved;**
- (3) That the Assistant Director of Environmental & Commercial Services, in consultation with the Lead Councillor for Strategic Environment Planning and Transport, the Assistant Director of Legal & Democratic Services and the Director of Finance be granted delegated authority to enter into relevant contracts required to undertake the proposed Flood Reduction Programme.**

12. REVIEW OF GOVERNANCE ARRANGEMENTS FOR READING CLIMATE CHANGE PARTNERSHIP

The Director of Economic Growth and Neighbourhood Service submitted a report providing information on a review of the governance arrangements for Reading Climate Change Partnership (RCCP) that had taken place to ensure that they remained fit for the purpose of delivering the Strategy over the next five years. The report advised that that the review had now been concluded by the Partnership and the conclusions reflected in a new Partnership Agreement which was being presented to the Council and other partners for their endorsement and signature.

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Under the new Agreement the Council would continue to act as ‘host’ and accountable body for the Partnership, a role which it had performed since the inception of the Partnership. The Committee was asked to consider endorsing the Partnership Agreement for Reading Climate Change Partnership, as set out Appendix 1. Also attached to the report at Appendix 2 was a table illustrating how the Partnership Agreement aligned with requirements of the Council’s Constitution.

Annex 1 to Appendix 1 set out the composition of RCCP from June 2021, which included, subject to confirmation by this Committee, the Lead Member for Strategic Environment, Planning and Transportation (currently Councillor Page). Councillor McElroy asked whether it was possible for non-appointed Councillors to observe RCCP meetings. Councillor Page agreed to raise this matter with Board Members at the next meeting of RCCP.

Resolved -

- (1) That the Council’s willingness to continue to act as host and accountable body for the Reading Climate Change Partnership be confirmed;**
- (2) That the Partnership Agreement attached at Appendix 1 be endorsed;**
- (3) That the Director for Economic Growth & Neighbourhood Services be authorised to sign the Partnership Agreement on behalf of the Council;**
- (4) That the appointment of the Lead Councillor for Strategic Environment, Planning and Transportation to the Reading Climate Change Partnership Board be confirmed.**

13. PROGRAMME AND SPEND APPROVAL FOR LOW CARBON ENERGY CAPITAL INVESTMENTS

The Director of Economic Growth and Neighbourhood Service submitted a report providing an update on progress with the development of the Council’s low carbon investment plans, as set out in Appendix 1 to the report. The programme consisted of a series of small and medium sized projects for which it would be impractical to seek approval to spend on an individual basis. Approval to spend was therefore being sought for the programme as a whole based on the summary set out in Appendix 1 (summary of low carbon investment programme).

The report explained that the programme involved some new technologies and approaches and therefore some flexibility was needed as projects might drop out of the programme and new projects were brought in to deliver the requisite carbon savings and returns on investment where required. The recommended actions therefore sought flexibility to cover this situation.

In addition, Officers sought appropriate delegations to submit bids and commit sums within the approved capital programme as match funding were required. The report explained that the urgency with which decisions may need to be taken were unlikely

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to align with Committee timescales and could be a potential barrier to timely implementation of the programme.

Resolved -

- (1) That the progress with the development of the Council's low carbon investment plans, as summarised in Appendix 1, be noted;**
- (2) That the programme and spend approval for the programme, as set out in Appendix 1, within the budgetary limits set in the Medium Term Financial Strategy be given;**
- (3) That the Executive Director of Economic Growth and Neighbourhood Services be granted authority to agree and significant variance in the programme, as set out in Appendix 1 attached to the report, in their capacity of Chair of the Climate Programme Board;**
- (4) That the Director for Economic Growth & Neighbourhood Services, in consultation with the Director of Finance and Lead Member for Strategic Environment, Planning and Transport, be granted authority to submit external funding bids relevant to the programme and to commit sums identified within the programme's approved capital budgets as match funding for bids as required.**

(The meeting started at 6.30pm and closed at 8.20 pm)

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Present: Councillors Ayub (Chair for all items except item 16), Hacker (Vice Chair in the Chair for item 16 and present for items 11 to 16) Barnett-Ward, Duveen, Ennis, Gittings, Leng, Mitchell, Page, R Singh, Terry and Whitham.

Apologies: Councillor Stanford-Beale.

11. DECLARATIONS OF INTEREST

Councillor Ayub declared an interest in item 16 on the grounds that he owned a hackney carriage.

12. MINUTES

The Minutes of the meeting of 16 June 2021 were confirmed as a correct record and signed by the Chair.

13. QUESTIONS

A question on the following matter was submitted, and answered by the Lead Councillor for Strategic Environment Planning and Transport on behalf of the Chair:

Questioner	Subject
Councillor Whitham	Tackling Congestion and Tackling Air Quality with new Powers

(The full text of the question and reply was made available on the Reading Borough Council website).

14. PETITIONS

(a) Petition request for Parking for Permit Holders Only in Palmer Park Avenue

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition requesting the Council that the Resident Permit Parking restrictions on Palmer Park Avenue be changed to Resident Permit Parking only. This would be in place of the current restrictions that allowed visitor (non-permitted) parking for up to two hours between 8.00 am and 8.00 pm.

The petition read as follows:

“We the undersigned are concerned about our ability to park near our homes due to the existing residents parking scheme in operation in our road. As a narrow one-way road parking is only permitted on one side of the road and our problem is that we can return home only to find there is nowhere for us to park. This can be particularly difficult for families with small children, elderly or infirm residents and others returning home with the weeks shopping.

The existing arrangement which has been in place for several years allows non-residents to park for up to 2 hours which we believe is the cause of our difficulties.

We would like to see the scheme altered to remove this 2 hour option for non-residents, so it becomes a 'resident only' scheme.

We would ask that the scheme could be reviewed to help alleviate our situation."

The report stated that the petition contained 72 signatures and explained that the restrictions in Palmer Park Avenue had been in place for many years and permitted up to two hours of parking, free of charge and without the need to display a permit, between 8.00 am and 8.00 pm daily. At all other times the vehicle had to have a valid zone 14R parking permit. Palmer Park sat within the same parking zone as its surrounding streets, which were introduced as part of the East Reading Resident permit parking scheme. This scheme had been introduced with a combination of restrictions, which included permit parking only in some streets and others enabling daytime limited parking. This combination had been intended to be a good compromise between maximising capacity, while balancing parking flexibility for visitors. A restriction that implemented Resident Permit Parking only would require every parked vehicle to have a valid parking permit. Residents would need to arrange visitor permits for friends and family and tradesperson permits (or similar) in advance should they require any maintenance work on their properties.

At the invitation of the Chair, lead petitioner Amjad Tarar attended the meeting and addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the request be investigated and developed as part of the 2021B Waiting Restriction Review programme;
- (3) That the lead petitioner be informed accordingly.

15. PETITION RESPONSE: IS 20 PLENTY IN THE RESIDENTIAL STREETS OFF THE OXFORD ROAD

Further to Minute 44 of the meeting held on 4 March 2021, the Executive Director for Economic Growth and Neighbourhood Services submitted a report proposing that the request for a 20mph zone to be implemented across a number of residential streets off the Oxford Road should be added to the Requests for Traffic Management Measures list. An overview of traffic calming considerations for 20mph zones was attached to the report at Appendix 1.

The report also proposed that the development of the scheme should be considered for implementation as part of the Oxford Road Corridor Study, should there be remaining funding available for this purpose, following delivery of the core scheme elements and that representative speed surveys should be conducted as these would be required prior to development of any new 20mph schemes and could help inform the measures required to improve compliance.

At the invitation of the Chair, Councillor Lovelock, Norcot Ward Councillor, attended the meeting remotely and addressed the Sub-Committee in support of the proposals and suggested that local CIL funding could be used to deliver the scheme.

The Sub-Committee discussed the report and Councillor Hacker proposed that traffic calming and speed enforcement measures for a 20mph zone should be noted as an estimated £100k bid for future local CIL funding.

Councillor Page reported the CIL funding had been used for Traffic Management Measures around the hospital and that in this case although the measures that would be proposed were not known at this stage, £100k was an appropriate bid. Any final decision would be made collectively by Councillors and further reports would be produced by officers.

Resolved -

- (1) That the report be noted;**
- (2) That the request for a 20mph zone, as outlined in the petition received at the previous meeting, be added to the Requests for Traffic Management Measures list;**
- (3) That officers conduct representative speed surveys within the proposed 20mph zone area and share the results with Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport;**
- (4) That the lead petitioner be informed accordingly, following publication of the agreed minutes;**
- (5) That traffic calming and speed enforcement measures for a 20mph zone across a number of residential streets off the Oxford Road be noted as an estimated £100k bid for future local CIL funding.**

16. READING STATION SOUTH-EAST TAXI RANKING PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to carry out statutory consultation on a proposal that would maintain taxi-ranking at the Reading Station 'horseshoe' rank, while considering the needs of the Station Hill development construction and the competition for kerb space and access with the town centre. A plan showing the proposal for statutory consultation was attached to the report at Appendix 1.

The report stated that it had been confirmed that Garrard Street, the taxi feeder route for the horseshoe rank, would remain as adopted public Highway and could remain open following the completion of the Station Hill redevelopment. The report therefore proposed that in seeking viable taxi feeder options for the rank, that Garrard Street should remain a linking route with the existing enforced 'gate' restriction at the Station Road link to remain in place. It was also proposed that the existing small taxi feeder bay at the eastern end of Garrard Street should be retained as this would enable a small number of taxis to wait and feed the horseshoe rank with line-of-sight, as they currently did. Due to the long term development works it was proposed that parking restrictions were placed along the remainder of Garrard Street to prevent parking. This would inevitably become a request of Temporary Traffic Regulation Orders but, the 'permanent' implementation would provide a clear and consistent approach. These parking restrictions would also replace the Pay and Display bay to the east of Merchants Place, which had been proposed initially as the

temporary taxi feeder rank facility. This had generated local noise complaints and was not considered a suitable location for such a facility. Although this would reduce the feeder ranking capacity on Garrard Street, it would be the case through temporary restrictions that would need to be in place throughout the development works. Once the development was complete, consideration could be made for on-street restrictions that would accommodate the needs of the area. This would create a very short route for taxis to travel, compared to other options, and the indicator device for the taxi feed from the south-west interchange would be placed on the short taxi ranking bay that would be retained at the eastern end of Garrard Street.

At the invitation of the Chair, Asif Rashid, Chairman of Reading Taxi Association, was present at the meeting and addressed the Sub-Committee in support of the proposals and suggested that a camera should be placed on Garrard Street so that drivers could see when to move onto the rank, he also asked for a camera to be positioned on the rank for enforcement.

Resolved -

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultations for the restrictions proposed in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That, subject to no objections received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and scheme delivery planning will commence;**
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;**
- (5) That no public inquiry be held into the proposals;**
- (6) That officers investigate the suggestion that cameras be positioned on Garrard Street and the horseshoe rank.**

(Councillor Ayub declared an interest in the above item on the grounds that he owned a hackney carriage. He left the room and took no part in the discussion or decision making)

17. WAITING RESTRICTIONS REVIEW PROGRAMME

The Executive Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during statutory consultation for the agreed proposals that formed the 2021A Waiting Restrictions Review Programme. The report also provided the Sub-Committee with the list of new requests for potential inclusion in the 2021B programme.

The following appendices were attached to the report:

Appendix 1 - Feedback received during statutory consultation for the 2021A programme and the advertised drawings for those proposals.

Appendix 2 - New requests for consideration in the 2021B programme.

At the invitation of the Chair, Derek Murphy and Michael Howse attended the meeting and addressed the Sub-Committee in respect of Knowle Close/Upper Woodcote Road, as set out in Appendix 2.

At the invitation of the Chair, Niki Haywood attended the meeting and addressed the Sub-Committee in respect of The Mount and Sutton Walk, as set out in Appendix 2.

At the invitation of the Chair, Councillor David Absolom attended the meeting and also addressed the Sub-Committee in respect of The Mount and Sutton Walk, as set out in Appendix 2.

Resolved -

- (1) That the report be noted;**
- (2) That the objections set out in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;**
- (3) That the following proposals made under the waiting restriction review 2021A, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:**
 - Chatham Place - Implement as advertised;**
 - Star Road/Douglas Road - Implement as advertised;**
 - Ella Garrett Close - Implement as advertised;**
 - Romany Close - Implement as advertised;**
 - Edenham Crescent - Implement as advertised;**
 - Longridge Close - Implement as advertised;**
- (4) That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**
- (5) That having considered the requests made for waiting restriction changes, as set out in Appendix 2 attached to the report, the requests be investigated by officers as part of the 2021B review programme, subject to the following amendments:**
 - Great Knollys Street - Reference should be made to the Great Knollys Street 'area';**
 - Northumberland Avenue - Remove from the programme;**
 - Copenhagen Close - Yellow lines to go beyond the entrance to the Community Centre Car Park;**
- (6) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local**

consultation (informal) and for their comments to be included in the next report to the Sub-Committee;

- (7) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to conduct the Statutory Consultation on the recommended schemes for the 2021B programme.

18. RESIDENT PERMIT PARKING: RESULTS OF STATUTORY CONSULTATIONS (GRANVILLE ROAD AND KATESGROVE AREA) AND UPDATE ON REQUESTS FOR NEW SCHEMES

Further to Minute 5 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report asking the Sub-Committee to consider the feedback from the consultations on resident permit parking (RPP) proposals for Granville Road and the Katesgrove area and to conclude the outcome of these proposed schemes. The report also provided an update on requests that had been received for the introduction of new RPP schemes, including the progress of developing schemes. A copy of the consultation feedback for the Granville Road RPP proposal and the advertised scheme drawing was attached to the report at Appendix 1, the consultation feedback for the Katesgrove area RPP proposal and advertised scheme drawing was attached at Appendix 2 and the updated list of request for RPP new scheme was attached to the report at Appendix 3.

The report stated that the Granville Road statutory consultation had taken place between 1 and 21 July 2021. 41 responses were received, 34 were objections and six were comments in support. Supporters of the proposals had raised concerns about emergency vehicle access in the area, due to the high volume of vehicles parked on Granville Road and the objectors had raised a number of concerns, such as financial pressures that would be caused by the cost of permits and possible displacement parking on nearby streets. Some felt that there was no issue with the parking in the area and others believed the Council should create additional parking spaces as there were not enough spaces for the high volume of properties in the area.

The Katesgrove area statutory consultation had been carried out between 15 July and 4 August 2021. 117 responses had been received, 99 were objections, there had been 17 comments in support and one general comment. Feedback had been received from the whole area, but, Bourne Avenue, Collis Street/Mount Street, Elgar Road South and Shenstone Road appeared to have generated a high number of objections. There were also a number of comments that did not make reference to specific roads and others that referred to the area scheme as a whole. There had also been a number of comments from different residents in Basingstoke Road. Many residents had objected to the charges that accompanied a permit scheme and the restriction on the number of vehicles, as well as the fact that a number of flats would only be able to apply for discretionary permits which were not guaranteed. Many residents did not believe that a permit scheme would improve the parking in the area and there was also concern that the restrictions would reduce the number of on-street parking spaces or push the problem elsewhere. There had also been a number of comments asking when residents would be consulted and other comments suggested that commercial vehicles, non-residents and properties with multiple flats (and no parking spaces) caused parking issues in these areas but there were also comments from commercial vehicle owners and residents in the flats who felt that they should be allowed permits as it would be detrimental to them not to be able park on-street.

Councillor Ennis, Southcote Ward Councillor, addressed the Sub-Committee on proposed scheme for Granville Road, he stated that the outcome of the consultation and views of the residents should be accepted and suggested that investigations took place for measures at end of Granville Road to stop businesses using it and that officers look at other measures that could help residents.

Councillor Page, on behalf of Katesgrove Ward Councillors, also addressed the Sub-Committee on the result of the Katesgrove area consultation and stated that it was felt that there was not sufficient support to take the proposals forward and that further discussions should take place about alternative options.

Resolved -

- (1) That the report be noted;**
- (2) That having considered the objections set out in Appendix 1 and 2, attached to the report, the proposed schemes for both Granville Road and the Katesgrove area be rejected;**
- (3) That investigations be carried out by officers on alternative options for Granville Road and the Katesgrove area and a report on the outcomes submitted to a future meeting;**
- (4) That the respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**
- (5) That the requests set out in Appendix 3, attached to the report, be retained for future development.**

19. RED ROUTE - ROUTE 17 (CENTRAL SECTION)

The Executive Director for Economic Growth and Neighbourhood Services submitted a report proposing that the central section (town centre) of the Red Route, which was currently in place with an 'experimental' Traffic Regulation Order, was made a permanent Order. The experimental Order would end in January 2022. Plans showing the amendments that had been made to the Red Route during the 'experimental' period were attached to the report at Appendix 1 and objections and other feedback to the Red Route experimental Traffic Regulation Order were attached to the report at Appendix 2.

The report stated that within the first six months of implementation, the Council had received feedback primarily from town centre businesses with concerns about loading difficulties. Officers had met with representative from the town centre businesses and Reading UK CIC to discuss and understand the concerns and to then consider options to overcome some of the challenges that they were facing. Minor modifications to the experimental scheme were implemented in January 2021 and primarily consisted of additional loading facilities being made available in addition to other elements to 'tidy' the restrictions on street and contained within the experimental TRO. Since implementing the minor modifications the Council had received no further objections. The further six month minimum period of further consultation had ended in July 2021 and the experimental TRO would expire in January 2022.

The report explained that making the experimental TRO for the central section of the Red Route into a permanent TRO would retain the range of restrictions that were currently in place, which had overcome initial objections and concerns and the benefits that the enhanced enforcement opportunities brought in terms of the local area and to current revenue income. There was no further opportunity for alteration to the experimental TRO and a deferral to this decision would risk insufficient time being available to carry out the necessary processes to make the TRO permanent, prior to it expiring in January 2022. Once the experimental order was made permanent, future alterations to this section of the Red Route restrictions might be considered in the Waiting Restriction Review programme, following a six week embargo on any statutory consultations, following the making of the TRO, this would enable any legal challenges to be received.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to carry out the necessary legislative and regulatory processes to make the experimental Red Route Traffic Regulation Order into a permanent Order;
- (3) That no public enquiry be held into the proposals.

20. CIL LOCALLY FUNDED SCHEMES 2021: PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval from the Sub-Committee for officers to carry out necessary statutory consultation/notice processes to progress three scheme designs for zebra crossings on Norcot Road, Church End Lane and Addington Road. The report also sought agreement to implement lining schemes on Morpeth Close and provided notification of the lining alterations to the roundabout at The Meadows/St Michael's Road, which did not require statutory consultation. The following appendices were attached to the report:

- | | |
|------------|--|
| Appendix 1 | The proposal for a new zebra crossing on Norcot Road |
| Appendix 2 | The proposal for a new zebra crossing on Addington Road |
| Appendix 3 | The proposal for a new zebra crossing on Church End Lane |
| Appendix 4 | The proposal for marked parking bays on Morpeth Close |
| Appendix 5 | The lining alterations for The Meadway |

The report stated that at Policy Committee on 14 June 2021 (Minute 7 refers) it had been resolved to allocate local CIL funding to enable the development and intended delivery of initiatives across many Council service areas. Within these allocations were a number of traffic management schemes, the majority of which had originated from the Requests for Traffic Management Measure report that was submitted to the Sub-Committee twice a year. These schemes were specific and allowed little scope for alternation to the deliverables. The schemes were as follows:

- Pedestrian crossing on Norcot Road; close to number 91 - £50k allocated;
- Pedestrian crossing on Addington Road, between the junctions with Erleigh Road and Easter Avenue - £50k allocated;

- Pedestrian crossing on Church End Lane, in the vicinity of Moorlands Primary School - £50k allocated;
- Road marking on Morpeth Close, involving parking bay markings - £5k allocated;
- Lining alterations on the Meadway at the roundabout with St Michael's Road - £10k allocated.

Officers had carried out initial investigation works, had obtained indicative quotations and had provided Ward Councillors with recommended concept designs that they felt should be deliverable, within the allocated budgets. Officers had also considered any feedback that had been received from the sharing of these initial scheme designs. The report provided information on each of the proposals.

With regard to the pedestrian crossing proposals, it was acknowledged that they would be positioned outside residential properties, which might be a cause for some objection. Within the limitation of what was possible, equipment would be chosen that would minimise light from beacons being directed toward nearby properties and any additional lighting would also be shielded.

Officers confirmed that not all of the £10k allocated for lining alterations on the Meadway at the roundabout with St Michael's Road would be used because, following vehicle trials, it had become clear that there was insufficient space for traffic islands as had been proposed.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed zebra crossing designs on Norcot Road, Church End Lane and Addington Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the Network & Parking Services Manager, in agreement with the Lead Councillor for Strategic Environment, Planning and Transport, be able to make minor alterations to the agreed proposals;
- (4) That subject to no objections being received for a scheme, the scheme(s) be considered as agreed for implementation and scheme delivery planning will commence;
- (5) That should a scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme delivery;
- (6) That the proposals for Morpeth Close be agreed for delivery and scheme delivery planning will commence;
- (7) That no public inquiry be held into the proposals.

21. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

The Executive Director of Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors. These were measures that would not typically be addressed in other programmes, where funding was yet to be identified. The list of new requests, and/or those that had been submitted to the Sub-Committee previously where amendments had been proposed, with initial officer comments and recommendations was attached to the report at Appendix 1 and the principle list of requests, which had been updated following submission of the previous report to the Sub-Committee in March 2021, was attached to the report at Appendix 2.

At the invitation of the Chair, Laura Haleem attended the meeting and addressed the Sub-Committee in respect of speeding on Elmhurst Road.

The Sub-Committee discussed the report and agreed that Marlborough Avenue should be included, and treated in a similar way, with Elmhurst Road.

Resolved -

- (1) That the report be noted;
- (2) That having considered the officer recommendations for each request as set out in Appendix 1, attached to the report, the entries be retained on the primary list of requests (Appendix 2), subject to:
 - Marlborough Avenue being included with Elmhurst Road;
- (3) That the items previously submitted to the Sub-Committee, as set out in Appendix 2, attached to the report, be agreed.

22. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 23 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

23. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from twenty-seven applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That applications 1 and 2 be deferred for Officers to consult with Park Ward Councillors about possible extension of the Residents Permits Scheme Zone

- and for a report to be brought back to the next Sub-Committee meeting to review the permit data and capacity of the zone;
- (2) That, with regard to application 6, a third discretionary permit be issued, personal to the applicant and charged at the third permit fee subject to the applicant submitting the required proofs;
 - (3) That, with regard to application 7, discretionary visitor books be issued, subject to the standard scheme limits for the number of books that can be issued each year;
 - (4) That, with regard to applications 3, 8, 9, 10, 11, 12, 14, 15, 16, 19, 22, 25 and 26 a first discretionary permit be issued, personal to the applicants and charged at the first permit fee subject to the applicants submitting all the required proofs;
 - (5) That with regard to application 23 the applicant be informed that that they would be able to apply for a permit at the first permit fee when confirmation was received that the previous tenants had left the property;
 - (6) That, with regard to application 24 a second discretionary permit be issued, personal to the applicants and charged at the second permit fee subject to the applicants submitting all the required proofs;
 - (7) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 17 be upheld and the applicant be provided with advice on the processes to check potential blue badge eligibility for the family member;
 - (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 20 be upheld and the applicant informed that they would be able to apply for a permit at the first permit fee when the first permit holder had moved as permits were issued to properties on a first-come basis;
 - (10) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 4, 5, 13, 18, 21 and 27 be upheld;
 - (11) That with regard to application 18 permits and visitor permits be granted for Zone 02R;
 - (12) That permit staff be authorised to apply discretion to offer one discretionary permit and a a standard allocation of visitor permits to odd numbered properties on Westfield Road, subject to any permits offered being issued to residents for Zone 02R instead of 01R.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 8.33 pm).

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**JOINT WASTE DISPOSAL BOARD
17 JUNE 2021
(9.30 - 10.45 am)**

Present: Bracknell Forest Borough Council
Councillor Mrs Dorothy Hayes MBE
Councillor John Harrison

Reading Borough Council
Councillor Adele Barnett-Ward
Councillor Tony Page

Wokingham District Council
Councillor Parry Batth
Councillor Gregor Murray

Officers Monika Bulmer, re3 Marketing & Communications Officer
Oliver Burt, re3 Strategic Waste Manager
Andy Edwards, Reading Borough Council
Kevin Gibbs, Bracknell Forest Council
Sarah Innes, Reading Borough Council
Damian James, Bracknell Forest Council
Clare Lawrence, Wokingham Borough Council
Richard Bisset, Wokingham Borough Council

27. Declarations of Interest

There were no declarations of interest.

28. Minutes of the Meeting of the Joint Waste Disposal Board

The minutes of the meeting of the Joint Waste Disposal Board held on the 21 January 2021, be approved as a correct record and signed by the Chairman.

29. Urgent Items of Business

There were no urgent items of business.

30. re3 Progress Report

The Board received a report on progress in the delivery of the re3 Joint Waste PFI Contract.

The report covered:

- re3 and Council Performance Statistics
- re3 grow
- re3 paint
- Rigid Plastics Recycling Trial
- Climate Change
- Communications

Sarah Innes reported the performance statistic for all three Council, which included the provisional figures for April 2021, which showed that all three Council were in the

low to mid 50%. All three Councils had now rolled out a food waste collection service, Reading in February 2021 and Bracknell in March 2021. The statistics reflected this change and highlighted the difference for both Bracknell and Reading in their statistics compared to last year. Wokingham had also seen an increase in their recycling figures, which was due to the new recycling bags, which had been introduced in March 2021. These had proved to be successful in keeping the contents dry with no rejections reported since mid-March. It was expected that the April 2021 figures would be reflective of future performance.

Monika Bulmer, reported that the re3grow sales had been very successful, and the report stated that to date over 75% of stock had already been sold. However, in the past few weeks, all the bags had Smallmead had been sold, with a small number left at Longshot Lane. This gave confidence that a similar or higher order next year would be successful. Full numbers would be reported at the next meeting.

It was requested that more comms be done regarding the re3grow process and the processing cost, as well as highlighting that this was non-profit. It was confirmed that this information was already in the public domain, but the message would be reemphasised next year when the bags went back on sale.

Repaint, had now been available to residence since December 2020, it had a slow start due to lockdown and winter months, however due to increased promotion and a change of location of paint cabinets at both sites the offering was looking more promising. April had been the most successful month so far with half a tonne of paint being redistributed to the public. There would be further promotion with stickers being placed on the tubs, so residents could take photos of their DIY projects which could then be shared on social media and raise awareness. There would also be comms regarding which type of paint would be suitable for reuse would also be created as well as details regarding hardening old paint. It was requested by the Chair that each Council advertise the paint service in their communications.

It was reported that there were now over 20,000 users of the re3cyclopedia, which had double in the last 12 months. The app had been well used and since the start of the year there had regularly been over 10,000 searches a month. The app was awaiting an upgrade which would include a barcode scanning option, which was the first of its kind anywhere in the UK and was at its final testing stage. It was hoped that this would be ready by late summer/early autumn.

Each of the re3 partner councils had made commitments to take action to reduce their carbon emissions and communications relating to Climate Change were key moving forward. A online calculator that shows how recycling of single household items can contribute to efforts in combating a climate change will be added to the re3 website. Using this tool, residents would be able to see how much CO₂e could be saved by recycling and will learn how this amount of CO₂e relates to the number of cars taken off the roads. These calculations will be used to develop recycling awareness messages within a wider focus on the environment and practical steps that residents can take. The current plans would be shared with members for comments, but transport and energy usage could be included.

The re3 Partnership was keen to explore the options available for extending their recycling services and Officers had previously looked into a number of different possibilities for the recycling of rigid plastics but an option had not been found that was cost effective and allowed for a stable outlook for the waste. An option had now been found which would meet both of those aims and a trial was now planned to start at the start of July. There was a specific list regarding what could and couldn't be recycled and the trial would enable the partnership to establish the quantity of waste

that can be diverted from landfill and the input needed in order to meet the quality requirements of the offtaker. A meeting had been held with the contractor and signage would be placed at the sites. Members would be kept up to date regarding the progress of the trial.

It was questioned what would happen to the hard plastics once they had been taken off site. Sarah Innes confirmed that a desktop audit had taken place in relation to what would happen to the waste. The ridged plastic would be taken to a centre on the South Coast and separated into different polymer types and baled up. It would then go to the north of England where it would be processed, and they would be turned in to pellets and would be made into a product which would be able to be sold. Concerns were related to the emissions in regard to the travelling that the plastic would be doing. It was suggested that during the trial the ridged plastics could be used to create something useful in the community of one of the three Councils. A video had been offered by the offtaker that the Board were keen to use.

31. **Review of Recycling Centres' Booking System**

The Board received a report briefing the re3 Joint Waste Disposal Board on access options for the re3 recycling centres.

Members supported the retention of the recycling centre booking system during the COVID-19 pandemic in order to provide clarity in communications for site visitors. At the JWDB meeting of January 2021, Members requested that future access options be considered. The booking system was introduced to minimise the queues which may have resulted from the 'one in, one out' policy; used to help maintain social distancing at the recycling centres. Benefits of managing the flow of residents arriving at the recycling centres were detailed within the report.

There was soon to be an upgrade to the booking system which would allow a postcode look up option. This would help officers to be able to tell where residents were traveling from to use the sites. This would be helpful in the future to allocate funding and work out tonnages.

Three different options had been drafted for members to consider; these were:

Option 1 – Removal of the booking system which would see a return to pre-COVID access arrangements.

Option 2 - Retention of the booking system, with current profiling and additional slots.

Option 3 - Retention of the booking system, with weekday profiling and additional weekend slots.

As this meeting of the re3 Joint Waste Disposal Board was unable to meet in person and due to the changes in the remote meeting protocol, the Board were unable to endorse one of the options within the report. So, it was proposed that as a trial the additional weekend slots be added from this weekend (17 June 2021) and that this continued until September when the data from this trial would be presented to Members and an informed decision could be made.

As a result of the Members comments and questions, the following points were made:

- The number of additional bookings would be gauged through the trial, to see what the optimum number could be, this was also linked to the social

distancing guidelines, and as soon as this was released more scope may be given to the numbers able to visit.

- A scale hadn't been included on the graphs, so they weren't on the same scale. What was intended by having the 2 graphs was to show the peaks and troughs of busy periods. Whereas the booking system has been able to maintain a steady flow throughout the week. A copy of the graph with scales on could be circulated to Members after the meeting.
- The booking slots could be increased by units of 6, it was very difficult to say what the number would be at this point.
- Bracknell took fly tipping very seriously and would prosecute. Fly tipping would always be investigated thoroughly and the "enviro crime" team was expanding so there would be a strong presence across the Borough.
- Feedback on the booking system had been positive, with many of the positives outweighing the negatives.
- There would be no desire from Reading to go back to the "free for all" system, which caused terrible queues at Smallmead and often disrupted the A33 with queuing.
- It was requested that the next 3 months be used to gather data on the trial and bring the information to the next meeting in September where a formal decision can be made.
- Longshot Lane, although didn't suffer from the same queuing issue as Smallmead, did have different access issues that still needed to be resolved.
- It was confirmed that Wokingham residents had also been positive regarding the booking system.

It was confirmed by the Chair, that the trial would be carried on until September and an options report would be brought to the next meeting for Members to make a formal decision.

32. **re3 Strategy Report**

The Board received a report which briefed the re3 Joint Waste Disposal Board on progress in the delivery of the renewed re3 Strategy.

At the January 2020 re3 Board meeting, Members requested the preparation of a strategic pathway for the re3 partnership. The Covid-19 pandemic had delayed progress in developing the strategic pathway however at the re3 Board meeting in 2020, Members received a strategic briefing. At the board meeting in January 2021, the Members held a workshop in which Members recorded their strategic aspirations as individual councils and as partners.

The report detailed a short analysis of the data collected from Board Members and a first draft strategy for the partnership, which also reflected the emerging legislative environment and the re3 council's respective climate change commitments.

The strategy was organised around five themes, which were:

- A. Climate Change
- B. Waste Collection
- C. Waste Management
- D. Innovative Partnership
- E. Communication

It was proposed that between now and the September meeting or Christmas that further consultations are undertaken both internally and externally before a further draft version is brought back to the re3 Board.

33. Environment Bill - Resources and Waste Strategy Consultations Report

The Board received a briefing on two consultations, under the Resources and Waste Strategy sections of the forthcoming Environment Bill.

Due to the dates of the consultations, it had not possible to report to the JWDB prior to the submission of the two consultation responses, though some separate Member briefings were arranged.

The report provided an opportunity to formally record the response made by the re3 partnership.

34. Exclusion of Public and Press

Pursuant to Regulation 21 of the Local Authorities (Executive Arrangements) (Access to Information) Regulations 2000 and having regard to the public interest, members of the public and press be excluded from the meeting for the consideration of item 10 which involves the likely disclosure of exempt information under the following category of Schedule 12A of the Local Government Act 1972:

(3) Information relating to the financial or business affairs of any particular

35. re3 Finance Report

The Board received the Finance Report which briefed the re3 Joint Waste Disposal Board on the Partnership's current financial position and confirmed the second draft budget.

36. Date of the Next Board Meeting

It was agreed that the Annual Meeting of the Board would be moved to the 7 September 2021, with Reading Borough Council offering to host a hybrid meeting with Board Members attending in person.

CHAIRMAN

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Minutes of the 102nd AWE Local Liaison Committee Meeting
Wednesday 7th July 2021
AWE, Online Meeting

Present:

Simon Hardaker	Chair
Cllr Phil Bassil	Brimpton Parish Council
Cllr Avril Burdett	Tadley Town Council
Cllr Jonathan Chishick	Tidmarsh with Sulham Parish Council
Cllr Sophie Crawford	Aldermaston Parish Council
Cllr Susie Ferguson	Pangbourne Parish Council
Amy Gower	West Berkshire Council
Cllr Robert Jones	Padworth Parish Council
Cllr David Leeks	Tadley Town Council
Cllr Mollie Lock	Stratfield Mortimer Parish
Cllr Royce Longton	West Berkshire
Cllr George McGarvie	Pamber Parish Council
Cllr Susan Mullan	Tadley Town Council
Cllr Barry Patman	Wokingham Borough Council
Cllr Geoff Poland	Basingstoke & Deane Borough Council
Penny Waterfield	Baughurst Parish Council
Rhian Adams	AWE
Nick Bolton	AWE
Suzanne Chenery	AWE
Geoff Druce	AWE
Kim Elvin	AWE
Mark Hedges	AWE
Val Hincks	AWE
Michele Maidment	AWE
Gwynneth Page	AWE
Andy Scargill	AWE
John Steele	AWE
Johann Walker	AWE

Regulators:

Gary Cook	Office for Nuclear Regulation
Rob Green	Environment Agency

Apologies

Apologies had been received from Councillors:

Mark Binns, Dominic Boeck, Graham Bridgman, John Chapman, Penee Chopping, Stuart Coker, Stuart Frost, Debbie Fisher, Malcolm Large, Micky Leng, Clive Littlewood, David Livingstone, Helen Manghani, Ian Montgomery, Carolyn Richardson, David Shirt, Nicholas Thurlow, Tim Whitaker and Paul Woodley.

Actions from previous meetings

- **Action 101/1:** Dave Shirt: During the recent closure by Thames Water of Church Road, Aldermaston there was a sign erected regarding In-Muster at AWE Boiler House Gate. Please could you explain what this meant. **(Mark Hedges)**
A: The only sign that Security put out was one that they use daily to advise moving to one lane. It was also confirmed no signs were erected by Roads and Grounds or on-site maintenance at the time.
- **Action 101/2:** Write to the planning office to ensure that Tadley Town Council is consulted in future planning applications **(John Steele)**
A: Emailed and confirmation received that Tadley TC will be included on the consultee list for future planning applications.
- **Action 101/3:** cc Graham Bridgman and Avril on the correspondence with WBC Planning re AWE B/SUDS etc **(John Steele)**
A: no action required as WBC planning resolved the issue of resourcing.
- **Action 101/4:** Avril Burdett: We've had a spate of antisocial behaviour and I want to know as to what extent the MoD police are involved in the local community. Could we please have that as an item at a future meeting? **(Philippa Kent)**
A: This item will be included in the next LLC meeting's agenda in November

Approval of the 101st Meeting minutes

Chairman's update

Introduction

Simon Hardaker welcomed members to the 102nd meeting.

Membership Changes

AWE welcomed new members to the LLC, Stuart Frost and Geoff Poland who replace Michael Bound and Roger Gardner representing Basingstoke & Deane Borough Council, Penny Waterfield who replaces Graham Hetherington representing Baughurst Parish Council, Micky Leng who replaces Ayo Sokale representing Reading Borough Council, Paul Woodley who replaces Nick Corp representing Wasing Parish Council and Robert Jones who replaces Max Joseph representing Padworth Parish Council.

AWE becomes an NDPB

On Thursday 1st July AWE became the MoD's newest Non-Departmental Public Body. This was initially announced by the Secretary of State in November last year, and to mark and welcome AWE as the newest Non-Departmental Public Body of the MoD, the Minister for Defence Procurement (MinDP) visited the AWE site.

As the day marked AWE becoming part of the Defence Nuclear Enterprise (DNE), MinDP was shown a variety of elements that exemplify the work that AWE and the Defence Nuclear Organisation (DNO) do together to sustain and renew the UK's nuclear deterrent.

Preparation work, including site establishment, ground works etc. will begin on the Hub in early 2022, with full scheme works beginning in the summer once IAC approvals and planning approvals are in place. Traffic levels will begin to increase through 2022 as the project mobilises and AWE are working to develop a logistics plan to minimise the potential impact.

All demolition required to support the Hub project is now complete. Utility diversions are also complete, and Balfour Beatty is demobilising from site. There are some further minor works that need to be carried in the autumn to ensure the site is ready for commencement of the Hub.

Covid Update

The AWE Business Resilience team continues to manage the company responses to COVID in conjunction with the MoD and receives great support from West Berkshire Council and the Thames Valley Health Protection team from Public Health England.

AWE has provided in excess of 8000 on-site RT-PCR tests for critical staff since December 2020 and has now converted this process into providing Lateral Flow Device tests for all personnel that access each site, these are collected from hubs around the site for use at home twice a week.

The infection-rate has remained on par with the remainder of the community, reflecting that the risk for those that have to work on site is no greater than for those at home.

AWE continue to undertake test and trace procedures for all personnel with symptoms, not just those that have tested positive. This allows AWE to ensure that the risks to staff, community and programme are minimised.

Pandemic and return to workplace

COVID – Prime Minister delayed Step 4 of the Government's roadmap out of lockdown. It's expected that England will move to Step 4 on 19 July, though the data surrounding this date will still be regularly reviewed. In light of the latest guidance for workplaces, this announcement has little impact on current ways of working and the number of people working from home.

However, this four-week delay to the lifting of all restrictions will have a knock-on effect on the timings of our COVID recovery planning. The planned second phase – focused on reversing COVID restrictions on site – will now be pushed back to mirror this delay of four weeks. The intention is still to transition back to more normal ways of working but this will now be later than initially planned.

The government guidance remains that everyone should continue to work from home where possible, and in line with the four-week delay, the date of no earlier than 16 August has been agreed for those to remain working from home.

LLC Communications

Thank you to those who contributed to the two communications workshops that took place earlier this year.

Community News

All LLC members should receive a link to the Summer edition of the AWE community magazine Connect shortly. It will be circulated to 56,000 homes and can also be found on the AWE website at [Newsletters and journals – AWE](#).

This month Connect includes an item on LLC. It consists of an overview of the LLC – its purpose, composition and how it functions. Also, there are profiles of Dave Shirt and Micky Leng – our longer-serving and newer LLC members.

Environment, Safety and Health Update

Nick Bolton

ESH Service Delivery Lead (SET)

Nick gave an overview of performance in personal and process safety during the period advising members that the OSHA TRI (Occupational Safety and Health Administration; Total Recordable Incidents) which is the American standard of measuring, injury rate for the 12 months to the end of May 2021 was 0.207 per 200,000 hours worked with a total of 16 Recordable Injury Events having occurred with 15 injured parties requiring time away from work to recover. No injuries were of a serious nature and all were caused by either trips and falls around site or manual handling injuries resulting from lifting, pulling or pushing activities.

To raise awareness, AWE run regular 'Stop for Safety' events for all staff as a reminder of these hazards. With restrictions lifting soon it is anticipated that more people will be returning to sites so information about safety on site is being sent to all staff. This is due to the length of time that people have been working from home and have got used to a different way of working.

In terms of a benchmarking, AWE have always been striven to be below 0.25 in the OSHA rate.

Three minor process safety events were raised. All were linked to the explosives area and all are currently being investigated. There was no actual physical event or any danger.

All our environmental discharges are extremely low, and we continue to meet our targets for diversion of waste to landfill and doses received by members of the public are significantly lower than requirements and at a level that would not cause any harm.

Questions arising

Q: George McGarvie: With regards to the nuclear worker figures on the last slide. Is that based on a maximum or an average of workers on site?

A: Nick Bolton: *It is the maximum recorded by an individual in the last 12 months.*

Site Update

Mark Hedges
Delivery Director Fissile Operations

Mark announced that he now has a new role within AWE so in future Jo Walker will be presenting the updates at future LLC meetings although Mark will still be in attendance.

Mark gave an overview of protestor activity with the regular monthly 'Women's Peace Camp' continuing on second weekend of each month. Between 2-6 protesters have recently been in attendance.

On Wednesday 26th May between 0600hrs and 0920hrs, protestor activity took place at Main Gate, Burghfield. The protest was in relation to an external dispute between electrical works and companies including N.G. Bailey. The Main Gate was closed during this time and access/egress during this time was through Pingewood Gate.

There is no known planned protestor activity on the horizon at this time and there were no community concerns received for the period March to the end of May 2021.

With regards to Action 101/01 from the previous LLC meeting, just to add AWE does have regular signage where the muster comes in through the Boilerhouse Gates.

Smarter Working

Gwynneth Page
Hub Sponsor / Estate Strategy

Smarter working is a government expression meaning the ability to work in different locations depending on the employee, the customer and the business needs. Smarter working also provides the right tools, skills and flexibility to balance home and working lives.

AWE was working on implementing this pre-Covid in preparation for the Hub coming along. The enforced working from home for some has allowed AWE to accelerate the implementation plans.

The benefits of smarter working include more engaged teams, improved productivity, reduction of absence rates, reduced business travel, reduced carbon footprint and environmental impact.

This way of working will be adopted post-Covid once all the restrictions have been removed and will be in line with the Government's Smarter Working policy.

For more details please visit the Government website where you will be able to find more information about the guidelines listed as [BSI Publicly Available Specification \(PAS3000\)](#).

Questions arising

Q: George McGarvie: I presume the vehicle movement will decrease due to smarter working. However, due to Covid do you know how your strategy will work regarding things such as car-sharing, the on-site/working from home split etc?

A: Gwynneth Page: AWE plan to push the lift share agenda forward again, obviously that slowed down due to Covid because people didn't want to lift share or simply couldn't. There will be a return to work campaign where lift share and cycling to work will be mentioned.

The travel plan shows that the single occupancy vehicle target is set at 70% in total employees that access the site on a daily basis so although the numbers have dropped the ratios still need to be at a certain percentage level. The Hub proposal includes enhanced onsite cycling and pedestrian routes from the Falcon Gate and other gates, and they will take predominance to vehicle routes, so AWE will be closing some roads and making them a cycle, pedestrian and possibly e-scooter only route. A new travel plan will be published as part of the Hub planning application should AWE get a positive decision from West Berks.

Estate Development Update

John Steele
Head of Estate, Development & Planning

It was suggested to the committee that a site tour be arranged for the new committee members and a refresher for existing members to enable them to understand the site layout and current projects which will change the site's appearance over the next few years.

A presentation was provided on the demolition project of a redundant waste treatment plant located towards the centre of the Aldermaston site. The project, which has been ongoing for the last 6 months and will probably continue for a further 18 months. The presentation highlighted the innovative techniques being used for demolition and to enable the achievement of a 98% rate for recycling of the demolition arisings. Details were also shown of the extensive environmental monitoring regime which aims to minimise any potential impacts on staff and those living and working around AWE.

No planning applications are due for submission before 2022. The next application is expected to be a revised Hub application which will be located at the West End of AWE Aldermaston to be submitted in Q1 2022.

AWE continues to work with national security partners to develop a proposal for a new Logistics and Communications Centre located in the south east corner of AWE Aldermaston.

AWE is also working with WBC to explore the opportunity for preparing a Local Development Order for AWE Aldermaston and Burghfield.

Questions asked

Q: Mollie Lock: With regards to the big tanks within the redundant facility, do they hold hazardous waste material and were they not able to be recycled?

A: John Steele: There was no hazardous material used in the facility. The tanks were too large to extract from the facility due to the building being built around those tanks so to

remove them they had to be cut. In addition, the tanks would have been very difficult to move on the public highway. Some of the smaller tanks were able to be removed and were used by local farmers for storage.

Ask the Regulators

**Gary Cook Lead Site Inspector
Office for Nuclear Regulation**

The ONR report was circulated prior to the meeting and covers the period from 1st February to the 31st May.

In terms of the inspections that ONR have carried out, the report shows that there is an increase which falls in line with the Covid restrictions through that period.

Most inspections were of adequate standard. One inspection was rated as Amber which was LC36 - Organisational Capability surrounding an inspection that ONR did to understand the transition work to MoD ownership as there were some anomalies with regards to training arrangements for the new board members which is currently being taken care of in normal business.

ONR has sent AWE two enforcement letters, the first being around LC15 – Periodic Review. All actions from this letter have been completed apart for the last action which is to be completed August 2021. The second letter was with regard to LC 32 – Accumulation of Radio Active Waste, this followed a contamination event where some material was spilt in one of the facilities, all actions from this letter were due to close at the end of June 2021 so ONR are currently in the process of reviewing progress against those actions so as to decide whether any further regulatory action is necessary.

With regards to historic enforcement letters. In the previous meetings it was mentioned that an enforcement letter regarding asbestos management on site was issued from which AWE's response has been very good and ONR are content with this and are now including asbestos management in wider conventional health and safety work rather than class it as a specific area.

Questions arising from the ONR Report

Q: Sophie Crawford: Could you explain to us the licence instruments with regards to the off-site Emergency Plan? Also, it has been brought to my attention that nobody knows in Emergency Planning how many people are employed within the DEPZ in Aldermaston as we believe a plan cannot be effective if you do not know how many people you are dealing with.

A: Gary Cook: *The Licence Instrument approval of the AWE Emergency Plan for Aldermaston and Burghfield is for the on-site arrangements only in response to an emergency. There is an off-site Emergency Plan, but this is maintained by West Berkshire Council. Under License Condition 11, ONR approves those plans for the on-site response. The reason that we approved them during the period was because AWE updated both their plans for both sites in order to make some amendments and make them more robust. Previously the arrangements had been approved following updates around pandemics, however this was prior to Covid.*

Q: Sophie Crawford: Do you approve in the same way as the West Berkshire Emergency Plan?

A: Gary Cook: *ONR does have the powers to go and undertake interventions off-site. So, in terms of West Berkshire's plans, we have a specific group within ONR called the Emergency Preparedness and Response team which looks at local authorities plans across the country. There is an off-site emergency exercise planned for next year and ONR will certainly be involved along with the local authorities and the emergency response teams. The arrangements are different as the West Berkshire Council does not have a licensed site, however ONR does have the power to enforce against the West Berkshire Council's plan should it be inadequate.*

Q: Sophie Crawford: How many people do you employ on site?

A: Simon Hardaker: *AWE employ 6,500 in total on the Aldermaston and Burghfield sites. About 800 of those are based at our Burghfield site and includes contractors. The figure can vary quite a bit due to the need for contractors especially at Burghfield due to the MENSA construction.*

<p>Action 102/1: Gary Cook to provide Sophie Crawford with a contact name within the ONR Emergency Planning Team who deals with the offsite emergency plan and the West Berkshire plan. (Gary Cook) - Details emailed to Sophie on 8th July 2021.</p>

Q: George McGarvie: With the new AWE ownership arrangement, am I right in saying that there is a conflict of interest if the regulators are part of the MoD and have steps been put in place to ensure that same due diligence and scrutiny will follow? Also, with the new Board in place is one of the Directors specifically in charge of Health and Safety or is it a corporate board responsibility?

A: Gary Cook: *The DNSR (Defence Nuclear Safety Regulator) is an independent part of the MoD and that has been the case prior to transition and remains the case after transition. Applicable to all regulators is that the licensee is still AWE Plc and is not the MoD, so AWE are the ones responsible for all aspects of safety on site. Now that AWE is an arms-length body, we will however be looking at the degree of influence that MoD exerts.*

A: Andy Scargill: *I am the Executive Director for Environmental, Safety, Health and Quality for AWE. I am part of the executive that is part of the site licence part of the Plc. We also have a non-executive Director who looks after security and ESH for the Plc. I respond to both the CEO and the non-executive Director.*

Rob Green
Environment Agency

The EA report was circulated prior to the meeting. Due to the effects of the Covid restrictions the EA has been undertaking inspections remotely where possible. This approach will continue until restrictions have been fully lifted. Nevertheless, the EA has completed a number of on-site regulatory inspections at Aldermaston Site during the intervening period since the last LLC meeting. These inspections have included a joint inspection with ONR, DNSR and the Defence Nuclear Security Regulator to assess AWE's readiness to export some of its high activity waste to Sellafield Ltd, an inspection of the waste and decommissioning area of Aldermaston Site, which was a follow up to an incident, covered in previous LLC reports, which required regulatory action, and an inspection of the

main tritium facility. Similar to the ONR, the EA was involved in an off-site regulatory assessment regarding the AWE transition over to MoD ownership.

In addition, the EA recorded four non-compliances against one of AWE's environmental permits. The non-compliances related to two separate events that occurred last year involving the provision of liquid effluent samples and the reporting of an exceedance of a permit notification level on discharges from the Trade Waste Treatment Plant at Aldermaston Site. The events had no potential impact on the environment, but they did highlight deficiencies in AWE's management arrangements relating to sampling and reporting of radioactive liquid waste discharges.

During May there was an event where AWE notified the EA of a release of polymer into the system that AWE use to control the discharge of service waters from Aldermaston site to Aldermaston stream. AWE halted the discharge and asked the advice of EA. Based on the information available, which indicated that the polymer presented a low environmental risk in the quantities that were present in the tanks and the amount of dilution, it was decided that AWE could discharge the contents of the holding tanks to Aldermaston stream. The EA have issued its SER (Site Environment Review) for 2021/2022 which sets out the EA's regulatory review of AWE's environmental performance over the previous year and also sets out the regulatory plan for the 2021-22 period. This document is available upon request.

Higher Activity Waste Update

Geoff Druce
Head of Estate Liabilities

AWE have started the process of shipping out waste for treatment to Sellafield. The work AWE has been doing is preparing for the transfer of the drummed waste to Sellafield for treatment and storage and that involves the government departments, who are the MoD, BEIS (Business Energy & Industrial Strategy) and the Nuclear Decommissioning Authority. The drums will be treated at Sellafield Ltd, and the logistics carried out by LLWR Ltd.

AWE have had great involvement from the EA, ONR and due to the content, have had similar involvement from the Defence Safety Regulator and the Defence Security Regulator who need to be satisfied that the security and safety arrangements for transportation are adequate. It's been a 9-10-year journey, but it has been a great success.

AWE store waste safely onsite so part of the work that AWE have been doing is upgrading the storage arrangements to ensure that they continue to be safe. AWE have improved the ventilation systems, to ensure the carbon-steel based drums are kept in excellent condition and don't deteriorate.

Geoff provided details of how waste is safely loaded and transported and what happens to the waste once it arrives at Sellafield showing details of the future Geological Disposal Facility.

Questions arising

Q: Robert Jones: Do the drums hold liquid waste?

A: Geoff Druce: *No, it's solid waste and it's called plutonium contaminated material e.g. when the decommissioning of the factories is carried out, it's the metals and plastics that are packed into the drums.*

Q: George McGarvie: How many lorries will need to leave site to move the waste to Sellafield and what is the time period with regards to traffic movement?

A: Geoff Druce: *AWE started in April 2021, the contract expires in March 2029 and our aim is to do 240 drums so that's 8 in a cycle. For the first 6 months it was agreed upon one shipment per fortnight and then one every week. The following year it will be 480 drums so about 30 weeks of the year at one shipment a week and then from then on 640 drums which will be two shipments per week.*

Q: Susan Mullan: Are the drums colour coded for a reason?

A: Geoff Druce: *No, there are no meanings behind the colours.*

Q: Susan Mullan: Is there a risk that the content will contaminate the steel drum?

A: Geoff Druce: *No, there are liners within the steel drums, in the early days they were plastic and cardboard and for the last 20 years AWE have been putting polyethylene liners inside. Those drums are sealed and there is a safe storage regime and health physics monitoring where we smear the drums and collect data and periodically take the drums from storage back through the system which includes real time radiography to ensure that the contents are not deteriorating and are not shifting and if they are, then we have the means to overpack them and make them safe.*

Q: Susan Mullan: I note the compacting at Sellafield. Would that be something that you could do at Aldermaston? If you could then you could transport more.

A: Geoff Druce: *That was something that AWE was going to do a few years ago. AWE was going to build a compactor on site in an existing facility. However, when trying to meet modern standards, we were unable to satisfy ourselves and the regulators. There are the capabilities and the skilled workforce at Sellafield, and it has a lifespan that is until 2036. Using the existing capabilities at Sellafield would avoid building new facilities on site and all of the extra transport that would be necessary. With regards to volume, if AWE had compacted items, the 500 litre drums cannot be transported until the Geological Disposal facilities become available which would mean that AWE would have needed somewhere to store them before shipping them. By moving them to Sellafield and treating them there, we are reducing the hazard at AWE significantly and making it safer for UK and also avoiding a lot of expenditure to the UK taxpayer.*

Q: Geoff Poland: Is there a risk that someone could work out that these drums are being moved on a regular basis and act accordingly? I see you must take measures to protect against that.

A: Geoff Druce: *Part of the involvement with the Defence Safety Regulator and the Defence Security Regulator is to make sure we are as safe and secure as we can be which is why I am not releasing details of the dates when these shipments take place or the routes that they take. There is a security plan in place and the haulage company are aware of this. There are discreet security plans in place to make sure nothing goes array.*

LLC Communications

Simon Hardaker

Head of Corporate Communications

A Teams meeting was held on April 21st attended by LLC members, Cllr Dave Shirt, Cllr George McGarvie, and from AWE, Nick Bolton, John Steele, Lucy Whinnerah, Michele Maidment, Julie Lane and Simon Hardaker.

Details of where AWE currently publish information (website, Connect) and how the business promotes itself (Twitter, Instagram, LinkedIn) were presented to the participants.

A discussion took place as to preferences with regards to online vs onsite meetings. It was felt that onsite meetings provide opportunities to have informal conversations with other AWE attendees, all participants were content with 3 meetings a year although it was suggested that there should be a mix of virtual meetings with onsite meetings hosted at Aldermaston or Burghfield. Also, short on-line drop-in sessions would also be a welcome addition as the need arises.

The AWE LLC team will be looking into arranging a site visit for new LLC members and will see if it can coincide with the November LLC where possible. Also, possibilities for future visits would be a tour of Orion and the Education Collection.

As the TORs require updating it was suggested that LLC members may wish to review and provide their input.

Survey results are being sent as a separate document to all LLC members.

AOB

Q: A local resident who is aware that the MoD has replaced AWE Mgt. Limited has asked that given that they have crown exemption from environment legislation, how is the LLC going to ensure that there is no deterioration? Also noted is that the local community is not consulted about changes or events at the site. Given that not all events are related nationally to national security how do we obtain information about environmental protection at the site?

A: Simon Hardaker: AWE plc is the operator of Aldermaston, Burghfield and Blacknest and this is unchanged by the change in its ownership on 1 July 2021 from AWE ML to the MOD. Although AWE plc became an arm's length non-departmental public body on 1 July 2021, this does not impact how AWE plc is regulated. AWE plc will not be a crown body and will not therefore have the benefit of any new exemptions as a result of this change. AWE plc will have to comply with the same regulatory, environmental and safety laws it did before 1 July 2021. From 1 July 2021, information about environmental protection is available from AWE plc and the Environment Agency.

Q: Another local resident and AWE employee has questioned how a recent planning application within the DEPZ surrounding the AWE in Aldermaston could have a negative impact on the effective functioning of the emergency plan.

A: Simon Hardaker: AWE does make representation upon new residential development when located within the Urgent Protective Action area not necessarily the DEPZ. This development is not within the UPA. If AWE do make representations, then they do it direct to WBC through the usual channels.

Q: A resident wrote in with concerns about the safety and regulation of General Aviation both in relation to general terrorist threats and specifically in relation to Nuclear Sites and operations (e.g. transport of missiles and warheads the length of the country). Their concerns and knowledge

regarding the security holes apparent in General Aviation were informed by observations and reporting of what they believed to be illegal recreational flying from Wasing Airfield/Brimpton Airfield during the Tier-4 Covid lockdown period at the beginning of the year.

A: Simon Hardaker: *AWE, are in effect a passive actor unless the site is overflown, in which case AWE will report it to the Thames Valley Police and it is up to them and the CAA to act. The question was a lot more detailed than discussed today and the resident wanted details of what would happen if a light aircraft were to crash on site. A more detailed response will be given and shared with the LLC in due course.*

Q: George McGarvie: **Is the plan for the next LLC meeting to be on-site or using TEAMS?**

A: Simon Hardaker: *We plan on it remaining on TEAMS for the November meeting, but we will be looking at providing a site tour for those new members who are interested. We will keep everyone informed.*

Q: Geoff Poland: **The issue of low flying aircraft over the facility was raised by a resident in my parish. Please could you let me know how you will be responding so that I can provide them with some clarity of what will be happening.**

A: Simon Hardaker: *We are writing to the CAA to express the concerns raised. Your resident laid out in detail what his concerns were, and we will be using that in the body of the letter that we send to the CAA.*

Proposed 2021 Meeting Dates

10th November

Close

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LLC Workshop Survey Feedback

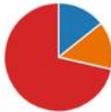
April 2021

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How soon after the meeting do you circulate information?

[More Details](#)

● The same day	1
● Within a week	1
● Within a month	0
● At the next council meeting	5



How do you rate the importance of the information you receive at the LLC meetings?

[More Details](#)

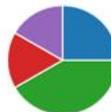
Promoters	3
Passives	3
Detractors	3



How do you share information you glean from LLC briefings with local people?

[More Details](#)

● I only share if specifically aske...	3
● I routinely put news on my Co...	0
● Verbal update at next council ...	5
● Parish newsletter	2
● Other	2



Which areas are you most interested in hearing about?

[More Details](#)

● Environmental	5
● Safety	6
● Site Development	5
● Community Concern	7
● Emergency Planning	7
● Other	0



Do you share other operational updates and community press releases received from AWE between LLC meetings?

[More Details](#)

● Always	1
● Sometimes	8
● I do not share	0



How many questions have you had from parishioners/local people/ council colleagues relating to AWE business in the last three months?

[More Details](#)

● Zero	8
● one	0
● 2-3	1
● More than three	0



When did you last have a question from a local resident or council colleague relating to L business?

[More Details](#)

● In the last month	0
● In the last 6 months	4
● 6-12 months ago	1
● No questions received in the L.	4



What was the topic of the question?

[More Details](#)

● Environmental	0
● Safety	1
● Site Development	0
● Community Concern	1
● Recruitment	0
● Community Programme	0
● Other	0



10. Please specify other topics you have been asked to raise on behalf of the local residents

[More Details](#)

0

Responses

Latest Responses

11. Do you follow AWE on social media ?

[More Details](#)

● Twitter	0
● Instagram	0
● LinkedIn	0

12. Do you have any suggestions for other communication channels which local people might find useful? Please specify.

5 Responses

ID#	Name	Responses
1	anonymous	Facebook has a lot of local information sites
2	anonymous	No, but make LLC
3	anonymous	I don't see that there is anything more than what you are currently doing.
4	anonymous	the information from OHF and Environment Agency is left in our parish office so it can be viewed if required
5	anonymous	Communicate directly with Parish Council as well as LLC members using PC web sites. Information relevant to the local community can be accessed through a local hub which may be more likely to be used by residents than the AWE site.

Connect Publication



14. How do you rate the content and relevance to your area?

7 Responses

ID#	Name	Responses
1	anonymous	4
2	anonymous	3
3	anonymous	4
4	anonymous	4
5	anonymous	5
6	anonymous	4
7	anonymous	3

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Reading Climate Change Partnership

Board Meeting Minutes, Tues 14th Sept 2021, TEAMs meeting online, 10:00-11.30 pm

<u>Attendee</u>	<u>Sector Represented (Appointing Body)</u>	
Tim Dixon (co-Chair, will Chair today)	Higher Education and Research (University of Reading)	
Tracey Rawling-Church (co-chair)	Business (Thames Valley Local Enterprise Partnership (LEP))	
Chris Beales (CB)	Defra Agencies (Environment Agency, Natural England) Theme lead for Water	
Ben Burfoot (BB)	Treasurer for the Partnership, Theme Lead for Energy	
Paul Ducker (PD)	Theme Lead for Resources	
Kalvin Gavrilov (KG)	Young People (Member of the Reading Youth Parliament)	
Poppy Harris (PH)	Larger businesses in Reading (RCCP board)	
Paul Harrison (PHa)	Health Services (Berkshire Healthcare NHS Foundation Trust (in consultation with other NHS Trusts/Public Health England))	
Rachel Hazell (RH)	Theme Lead for Communications and Engagement	
Chris Maddocks (CM)	Theme lead for Transport	
Tricia Marcouse (TM)	Environmental NGOs and community groups (Greater Reading Environment Network) Theme lead for Nature	
Cllr Tony Page (TP)	Local Government (Reading Borough Council)	
Shreeya Paudel (SP)	Reading's diverse communities (Alliance for Cohesion and Racial Equality)	
Kate Reynolds (KR)	Education and Schools (Brighter Future for Children)	
Scott Witchalls (SW)	Small and medium sized enterprises in Reading (ReadingUK)	
? Becky Pollard (Tbc)	Theme Lead for Health	
Peter Moore (PM)	Attending in a non-voting capacity on behalf of the Partnership's host authority	
Katie Brett (KB)	RCCP Support Officer, secretariat to the Board	

Item	Action
Welcome and introductions of new board members – Calvin Gavrilov, Shreeya Paudel and Kate Reynolds. Scott Witchalls can't attend today.	
Apologies from Scott Witchalls (Nigel Horton-Baker (NHB) attending in his place), Cllr Page, Natalie Ganpatsingh (Karen Buckley has taken over health theme role – see below) Late arrivals: Poppy Harris, Rachel Harris	

<p>TD Thanked Natalie Ganpatsingh for all her hard work in recently taking on and leading the health theme. She has now stepped down, but is keen to still be involved where suitable. Karen Buckley (public health consultant RBC) has now taken on the Health Theme lead. However, she is now on maternity leave and it is hoped that her colleague Becky Pollard will cover in meantime.</p>	
<p>Minutes of last meeting – approved</p>	
<p>Reading Climate Festival overview TRC gave a verbal update on the Climate festival which is going ahead next week (20-26th Sept). Plans are progressing well. Thanks to Lauren Shute who has done a great job scheduling all the events this year – which can all be accessed through the ReadingCAN website- www.readingcan.org.uk/festival #readingclimatefestival. This year it links with the national Great Big Green Week – from which we have secured £12,000 of funding. This along with the £2,000 from ReadingUK – has enabled us to add some live events, marketing and add Arts and Culture content to widen our audience.</p> <p>(Shreeya left)</p> <p>All to promote the festival to your own contacts and networks “Reading Climate Festival is a week long programme of free events to inspire and encourage positive action on climate change www.readingcan.org.uk/festival #readingclimatefestival ”</p> <p>TRC to work with Lauren Shute to upload festival events onto Great Big Green Week map</p> <p>Poppy Harris arrived</p> <p>TD to ask Pete Castle (UoR) for a photo of a Reading Bus with climate stripes on it</p> <p>Useful Reading University Links to current climate education work:</p> <p>Partnering the Planet Hub: https://www.reading.ac.uk/planet/ Climate Education Summit (free): https://www.reading.ac.uk/planet/climate-education-summit Future Learn Online course (free): https://www.futurelearn.com/courses/tackling-climate-crisis</p> <p>KR to check if anyone from Bffc is attending the Climate Education Summit</p> <p>COP 26 Plans</p> <p>RCCP has been successful in booking a stand in the Green Zone for Sat 6th Nov. We are in Alok Sharma, the President of COP26, home constituency and propose that we use it to showcase what we are doing in Reading to drive towards net zero 2030 target. A captioned video montage could be developed by Lauren Shute showcasing the process of developing the RCCP plan.</p> <p>TRC is already attending COP as a volunteer on the Climate Reality Leaders Project outreach programme. It was agreed that Lauren Shute will be offered the second exhibitor pass. NHB agreed ReadingUK will sponsor Lauren’s travel and accommodation costs to exhibit the COP stall. They also have technical video expertise to offer. Tracey to liaise with Nigel.</p>	<p>All</p> <p>TRC</p> <p>TD</p> <p>KR</p>

<p>TRC to write a blog whilst at COP – with images to be posted on website TD to share with Lauren Shute the UoR video to be added to the montage</p>	<p>TRC TRC TD</p>
<p>Reporting on action plan</p> <p>Quarterly reporting - Feedback from Theme Leads (Energy, Water, Transport, Nature, Resources, Health, Communications) – RAG ratings and challenges</p> <p>TD thanked all theme leads for the time and effort taken to complete the action plan reporting tables. It helps provide a sense of where we are, a sense of positivity in the preparation of the Annual Report. COVID has clearly played a part in meeting achievements.</p> <p>Verbal feedback on progress – the successes and the pressure points:</p> <p><u>Energy</u> (BB) – a mixed delivery picture. We are moving in the right direction but not at the pace we need to meet net zero by 2030. The RAG status of the action plan delivery is an amber/green picture.</p> <p>Projects highlights: New build council housing is now meeting highest energy standards. Some degree of retrofitting is happening though more is happening in RBC housing than private sector. Renewable projects: zero carbon depot, RCES. The success of the Reading Hydro project is great news. Reading is moving towards an electrified future of heat and transport, and we are engaging with SSEN, our local grid provider is developing their 2024-28 plan to support this. RBC Electric Vehicle strategy is being developed, and new EV vehicles arriving at RBC and at Reading buses.</p> <p>Within the theme there is a need for a smaller Strategic Partners group (including SSEN and other key partners), and then a wider theme group.</p> <p><u>Resources</u> (PD) – our goal is to be well on way to be a zero waste circular town by 2025. Progress has been made but not necessarily as planned. There is an appetite but there is a need to connect and align and grow ambition. Green/amber plan.</p> <p>Project highlights: Domestic recycling, introduction of food waste (domestic recycling rate is above 50% across Re3 area). Reading Green BID framework, Circular Economy Club, Plastic Free Caversham are showing great local engagement. There is more going on than meets the eye. Food initiatives in Reading is a great opportunity to improve our narrative.</p> <p>(KR left)</p> <p>Challenges:</p> <ul style="list-style-type: none"> - Gathering baseline data is difficult - a challenge across the whole strategy. Having indicators and visualising progress is important and could be a cross theme project. <p>RH to share with the group some insights on this</p> <ul style="list-style-type: none"> - Bringing theme groups together in person to work as a team (hybrid style perhaps) would be welcomed. As a volunteer it can feel out on a limb - The Reading Music Festival 2021. Constructive dialogue and diplomacy with Festival Republic is required, engaging with the Green Nation overall strategy. It was disappointing to see again the photos of all the abandoned tents. Perhaps it's a step in 	<p>RH</p>

the right direction: are their fewer abandoned tents this year? RBC has a regulatory and licensing role, with defined limits. There is an engrained media narrative – that needs to change. Energy, water, aspects of recycling has improved. There is a lot to celebrate within the Local Festivals that are working hard to explore sustainability – i.e. Reading Cycling Festival, Down at The Abbey Music Festival.

There is not a Resource Theme group per se. It's a group of groups, where we are supporting current groups and partnerships and helping to align their work. Having a mixture of online and face to face meetings

TD and PM thanked Paul for all his diligence and enthusiasm- taking on the theme lead role.

Rachel joined

Transport (CM) - Amber/green overview. Lots happening – but like to do more.

Project highlights:

- there is some government funding for active travel, walking and cycling. Funding received for a segregated route along Shinfield Road that is out for consultation. Similar programme along the Bath Road.
- Revenue funding: Cycle festival, training promotion initiatives, Cycle hub – volunteers and a location tbc.
- Public transport: currently producing a local plan on buses, with funding promised to include priority bus lanes etc. A33 works are nearly complete. First green roof bus shelter is complete.
- EV strategy being completed. Possibility of electric minibuses.

Theme group has merged with other transport engagement groups – such as the Cleaner air and Safer transport forum, the Cycle forum which meets regularly. Hope to have in person event in future.

(Poppy left)

Water (CB) – amber status. Covid has been a huge challenge for the group. Feeling fairly positive now with the 4 key partners (Environment Agency, Thames Water (TW), UoR and RBC) all keen to engage. Water related comms strategy is being developed linking the EA and TW work. Work continuing on Kennet Meadows and the Thames Valley Flood Scheme. TW will do a piece around the impact of COVID on local water supply.

(PD left)

Nature (TM) – action plan progress is multi coloured (red to green RAG status).

Concentrate on Red issues (that haven't started):

- RBC needs a body of opportunities to share with developers- which are identified locations for biodiversity enhancement to provide 10% biodiversity 'net gain' on new development where this can not be delivered on-site.
- Need more volunteers – i.e. to walk the green corridors in Reading to determine how they can be enhanced. Outreach to Reading community – work to engage with community groups, resident associations, schools to redevelop grounds and give talks. Help is needed.

TD is making links to Rachel Spencer (RVA).

<p>RH to reach out to theme leads about their volunteer requirements and work to bring in volunteers to help</p> <p><u>Health</u> (PM) – the ‘reddest’ of the themes, for good reason: The Covid pandemic has meant relevant staff are occupied on other challenges. However Climate is very much on their radar, covered in the West Berkshire Health and Wellbeing Strategy. Karen Buckley is now on maternity leave and PM is working to find a replacement theme lead in the interim.</p> <p><u>Communications and engagement</u> (RH) – multi coloured RAG status. Generally – social media: numbers of followers are increasing. Continual focus on the website – improving content and snagging. Creating event material, developing a newsletter, and developing partnerships with community groups and networks. Community – need volunteering. Business and Education need volunteers to drive these areas of work. Harriet – Bffc lead is on maternity leave until Feb. Who can fill this gap?</p> <p>What is the process for moving the deadline on an action? Some are red because the deadline is perhaps too ambitious, or delayed due too COVID, or on longer required. PM suggested:</p> <ul style="list-style-type: none"> - If an action is started, but not reaching target on plan – mark as amber. - At mid-point in plan – refresh the plan and amend/remove those that are no longer relevant. <p>NHB to link with:</p> <ul style="list-style-type: none"> - CB concerning business engagement esp linked to town centre businesses and the Green BID framework - TM around investing in wild flower/tree planting in BID - RH around outreach to BID business community and wider Reading – help to shape content appropriately. - KG around linking to youth council <p>NHB is involved in Reading’s Place marketing review - Reading to be seen as a Green, Sustainable Town/City of the future. Also fed into the Town Centre Strategy, and the City bid.</p> <p><u>Preparation of Annual report</u> (PM) – An RCCP annual report will be published and made available to the public via the RBC SEPT committee which meets in November. The structure of the report: – headline: how Reading is doing in reducing its carbon emissions (based on national BEIS data set). 2019 (latest year for which data is available) – Readings carbon footprint has reduced by 49% compared to 2005 baseline, the 5th biggest reduction (out of 379 LAs in UK). This builds confidence. Great progress but clearly more to do.</p> <p>Positive case studies – Reading HYDRO, fleet conversions, Climate Festival, RBC housing.</p> <p>Part of purpose of report is to be honest and transparent about progress and challenges: actions are approx. 33% green, 50% amber, 17% red in terms RAG status – quite an achievement in context of our limited resources. Report will emphasise that we need more resource, and greater effort from more partners, to turn reds and ambers into green.</p> <p>BB- we need to up the level all the time. Trajectory must scale up at each opportunity to reach 2030 target.</p>	<p>RH</p>
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<p>All agreed that PM to update all on timeline, and draft structure for annual report. Require feedback from all via email</p>	<p>PM</p>
<p>Budget – overview (BB)</p> <ul style="list-style-type: none"> - and plan to spend going forward.. do we want to restart the programme fund? - Spend on new staff? - Lottery funds - ICN Model Climate conference funding <p>Ben shared the RCCP budget overview –income and projected expenditure for this year. We have a reserve of £35k carried over from past years, and expect with current spending to carry over a similar reserve this year. Further to the governance review we now have a Reserves Policy – which obliges us to keep a minimum of 6 months of operating costs in reserve to cover any liabilities if we have to close the partnership and a maximum of 12 months. The RCCP funding is now clearly ringfenced from RBC budgets.</p> <p>The grant scheme is currently still closed. Ideas for spend and priorities were voiced by board members.</p> <p>It was agreed that we review grant fund criteria and a proposal on whether/how to open it up again to be brought to next board meeting</p> <p>It was noted that we do need to think about wider income streams in order to meet the challenges of our strategy. Also noted that we have an existing commitment to support the ICN Model Climate conference.</p>	<p>PM/BB/TD</p>
<p>AOB</p> <ul style="list-style-type: none"> - Councillor representation at board meetings <p>This was raised at last SEPT committee with a request by an opposition member to be an observer at this meeting. A discussion was had and the Board’s conclusion was essentially that (i) there was no provision for observer status at present and the Board was reluctant to make an exception for any one partner (ii) the provisions on transparency in the new Partnership Agreement (i.e. for Board minutes to be made public and reported via SEPT) were considered sufficient to enable scrutiny of how all Board members perform their functions (iii) it is for each appointing body to select one representative to speak on behalf of their sector, and the democratic process of elections and subsequently nomination of a single Board member to represent the Council as a whole was the appropriate way for that to be resolved in the case of RBC.</p> <p>It was agreed that our corporate governance and constitution will be reviewed annually.</p> <ul style="list-style-type: none"> - A future meeting in person <p>Question of meeting face to face at some point in the future was raised. Theme leads are happy to consider this in the future (as appropriate).</p> <ul style="list-style-type: none"> - Ailuna Campaign 	

<p>CB presented an opportunity for RCCP to use a new social media app to improve sustainable behaviours. Generally the board were supportive of the app, it is well respected, it would be available at no cost and is likely to focus on engaging a younger audience - which is good. RH felt we need to have the following in place to take this forward:</p> <ul style="list-style-type: none"> - the content is ready and accessible, with the user journey mapped out from app to website. The content that is needed is light touch and RH felt confident that we already have suitable content to use. - A Campaign Plan in place - Volunteer sign up ready to go <p>Data collation would be very useful too, and perhaps a source for raising funds.</p> <p>It was agreed that CB and RH will work together to take forward this opportunity</p> <p>Note: Date for the next meeting changed to:</p> <ul style="list-style-type: none"> - Tues 30th Nov 2:30-4:30pm - Tues 25th Jan 10-12noon 	<p>CB/RH</p>
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READING BOROUGH COUNCIL

STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE: 16 NOVEMBER 2021

PUBLIC QUESTION NO. 1

Peter Bowyer to ask the Chair of Strategic Environment, Planning & Transport Committee:

Instalcom

Residents throughout West Reading have had to tolerate the activities of Instalcom, working on behalf of CityFibre to install fibre-optic cables, for the past few months. Whilst some disruption is inevitable, it seems that the contractors have no regard for the inconvenience they cause to residents, businesses and traffic of all types by their actions. Their traffic management measures are haphazard to say the least, closing roads with no advance warning or signage, operating vehicles in a manner that blocks roads with no mitigations in place. They seem to ignore the advance planning that has obviously been done by the evidence of temporary parking restrictions and plough on regardless of the dates that the parking restrictions are advertised for. We see long stretches of empty parking bays with no work going on around them, and then streets with road works intertwined with parked cars. Major roads such as Oxford Road have been subject to one-way working with 4-way temporary traffic lights for several weeks, blocking access to businesses and closing side roads. Thankfully the streets around my house have now largely been vacated and the crews have moved on to create chaos elsewhere. Council officers have responded well to complaints, for which I thank them, but despite their best efforts there has been no observable change in behaviour from the contractors. What steps can the Council take to force Instalcom to operate in a more considerate and safe manner, in order to deliver a less chaotic and frustrating experience to residents, businesses and vehicles in the rest of the Borough as the work progresses?

REPLY by the Chair of the Strategic Environment, Planning & Transport Committee:

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

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

I thank Mr Bowyer for his question.

Senior officers have met with City Fibre and Instalcom where they expressed the Council's deep concerns caused by the rapid deployment of fibre optic cabling through Reading. These concerns raised by me, my colleagues,

Council officers and the general public covered a range of issues including temporary traffic management setup, site safety and resident communication. I have also complained to Greg Mesch, City Fibre's Chief Executive Officer, and attach my letter of 20th October and his reply of 4th November.

City Fibre and Instalcom should now be very clear about the level of dissatisfaction with their operations to date and the reputational damage that this will be causing them.

They have been given a short opportunity to rectify matters, failing which we would seek to exclude Instalcom from conducting further works in Reading. Both City Fibre and Instalcom made a commitment at senior level to address all the concerns and reiterated their strong desire to work positively with the Council and its residents. They have also provided an improvement plan that includes additional staff training, increased supervisory site cover and an improved communication plan and we would expect to see a speedy improvement over the coming weeks.

They have a multiple-year delivery programme affecting Reading that we will seek to co-ordinate with our own extensive residential road resurfacing and pavement improvement programmes. Officers are in discussions with City Fibre and have requested their full Reading delivery programme to ensure that the necessary improved coordination can be achieved. To date this request has not been met.

Officers will continue to meet regularly with City Fibre and Instalcom and the Council's Highway Inspectors will continue to monitor their performance on our highway network and will raise defects and issues with them, as and when they occur. I would again urge colleagues and residents to report any further concerns.

City Fibre also confirmed that some of their current Reading workforce will be deployed to other areas of new fibreoptic rollout and that the current amount of work in Reading would reduce considerably as a result.

ENDS

Mr Greg Mesch
Chief Executive Officer
CityFibre Holdings Limited
15 Bedford Street
London
WC2E 9HE

Tel: 0118 959 5687
Email: tony.page@reading.gov.uk

Deputy Leader of the Council
Lead Councillor Strategic
Environment, Planning &
Transport

Your Ref:
My Ref: tp/ka
Date: 20 October 2021

Dear Mr Mesch

CONDUCT OF CITYFIBRE AND CONTRACTOR INSTALCOM IN THE READING BOROUGH AREA

I am writing in my capacity as Deputy Leader of Reading Borough Council and the Lead Member for Strategic Environment, Planning and Transport to register a very strong complaint with you about the failure of CityFibre and Instalcom, your Highway Contractors, to perform to required standards in the Reading area.

Last week a meeting took place between Senior Highways Management of Reading Borough Council and representatives of CityFibre and Instalcom to raise concerns about the poor work practices and consequential disruption being caused by the fibre roll-out programme. Specific details of breaches have been recorded and passed to CityFibre and Instalcom.

Notwithstanding a commitment by your representatives to address our concerns, and a strong wish expressed to work with us and to deliver safe and responsible working, performance continues to be erratic and most unsatisfactory.

We are advised by your company that there is a three-and-a-half-year delivery programme planned for Reading and, on current performance, this prospect fills myself and colleagues with absolute horror.

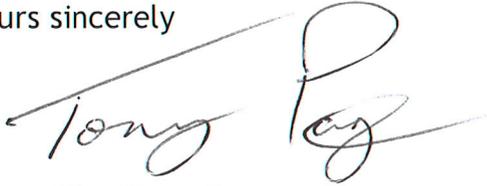
Based on the current unsatisfactory performance I am proposing to hold a special meeting of our Strategic Environment, Planning and Transport Committee to which you and Senior Management will be requested to attend to answer questions about the current performance of CityFibre in Reading.

Subject to the conclusions of this Committee we will reserve our position as to whether we request the formal removal of CityFibre and Instalcom from future work in Reading.

I hope you will treat this matter very seriously, as the concerns are genuine and widespread amongst local elected Members and the general public.

I look forward to hearing from you urgently.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tony Page'. The signature is fluid and cursive, with a large initial 'P'.

Councillor Tony Page
Deputy Leader of the Council
Lead Councillor Strategic Environment, Planning & Transport

Cllr Tony Page
115 Castle Hill
Reading
RG1 7SY

4 November 2021

Dear Cllr Page,

Thank you for your letter regarding your concerns about the work we are undertaking within the Reading area.

Firstly, I would like to apologise if at any time you feel the standard of our work or conduct of our build partners has fallen short. I take Health and Safety issues very seriously and as a company it is our top priority. As you know, our £58m investment in the city is a large and complex infrastructure programme. While some disruption is unfortunately inevitable, we are committed to maintaining high standards as well as working closely with you to minimise disruption and resolve issues as and when they occur.

I know we have had a good relationship with the local authority, with regular fortnightly meetings to review problems. As soon as we became aware of these recent concerns, our local team met with your teams to get a full understanding of the issues. The senior CityFibre team including the City Manager, Stacey King, and Regional Delivery Director, Roy Griffin, are taking your concerns very seriously and as a result we have an agreed package of immediate and practical measures.

From 18th October, we have therefore:

- **Reduced the amount of work taking place**
Until these issues are resolved we have taken the drastic step of reducing the amount of work carried out in the city. Instalcom have reduced the number of gangs down to 16 and improved the supervisor to gang ratio to ensure we can maintain tighter control on the quality of work. We do not take this step lightly as it naturally disrupts the wider build programme. In this instance, however, we believed it was a necessary step.
- **Increased audits to better monitor and address performance issues**
Instalcom have had their health & safety officer on site all week carrying out audits. These audits are reviewed by both CityFibre and Instalcom to highlight any additional areas that need to be addressed.
Our own CityFibre Safety, Health, Environment & Quality team has also increased the number of audits within the Reading build.
- **Increased and improved training**
Instalcom have conducted additional training for the on-site teams, in particular on the use of CAT & Jenny. We are also increasing the frequency of our 'toolbox talks' to keep emphasising the standards that are expected and to catch any developing issues early.
- **Improved data & communication**
We are jointly improving our communication with your Highways Team to share formal reporting of issues, as well as joint site visit with council inspectors. We believe this will help identify any underlying issues with our performance which can be put right, and more quickly resolve issues that do arise.

We are keeping these measures under constant review to ensure they have the desired outcomes and are working closely with your teams to monitor this and provide continual improvements where necessary.

I know that Stacey, Roy and the whole Reading team are working hard to ensure that our rollout in the borough is of the highest standard and would encourage you to speak directly to Stacey if you or your fellow councillors see any issues or have further concerns about our work. I know Stacey has been in touch with you and would welcome a meeting with you to discuss these issues directly.

I hope this letter goes some way to assuring you that we take these concerns very seriously and demonstrates our absolute commitment to providing Reading with a world-class digital infrastructure. Our £58m investment will make the borough an even better place to live and work and will help Reading to attract further inward investment.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Greg Mesch", is located below the "Yours sincerely" text.

Greg Mesch, CEO

READING BOROUGH COUNCIL

STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE: 16 NOVEMBER 2021

PUBLIC QUESTION NO. 2

John Booth to ask the Chair of Strategic Environment, Planning & Transport Committee:

Air Quality

NO₂ concentrations illegal and WHO Guidelines tightened: Local Transport Plan 'Next Steps' document presented to SEPT on 30th June included worrying news on Air Quality - Business as Usual modelling for a possible Clean Air Zone showed NO₂ concentrations in 2023 in least two locations around Caversham Road would exceed the national annual Air Quality Objective of 40 ug/m³ and another nine locations were above 36 ug/m³. What sort of vehicles were most responsible for the high levels of NO₂ in the modelling? What sort of Clean Air Zone conditions would enable Reading to comply with the national annual Air Quality Objective? In September the WHO Air Quality Guideline for NO₂ annual average concentration was reduced from 40 ug/m³ to 10 ug/m³. <https://www.who.int/news-room/feature-stories/detail/what-are-the-who-air-quality-guidelines> So Reading's NO₂ concentrations are likely to be four times the new WHO Air Quality Objective ... what is the Council's response to this? What are the likely health implications of these levels of pollutants?

REPLY by the Chair of the Strategic Environment, Planning & Transport Committee:

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

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

I thank Mr Booth for his question.

Our data shows that diesel vehicles produced over 90% of NO_x emissions.

Diesel cars were the single most significant contributor of local NO_x emissions at 43.2%, with petrol cars only producing 7.6%.

HGVs were also a significant contributor at 23.7% of all NO_x emissions, especially considering these vehicles make up only 9.5% of the vehicles at this location (IDR).

Diesel LGVs are another significant contributor, making up 20.7% of NO_x emissions.

Buses and Coaches only made up 2% of NOx emissions, which underlines the environmental benefits of using sustainable public transport options, such as Reading Buses.

The modelling that was conducted showed that, even if the Council were to implement a Clean Air Zone in Reading, the strictest category which impacts those drivers of EURO V and under diesel vehicles, and EURO IV and under petrol vehicles, there would only be an average reduction of 0.5µg/m³ NO₂ levels.

Although this would help us to get closer to compliance with the NO₂ objective, it would not be significant enough for compliance with objectives at all locations.

Whilst the Council would like to implement a CAZ, it is, at present, too expensive to consider without significant external funding. Other councils that are implementing CAZ's have been awarded central government funding to do so.

Reading BC has not been awarded funding and if we were to finance this ourselves through our own borrowing would have to find the estimated £12.5m of capital funding and £2m - £4.5m of revenue costs for what would be a very low 'return on investment'.

It should be noted that this modelling was carried out before the Covid-19 pandemic, during which air quality improved. Pollutant levels have not yet returned to their former levels, and it is yet to be seen if they will, or whether they will settle at a 'new normal' below the national objective levels.

As you will be aware, the publication of the draft Local Transport Plan (LTP) has been delayed to better enable us to consider the impacts of the pandemic and how we build back better.

The new WHO guidance levels are a sobering reminder that air pollution causes a health impact on us all, especially the vulnerable, at much lower levels than everyone used to think. It shows that we must continue to work to reduce air pollution levels beyond the current target values, to ensure that the burden on the cardio-respiratory health of the residents of Reading is minimised as much as possible.

The Council has an ambitious Local Cycling and Walking Improvement Plan, has just published its Bus Service Improvement Plan (which is agenda item 11 later this evening), and is finalising its Electric Vehicle Strategy. All these are important in supporting a shift to more sustainable transport and which, with the support of residents, visitors and businesses, will accelerate improvements in air quality.

ENDS

READING BOROUGH COUNCIL

STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE: 16 NOVEMBER 2021

PUBLIC QUESTION NO. 3

John Booth to ask the Chair of Strategic Environment, Planning & Transport Committee:

Cross River Traffic and Congestion

Anecdotally traffic congestion is now worse in Reading than before the pandemic - what are the figures ?

Local Transport Plan 'Next Steps' document presented to SEPT on 30th June said insufficient data was available to generate proposals for tolling of the two road bridges over the Thames to reduce through traffic. When will the Council re-assess this, and will the assessment include the impact of traffic levels on air quality and carbon dioxide emissions as well as congestion costs?

REPLY by the Chair of the Strategic Environment, Planning & Transport Committee:

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

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

I thank Mr Booth for his question.

Traffic congestion is a major issue for Reading which impacts our quality of life in a variety of ways. The additional carbon emissions generated as a result of congestion contribute to the Climate Emergency, alongside other emissions which worsen air quality. In addition, the impact of congestion on productivity will hinder the economic recovery and one of our key objectives, namely to reduce inequalities in the borough.

As set out in the report approved by this Committee in June 2021, regarding next steps for the new Local Transport Plan, the changes in travel behaviours resulting from the pandemic are still emerging and will not be known until well into next year. It is therefore too early to finalise our strategy at this point including any measures relating to traffic over the River Thames.

Nevertheless, we are continuing to monitor traffic levels on the road network and the trends to date do indicate that overall levels are broadly similar to those seen before the pandemic. However, traffic levels during

the morning and afternoon peaks appear to be slightly lower, and inter-peak traffic slightly higher, in comparison to pre-pandemic levels.

Specifically regarding possible options for reducing traffic congestion on the River Thames crossings, the Council continues to actively engage with neighbouring authorities through the Cross-Thames Travel Group to agree the next steps for this important area of work.

A key objective of this Group is to investigate measures that will reduce the air quality and carbon dioxide emissions resulting from traffic congestion on the river crossings.

I also recognise that some of Reading's arterial roads, and both our bridges, carry a large number of cars and lorries (perhaps as high as 20-25% of vehicles on the IDR) that are using the town as a short-cut between various parts of the national motorway network. These vehicles contribute only congestion and pollution and bring no economic benefit whatsoever to Reading. I remain determined to focus on what options we might bring forward to deter these journeys.

ENDS

READING BOROUGH COUNCIL

STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE: 16 NOVEMBER 2021

PUBLIC QUESTION NO. 4

John Booth to ask the Chair of Strategic Environment, Planning & Transport Committee:

WHO Guidelines for PM2.5 Concentrations Tightened

In September the WHO Air Quality Guideline for micro-particles PM2.5 annual average concentration was reduced from 10 ug/m³ to 5 ug/m³. <https://www.who.int/news-room/feature-stories/detail/what-are-the-who-air-quality-guidelines> .

The WHO document says “Exposure to PM_{2.5} can cause diseases both to our cardiovascular and respiratory system, provoking, for example stroke, lung cancer and chronic obstructive pulmonary disease (COPD).”

In 2018 RBC estimated (in a response to a question to November SEPT) that annual average PM2.5 concentration was 16.1 ug/m³ on Caversham Road.

So Reading’s PM2.5 concentrations are likely to be around three times the new WHO Air Quality Objective ... what is the Council’s response to this? What are the likely health implications of these levels of pollutants?

We would be interested to the assessment for excess deaths as a result of small particulates.

Does RBC plan to adopt laser diffraction apparatus to better estimate PM0.1, 1.0, 2.5 and PM10 - to identify and evaluate particulate hot spots which are currently not monitored ?

REPLY by the Chair of the Strategic Environment, Planning & Transport Committee:

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

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

I thank Mr Booth for his question.

The WHO guidelines are designed to offer guidance in reducing the health impacts of air pollution based on expert evaluation of current scientific evidence. Although it has been known for some time that PM2.5 is a non-threshold pollutant that can impact health at any concentration, the updated guidelines reflect the growing scientific evidence for the health benefits of reducing PM2.5 levels.

Where levels are higher than this guideline, which is most of the UK, there are likely to be cardiovascular and respiratory health impacts.

The information available on deaths due to PM2.5 pollution comes from the estimate given in the Public Health Outcomes Framework. This is given as the fraction of mortality attributable to PM2.5 pollution, which in Reading is 5.6%. This is comparable with Windsor & Maidenhead (5.6%), lower than Slough (6.3%), but higher than the average for the South East of England (5.1%)

Because PM2.5 is a transboundary pollutant, with approximately a third coming from Europe and around 15% from naturally occurring sources, there are limitations as to what Reading Borough Council can achieve when trying to reduce PM2.5. However, key local sources of PM2.5 that we are working to reduce are those from solid fuel burning and vehicle emissions, including tyre and brake wear as well as tail pipe emissions.

In relation to particulate monitors, the Council would very much like to introduce more of them, but they are expensive to purchase and maintain, so their introduction is very much dependent on finances. Our most recent bid for Air Quality Grant Funding includes the purchase of some air quality sensors which would monitor PM2.5.

ENDS

READING BOROUGH COUNCIL

REPORT BY DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	16 NOVEMBER 2021		
TITLE:	ANNUAL REPORTS BY (i) READING CLIMATE CHANGE PARTNERSHIP ON THE READING CLIMATE EMERGENCY STRATEGY (ii) RBC ON CORPORATE GREENHOUSE GAS EMISSIONS		
LEAD COUNCILLOR:	CLLR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	CLIMATE CHANGE & SUSTAINABILITY	WARDS:	BOROUGHWIDE
LEAD OFFICER:	PETER MOORE	TEL:	0118 937 4285
JOB TITLE:	HEAD OF CLIMATE STRATEGY	E-MAIL:	peter.moore@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report presents Annual Reports on two key initiatives within Reading's response to the climate emergency:

- An Annual Report on the Reading Climate Emergency Strategy 2020-25 for the year 2020/21 (Appendix 1). This report has been produced by the Reading Climate Change Partnership and reflects activity by a range of partners across Reading, not just the Council. The headline message from the report is that Reading Borough's carbon footprint fell by 49% between 2005 and 2019 (the latest year for which data is available). This represents the 5th largest reduction of 379 UK local authorities.
- An Annual Report on the Council's corporate Greenhouse Gas Emissions (for the year 2020/21) (Appendix 2). This report has been produced annually by the Council since 2008/09 to report on progress with implementation of the Council's Carbon Plan, and its publication meets our obligations to report transparently on the Council's corporate emissions. The headline message from the report is that the Council's carbon footprint was cut by 69.8% between 2008/09 and 2020/21, up from 63.5% in 2019/20. This represents a significant reduction, with the closure of offices and public-facing buildings during the pandemic being a significant factor in the reductions seen.

2. RECOMMENDED ACTION

2.1 That the Committee notes:

(i) the continued reduction in Reading Borough's carbon footprint, which has fallen by 49% since the baseline year of 2005.

(ii) the continued reduction in Reading Borough Council's carbon footprint, which has fallen by 69.8% since the baseline year of 2008/09.

(iii) the need for the Council and other partners to redouble efforts to meet the very challenging target of a net zero carbon Reading, and a net zero carbon Council, by 2030.

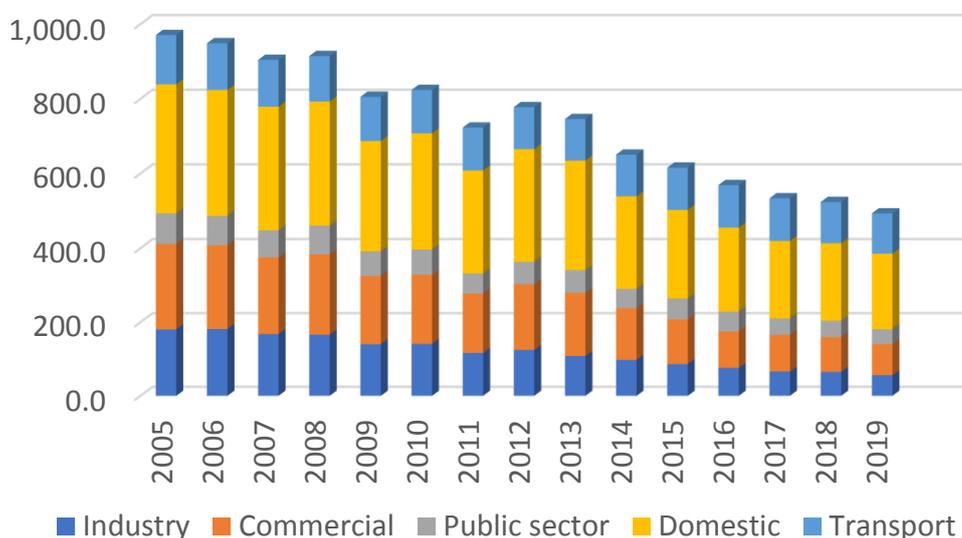
3. POLICY CONTEXT

- 3.1 In 2008, following the adoption of the UK Climate Change Act 2008, the Council launched its first climate change strategy, ‘*Stepping Forward for Climate Change*’. A key commitment within this was to reduce the Council’s carbon footprint by 50% by 2020. This target, and an action plan for its delivery, were later included in successive iterations of the Council’s corporate Carbon Plan, and the 50% reduction target was ultimately delivered three years early.
- 3.2 Government has more recently committed to a national target of ‘net zero carbon’ by 2050, having updated the Climate Change Act to aim for a 100% reduction in emissions compared to the 1990 baseline. In December 2020 the Climate Change Committee, established to advise the Government on how to meet its carbon reduction targets, published the sixth UK carbon budget report setting the country on a path to achieve a 68% reduction in emissions by 2030 (and 78% by 2035).
- 3.3 Prior to the adoption of the national ‘net zero by 2050’ target, Reading Borough Council had declared a climate emergency at its meeting in February 2019, committing to the more ambitious aim of a net zero carbon Reading by 2030. In November 2020, the Council subsequently endorsed the new Reading Climate Emergency Strategy 2020-25 (prepared by the Reading Climate Change Partnership) based on the ‘net zero by 2030’ ambition, and adopted a new Corporate Carbon Plan for the period 2020-25, including a more ambitious target to reduce the Council’s own emissions by 85% by 2025 *en route* to net zero by 2030.
- 3.4 This report now presents Annual Reports on both the Reading Climate Emergency Strategy (produced by the Reading Climate Change Partnership) and the Council’s own greenhouse gas emissions (produced by RBC), covering the first year since both were published in November 2020.

4. KEY CONCLUSIONS FROM THE ANNUAL REPORTS

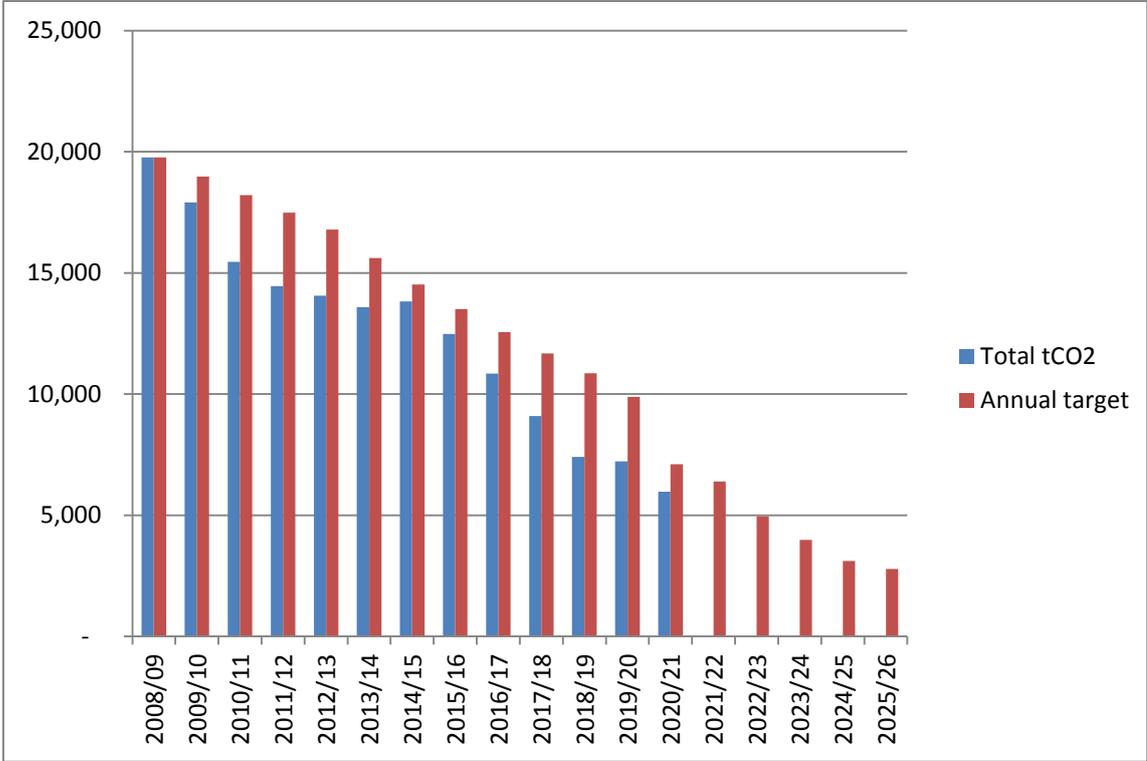
- 4.1 **Annual Report on the Reading Climate Emergency Strategy:** this report has been prepared by the Reading Climate Change Partnership, and is being presented to SEPT Committee to meet the Partnership’s commitment to open and transparent reporting on progress with strategy implementation, and to ensure that it is widely available to the public. As such, the report describes activity by a range of partners who have committed to action within the action plan, of which the Council is one.

Figure 1: Reading Borough carbon dioxide emissions (kiloTonnes CO₂) 2005-2019 (Source: National Statistics (BEIS))



- 4.2 The headline message from the Annual Report is that Reading Borough’s carbon footprint fell by 49% between 2005 and 2019 (the latest year for which data is available). This represents the 5th largest reduction of 379 UK local authorities. The overall emissions reduction trajectory for Reading since 2005 is shown in figure 1 above.
- 4.3 The report also reviews progress with the seven action plans included within the Strategy. This suggests that, of almost 150 actions included within the Strategy, approximately 30% are rated ‘green’ (complete or on target), 50% ‘amber’ (underway but not complete/not on target) and 20% ‘red’ (not started). In the context of the disruption arising from the pandemic, this is considered a notable achievement in the first year since Strategy publication.
- 4.4 **Annual Report on Reading Borough Council’s Greenhouse Gas Emissions:** this report has been produced annually by the Council since 2008/09 to record progress with implementation of the Council’s carbon reduction efforts, and its publication meets our obligations to report transparently on corporate emissions in line with greenhouse gas emissions reporting protocols for local authorities. The headline message from the report is that the Council’s carbon footprint has been cut by 69.8% between 2008/09 and 2020/21, an increase from 63.5% in 2019/20. The reduction in emissions of 17.3% between 2019/20 and 2020 represents a significant reduction in a single year, with the closure of offices and public-facing facilities during the pandemic being a significant factor in the reduction seen. The overall emissions reduction trajectory for Reading Borough Council since 2008/09 is shown in figure 2 below. It is worth noting that the Council’s corporate emissions now represent less than 1.5% of the total emissions for Reading Borough as a whole.

Figure 2: Reading Borough Council greenhouse gas emissions (tonnes CO₂) 2008/09-2020/21 (Source: RBC)



- 4.5 **Progress in relation to ‘net zero by 2030’ targets:** while the emissions reductions recorded in both annual reports are very welcome, they must be considered in relation to the very ambitious aim set in Reading’s climate emergency declaration to achieve a net zero Reading by 2030. While the 2% reduction in Reading’s carbon footprint between 2018 and 2019 is encouraging, in broad terms the rate of emissions reduction would need to approximately double in each remaining year of the decade to be on track to

meet the 2030 target. Similarly, while the steep reduction in the Council's carbon emissions puts the Council 'ahead of the curve' in terms of the organisational trajectory to net zero by 2030, there is a risk of emissions 'bouncing back' in 2021/22 as pandemic restrictions on services such as leisure centres, theatres and libraries have lifted, which may be reflected in next year's annual greenhouse gas emissions report. While encouraging, therefore, neither the emissions reduction figure for the Borough or the Council should be a cause for complacency, and continued, sustained effort will be required to increase the rate of emissions reduction between now and 2030.

4.6 Key factors driving the reduction in the Council's carbon footprint: some of the initiatives which have contributed to the reduction in the Council's emissions include:

- Since 2008 the Council has implemented a government-backed scheme called SALIX, which provides a revolving fund to invest-to-save in low carbon technologies. By the end of 2020/21 the Council had invested nearly £1.8m via this route in over 100 projects in corporate buildings and schools.
- The Council has been in the process of electrifying its vehicle fleet and in September took delivery of its first all electric refuse collection vehicle, with a second tranche to be ordered later this year for arrival early in 2022. Under a new fleet replacement plan agreed by the Council in September, over 200 Council fleet vehicles will be replaced with EVs by 2028.
- A programme of street lighting upgrades to LED technology started in 2016 and was completed in 2019 delivering significant reductions in electricity consumption.
- 2020/21 was the sixth full year of operation of the refurbished Civic Offices building, which is equipped to high energy efficiency standards and which hosts extensive solar PV roof arrays. The Council continues to dispose of older and less efficient buildings where it makes sense to concentrate activity in a more modern, greener Civic Centre, and is exploring the potential to replace gas boilers with heat pumps to make it greener still.
- A major building retrofit of the Town Hall was completed in 2019/20 with further heating upgrades following on from energy efficiency works.
- In 2017/18 Electric Vehicle Fast Charge facilities were installed outside the Civic Offices. These were installed alongside a bank of chargers in the basement car park for RBC fleet vehicles.
- In 2019/20 six additional EV charging points were installed at the Bennet Road depot to be used by RBC fleet vehicles, and major EV charging infrastructure is now being planned at the depot, along with solar canopies and battery storage, to power the Council's growing fleet of EVs. Heat pumps have already been installed at Bennet Road to replace gas heating as part of a recent refurbishment programme.
- The Council purchases a 'green' electricity tariff, backed up by supplier traceable Renewable Energy Guarantee of Origin certificates or REGOs which give a higher level of assurance than the standard tariff.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Council's efforts to reduce greenhouse gas emissions support the following Corporate Plan priorities:

- **Healthy environment:** the Annual Reports on the Reading Climate Emergency Strategy and the Council's Greenhouse Gas Emissions record progress on tackling climate change and working towards our goal of a net zero carbon town and Council by 2030.
- **Inclusive economy:** the Council's Carbon Plan includes investment in energy efficiency and renewable energy which stimulates the low carbon economy and provides employment in this sector.

- 5.4 The corporate Carbon Plan also contributes to the TEAM Reading value on **Efficiency** - by minimising the risks and costs associated with energy use and by improving the efficiency of Council operations.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a climate emergency at its meeting in February 2019 (minute 48 refers). This commits to the ambitious goal of a net zero carbon Reading by 2030. The Reading Climate Emergency Strategy 2020-25 and the Council's Carbon Plan for 2020-25 align with this goal, setting more ambitious targets for reducing emissions compared to the Council's previous plans. The Annual Reports which are the subject of this report are an important mechanism for tracking progress towards these targets but do not have any material environmental or climate implications in and of themselves.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Section 138 of the Local Government and Public Involvement in Health Act 2007 places a duty on local authorities to involve local representatives when carrying out "any of its functions" by providing information, consulting or "involving in another way". While there is no requirement to consult on the Annual Reports which are the subject of this report, they will be made public via the Reading Climate Action Network website and the Council's website. In addition, the Reading Climate Emergency Strategy was the subject of extensive public consultation and engagement prior to publication in November 2020.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 An Equality Impact Assessment (EIA) is not required for this report.

9. LEGAL IMPLICATIONS

- 9.1 There are no legal implications arising from this report. Completion of the Annual Reports included in this report is not mandatory but is important for transparency in demonstrating progress towards key policy objectives.

10. FINANCIAL IMPLICATIONS

- 10.1 There are no financial implications arising from this report although appendix 2 quantifies the cumulative and annual costs avoided as a result of efforts to reduce energy use and thus carbon emissions within the Council's estate and operations, under the auspices of the corporate Carbon Plan. This suggests that the cumulative costs avoided by the Council from reduced energy consumption since 2008/09 are c.£15m (excluding standing charges and other contract charges) compared to if no action had been taken. In 2019/20 alone these avoided costs were estimated at £2.1m.

11. BACKGROUND PAPERS

- 11.1 *Reading Climate Emergency Strategy 2020-25* (Reading Climate Change Partnership)

Carbon Plan 2020-25 (Reading Borough Council)

Environmental Reporting Guidelines: Including mandatory greenhouse gas emissions reporting, June 2013 (Department for Environment, Food and Rural Affairs)

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The Reading Climate Emergency Strategy 2020-25 Annual Report 2020/21

November 2021



Reading Climate Emergency Strategy 2020-25

1st Annual Progress Report (2020/21)

Produced by Reading Climate Change Partnership/Reading Climate Action Network (November 2021)

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FOREWORD

The Reading Climate Emergency Strategy was published in November 2020 in the midst of the global pandemic. The ramifications of the pandemic continue – and despite being pushed temporarily from the headlines by the public health crisis, the impacts of climate change continue. Indeed, they are becoming ever more apparent, with multiple climate-related disasters being reported from around the globe, with the attendant risks to life, livelihoods and property underlining the need for urgent and sustained action at international, national and local levels.

In the year that the UK hosts the COP26 talks in Glasgow, presided over by one of Reading's MPs, the Rt Hon Alok Sharma MP, it is particularly important that the UK and Reading are seen to be leading the way on climate action, and setting an example for others to follow. Honest and transparent reporting are an important part of climate leadership and this report, summarising progress on the first anniversary of the new Reading Climate Emergency Strategy, is presented in that context.

In producing this first annual progress report we have sought to answer two key questions relating to *activity* and *impact*: firstly, have we done what we said we would do? Secondly, is it having the desired effect? The answer to both questions – a qualified 'yes' – will come as no surprise, but there is sufficient evidence of progress to build confidence that we can rise to the challenges which lie ahead. At the same time, we are under no illusions about the need for the pace of progress to accelerate if we are to meet our ambitions for a 'net zero, resilient Reading by 2030'. In short, in a climate emergency, complacency is not an option and much more needs to be done.

We are extremely grateful to the colleagues, partners, organisations and individuals who have taken action on climate change to help us work towards this ambition. We have been unable to capture every action taken in this report but felt it important to record our thanks as every action taken, no matter how small, can make a difference.

Tracey Rawling-Church and Tim Dixon

Co-Chairs, Reading Climate Change Partnership

November 2021

1. INTRODUCTION

The Reading Climate Emergency Strategy 2020-25 was published in November 2020 and included a commitment to review progress annually. This progress report represents the first annual report on the new Strategy. In producing this progress report we have sought to answer two key questions relating to activity and impact: are we delivering the actions included within the strategy? And are we making progress with reducing emissions and making progress towards the goal of a net zero, resilient Reading by 2030? Accordingly, the report combines:

- An assessment of progress against the headline targets in the strategy (section 2)
- An overview of progress with the action plans on which the strategy is based (section 3)
- A detailed account of progress with the action plans on which the strategy is based (Annex 1)

While the report has been produced by the Reading Climate Change Partnership and reflects progress with action to which a wide range of partner organisations have contributed, in the interests of transparency the report is being submitted to the November 2021 meeting of Reading Borough Council's Strategic Environment Planning and Transport Committee.

2. PROGRESS REPORT ON READING BOROUGH EMISSIONS

2.1 Measuring Reading's emissions

The Reading Climate Emergency Strategy reinforced the goal of a 'net zero Reading by 2030' which was first set out in the Climate Emergency Declaration passed by the Council in February 2019 on behalf of the wider community.

Carbon dioxide emissions statistics for UK local authority areas are compiled by the Department for Business, Energy and Industrial Strategy (BEIS) and published annually as 'The UK local authority and regional carbon dioxide emissions national statistics'. This dataset represents the most reliable and consistent breakdown of CO₂ emissions across the country, using nationally available data sets going back to 2005.

The BEIS statistics include a data subset for 'Carbon dioxide emissions within the scope of influence of local authorities'¹. This excludes sources of emissions which cannot realistically be influenced by local action such as those arising from motorway traffic, large industrial installations (excluding power stations) within the EU Emissions Trading System, diesel railways and land use change.

We use this dataset to track progress towards net zero by 2030 target as, while it does not substantially change the headline figure for emissions reduction in Reading compared to the main BEIS dataset, it does reflect the sources of emissions from Reading over which local partner organisations and residents have most control and influence.

While these statistics undoubtedly represent the most comprehensive and robust assessment of emissions by local authority area, it is important to recognise their limitations. Chief among these is

¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/996056/2005-19-local-authority-co2-emissions-statistical-release.pdf

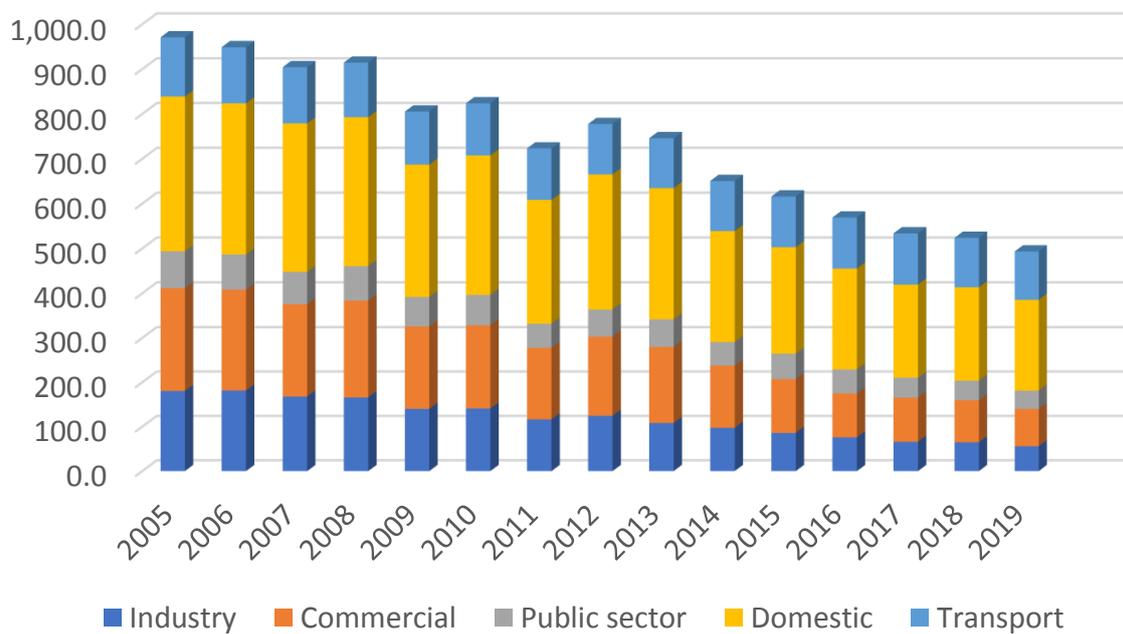
the fact that they measure ‘territorial’ or ‘production’ emissions (goods, products and services made or provided in Reading), but do not take account of emissions arising from consumption (things used or eaten in Reading but produced outside Reading).

This latter calculation would add a significant proportion to Reading’s ‘real-world’ carbon footprint due to our reliance on imported food and other products. This is not to say that our Strategy ignores the issue of emissions arising from consumption – on the contrary, measures to tackle such emissions feature prominently in the Action Plans on which the Strategy is based – but it does mean that the impact of these actions will not necessarily be reflected in the headline measure of the Borough’s carbon footprint used to measure progress towards net zero.

2.2 Progress toward net zero by 2030

The headline measure of Reading’s progress towards net zero is the reduction in Reading’s emissions since 2005 based on the national emissions dataset which records ‘emissions within the scope of influence of local authorities’ which have been compiled since that date. The 2019 statistics (the latest year for which data is available) were published in July 2021 and suggest that the Borough’s carbon footprint fell from 974 kt to 493 kt (a reduction of 49.4%) between 2005 and 2019. Figure 1 summarises the reduction in Reading Borough’s emissions over that period, broken down by key sectors.

Figure 1: reduction in carbon dioxide emissions within the scope of influence of local authorities from Reading Borough 2005-19



This reduction was the 5th highest reduction of 379 UK local authority areas, suggesting that Reading is leading the way in national efforts to reduce emissions by this measure. It is important to note that as these statistics relate to 2019, they were calculated before any of the pandemic related restrictions on travel and consumption which began in March 2020, and we would expect to be able to interpret more about the impact of those measures from next year’s data, due in July 2022, which will cover the calendar year 2020.

While not all of the 49% (rounded) reduction since 2005 can be attributed to local action – a significant portion of it arises from national policies to decarbonise the energy going into the

national grid such as offshore wind – the way in which Reading’s economy has developed, with a focus on high-tech sectors with relatively greater reliance on electricity, and relatively less reliance on gas and other fossil fuels, has enabled the Borough to benefit from the lower carbon energy now coming through the grid. Additionally, of course the benefits of lower carbon grid energy are experienced by every local authority area, and the fact that Reading has seen the 5th largest reduction out of 379 UK local authority areas still provides meaningful evidence that Reading is heading in the right direction, and doing so faster than most.

However, it remains equally clear that there is much more to do – the current rate of emissions reduction would need to approximately double to bring the net zero by 2030 target within reach. Some of this should happen without local action if national policy to decarbonise the grid continue to be implemented successfully, but the remainder will undoubtedly be influenced by and dependent on local action by all key stakeholders.

The Strategy document made clear that progress towards the aspiration of a ‘net zero Reading by 2030’ was unlikely to take the form of a straight-line reduction in emissions, and it was always likely that the pace of emissions reduction would need to accelerate as the decade progressed. The data appear to confirm that the challenge will indeed increase as the decade advances – but they also show that we are making good progress which should build confidence in our ability to tackle the huge challenge which the achievement of ‘net zero’ represents.

2.3 Progress on improving resilience to climate impacts

The vision for the Reading Climate Emergency Strategy has two key elements – first, reducing emissions to net zero by 2030, and, second, making Reading more resilient to the impacts of a changing climate. Whilst we have metrics for the former as summarised above, there is no simple means of measuring the latter. However, the Action Plans within the Strategy include a number of actions designed to adapt to climate impacts, and progress with these is summarised in section 3 and Annex 1.

Overall, while there are well-established mechanisms for adaptation planning in some areas like flood risk management and heatwave planning, it is fair to say that adaptation planning in Reading (like many other areas) is at a developmental stage, and that, while we have a good understanding of the potential impacts, further work is needed to raise awareness of these and the steps which public services, businesses, organisations and individuals need to take to improve their resilience to the impacts of a changing climate.

2.4 Examples of progress

It is important to celebrate progress on the journey to net zero and there have been some significant developments and achievements over the last 12 months which will contribute towards Reading Climate Emergency Strategy objectives. Some of these have arisen through local action, some have arisen directly or indirectly from the pandemic, and some have been taken forward despite the constraints of the pandemic. The examples below demonstrate progress across the span of activity covered by the action plans within the Strategy:

- Energy: the Reading Hydro scheme was completed in August 2021, generating renewable electricity by harnessing the power of the Thames at Caversham Weir via two Archimedes screw

turbines. The project, delivery of which was funded by £1.2m raised from public share issues, was driven forward by the volunteer-led Reading Hydro Community Benefit Society. The scheme will provide an estimated 320 megawatt hours of electricity per annum, and will save an estimated 5,600 tonnes of CO₂ over the 40 year design life of the project. The project became operational in September 2021, and the income from selling electricity will be used to operate and maintain the scheme, pay a modest return to shareholders and gradually



Figure 1: the new Reading Hydro turbines

repay their investment. After this, any surplus will be paid to a community benefit fund, to support local sustainability projects. At a broader scale, Reading has also secured over £5 million in Public Sector Decarbonisation Scheme funding to date (£3.4 by the University of Reading, and £1.7m by Reading Borough Council) to reduce emissions from public buildings.

- Low carbon housing: Reading Borough Council continued with its long-standing programme of energy efficiency investment in its housing stock, which makes up around 10% of all housing in the Borough. As a result, the Council's housing has an average Standard Assessment Procedure (SAP) energy efficiency rating of 74 - better than the national averages of 65 for all housing, and 69 for social housing. This equates to EPC band 'C' compared to the national average of band 'D'. In 2021 the Council installed 40 air source heat pumps providing low carbon heating to residents living in Granville Road, driving investment in the low carbon supply chain. New Council housing is being built using passivhaus principles, exemplified by the Wensley Road development in Coley which achieves space heating consumption of less than 15 kWh/m², space heating and hot water via air source heat pumps (ASHPs) and solar PV panels.
- Transport: while the early lockdowns arising from the pandemic artificially suppressed both private traffic volumes and public transport use, many people turned to cycling and walking to



Figure 2: Reading is second only to Brighton & Hove for bus passenger journeys per head

get around. Mode share data suggests cycling accounted for 4.3% of all journeys in 2019 and that this increased to 6.7% in 2020. Ridership on public transport was inevitably suppressed during the lockdowns as people were discouraged from using public transport – bus use fell from 26.6% of all journeys in 2019 to 21% in 2020 and rail use from 19.3% to 12.3% over the same period. That said, pre-pandemic, Reading's high quality bus services consistently enabled it to buck national trends in declining bus use. And according to Government statistics on bus use ending March 2020 (the latest full year for which data is available), Reading was second only to Brighton & Hove in terms of bus passenger journeys per head of population for each local authority area in England (137 journeys per

head)². As of September 2021, bus ridership had recovered to 66% of the 2019 level for the same period – though this was still significantly below pre-pandemic levels.

- Nature: Reading Borough Council adopted a new Trees Strategy in March 2021, committing to the planting of 3,000 new trees by 2030 and an increase in canopy cover across the Borough to 25% (from the current average of 18%). Not only will this significant expansion in tree planting absorb carbon, but it will also help the town adapt to the impacts of a warming climate by countering the urban 'heat island' effect, improving the resilience of urban wildlife, and helping reduce the risk of localised flooding. With the support of local community groups, the Council also extended its successful trials to 're-wild' some highway verges and other areas of greenspace, reducing the mowing regime and cutting at the optimal times to benefit grassland biodiversity.



Figure 3: Landsdowne Road wildflowers following 're-wilding' trials

- Water: action to address flood risk was taken forward with completion of the first cycle of the Flood Risk Management Plan (2015-21). Under this process, Reading Borough Council, which has responsibility for surface water flooding, identified 6 flood risk 'hotspots', 5 of which have now been the subject of works to mitigate flood risk, with funding recently secured for the 6th (Stone Street). At the same time, the Environment Agency, which has responsibility for fluvial (river) flooding, has progressed proposals to address the main flood risk facing Reading from the Thames. Thames Water also stepped up efforts to promote the efficient use of water which will be necessary to mitigate pressure on water resources as climate impacts are felt and growth in the town increases the underlying demand for water.

- Waste: the introduction of food waste collection by Reading Borough Council, and enthusiastic uptake of the scheme by residents, drove an increase in Reading's recycling rate from 32% in April 2020 to 52% in April 2021. This represents a significant reduction in waste going to landfill and a corresponding reduction in emissions of methane, one of the most potent greenhouse gases. The food waste collected is transported to an anaerobic digester where it generates electricity to feed into the national grid, contributing to



Figure 4: Reading Borough Council's first EV refuse truck arrived in September 2021 – powered by electricity generated from food waste

² [Annual bus statistics: England 2019/20 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

the development of the ‘circular economy’ in the region and helping to power the Council’s growing fleet of EVs, including Reading’s first all electric refuse truck which hit the streets in September 2021.

- **Health & wellbeing:** one of the unintended consequences of the pandemic and associated restrictions was to encourage people to visit their local greenspaces and Reading was no exception and there were significant increases in parks visitation compared to the pre-pandemic level. This has enabled more people to connect with nature and the outdoors, with benefits for their physical and mental health.
- **Communications and engagement:** the new Reading Climate Action Network website was launched in November 2020 alongside the inaugural Reading Climate Festival, a week-long series of events held in November 2020 to engage residents in the climate debate. This was a great success, with 43 events organised by 23 different organisations, and attended by an estimated 1,550 participants. At the same time the University of Reading held its Green Festival to engage students and staff in climate action. The Reading Climate Festival was held again in 2021, with the dates brought forward to September to coincide with Great Big Green Week. This year’s festival was similarly successful with a mix of 32 virtual and physical events attracting an estimated 550 participants. Events have been recorded and are available for anyone to watch on a ‘catch-up’ basis so they continue to reach beyond the immediate attendance at the live events. The University also held its Climate Education Summit on 15 September 2021, a virtual event to better promote climate education in schools and colleges.

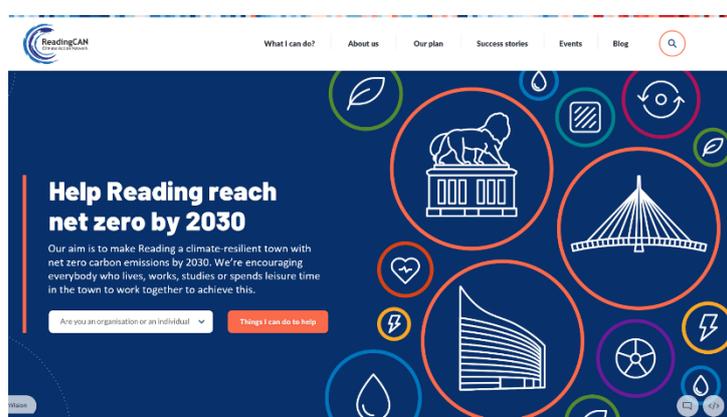


Figure 5: the new Reading Climate Action Network website launched November 2020

While these examples of progress are to be welcomed, there is certainly no room for complacency: we know that the rate of emissions reduction needs to increase considerably to meet net zero by 2030 aspirations, and, as is being seen globally, if left unchecked, it is clear that emissions are capable of ‘bouncing back’ to pre-pandemic levels as the temporary impact of restrictions and behaviour changes over the last 18 months lessens.

3. PROGRESS WITH ACTION PLAN DELIVERY

3.1 Overview

In terms of the action plans around which the Strategy is based, we have reviewed each Action Plan in preparation for this Annual Report and ‘RAG’-rated the status of each action based on the following definitions:

- RED – not yet started/no longer relevant

- AMBER – started but not in line with target dates/outcomes
- GREEN – complete/underway and on target

Looking across almost 150 actions within the Action Plans, approximately 30% have been rated 'Green', 50% 'Amber' and 20% 'Red'. Care should be taken with this analysis as some actions will inevitably be more significant than others in terms of the contribution they make to Strategy objectives. What this analysis illustrates, however, is that:

- (i) significant progress has been made in the first year of strategy delivery, despite the inevitable disruption to many planned actions caused by the pandemic;
- (ii) many partner organisations, particularly but not exclusively those dependent on voluntary effort, lack the capacity to deliver climate action that they would like or that will be necessary to increase the pace and impact of delivery. This is a shared challenge for many partners and areas, and not unique to Reading.

Annex 1 contains a detailed description of progress with the action plans on which the strategy is based.

4. SUMMARY & CONCLUSIONS

It is clear from this Annual Report that much has been achieved – the reduction in Reading's emissions between 2005 and 2019 (the latest year for which data is available) of 49% is the 5th highest reduction of any 379 local authority areas according to the UK Government dataset which records 'carbon dioxide emissions within the scope of influence of the local authority'.

However, it remains equally clear that there is much more to do – the current rate of emissions reduction needs to approximately double to bring the net zero by 2030 target within reach. Moreover, we know that the official statistics on which our targets are based, which measure 'territorial' or 'production' emissions do not take account of emissions arising from consumption. This latter calculation adds a significant proportion to Reading's carbon footprint' due to our reliance on imported food and other products.

As we said in the Strategy document, we did not envisage progress towards the aspiration of a 'net zero Reading by 2030' to take the form of a straight-line reduction in emissions, and it was always likely that the pace of emissions reduction would need to accelerate as the decade progressed. The data appear to confirm that the challenge will increase as the decade advances – but also show that we are making good progress which should build confidence in our ability to tackle the huge challenge which the achievement of 'net zero' represents.

Climate-related weather events around the globe illustrate the equally pressing need to adapt to future climate impacts – the UK is relatively less exposed and relatively more resilient to these compared to other parts of the world, but the risks will inevitably increase over time in terms of both likelihood and impact. It will therefore be incumbent on all partners to develop their adaptation strategies alongside plans to reduce their emissions in the coming months and years.

ANNEX 1: CLIMATE EMERGENCY STRATEGY ACTION PLAN UPDATES

THEME: Energy and Low Carbon Development

SUMMARY OF PROGRESS WITH ACTION PLAN IMPLEMENTATION

A number of areas have advanced to help establish a foundation for a zero carbon Reading but major challenges remain. Some major development sites have come forward under the zero carbon homes policy and/or BREEAM excellent standard. The Council has built its own new build housing following passivhaus principles and utilising renewable energy and heat pumps. Progress has been slow on developing the next phase of feasibility for a town centre district energy network but a consultant has now been commissioned to develop this. In the meantime, developments are coming forwards with district heating (mainly using air source heat pumps). Renewable energy projects are moving forwards although though not yet at scale. The Reading Hydro scheme was recently commissioned after seven years of planning and development and now feeds electricity to the Reading Lido. Further solar panel projects are being planned and taken forward by the Council, University of Reading and Reading Community Energy Society.

EXTERNAL POLICY CHANGES RELEVANT TO THE THEME

A number of new funding streams and policies have been launched, including the Green Homes Grant (with the public largest part of the scheme being withdrawn in 2020, although a new scheme will be in place from April 2022 to support replacement of gas boilers with heat pumps), the road to Zero target being brought forward to 2030 and the launch of the Clean Heat Grant and Heat Networks Delivery Fund. Additionally, the last year has seen consultation on the Building Regulations and we await the introduction of the newer Regulations, known as the Future Homes Standard. The headline targets are lower than the current Reading planning policy but there are a number of key changes including the carbon intensity of heat and the introduction of the SAP10 assessment process as well as new 'fabric efficiency targets'.

OTHER EXTERNAL CHANGES RELEVANT TO THE THEME

The district network operator (the local electricity grid) is SSEN which is in the process of developing its 2024-28 plan for southern England (known as RIIO ED2). Reading Borough Council is in discussion with SSEN to help ensure that the network is gearing up for ambitious decarbonisation plans for heating and transport to ensure that the increase in electricity demand which is anticipated can be accommodated. Covid has inevitably had some impact on action plan delivery with impacts on staff in a range of partners organisations and disruption to projects and programmes. Energy consumption patterns have, however, changed as a result of the pandemic with many commuters now working from home. Reductions in emissions from large office buildings will likely be offset by a corresponding increase in domestic emissions, but there should be reductions in transport emissions resulting in a net reduction overall. Some studies are being conducted to assess the new business configuration and its impact going forwards.

Energy and Low Carbon Development Action Plan: *our aim is that by 2025 Reading is taking urgent action to decarbonise its energy networks, increase energy efficiency and create renewable energy capacity. It has concrete plans to achieve sufficient demand reduction to enable its annual energy needs to be 100% covered by its renewable generation, taking account of the increased load from transport and heat becoming electrically powered.*

NB Some of the actions included in the action plans below, and the scale and pace at which they can be progressed, will be subject to the prevailing national policy context and/or the provision of additional powers and resources by central government, as made clear in Reading’s climate emergency declaration (see section 3.2 above).

Sub category: Low Carbon Development

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	RAG Status	Commentary (100 word max)
E1: an Energy Master Plan for Reading	<ul style="list-style-type: none"> Develop an Energy Master Plan for Reading 	<ul style="list-style-type: none"> i) Develop stakeholder group ii) Establish evidence base and technology pathway iii) Develop cross sector implementation plan 	<ul style="list-style-type: none"> i) Q4 2020 ii) Q2 2021 iii) Q2 2021 	Scottish and Southern Energy (District Network Operator) SGN (Southern Gas Networks) Ovo Energy Octopus Energy Local renewable energy suppliers. Spirit Solar Reading Energy Strategy forum	AMBER	RBC has worked with SSEN on providing evidence base to help inform the RIIO ED2 plan to 2028. Further development required.
E2: Energy Efficiency in New development	<p>Introduce high standards of energy efficiency for new development</p> <ul style="list-style-type: none"> Large commercial to BREEAM ‘excellent’ standard with best methods employed Larger housing developments built to zero carbon standards Ensure standards post construction with best methods employed Build new council housing to the highest standards Net zero carbon and exceeding 50% reduction on building regulations Consider the embodied energy in building materials in publicly commissioned projects 	<ul style="list-style-type: none"> iv) % achieving standard v) Schemes supported though offset 	Ongoing AMBER	Reading BC	GREEN	Large commercial builds meeting BREEAM excellent at planning stage. Zero Carbon homes being applied to large development. Discussions about fund contributions underway.

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	RAG Status	Commentary (100 word max)
E3: Energy Reduction through Retrofit Programme	<p>Establish a housing retrofit programme in Reading which is compelling for property owners:</p> <ul style="list-style-type: none"> • Apply for funding • Compile high quality information on stock and energy efficiency levels of local housing • Identify partners • Zero carbon offset • Investigate green/community bonds and other finance innovation • Commercial retrofit scheme 	<p>Apply MHCLG Local Authority Delivery funding Sept to Dec 20</p> <ul style="list-style-type: none"> • Stock condition survey Oct 20 • Supply chain development work TBC • Collect Section 106 funds for zero carbon development • Work with LEP and Reading UK to establish companies to pilot – scheme TBC 	2020/21	Reading BC and developers and/or retrofit companies	AMBER	Green Homes Grant funding secured but some challenges encountered with meeting eligibility criteria in first phase. Funding applied for for future phases.
E4: Retrofit Design	<p>Establish standards for climate-conscious retrofit (not exhaustive):</p> <ul style="list-style-type: none"> • Develop standards for different property types <ul style="list-style-type: none"> - Heritage sympathetic schemes - Consider damp and ventilation - Design for climate risks - Heat recovery ventilation - Underfloor heating - Consider embodied energy in construction - Introduce water saving especially hot water • Develop public communication and resources for retrofit. <p><u>Links:</u> Water, Business</p>	Identify pilot projects which target specific solutions for different building types locally	2020 to 2022	Reading BC, English Heritage SECBE, University or Reading	GREEN	Whole house retrofit carried out on council homes with MVHR. Embodied energy in construction has been considered for some transport schemes. Design for climate risks through SPD.
E5: Behaviours that save energy in homes and businesses and schools	<ul style="list-style-type: none"> • Develop approaches to reduce energy consumption in homes, businesses and schools • Create information resources • Develop targeted behaviour-change campaign <p><u>Links:</u> Community, Business, schools</p>	<p>Publish resources</p> <p>Targeted campaign</p>	<p>2020/21</p> <p>2021/2022</p>	National/local agencies and organisations materials and resources Reading BC, RCCP Brighter Futures	GREEN	Various resources on website. Some new technologies being installed in housing and monitored.
E6: Best in class buildings	<ul style="list-style-type: none"> • Develop high standard projects in different sectors, to reduce emissions <p><u>Link:</u> Business</p>	Publish reports on buildings	Q2 2021	Housing providers	AMBER	Local Authority new build housing is built to high standard.

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	RAG Status	Commentary (100 word max)
E7: Reducing fuel poverty	<ul style="list-style-type: none"> Continue to provide Winter Watch service Support new schemes targeting retrofitting for those most in need Build referral mechanisms for those suffering from poor health and/or fuel poverty. <u>Links:</u> Community, Health 	<p>Reading Housing Strategy</p> <p>Design new approaches</p> <p>Establish cross-referral programme</p>	<p>2020/21</p> <p>2020/22</p> <p>Ongoing</p>	Reading BC, other agencies (Health Citizen advice etc)	GREEN	Winter watch continuing but now linked to green homes grant.
E8: Leadership and Influence	<ul style="list-style-type: none"> Consider legal options for establishing standards that go higher than regulations Buy sustainable LCGES (Low Carbon Goods and Environmental Services) from local suppliers to build supply chains where rules allow. Use social value KPIs Develop in-house skills for retrofit of Council housing 	<p>Consider trials nationally</p> <p>Project to work with public and private sector to build local supply chain</p>	<p>Q3 2020</p> <p>2021 – 2023</p>	Reading BC Reading UK TVB – (Berkshire) LEP	GREEN	Local Authorities able to apply their own standards under Future Home Standard. RBC standards are higher than new building regulations so will continue to apply.
E9: Reading Borough Council Carbon Plan 2020 to 2025	Reading Borough Council to set out plan to achieve emissions reductions and renewable energy generation targets.	Published plan to 2025 and meet its milestones	Q4 2020	Reading BC	GREEN	Plan published and on track
E10: Publish new housing strategy to incorporate energy retrofit	New strategy to include C-rating and where possible B rating for all Council and rental accommodation in borough by 2030 <u>Link:</u> Business	<p>i) New housing strategy</p> <p>ii) Implementation</p>	<p>2020/21</p> <p>2021 onwards</p>	Reading BC	AMBER	New retrofit strategy being developed. Awaiting review of EPC system.

Sub category: Renewable Energy - Heat

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
E11: Renewable Heat – Ground Source	<p>Work with developers to maximise district energy solutions in line with Local Plan policies on decentralised energy:</p> <ul style="list-style-type: none"> Establish District Heating Investigate the potential of rivers, ground and aquifers in Reading for renewable heat Implement heat pump schemes Develop skills of local installers 	<p>Complete studies</p> <p>Implement scheme</p>	<p>Q2 2020</p> <p>Q2 2022 (dependant on developers)</p>	Reading BC /BEIS University	AMBER	Work behind schedule but study now commissioned and feasibility for key Reading sites underway. Developments are coming forward

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
						with district energy schemes incorporated/ready.
E12: Renewable Heat Air Source	Consider different types of heat pumps and develop skills of local installers <u>Link</u> : Business	Report on Air Source Heat Pumps Identify installers Conduct trials	Q3 2020 Q3 2020 Q2 2021	Reading BC	AMBER	1 tower block and 1 commercial building have had heat pumps installed. New Heat Decarbonisation Heat plan being developed for Council and Schools.
E13: Renewable Heat Anaerobic Digestion	<ul style="list-style-type: none"> Anaerobic digestion for food waste streams Consider biogas generation for buses and inject to grid <u>Links</u> : Resources, Transport	Report informing waste strategy	Q2 2021	University of Reading	GREEN	Council food waste taken to Oxon AD facility. Buses use natural gas, but biogas being injected from AD in certified scheme.
E14: Hydrogen	Investigate renewably sourced hydrogen fuel cell technology in particular for use in Heavy Commercial Vehicles (HCVs) <u>Links</u> : Business, Transport Investigate hydrogen injection to gas network	Identify schemes/trials Discussions with SGN	DATE TBC	Reading BC Reading UK Reading Transport SGN	RED	No Progress

Sub category: Renewable Energy – Electricity

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
E15: Solar PV (commercial)	Establish large commercial roof-based schemes that service base loads in large commercial buildings <u>Link</u> : Business	Establish scheme Achieve high proportion of suitable roofs	2020/22 2025	UoR, Reading UK & Reading BC, TVBLEP/Reading UK, SE Energy hub	AMBER	New roof spaces under consideration with RCES, but more comprehensive survey needed
E16: Solar PV (domestic)	Establish phase 1 of domestic scheme using bulk purchase to reduce price	Develop scheme Scheme up and running	2020 2022	RCCP, Tenants groups, local companies	AMBER	Schemes under consideration Absolar & Solar

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
						together (reverse auction)
E17: Solar PV (Public buildings including schools)	Install solar panels onto further schools roofs	Added capacity to existing	2022	RBC and Schools RCES	GREEN	Funding received for £560k worth of solar panels on schools and other buildings.
E18: Renewable Energy – hydro	To bring forward Hydro-electric power schemes powered by Reading’s rivers To publicise sustainable energy through educational programme. Link: Water	Planning approval secured already, investment and commence scheme Launch educational programme, tours etc	2020/21 2022	Reading Hydro	GREEN	Reading Hydro complete Sept 2021
E19: Investment in Renewable Energy at Regional level	Consider investment in land and sites in and outside of Reading that have potential to supply renewable electricity to Reading Investigate suitable land with (potential) planning and connections for renewable energy generation	Initial report by	Q2 2021	Reading BC	GREEN	Solar farm opportunity under investigation

Sub category: Electric Powered Transport - see also Transport Theme Action Plan

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
E20: Energy strategy for Bus Depot and surrounding area	<ul style="list-style-type: none"> Establish potential for solar – depot, car park canopies, Civitas School Investigate Riding Sunbeams option for direct connection to railway network 	Report	2020/21	RBC, Reading Community Energy Society	AMBER	RCES has commissioned study on bus depot and awaiting clearance from Network Rail for a scheme in order to obtain planning.

Sub category: Electricity Storage, Management and Metering – Smart Cities Solutions

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
E21: Battery Storage	<ul style="list-style-type: none"> Grid side battery storage by Local Energy company (District Network Operator) Behind meter storage on domestic and commercial sites Specialist large scale storage facilities third party 	Establish energy strategy group Develop energy strategy draft	2020 Q2 2021	SSE Public Sector Private sector	AMBER	SSE recently built 50MW battery in Salisbury. No Reading sites identified currently. Storage projects not proving viable currently. RBC sites under consideration.
E22: Smart Meters	<ul style="list-style-type: none"> Roll out of smart meters in households Identify 'Internet of Things' solutions linked to smart meters Explore linkages to 'time of use' tariffs (different rates for different times of day) linked to IoT devices and 'vehicle to grid' (vehicles powering buildings). Establish trials with vehicles/buildings and local network Links: Business, Transport	Energy company schedules/targets	2020 to 2024	Energy Companies RCCP University of Reading Smart Grid Solutions Joju	AMBER	Smart Meter roll out being delayed – new date for UK roll out 2025. RBC Bennet Road project underway. ADEPT funded project concluding autumn but limited monitoring due to IT problems.
E23: Internet of Things projects	<ul style="list-style-type: none"> Introduction of in-building solutions for projects that use the cloud and smart response approaches including machine learning to optimise energy flows 	Smart Cities projects	2020 to 2022	Reading BC, University of Reading	GREEN	First phase of project complete and next phase underway.
E24: Heat storage	<ul style="list-style-type: none"> Investigate the potential of natural and engineering based heat storage systems in urban context for stabilising heat supply and balancing summer storage and winter loads 	Set up Energy Working group	TBC	TBC	RED	No progress.
E25: Carbon intensity research	<ul style="list-style-type: none"> Work with University and or third parties to develop accurate real time assessment of carbon intensity of electricity and optimise energy flows to minimise carbon emissions 	Set up Energy Working Group	TBC	Reading BC, University of Reading	AMBER	University work to flow out of ADEPT project

THEME: TRANSPORT

PROGRESS WITH ACTION PLAN IMPLEMENTATION

Prior to the pandemic bus use continued to climb in Reading with 137.5 passenger journeys made on local bus services per head of population in 2019/20 which is almost twice the average for England and the second highest number in England (after Brighton & Hove). Park and Ride use was also increasing prior to the pandemic at both Mere oak and Winnersh. Construction of the new Park & Ride at Thames Valley was complete but services are yet to commence. Works have begun at Winnersh Park & Ride to provide additional capacity. Work continues on the construction of Green Park Station and has now commenced at Reading West station for its redevelopment works. The adoption of Reading's fourth Local Transport Plan and associated development of Demand Management Measures has been placed on hold whilst the outcome of the pandemic on changing patterns of demand for travel is better understood.

EXTERNAL POLICY CHANGES RELEVANT TO THE THEME

Due to the impact of the covid-19 pandemic and the government response a number of new 'emergency' funding streams were created to enable local authorities to respond to the impact of the pandemic. This has included promotion of active travel schemes with Active Travel Tranche's 1,2 and 3, the Travel Demand Management (TDM) Fund and the Capability Fund. These funds have allowed the Council to develop and implement schemes promoting active and sustainable travel as a time when use of public transport was discouraged. Emergency funding has also been awarded to enable a 'closed-door' school bus services and for the continuation of bus services at pre-pandemic levels which would otherwise have been cut.

OTHER EXTERNAL CHANGES RELEVANT TO THE THEME

The response to the pandemic has changed travel behaviour with less trips being made as people work from home and, for those who do need to travel, fewer trips are being made by public transport following government guidance. Public transport mode share in this area has therefore reduced significantly. However, the pandemic has also seen an uplift in active travel (walking and cycling) and additional funding allocated to this area. The long-term impact on travel behaviour is uncertain and the Council may need to re-calibrate the targets set in the Climate Emergency Strategy as it also intends to do so for its Local Transport Plan 4.

Transport Theme Action Plan: *Our aim is for a low carbon future for transport in which emissions are cut by reducing the need to travel by more polluting modes of transport, shifting more journeys to sustainable modes of transport and supporting the transition from petrol/diesel to electric vehicles. In the process, we will improve health and wellbeing, while making transport infrastructure more resilient to climate impacts.*

NB Some of the actions included in the action plans below, and the scale and pace at which they can be progressed, will be subject to the prevailing national policy context and/or the provision of additional powers and resources by central government, as made clear in Reading’s climate emergency declaration (see section 3.2 above).

Sub-category: Reducing need and demand for travel, promoting walking and cycling

Action name	Description	Target & measure/ milestone (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
T1: Reduce the need to travel through well planned development	Ensure that services, leisure facilities and employment opportunities are located close to where people live and/or in locations easy to access by sustainable transport services via planning policy and decisions <u>Links:</u> Business, Community, Health, Energy and LCD	Reduction in transport-related emissions across Reading Implementation of Reading Local Plan policies	2025	Reading BC Developers	GREEN	Local Plan adopted 2019 and policies being implemented
T2: Develop demand management measures to reduce traffic and encourage shift from high carbon transport	Consider introduction of individual or combined policies via the forthcoming Local Transport Plan such as: <ul style="list-style-type: none"> • Workplace Parking Levy • Clean Air Zone • Alternative demand management measures <u>Links:</u> Business, Community, Health	Initiate consultation Develop business case for preferred option(s) Implement preferred measure(s)	Q2 2020 2021 2022-23	Reading BC Local Businesses Neighbouring Authorities Department for Transport Reading BID	AMBER	Development of specific Demand Management Measures currently paused pending adoption of LTP 4
T3: Enhance provision for Pedestrians & cyclists to encourage low carbon travel choices	Provide space for walking and cycling improvements, including segregation and road reallocation (where feasible), surface improvements, crossing priority, safety improvements and increased cycle parking hubs/facilities as set out in Local Cycling and Walking Infrastructure Plan <u>Links:</u> Health	Increase proportion of adults who walk at least 3 times per week from 30.8% (2019) to 40% by 2025 (en route to a 60% target by 2036) Increase proportion of adults who cycle at least 3 times per week from 5.1% (2019) to 9% by 2025 (en route to a 15% target by 2036)	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Local User Groups Thames Valley Police	GREEN	Delivery of Active Travel Schemes tranche 1 complete and tranche 2 in development. Application submitted for tranche 3

Action name	Description	Target & measure/ milestone (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
T4: Enhance Town Centre and Local Centre Public Space to improve air quality and reduce carbon use	Improve the pedestrian experience in Central Reading and local centres by providing better access to key destinations for walking, cycling and bus passengers Green up the local environment to encourage use and enjoyment of local facilities <u>Links:</u> Business, Community, Health	Increase active travel mode share of trips to/from Reading town centre from 32% (2017-2019 avg) to 34% by 2025 (en route to a 38% target by 2036) Increase public transport trips to/from Reading town centre from 44.5% mode share (2017-2019 avg) to 45.5% mode share per day by 2025 (en route to a 48% target by 2036) Decrease car trips mode share to/from Reading town centre from 23.5% (2017-2019 avg) to 20.3% mode share by 2025 per day (en route to a 14% target by 2036)	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Transport Operators Reading BID Local User Groups Developers Businesses Residents	GREEN	Reading Town Centre Strategy - consultants commissioned and currently working with stakeholders
T5: Promote Sustainable Travel to School and other education sites to encourage low carbon travel choices	Establish dedicated and safe walking and cycling routes for each school. Reduce the danger and pollution from 'the school run' Roll-out Play Streets/School Streets programme - supporting local communities and schools who want to organise street closures	Increased shift from private car use to active travel Improved health and fitness of schoolchildren Improved air quality Trial school street closures at selected schools before a wider roll-out across the borough	2025 as part of the Local Transport Plan targets through to 2036	Reading BC School Communities Bikeability Provider TV Police Local User Groups Residents Uni of Reading	GREEN	Delivery of a number of schemes including School Streets (x3) and promotion of Walk to School Week through Travel Demand Management fund. Further schemes to be delivered through the Capability Fund

Sub-category: Encouraging a switch to public transport

Action name	Description	Targets & measures/ milestones (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
T6: Improve major and radial routes to promote switch to sustainable modes of travel	Improve the transport options on main corridors and radial routes including A4, A33, A327, A329, A4074, A4155 and the Inner Distribution Road. Make space to encourage changes in travel choice to low/zero carbon modes. <u>Links:</u> Business, Community, Education	As per T3 and T4	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Neighbouring LAs TVB LEP Transport Operators Local User Groups Residents	GREEN	As per T3 and T4

Action name	Description	Targets & measures/ milestones (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
				Businesses		
T7: Improve Quality Bus Corridors	Improve branded local routes with faster, more reliable and more frequent services, changing people's travel habits away from dependency on cars especially for commuter and school journeys <u>Links:</u> Business, Community, Education	Increase bus journeys per year by 9% from 22.5M (2019) to 24.6M (en route to a target increase of 25% by 2036)	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Transport Operators Businesses Residents Schools Health Services Department for Transport/UK Gov	AMBER	Schemes relating to bus services (T7, T8 and T9) to be incorporated within Reading's Bus Service Improvement Plan currently in production
T8: Establish Fast-Track Public Transport Corridors	Improve speed and reliability of key public transport routes through establishment of key Fast-Track Public Transport (FTPT) corridors on strategic routes (including south, west, east and north).	As per T7	2025	Reading BC Wokingham BC West Berkshire BC Oxfordshire CC Transport Operators	AMBER	As per T7
T9: Extend Park and Ride provision to encourage car users to change onto low carbon alternatives to access Reading	Provision of new and expanded Park & Rides to intercept traffic on main corridors into Reading. <u>Links:</u> Business	Increased use of P&R trips to/from Reading by 25% compared to 2019 levels New P&R at Thames Valley Park opened Winnersh Triangle P&R expanded New P&R sites identified	2025 2020 2021 2025	Reading BC Transport Operators Royal Berks Hospital Businesses Wokingham BC Thames Valley Park W Berks BC Oxfordshire CC TVB LEP Businesses	AMBER	As per T7
T10: Deliver Railway Station upgrades to encourage car users to use low carbon alternatives to and from Reading	Improved access to railway stations at Reading, Reading West and Tilehurst by walking, cycling and public transport. Improved customer experience (including fully accessible platforms), interchange and public space enhancements, including new and improved cycle parking hubs and facilities	Increase public transport trips to/from Reading town centre from 44.5% mode share (2017-2019 avg) to 45.5% mode share per day by 2025 (en route to a 48% target by 2036)	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Network Rail Great Western Railway TVB LEP	GREEN	Upgrade works commenced at Reading West Station and due for completion summer 2022. Future works still planned at Tilehurst and central Reading

Action name	Description	Targets & measures/ milestones (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
T11: Open Reading Green Park Railway Station	Provide new station for access to Green Park and South Reading and interchange with integrated bus services Links: Business	New station completed and served by GWR services. Interchange open with provision of integrated bus services.	2021	Reading BC Network Rail Great Western Railway Transport Operators TVB LEP DfT Businesses	AMBER	Reading Green Park Station construction continuing and schedule completion by end of 2021 but commencement of services not likely until May 2022
T12: Implement traffic management schemes to support low carbon travel choices	Provide effective management of the existing network to meet changing mobility demands of Reading Provide safe roads and pavements including crossings and reduce crossing conflicts and interruptions to the flow of walking and cycling	As per T4	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Transport Operators Emergency Services	GREEN	

Sub-category: Reducing emissions from the vehicle fleet and using new technology

Action name	Description	Target & measure/ milestone (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
T13: Develop a zero emission vehicle strategy for the Borough	<ul style="list-style-type: none"> Study suitable locations Identify potential network constraints Assess potential demand 	Strategy development to follow Local Transport Plan	2020/21	Reading BC	AMBER	Draft Electric Vehicle / Zero Emission strategy with officers for further work prior to consulting with members
T14: Decarbonise the Council Vehicle Fleet	<ul style="list-style-type: none"> Increase electric charging points at Council buildings Consider phased replacement of Council vehicles with electric powered units wherever possible Charging points to be installed at depot that can allow vehicles to power buildings 	RBC Carbon Plan Feasibility report, Business case, Budget approval * (subject to above)	Q4 2020 2022-2024	Reading BC	GREEN	New charging points installed at Bennet Road and delivery of first EV Refuse Collection Vehicle September 2021

Action name	Description	Target & measure/ milestone (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
	<ul style="list-style-type: none"> Carbon Plan will set targets for reduction in diesel/petrol 					
T15: Increase Public Electric Vehicle Charging Points	Install electric charging points in <ul style="list-style-type: none"> Council car parks Leisure centres Lamp columns (trials) Business premises Taxi ranks Links: Business, Transport	First car park project All suitable car parks First leisure centre All leisure centres	2020/21 2023 2020/21 2022	Reading BC, Reading UK, Taxi Assoc, Leisure provider	GREEN	Linked to adoption of Reading's EV/Zero Emission Strategy (ref T13)
T16: Increase zero emissions vehicles uptake	Work with vehicle sales outlets in Reading to increase zero emission vehicle uptake Links: Business	Zero emission vehicle uptake compared to national benchmarks	Ongoing	Reading UK RCAN	AMBER	Linked to adoption of Reading's EV/Zero Emission Strategy (ref T13)
T17: Establish and promote eBikes	Identify charging locations for electrically assisted pedal cycles and investigate potential for e-bike hire scheme.	Develop strategy for location	TBC	Reading BC Site owners	AMBER	This action will be linked to the decision on the outcome of the future of Reading's cycle hire scheme.
T18: Planning policy for EV charging in new properties	Monitor number of additional charging units installed in new properties Links: Business	Monitor additional units in line with planning policy	Ongoing	Reading BC Developers	GREEN	
T19: Reduce emissions from the Taxi Fleet	Require all taxis and private hire vehicles to be electric or hybrid by 2030	Improved Air quality, reduced carbon emissions	Beyond 2025	Reading BC Taxi and Private Hire Associations	AMBER	Current taxi emissions policy on hold due to pandemic.
T19A Reduce emissions and improve efficiency of freight movements	Work with the freight operators and businesses to encourage use of cleaner vehicle technology, consolidate deliveries, encourage 'out of hours' deliveries during quieter times and trial e-cargo bikes and freight consolidation parks where feasible.	Improved Air quality, reduced carbon emissions and reduced congestion	Beyond 2025	Reading BC Road Haulage Association Logistics UK Freight operators and local businesses	AMBER	
T20: Improve Electric Vehicle Charging infrastructure	Develop and implement policy for appropriate provision of electric vehicle charging points across the borough	Provision of EV charging installed as per the policy to accommodate anticipated increases in demand	2022	Reading BC Transport Operators Third Party Landowners	GREEN	Linked to adoption of Reading's EV/Zero Emission

Action name	Description	Target & measure/ milestone (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
						Strategy (ref T13)
T21: Deploy Intelligent Transport Systems to encourage change to low carbon transport	Use technology and real-time data to improve safety, efficiency environmental performance and journey experience of users of the transport system, particularly at signal-controlled junctions	As per T4	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Transport Operators	AMBER	
T22: Embrace Smart Solutions to reduce use of carbon in transport	Smarter Working – maximise benefits of flexible working patterns Smart City Initiatives - Use different types of electronic Internet of Things (IoT) sensors to collect data and then use insights gained to manage assets, resources and services efficiently. Implement Micromobility and Mobility-as-a-Service (MaaS) schemes as they evolve <u>Links:</u> Business	Decrease car trips mode share to/from Reading town centre from 23.5% (2017-2019 avg) to 20.3% mode share by 2025 per day (en route to a 14% target by 2036 Reduced need for car ownership across the borough	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Employers Transport Operators Emergency Services Highways England Motoring Organisations Reading BC DfT Car Clubs	AMBER	Impact of pandemic has resulted in higher rates of home working and less need to travel but a greater mode share by private vehicle as public transport use has been discouraged

Sub-category: Adaptation, Communication & Engagement

Action name	Description	Targets & measures/ milestones (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
T23a (General): Develop education, initiatives, promotion and advice to encourage low carbon travel choices	Undertake marketing activities promoting sustainable transport Enable access to any adults who want to undertake Bikeability training. Provide courses through schools as well as to individuals and to groups. Provide up-to-date travel information to enable informed travel choices Develop programme of training, education and initiatives to promote sustainable transport usage	As per T4	2025 as part of the Local Transport Plan targets through to 2036	Reading BC Stakeholders Reading BC School Communities Bikeability Provider Thames Valley Police Local User Groups Residents	GREEN	Delivered through a combination of both the Travel Demand Management Fund (due to end October 2021) and Capability Fund (issued September 2021)

Action name	Description	Targets & measures/ milestones (NB numerical targets subject to confirmation in final Local Transport Plan still in development at time of publication)	Target completion date	Delivery partners	Status	Commentary (100 word max)
	<u>Links:</u> Education, Health					
T23b (Schools): Develop education, initiatives, promotion and advice to encourage low carbon travel choices in school	<p>Roll-out Mode-shift STARS accreditation scheme to all schools in Reading</p> <p>Implement School Streets</p> <p>Enable access to anybody who want to undertake Bikeability training.</p> <p><u>Links:</u> Education, Health</p>	<p>Achieve 50% of all schools accredited to at least Bronze by 2025.</p> <p>Improvements to air quality and road safety as well as encouraging healthier lifestyles.</p>	2025	Reading BC School Communities	GREEN	Delivered through a combination of both the Travel Demand Management Fund (due to end Oct 21) and Capability Fund (issued September 2021)
T24: Research and plan for Carbon Reduction and Climate Change Adaptation	<p>Participate in research programmes investigating the carbon footprint related to transport and the air quality impact of transport</p> <p>Design climate adaptation into the planning and operation of transport network to improve resilience to climate change impacts</p> <p><u>Links:</u> Adaptation</p>	<p>Research completed and recommendations made</p> <p>Climate Change Adaptation key consideration in planning of all schemes</p>	<p>2022</p> <p>2025 and beyond</p>	Reading BC Transport operators University of Reading DfT Other Stakeholders	GREEN	

THEME: Resources and Consumption

PROGRESS WITH ACTION PLAN IMPLEMENTATION

Significant examples of progress over the last year include the following:

- RBC/re3 domestic food waste collections were launched in Reading at the start of the year. Current levels of capture are 40 – 45% above pre-commencement expectations and have boosted Reading’s recycling rate from 32% in April 2020 to 52% in April 2021.
- Reading UK CIC is working with Central and Abbey Quarter BID members to develop a Green BID framework that aligns with the goals of Reading Climate Emergency Strategy and helps BID members to access the support they need to get to net zero, individually and collectively as a BID.
- Plastic Free Caversham continues to make good progress towards achieving their goal of Surfers Against Sewage (SAS) Plastic Free Community accreditation. The group’s campaign to raise funds for a public drinking water fountain in Caversham is going well.
- Circular Economy Club Reading team are keen to identify and develop opportunities to engage with practical challenges. The team offered another ‘Circular at home’ challenge during Reading Climate Festival, linking the challenge to some of the collected circular economy resources and recorded conversations.

Looking ahead, food is likely to be a major focus of the next year around 50% of the theme’s action relate in some way to food and there are a number of initiatives underway in Reading.

EXTERNAL POLICY CHANGES RELEVANT TO THE THEME

New ‘right to repair’ regulations came into effect in July and there have been a series of national consultations on the Waste Prevention Programme, the Waste Management Plan for England, deposit return schemes for drinks containers and extended producer responsibility for packaging. Action on these issues is expected to be taken forward in the Environment Bill when it becomes an Act later this year. The National Food Strategy (the Dimpleby report) was also published within the last year, making recommendations to government about a healthier, more affordable and sustainable food system.

OTHER EXTERNAL CHANGES RELEVANT TO THE THEME

The pandemic has impacted a number of patterns of behaviour and consumption and at this point it is difficult to predict which changes will sustain. There will, however, be opportunities to ‘lock-in’ positive changes through policy changes. Locally, a significant policy change has been to retain the Recycling Centre booking system. It initially allowed the re3 partnership to reopen without the sort of public order issues experienced elsewhere and quickly became clear that conditions created by the booking system were also appreciated by residents. With recycling rates of over 70% at the Recycling Centres, and fewer visits due to more efficient use of trips, re3 are cautiously confident that the sites are making a smaller environmental impact than pre-pandemic. There is some evidence of a growth in support for local sourcing – a combination of habits gained during lockdown but also goodwill to local traders that did right for their community. Possibly running counter to this is the general increase in online retail and deliveries, which has in many respect favoured larger corporates. There has also been a proliferation of apps to facilitate and incentivise eco choices, and a resurgence of media coverage of the climate and biodiversity crisis, issues like plastic pollution, fast fashion, healthy diets and sustainable food systems. There are also requirement in some public recovery funding for recipients to identify ways in which they will contribute to reductions in greenhouse gas emissions to meet national targets (e.g. Culture Recovery Fund).

Resources Theme Action Plan: *our aim for 2025 is that Reading is on track to become a zero waste town by 2030, is actively innovating to find new ways of using resources more efficiently and thereby minimising our contribution to climate change. To facilitate this transition, by 2025 it is easy for everybody to access information and services to help them find ways to reduce waste and repurpose things they no longer need.*

NB Some of the actions included in the action plans below, and the scale and pace at which they can be progressed, will be subject to the prevailing national policy context and/or the provision of additional powers and resources by central government, as made clear in Reading’s climate emergency declaration (see section 3.2 above).

R1: Reduce – questioning our need to generate waste in the first place

Action name	Description	Target & measure/milestone	Target completion date	Delivery partners	Status	Commentary (100 word max)
R1: Food: Reducing domestic food waste	<ul style="list-style-type: none"> Establish baseline and set meaningful targets for reducing domestic food waste Adopt the Love Food, Hate Waste toolkit from WRAP and drive behaviour change through communications <p><u>Links:</u> Business</p>	Baseline research completed by March 2021 Communications programme in place, targets set and tracked annually from July 2021	Q1 2021 Q3 2021 onwards	Reading BC (lead); University of Reading (research)	AMBER	Baseline research important but can be done over time, not necessarily first step. Greater focus on communications required.
R2: Food: Reducing commercial food waste	<ul style="list-style-type: none"> Establish baseline and set meaningful targets for reducing commercial food waste Create a programme combining reduction measures, well-managed charity donations and best outcome waste processing Collaborative programme by and for business <p><u>Links:</u> Community, Business, Education</p>	Baseline research completed by September 2021; Communications programme in place, targets set and tracked annually from January 2022 Commercial food waste collection from TBC	Q3 2021 Q1 2022 TBC	RCAN (lead); Reading UK CIC; University of Reading (research); Connect Reading; Waste/recycling contractors Reading BC/ commercial parties	AMBER	See R1. Also potential links to Green BID
R3: Food: Reducing food waste in schools	<ul style="list-style-type: none"> Establish baseline and set meaningful targets for reducing food waste in schools Create a programme combining reduction measures, well-managed charity donations and best outcome waste processing Commercial food waste collection to be introduced by Reading BC for schools <p><u>Links:</u> Community, Business, Education</p>	Baseline research completed by September 2021; Communications programme in place, targets set and tracked annually from January 2022 Commercial food waste collection for schools from TBC	Q3 2021 Q1 2022 TBC	RCAN (lead); University of Reading (research); Reading BC/ commercial waste partners	AMBER	See R1.

R4: Other: Clothing	<ul style="list-style-type: none"> Establish baseline and set meaningful targets for reducing the amount of clothing wasted Introduce programmes to divert unwanted clothing from general waste through various means including donation, swapping, sharing, leasing/rental, etc. Investigate the potential for emulating the WearNext project pioneered in New York <p><u>Links:</u> Business, Community</p>	Establish baseline and identify areas for improvement Publish programme of targeted interventions	Q1 2021 Q4 2021	Reading Circular Economy Club (lead); Reading UK CIC; Connect Reading; Re3 (baseline data)	AMBER	Although not progressing as planned, progress is being made. Fashion was one of the themes explored in the 'Circular coffee + conversation' events. There has also recently been greater media interest in fast fashion and alternatives. This action links with actions R5, R6 and R7. Work planned with the ReadingCAN communications and engagement team to progressing all four actions. Also potential links to Green BID.
R5: Other: Resource efficiency	<ul style="list-style-type: none"> Publish easy to access and understand best practice guidance covering all common household purchases (in and out of home) Focus on extended life, zero waste, energy efficiency Signpost established labels and standards, advisory bodies, etc. Establish communications programme to reinforce behaviour change <p><u>Links:</u> Communications and Engagement</p>	Guidance published and communications programme launched	Q2 2021	ReadingCAN (lead); Re3; Reading UK CIC	AMBER	See R4. Also potential links to Green BID.

R2: Reuse – keeping products in use for longer; delaying the point at which they need to be recycled

Action name	Description	Target & measure/milestone	Target completion date	Delivery partners	Status	Commentary (100 word max)
R6: Re-use and repair: Establish a definitive information source on re-use and repair	<ul style="list-style-type: none"> Compile and maintain a comprehensive directory of re-use and repair resources in Reading, and encourage new ones, especially through social enterprise Include information resources like ifixit and services like <i>Reading Repair Café</i> and <i>Reading Bicycle Kitchen</i> Establish communications programme to reinforce behaviour change <p><u>Links:</u> Community</p>	Directory published, update process and communications programme in place by April 2021	Q2 2021	ReadingCAN (lead); Organisations offering re-use and repair services; Reading UK CIC; Transition Towns; Re3	AMBER	See R4. Also potential links to Green BID.

R7: Sharing, renting and swapping	<ul style="list-style-type: none"> Compile and maintain a comprehensive directory of sharing, renting and swapping resources, and encourage new ones Include peer to peer systems like <i>Freegle</i>, rental and “as a service” systems, charity outlets and platform services like <i>Too Good to Go</i> <p>Links: Community</p>	Directory published, update process and communications programme in place by	Q2 2021	ReadingCAN (lead); Organisations offering sharing, rental and swapping services; Transition Towns	AMBER	See R4.
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R3: Recycle – seeing what we end up throwing away as still having value, and doing our best to retain and recover that value at its highest level

Action name	Description	Target & measure/milestone	Target completion date	Delivery partners	Status	Commentary (100 word max)
R8: Food: Kerbside food waste recycling	<ul style="list-style-type: none"> Maximise take-up of kerbside food waste recycling when introduced Appropriate annual targets to be set in conjunction with Reading BC/Re3 Communications programme required to drive behaviour change <p>Links: Community, Education</p>	Increase Reading’s recycling rate by 7% through food waste collection	Q4 2021	Reading BC/Re3	GREEN	Current levels of capture are 40 - 45% above pre-commencement expectations.
R9: Other: Glass	<ul style="list-style-type: none"> Establish a baseline and set meaningful targets for increasing glass collection Improve access to glass recycling facilities for residents Focus on areas with high density housing/low car ownership Work with hospitality industry to introduce colour segregated glass collection <p>Links: Community, Business</p>	Establish baseline and identify areas for improvement Publish plan to introduce improved provision for residents and businesses, including targets for collection by September 2021	Q1 2021 Q3 2021	Reading BC (domestic lead); Reading UK CIC (business lead); University of Reading (research); Waste/recycling contractors	AMBER	No action but likely to be encompassed in response to national waste prevention plan and waste management plan, hence amber. Also potential links to Green BID.
R10: Other: Kerbside recycling	<ul style="list-style-type: none"> Maximise kerbside collection and minimise contamination Increase awareness of what can do in kerbside recycling Implement communications programme to encourage and improve confidence in recycling Set annual targets to improve collection/contamination rates <p>Links: Community</p>	Increase in Reading’s overall recycling rate by 4% by October 2021 arising from efforts to reduce contamination	Q4 2021	Reading BC/Re3	GREEN	All three councils are currently recycling at above 50% and for RBC (52%), in particular, that is a significant increase from 32% in April 2020. Green waste services were affected during the pandemic. Nonetheless, re3 has continued to receive booked green waste and will be making up to 10,000 bags of, high quality, peat-free, re3Grow available from early in the New Year.

R4: Reimagine and redesign – rethinking products and systems to avoid waste altogether; making Reading an engine of the circular economy

Action name	Description	Target & measure/milestone	Target completion date	Delivery partners	Status	Commentary (100 word max)
R11: Plastics: Plastic-Free Reading	<ul style="list-style-type: none"> Continued implementation of single-use plastic-free pledge by RBC and sharing the learning Encouraging adoption of the Surfers Against Sewage Plastic-Free Community methodology and tools by communities, businesses and schools Replicate Plastic Free Caversham concept to achieve the critical mass of groups, schools and businesses required to secure Plastic Free accreditation for Reading <p><u>Links:</u> Business, Community, Education</p>	<p>Reading BC to share own lessons in becoming plastic free</p> <p>Caversham to secure accreditation as a Plastic Free Community, with first schools and businesses accredited</p> <p>Plastic-Free Community accreditation gained by at least one other Reading community</p> <p>Set annual targets for the number/percentage of schools and businesses to be Plastic Free</p>	<p>Q3 2021</p> <p>Q3 2021</p> <p>Q4 2021</p> <p>Q3 2022</p>	<p>Reading BC (Council and schools lead); Reading UK CIC (business lead); Reading Business CAN</p>	GREEN	<p>Plastic Free Caversham is going well. RBC continues to make progress with implementing its plastic free motion though inevitably use of single-use PPE items during the pandemic has run counter to this. Residents recycling plastic waste can have confidence that it is managed to a high standard and as locally as possible. Plastic bottles, tubs and trays are recycled in the UK and PET is likely to be recycled as a form of food-grade packaging. re3 is currently engaged in a trial process for recycling rigid plastics via our two Recycling Centres at Smallmead, Reading, and Longshot Lane, Bracknell.</p>
R12: Food: Climate-friendly diet	<ul style="list-style-type: none"> Publish reliable and authoritative information on how to eat more sustainably Focus on dietary choices, sustainable sourcing, child nutrition Guidance for caterers as well as individuals <p><u>Links:</u> Community, Business, Health, Nature, Education</p>	<p>Best practice identified and guidance prepared by:</p> <p>Communications programme developed and campaign launched by:</p>	<p>Q1 2021</p> <p>Q3 2021</p>	<p>University of Reading; Subject-matter specialists (e.g. breastfeeding, food growing networks)</p>	AMBER	<p>Connections made with 'Trust in Food' project team at Henley Business School and the team leading the 'Co-production of healthy, sustainable food systems for disadvantaged communities' consortium led by University of Reading. Also potential links to Green BID.</p>

Action name	Description	Target & measure/milestone	Target completion date	Delivery partners	Status	Commentary (100 word max)
R13: Other: Zero waste and circular festivals	<ul style="list-style-type: none"> Work with Reading's festival organisers to develop resource-stewardship systems to reduce waste at festival venues (and campsites, where appropriate) Explore different approaches to engage and encourage organisers, vendors and festival goers in addressing waste Establish baseline and set meaningful targets for reducing waste and maximising recovery of resources Engage with Reading Festival to understand the challenge of campsite waste and explore opportunities to reduce unrecyclable tent waste Connect with and draw on the experiences of Green Deal Circular Festivals and other sustainable events bodies (A Greener Festival, Julie's Bicycle, Vision 2025) <p><u>Links:</u> Business</p>	<p>Work with ReadingUK CIC local festival organisers group to understand the challenges and share best practice by:</p> <p>Collect baseline data by:</p> <p>Co-produce programme of knowledge sharing and local collaboration by:</p> <p>All of Reading's festivals to have a statement or page describing their approach to sustainability on their web site by:</p> <p>Zero tents to be left behind on site at Reading Festival by:</p>	<p>Q3 2020</p> <p>Q1 2021</p> <p>Q2 2021</p> <p>Q3 2021</p> <p>Q3 2025</p>	Reading Circular Economy Club (lead); Reading UK CIC; University of Reading (research); Waste/recycling contractors; Festival organisers	AMBER	Although not progressing as planned, progress is being made. Events sector was particularly badly affected by Covid restrictions. Nevertheless, conversations have continued in about how local festivals can be more sustainable. Light-touch audits have been undertaken with some festival organisers. Reading Festival Forum now exists. Images of abandoned tents at Reading Festival are disappointing but important to wait for more analysis. May still represent progress, even if slower than hoped.
R14: Circular economy: Establish Reading Circular Economy Club to grow the Circular Economy in Reading	<ul style="list-style-type: none"> Establish Reading Circular Economy Club – part of international network of Circular Economy Clubs Peer to peer information exchange and networking for businesses/organisations Develop resource exchange to create closed resource loops, reducing use of virgin resources and finding new uses for waste products <p><u>Links:</u> Business</p>	<p>Reading Circular Economy Club set up – DONE</p> <p>Regular scheduled meetings and events established and publicised</p> <p>Resources exchange set up and operational</p>	<p>Complete</p> <p>Q4 2020</p> <p>Q2 2021</p>	Reading Circular Economy Club (lead); Reading CAN/Reading Business CAN; Re3	GREEN	Over the last year, Circular Economy Club Reading has established itself as the go-to resource for people interested in developing the circular economy in Reading. Recordings of the online 'Circular coffee + conversation' events represent a valuable resource for those wanting to explore examples of current practice.

THEME: Water
PROGRESS WITH ACTION PLAN IMPLEMENTATION
The theme group continues to meet and four of the key payers (Environment Agency, Thames Water, University of Reading and Reading Borough Council) are taking forward commitments within the Action Plan. There have been obvious limits on capacity due to the pandemic as many of the key staff, particularly in the statutory bodies, have been pre-occupied with pandemic related duties.
EXTERNAL POLICY CHANGES RELEVANT TO THE THEME
There are various funding streams available to support flood risk management schemes and bids have been submitted with mixed success. Reading Borough Council has secured £150,000 in flood defence grant in aid to address identified surface water flood risk issues, but a bid for works to take forward the Kennet Meadows project was, unfortunately, unsuccessful. The Council has been working with the Environment Agency on the National Flood Risk Strategy update and a report on this was taken to the Council's Strategic Environment, Planning and Transport Committee in June 2021.
OTHER EXTERNAL CHANGES RELEVANT TO THE THEME
The pandemic delayed implementation of some local surface water flood risk management schemes (e.g. Stone Street) but these are now getting back on track and funding has been secured for Stone Street. When complete, this scheme will be the 6 th out of 6 priority flood risk management schemes identified in the Council's first Surface Water Management Plan.

Water Theme Action Plan: *Reading will aim to become the most water aware and water efficient town in the UK, going beyond national targets. We will achieve this by developing and implementing a dedicated communications and education strategy and delivering a range of water saving improvements in Reading's homes and businesses. Climate change will also increase the risk of flooding: significantly from the River Thames and from urban storm water. We will help residents and businesses understand these risks and to get ready for them.*

NB Some of the actions included in the action plans below, and the scale and pace at which they can be progressed, will be subject to the prevailing national policy context and/or the provision of additional powers and resources by central government, as made clear in Reading's climate emergency declaration (see section 3.2 above).

Sub category: Water supply and water conservation

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery Partners	Status	Commentary (100 word max)
W1: Educate the public about Reading's water situation	<ul style="list-style-type: none"> Share and explain our 2050 target and how this compares to current consumption, e.g.: <ul style="list-style-type: none"> Domestic water consumption by activity Info on non-domestic water consumption Where our water comes from Develop Comms Strategy for engaging public, including schools <p><u>Links:</u> Education, Community, Business, Communication and Engagement.</p>	<p>Available material published on RCAN website</p> <p>New material prepared and published</p>	<p>2020</p> <p>2021</p>	Thames Water	AMBER	<p>Thames Water provided information – this now needs to be compiled suitably for uploading on website</p> <p>Generic comms material is available but not yet Reading specific</p>
W2: Educate households about their water consumption and the need to save water	<ul style="list-style-type: none"> Share information on the risks of drought and importance of water conservation. Provide tips and information on how to save water in the home and garden Develop and implement Comms Strategy for engaging households <p><u>Links:</u> Energy & LCD, Nature, Communication and Engagement</p>	<p>Information resource compiled and published</p> <p>Comms programme underway</p>	<p>2021</p> <p>2025</p>	Thames Water	AMBER	Thames Water has launched new online water calculator tool for public use
W3: Educate businesses about water use, efficiency benefits, and dry weather preparedness / response	<ul style="list-style-type: none"> Share the Thames Water Drought Plan Signpost relevant information and case studies from reputable sources Create industry-specific advice and case studies Run a drought exercise with Local Resilience Forum (LRF), partners and businesses 	<p>Information resource compiled and published</p> <p>Industry-specific guidance available</p> <p>Drought exercise and incident management response</p>	<p>2020</p> <p>2021</p> <p>2022</p>	Thames Water (lead) Environment Agency RCAN/RBCAN	AMBER	Thames Water are doing Smarter business visits to key Reading Businesses

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery Partners	Status	Commentary (100 word max)
	<ul style="list-style-type: none"> Communicate the Environment Agency 'incident management' approach to drought <u>Links:</u> Business, Energy and LCD, Communication and Engagement 					<p>Thames water have completed water saving initiatives with The Oracle Shopping Centre</p> <p>In Oct 2021 Thames Water will launch an online business water calculator tool to understand water use and savings, and benchmark</p>
W4: Educate the public about water quality and sewer abuse	<ul style="list-style-type: none"> Publish sewer abuse and water quality stats, messages and content to RCAN website <u>Links:</u> Business, Community, Communication and Engagement 	Content published	2021	Thames Water	RED	Team to review timeline on this action
W5: Water efficiency measures	<ul style="list-style-type: none"> Promote installation of water saving and efficiency devices during refurbishment Promote Thames Water's 'Smarter Business Visit' scheme to all schools in Reading Increase awareness of leaky-loos and benefits of fixing plumbing losses Engage with building management companies to promote retrofitting/leak fix Expand the provision of water info packs from new homes to all households Promote Thames Water's 'Smarter Home' visit scheme to homes with smart meters Support the roll-out of smart meters Conduct periodic research on understanding and engagement with water saving. <u>Links:</u> Community, Business, Communication and Engagement	<p>Refurbishment programme</p> <p>Schools visits, building management company engagement and leaky loos programme</p> <p>Water info packs, smart meters and research project</p>	<p>2020</p> <p>2021</p> <p>2025</p>	<p>RCAN</p> <p>Reading Borough Council</p> <p>Thames Water</p> <p>University of Reading (research)</p>	AMBER	<p>Target dates to be reviewed (due to Covid)</p> <p>Thames Water to announce roll out of smart meters in the Thames valley to be completed by 2025 (5 years early)</p>
W6: "Water Neutrality" as a planning requirement	<ul style="list-style-type: none"> Investigate whether the RBC Sustainable Planning Document can be modified to include: <ul style="list-style-type: none"> the requirement for all new major developments to contribute to funding 	<p>Share the contents of the Sustainable Planning Document on RCAN website</p> <p>Feedback on required amendments</p>	2020	<p>Reading BC</p> <p>Thames Water</p>	RED	Theme group to re-engage with RBC Planning team to take this forward

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery Partners	Status	Commentary (100 word max)
	<p>water saving measures equivalent to the development's water consumption.</p> <ul style="list-style-type: none"> adopting the 'fittings approach' within Building Regulations rather than a pcc calculation approach <p><u>Links:</u> Energy and LCD</p>	Amendments implemented	2022 2025			
W7: Leadership and Influence	<ul style="list-style-type: none"> Lobby MPs and Defra to introduce a mandatory water label to help consumers make water-efficient choices Lobby MPs and Defra to strengthen building regulations and planning process, to drive water efficiency within all new developments and procurement schemes. 	<p>Water labelling</p> <p>Building regs and planning</p>	2021 2025	RCAN	GREEN	<p>Defra has announced in Environment Bill that they will introduce mandatory water labelling.</p> <p>Building regs will be replaced by the Future Home Standards</p>
W8: Research to drive future improvements	<ul style="list-style-type: none"> Research the costs, benefits and suitability, of rainfall harvesting and grey water recycling schemes. Use UKCP18 climate modelling and local river flow models, to develop projections for future drought / water resource availability. With RBC and LEP update our estimates of Reading population growth to 2050 Develop a new evidence-based 2050 water target Review the first Adaptation Plan and identify and deliver initial win-win opportunities Identify thresholds, risks, solutions and case studies for the second Adaptation Plan Work with Thames Water to understand the changes to household and business water use due to COVID-19 impacts <p><u>Links:</u> Adaptation</p>	Develop research proposals	2020-25	<p>RCAN</p> <p>University of Reading (research)</p>	AMBER	

Sub category: Flooding Resilience

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
W9: Raise awareness of fluvial (river) flood risk	<ul style="list-style-type: none"> Raise awareness of flood risk from the River Thames and the proposed Reading and Caversham Scheme by carrying out various engagement activities Update the flood maps on the Gov.UK website to show the areas at risk of flooding based on the latest flood modelling <p><u>Links:</u> Education, Business, Transport, Community, Adaptation</p>	<p>Engagement activities</p> <p>Flood maps updated</p>	<p>Q2-3 2020</p> <p>2022</p>	<p>Environment Agency</p> <p>Partners: Reading BC, local councillors, local businesses and community groups</p>	AMBER	EA is planning a presentation on the scheme to RBC's Strategic Environment, Planning and Transport Committee in November 2021
W10: Raise awareness of the Flood Warning and flood alert service	<ul style="list-style-type: none"> Increase the number of at-risk homes and businesses signed-up to receive Flood Alerts Signpost advice on the Flood Warning Service and what to do before, during and after a flood Develop "what if" scenarios to help people and businesses understand the importance of self-preparation, and education about flood risk <p><u>Links:</u> Education, Business, Community, Adaptation</p>	<p>90% sign-up to FW service</p> <p>100% sign-up to FW service</p> <p>"What if" scenarios developed and posted on ReadingCAN</p>	<p>Q4 2021</p> <p>Q4 2025</p> <p>Q4 2025</p>	<p>Environment Agency</p> <p>Partners: Reading BC and community groups</p>	AMBER	Text alert system in place (for fluvial flood risk alert) – difficult to replicate for surface water flood risk as inherently more uncertain
W11: Reducing fluvial flood risk from River Thames	<ul style="list-style-type: none"> Work in partnership with Risk Management Authorities and local stakeholders to identify ways to reduce fluvial flood risk Gain support from all Reading communities on action to reduce flood risk from the River Thames Seek funding through partnership funding and local grants. <p><u>Links:</u> Education, Business, Community, Adaptation</p>	<p>Reading community makes decision about favoured River Thames flood reduction option</p> <p>Funds raised to deliver favoured option</p>	<p>Q2-3 2021</p> <p>2025</p>	<p>Environment Agency</p> <p>Partners: Reading BC, local councillors, Thames Water, Local Resilience Forum, community groups and local businesses</p>	AMBER	Flood risk management work in Oxford scheme may have some benefit to reducing flood risk in Reading by dealing with upstream issues
W12: Implement sustainable urban drainage systems (SuDS)	<ul style="list-style-type: none"> Explain the importance of SuDS and their practical application Find out what post scheme monitoring is happening and recommend how this can be improved <p><u>Links:</u> Nature, Adaptation, Transport</p>	<p>Share planning information</p> <p>Monitoring, reporting and research</p>	<p>2020</p> <p>2025</p>	<p>Reading BC</p>	GREEN	Good SuDS policy Included in Reading Local Plan but challenges in implementing this through planning due to developers claiming it would undermine

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
						viability of schemes RBC urban tree planting and other management approaches will help
W13: Investigate the use of green infrastructure to reduce slow down storm water	<ul style="list-style-type: none"> Investigate measures to slow the flow of storm water, eg by planting and creating scrapes and swales. Follow up on research by Reading University and the Landwise project Transfer learning to RBC Sustainable Design and Construction (supplementary planning document). <p><u>Links:</u> Nature, Transport, Adaptation, Business</p>	Scope project brief and costs Deliver results	2020 2023	Water theme group Partners: Environment Agency and University of Reading	AMBER	
W14: Improve the resilience of the Kennet Meadows	<ul style="list-style-type: none"> Develop a plan for the Kennet Meadows to make it a resilient wetland Make sure the plans preserve the need for the meadows to act as flood plain Consider the drought risk and make sure the needs of the meadows are considered in EA / TW drought plans. There will be a limit to their protection...is it possible to develop a recovery plan early to try and mitigate? <p><u>Links:</u> Nature, Adaptation, Energy</p>	Workshop to bring partners together and agree scope Develop and share plan	2021 2023	EA Partners: CEH (Wallingford), UoR Water theme group member	AMBER	Partners are working together under auspices 'Super G' project to develop a scheme (see also Nature theme Action Plan)
W15: Improve our flood risk adaptation plans	<ul style="list-style-type: none"> Improve our understanding of climate change adaptation thresholds Investigate the latest UK climate projections to find out what extreme rainfall events we need to prepare for. Check the developing EA guidance for fluvial flooding and develop our own understanding of the changing flood risk for the River Thames and River Kennet. Develop our flood adaptation plans through to 2050 and beyond <p><u>Links:</u> Education, Adaptation</p>	Post information on revised future flood modelling, as it is released Deliver report on change in storm rainfall, and Thames + Kennet flood peaks	Ongoing Q4 2024	Partners: EA, Reading BC and local interest groups	AMBER	Uni of Reading/Met Office have been collaborating with RBC to develop City Packs for Reading highlighting key climate impacts – a tool for communicating climate risk

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
W16: Investigate opportunities for Green roofs	<ul style="list-style-type: none"> • Develop recommendations for green roofs, green walls and landscaping for new build • Explore opportunities for retrofitting homes and offices • Develop advice for home owners on the benefits of breaking up hard surfaces in driveways and gardens <p><u>Links:</u> Transport, Nature, Community, Business</p>	<p>Create research proposals</p> <p>Deliver results</p>	<p>2021</p> <p>2025</p>	<p>UoR</p> <p>Partners: Reading BC and EA</p>	AMBER	The first 'Living Bus Shelters' were installed on the A33 in October 2021
W17: Develop links to the Thames Valley Local Resilience Forum	<ul style="list-style-type: none"> • Investigate the limits of our emergency plans and explore what the community of Reading can do to become more resilient. • Share the developing adaptation planning and vision for Reading with the LRF to inform long term strategic decisions. • Share advice on being prepared for an incident including "Thames Valley: Are you ready?" booklet and advice from the Environment Agency • Use resources from Business in the Community Business Resilience Group to help businesses improve resilience <p><u>Links:</u> Community, Business, Adaptation</p>	<p>Organise meeting with LRF</p> <p>Public workshop/ event on resilience and adaptation</p>	<p>2021</p> <p>2022</p>	<p>EA</p> <p>Partners: Reading BC, TW, UoR, LRF</p>	AMBER	

THEME: Nature and Green Spaces
PROGRESS WITH ACTION PLAN IMPLEMENTATION
Many actions have been delayed as a result of pandemic restrictions over the last 18 months, but are still capable of being delivered within the 5 year Action Plan period. Reading Borough Council has extended its successful 're-wilding' trials and changed mowing regimes, purchasing new mowing equipment to enable a 'cut and collect' regime to be applied to about 6 ha of grass verge/roundabout and an additional 2 ha of parkland and, in some cases, supplemented the areas with wildflower seed. 'Cut and collect' removes the cut grass after mowing, enabling a greater diversity of wildflowers to thrive and reducing maintenance costs over time. Work to review the management of council open land is on target.
EXTERNAL POLICY CHANGES RELEVANT TO THE THEME
The Environment Bill, currently working its way through Parliament, will make 'biodiversity net gain' a mandatory requirement for new development, put the development of Local Nature Recovery Strategies on a statutory basis and create new regulatory structures for environmental protection. The first of these has the potential to generate an income stream to support delivery of biodiversity enhancements, particularly in strategic biodiversity opportunity areas.
OTHER EXTERNAL CHANGES RELEVANT TO THE THEME
Pandemic restrictions greatly reduced opportunities for interacting with community groups and has resulted in a reduction in numbers taking part in voluntary conservation work in the town. It remains unclear when/whether this can be re-built to pre-pandemic levels. Natural England published a report on Carbon Storage and Sequestration by Habitat 2021 (NERR094) which collates latest research on carbon storage and sequestration potential of different land management systems which has relevance to the importance of various actions within the Action Plan. BBOWT's Nature Recovery Network programme overlaps with the action plan and a meeting is being held with them to explore further. Their work should inform the development of Local Nature Recover Strategies (LNRS's), but Defra is currently consulting on the appropriate scale at which LNRS's should be developed.

Nature Theme Action Plan: *By 2025 the people of Reading will live in a greener town with changes to the management of open spaces and the green links between them that store more carbon as well as giving shade for hot summers, corridors for wildlife and some flood control. New developments will include biodiversity net gain and water management, and there will be exemplar sites showing how to change planting and soil management around buildings to mitigate the impacts of climate change.*

NB Some of the actions included in the action plans below, and the scale and pace at which they can be progressed, will be subject to the prevailing national policy context and/or the provision of additional powers and resources by central government, as made clear in Reading’s climate emergency declaration (see section 3.2 above). They are also dependent upon recruiting enough volunteers to the Nature task Force to supplement the existing nature theme group.

Sub Category: Carbon Sequestration

Action name	Description	Target & measure/ milestone	Target completion date	Delivery partners	Status	Commentary (100 word max)
N1: Increasing tree cover across the town	<ul style="list-style-type: none"> Plant more street trees Test new planting options in town centre and on the road network Promote trees in private gardens/ business/ schools Encourage tree and hedge planting in air pollution hotspots esp. schools Enable more street tree planters Promote use of degradable tree planting maps and tubes <p><u>Link:</u> Education, Transport</p>	<p>Targets per updated Biodiversity Action Plan & RBC Tree Strategy (NB resources for and timing of implementation may be influenced by England Tree Strategy, publication of which is awaited)</p> <p>Publish guidance on RCAN website 2 school hedges/year</p> <p>Review policies for traffic restrictions</p> <p>Policy for council planting; publish guidance for householders;</p>	<p>RBC to adopt Tree Strategy 2020 Planting programme to 2025</p> <p>2020</p> <p>2021</p> <p>2021</p> <p>2021</p>	<p>Reading BC, Ethical Reading; Tree Wardens (RTWN); Nature Task Force (NTF) Econet Food4Families Thames Water</p>	AMBER	<p>RBC Tree Strategy published March 2021. RBC street tree planting programme continues on target. RTF have planted test mini forest at Hewett Avenue; article written of garden trees for Caversham Bridge</p>
N2: Managing land to store more carbon and increase biodiversity	<ul style="list-style-type: none"> Review methods to protect existing stored carbon and relative benefits of different land uses Identify optimum practical and effective management systems for retaining carbon in Reading Feedback into review of management of Council land 	<p>Conduct literature review</p> <p>Feedback into review of Council land management and planting programme</p>	<p>2021</p> <p>2021</p>	<p>Reading BC University NTF BBOWT</p>	AMBER	<p>Rewilding of Highways verges contributes both more carbon storage and biodiversity</p>
N3 explore use of biochar and charcoal	<ul style="list-style-type: none"> Research on cost benefit of charcoal and biochar Expect results to show that expensive to purchase but beneficial for tree growth and resilience to climate change and should be part of planting plans Seek opportunities to make charcoal from local forestry waste to sell locally and reduce imports and to dig into the soils to sequester carbon 	<p>Research undertaken</p> <p>RBC ground maintenance policies and planting policies revised accordingly</p> <p>Advice leaflets for householders on RCAN website</p>	<p>2023</p>	<p>UoR RBC Local charcoal makers BBOWT Coppice Federation</p>	AMBER	<p>PhD student undertaking research at UoR but no feedback yet.</p>

N4: Review Council parks and woodlands	<ul style="list-style-type: none"> Survey land, including allotments, and make recommendations that increase carbon storage, flood control, and Biological Action Plan delivery, compatible with increased public use for health <p><u>Link:</u> Water, Health</p>	<p>Survey minimum 4 sites per year</p> <p>Recommend management changes</p>	From 2020	Reading BC NTF Econet, Reading and District Natural History Society (RDNHS), RTWN	GREEN	On target for 4 site reviews pa Management changes recommended Actions agreed and being delivered on some sites
N5: Test different management of parks, verges and roundabouts	<ul style="list-style-type: none"> Review mowing regimes in parks Consider measures like extending tree cover, scrub regeneration and conservation grassland Consider options for managing roadside verges/roundabouts Test, review and implement preferred options Accompany changes with public education campaign 	<p>Annual meeting to review options for evidence-based changes</p> <p>Consider options for changing mowing/planting on 6 area/yr of verge/roundabouts and 2 areas in parks Review impact and extend across town</p>	<p>From 2021</p> <p>From 2021</p> <p>From 2020</p>	Reading BC NTF Community groups	GREEN	RBC has already made the changes required on the five year plan and is continuing to increase these areas and review impact
N6: Planning for replacement for ash dieback	<ul style="list-style-type: none"> Decide which areas to be left for regeneration with resistant ash Decide on replacement species on Council land where necessary Grow on local material to plant out (potential schools project) <p><u>Link:</u> Education</p>	<p>Review Council woodlands and revise management plans</p> <p>2 year collection of seeds with schools</p>	<p>2022</p> <p>2 per year</p>	Reading BC Parks; "friends of" groups; NTF, Community groups	AMBER	Review taking place as part of N4. Seed collection took place with Caversham Primary School; session being arranged with Redlands Primary School
N7: Kennet Meadows	<p>Review options to increase carbon storage and biodiversity through:</p> <ul style="list-style-type: none"> Maintaining water levels through the year increasing granularity of livestock management to form a mosaic of swards Before and after surveys required for carbon capture and biodiversity <p><u>Links:</u> Water</p>	<p>Discussions underway</p> <p>Completion targets and dates to be agreed</p>	TBA	Land Owners EA, Reading BC NTF Thames Water	AMBER	Landowners and graziers approached re: new management system, Natural England involved and may support through ELMS. Species monitoring taken place. Need input and agreements with Thames Water and landowners.

N8: Increase hedgerows	<ul style="list-style-type: none"> Survey existing hedgerows and suggest new hedgelines/infill Schools encouraged to have hedge boundaries to mitigate air pollution Hedgerows promoted along cycle routes/ walking routes for air pollution mitigation and shade <p><u>Links:</u> Health</p>	<p>Review hedgerows as part of wildlife corridor survey at 10km/year</p> <p>Target schools and park boundaries for priority planting</p>	<p>Annual report</p> <p>2 per year from 2021</p>	<p>NTF to survey</p> <p>Landowners to plant and maintain</p>	RED	<p>No systematic assessment taken place so far. Hedgeline infill identified on three sites to be undertaken winter 2021/22</p>
N9: Food waste/green waste	<ul style="list-style-type: none"> Support no dig cultivation, home composting/ worm bins Disseminate information on food fermentation and support larger scale waste trials Seek University research to quantify effects 	<p>Information on RCAN website and links to other sources</p> <p>Support 2 trials: data required before end of RE3 contract</p>	<p>2020</p> <p>2024</p>	<p>NTF</p> <p>Food4Families</p> <p>Community groups</p> <p>UoR</p> <p>MERL</p>	AMBER	<p>Soil food factsheet written for website. University research programme undertaken and has produced new focus; two pilot projects agreed at MERL and Leighton Park, but Covid restrictions stopped implementation</p>

Sub category: Supporting wildlife habitats and biodiversity

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
N10: Compensatory habitat restoration/offsets for urban development	<ul style="list-style-type: none"> Baseline review of the likely requirements for habitat compensation and biodiversity net gain due to development of sites in the Local Plan Financial mechanism developed 	<p>System to be set up</p> <p>Implementation</p>	<p>2020</p> <p>Continuous</p>	<p>Reading BC planning</p>	RED	
N11: Identifying wildlife corridors	<ul style="list-style-type: none"> Working from the green links shown in the Local Plan, and revision of the Biodiversity Action Plan, identify primary and secondary routes Agree any changes/additions changes with RBC planning department and Council 	<p>Identify routes and mark on plan for transfer to RBC Geographical Information System</p>	<p>2020</p>	<p>Reading BC planning BAP review/NTF</p> <p>Reading BC parks and Highways</p>	AMBER	<p>BAP revised and adopted</p>
N12: Assessing the quality of wildlife corridors	<ul style="list-style-type: none"> Review existing data Walk through and rapid assessment of accessible land List priorities for enhancement on public land and community land <p><u>Link:</u> Community, Health</p>	<p>Start within year 1, 10km a year reports on the corridor survey</p>	<p>Annual from 2020-2025</p>	<p>NTF/Reading BC community groups</p> <p>Network rail</p> <p>BBOWT</p>	RED	<p>No systematic assessment taken place along corridors</p> <p>Opportunities for enhancement</p>

						provided to RBC for all public land Agreed changes at Clayfield Copse with Council to be introduced in the next year
N13: Managing the impact of development areas on wildlife corridors	<ul style="list-style-type: none"> Ensure design and planting on development sites contributes to wildlife corridors Ensure connectivity through developments with appropriate supplemental planning guidance Align with objectives of revised Biodiversity Action Plan and/or green infrastructure strategy/plan 	Supplementary Planning Document published	2021 Implementation ongoing	Reading BC Berkshire Local Nature Partnership BBOWT	RED	
N14: Species protection/ recovery	<ul style="list-style-type: none"> Biodiversity Action Plan develops objectives for increasing/recovery of identified key species Ensure these are fed into management methods and changes in wildlife corridors 	Develop land management objectives Implement from:	2020 2021	Reading BC/NTF University of Reading	GREEN	BAP revised and adopted
N15: Biodiversity enhancement pilots	<ul style="list-style-type: none"> Meet/work with residents associations/ community groups Offer regular workshops/newsletter input/other methods to support changes in these areas <p><u>Link:</u> Community</p>	Identify 2 areas to participate including an area of deprivation Review impact relative to other areas	2020 2023	NTF Adopt-a street Community groups	AMBER	Work done in Caversham/Emmer Green area; Work commencing in central Reading this autumn
N16: Data recording/ monitoring	<ul style="list-style-type: none"> Request that all new data go onto TVERC, record or data systems that link with TVERC (Thames Valley Environmental Records Centre) Recruit volunteers for recording Encourage householders to take part in garden surveys/ TV projects <p><u>Link:</u> Community</p>	Contact all local groups Recruit volunteers Publicise surveys undertaken by others	2021 2020 Each year	NTF Community groups UoR	RED	

Sub category: Planting for biodiversity and resilience

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
N17: Provide Information on adaptation	<ul style="list-style-type: none"> Provide information on climate resilience and wildlife friendly gardening Improving soil structure and promote water reuse Promote exemplar sites – eg council, church, school <p><u>Links:</u> Water, Health, Education</p>	Information published on RCAN website 2 exemplar projects by:	Q4 2020 2025	NTF RISC community groups, Reading BC	AMBER	Articles written for Caversham Bridge

N18: Greening front gardens and reducing hardstanding	<ul style="list-style-type: none"> Provide information and links to potential designs for increasing green cover and reducing hardstanding Hold seminar for developers Seek TV support for project, eg Gardener's World <p><u>Links:</u> Water, Energy and LCD</p>	Information by end 2021 Seminar Contact TV options	2021 2022 2023	RCAN/ NTF/RHS	RED	
N19: Interaction with garden centres	<ul style="list-style-type: none"> Encourage garden centres to introduce a wildlife friendly and climate change adaptation section Peat-free labelling of composts <p><u>Link:</u> Business</p>	Programme introduced	2020	NTF BBOWT	AMBER	Dobbies approached, no response as yet

Sub category: Green Spaces for Cooling/well-being

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
N20: Green Infrastructure	<p>Using green infrastructure to reduce carbon emissions from buildings and promote urban cooling, e.g.:</p> <ul style="list-style-type: none"> Promote Green walls and roofs on new build Promote green roofs on existing single storey structures Plant for shading of cycle/pedestrian routes Research on impacts of green infrastructure required <p><u>Links:</u> Energy & LCD, Water, Transport, Health</p>	In local plan. May need Supplementary planning document Advice published on RCAN website Research projects to evaluate effects	SPD 2022 2022 2021	Reading BC NTF NTF/UoR	AMBER	Green roof on new bus shelters on A33 implemented and planned elsewhere; advice on small tree planting in articles for Caversham Bridge
N21 Develop green space to enable increased health benefits	Tree/hedge planting to provide shade, reduce particulate pollution and oxides of nitrogen <u>Links:</u> Health	Part of reviews referred to in N4 above	Ongoing from 2020	Landowners	AMBER	Undertaken for 8 sites so far, not systematic approach along corridors

Sub category: Communication and Engagement

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
N22: Raising awareness in the community	<ul style="list-style-type: none"> Identify two areas in the town, including an area of deprivation, to concentrate existing resources to test ideas and communication methods for dissemination Extend proven ideas to other areas <p><u>Links:</u> All themes, Business, Community</p>	2 target areas identified and developed	Identify test areas by 2021; Extend to four areas by 2025	Nature Task Force	GREEN	Working with Caversham area for 2 years; starting 2 nd area end 2021. Articles written for

						Caversham Bridge. In 2021 held Beanpole Day at Caversham Court with wildlife gardening/food growing theme; Meadows Day at Clayfield Copse with education theme for biodiversity and regeneration; Reading well-being day at Christchurch Meadows; Town Meal seminar and stall; Caversham eco-fair
N23: Advice service for adaptation	<ul style="list-style-type: none"> Provide advice to schools/ community groups/ for wildlife friendly gardening/ water efficient gardening/recycling in the garden <u>Links:</u> Water, Education, Community, Adaptation	Offer half day advice service to up to 20 organisations a year, plus online leaflets	Advice service from 2021	NTF BBOWT	AMBER	Redlands Primary; Keep Emmer Green planting around car park
N24: Support schools in their climate change initiatives	<ul style="list-style-type: none"> Provide list of support actions available through ReadingCAN or external sources to enhance existing systems (e.g. ecoschools), and distribute <u>Links:</u> Education, Communication and Engagement	Create option list for schools Offer 8 support activities a year	2020 From 2021	RCAN Nature Task Force	RED	No response to item in education newsletter; Redlands school provided with help
N25: Supporting Businesses and NGOs in their climate change initiatives	<ul style="list-style-type: none"> Make opportunities for groups to do practical work via Team Challenge <u>Link:</u> Business, Communication and Engagement	6 actions a year	Set up by 2021	Reading BC/NTF Econet/TCV	AMBER	2 companies engaged in practical conservation work, not through team challenge
N26 Identify opportunities for green prescribing	<ul style="list-style-type: none"> Produce a list of groups willing to provide options for social prescribing and make available to local GPs <u>Links:</u> Health	List available to RBC Public Health	2021	NTF	RED	Contacted practical conservation groups to ask whether willing to offer green prescribing

THEME: Health
PROGRESS WITH ACTION PLAN IMPLEMENTATION
Progress with the action plan has been impacted more than most by the pandemic as this has inevitably been the focus for health service and public health partners and professionals over the last 18 months. That said, some actions have been taken forward, and other actions not envisaged when the Action Plan was created have also been progressed, including discussions between the University of Reading, the Met Office and Reading Borough Council on development of a 'City Pack' for Reading (due in early 2022) as a tool to help communicate climate risk and inform adaptation planning. At the same time the Royal Berkshire Hospital has launched a Care Without Carbon initiative as it seeks to understand and reduce the carbon footprint of its operations.
EXTERNAL POLICY CHANGES RELEVANT TO THE THEME
The health implications of climate change and the need to adapt are acknowledged in the new Berkshire West Health and Wellbeing Strategy which was endorsed by Reading Borough Council in October 2021. This is a key strategic document supported by a series of action plans which provide an opportunity to address in more detail how climate impacts and adaptation action can be taken forward in the context of health and wellbeing.
OTHER EXTERNAL CHANGES RELEVANT TO THE THEME
Whilst the pandemic in many ways diverted the attention of policy makers from the climate change agenda, it also highlighted similar questions about our preparedness, particularly in the context of some commentators pointing out that there is 'no vaccine against climate change'. Many governmental and organisational risk management frameworks were not fully prepared to cope with the pandemic, and the same can no doubt be said of climate risks, which are in some respects even greater than those raised by the pandemic. Climate and weather related risks like heatwaves, drought, flooding and extreme weather may represent significant risks in and of themselves or have the potential to magnify other strategic risks, including numerous risks to public health and wellbeing, and risk management strategies need to be developed accordingly.

Health Theme Action Plan: *By 2025, people in Reading will be well informed about how to embed climate-friendly activities into their lives and self-manage the health impacts of climate change, benefiting from policies and programmes that enable them to thrive despite its effects. All climate change mitigation and adaptation strategies will consider the impact on health; with particular emphasis on heat-related health risks, air quality and mental wellbeing.*

NB Some of the actions included in the action plans below, and the scale and pace at which they can be progressed, will be subject to the prevailing national policy context and/or the provision of additional powers and resources by central government, as made clear in Reading’s climate emergency declaration (see section 3.2 above).

Sub category: Heat

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
H1: Adaptation and anticipation in health facilities	Facilities in hospitals and care homes adapted to extreme heat, e.g. <ul style="list-style-type: none"> • Provision of cool space for residents • Storage for medicines requiring cool temperatures • Risk register of those at risk from heat 	CQC reports on facilities in Reading all positive on these aspects.	2023	Public Health Berkshire - lead	AMBER	Need to establish stronger NHS link. Berkshire Public Health Heatwave and Summer preparedness plans are in place.
H2: Publicise cool public spaces	<ul style="list-style-type: none"> • Explore potential for air-conditioned places to be opened to the public during heatwaves • Maps and lists in libraries, public spaces, buses. • Publicity in local media when heatwaves are forecast • Support tree planting initiatives and man-made (canopies) solutions Links: Energy & LCD, Nature, Business, Communication and Engagement	Completion and publication of list	Initial list 2022 List updated yearly	RBC/RCAN	AMBER	See above heatwave plan, various comms used. bullet point 1 and 4 need action
H3: Increase the number of cooling public spaces–nature-based solutions	<ul style="list-style-type: none"> • Implement urban greening and tree-planting initiatives • Create man-made solutions where necessary (canopies) 	See action N1 in Nature Theme			AMBER	See nature theme

Sub category: Flooding

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
H4: Anticipation in health and social care facilities	<ul style="list-style-type: none"> Flexible accommodation for peak loads in emergencies Flood risk planning and preparation for in-patient facilities <p><u>Link:</u> Water</p>	<p>Establish baseline</p> <p>Set targets</p> <p>Plan published</p>	<p>2020</p> <p>2021</p> <p>2022</p>	Public Health Berkshire – lead RBC	RED	Need stronger NHS link.
H5: Minimising health impacts from flooding	<p>Convene a group to determine what support is needed to minimise the health impacts from anticipated flooding and to make recommendations about appropriate interventions.</p> <p><u>Link:</u> Water</p>	Group to report by end of	2022	RCAN	RED	No specific action on this but see also flood risk management actions in Water Theme

Sub category: Air pollution – see also Transport Theme Action Plan

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
H6: Supporting citizens to self-manage air quality risks	<ul style="list-style-type: none"> Explore the application of dynamic real time air quality data to help citizens protect themselves Raising awareness of green/ blue corridor and urban travel routes with lower pollution levels Reach those most in need by prioritising areas measuring high pollution levels and areas of deprivation Possible collaboration with Adept Live Lab project <p><u>Links:</u> Nature</p>	TBC	TBC	Reading BC (lead) University of Reading Adept Live Lab Stakeholders	AMBER	CO2 monitors arriving in schools September 2021 to monitor air quality. See also nature theme.

Sub-category: reducing emissions from the health sector in Reading

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
H7: Minimising the health impacts from infectious diseases	<ul style="list-style-type: none"> Convene a group to determine what support is needed to minimise the health impacts from infectious diseases associated with climate change and to make recommendations about appropriate interventions 	Group to report by end of	2022	RCAN	RED	
H8: 'For a Greener NHS' campaign	<ul style="list-style-type: none"> Adopting the national 'For A Greener NHS' campaign in Reading to determine the quickest feasible path to get the NHS to 'net zero carbon' Royal Berks NHS Foundation Trust to produce action plan subsequently 	NHS staff and establishments to feed into Expert Panel to report by Summer 2020 (local action plans to be produced subsequently)	Q2-3 2020	Royal Berks NHS Foundation Trust Other NHS facilities	AMBER	RBH has launched 'Care Without Carbon' initiative to measure and reduce emissions from its operations.
H9: Implementation of NHS Standard Contract	<ul style="list-style-type: none"> New national contract requiring hospitals to reduce carbon from buildings and estates, whilst switching to less polluting products, and encouraging more active travel for staff 	Contract implemented	Q2 2021	Royal Berks NHS Foundation Trust	GREEN	This is a requirement in the new standard contract
H10: Development of Green Plan for Royal Berks Hospital	<ul style="list-style-type: none"> New plan covering asset management, travel and transport, use of resources and greenhouse gas emissions 	Plan completed	Q2 2021	Royal Berks NHS Foundation Trust	GREEN	To be approved by Trust Board 16 December
H11: Cooperation with local GP practices	<ul style="list-style-type: none"> Link GP practices with sustainability initiatives including 'The Green Impact for Health Toolkit'³ 	Health Theme Group to make contact with GPs or representative body	2021	RCCP/RCAN/GP Practises	RED	Need CCG link.

Sub category: Communication, engagement and education

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
H12: Cooperation with local health authorities	<ul style="list-style-type: none"> Create strong links to ensure climate change is at the centre of strategy. 	Meet to determine next steps	Q3 2020	RCAN lead	AMBER	Berkshire Health and Wellbeing Strategy 2021-

³ <https://www.greenimpact.org.uk/giforhealth>

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
	<ul style="list-style-type: none"> Initiate discussions with Health and Wellbeing Board https://democracy.reading.gov.uk/mgCommitteeDetails.aspx?ID=176 					2030 acknowledges the importance of climate risks. Implementation plans for Reading currently being developed to include actions to address climate and health risks where applicable.
H13: Cooperation with local planning authorities	<ul style="list-style-type: none"> <u>Supporting Planning Team in climate impact assessment, ecosystem services tools and mitigation measures in relation to new builds and health & wellbeing of existing communities and future generations</u> 	Meet to determine next steps?	Q4 2020		AMBER	Need stronger planning link
H14: Cooperation with Brighter Futures for Children and schools	<ul style="list-style-type: none"> Align with health and wellbeing targets Connect with young people in their own right and as a route to influence their parents Create repository of sustainable frameworks and climate change learning resources for schools Increase tree and hedge planting in schools, for heat reduction and improving air quality Support outdoor learning initiatives in school grounds and urban green spaces Links: Nature 	Meet to determine next steps	Q4 2020	RCAN Brighter Futures for Children Primary Schools Secondary Schools	AMBER	Need stronger BFFC link.
H15: Improve cooperation between RBC Parks and Open Spaces team, conservation and therapeutic nature and horticulture sectors	<ul style="list-style-type: none"> Increasing amount and quality of green space to enable residents to benefit from the improved physical and mental health Mapping nature recovery priorities against indices of deprivation data to support people and wildlife where needed most Supporting Reading Tree Strategy 	Ongoing – measure quality using Natural England’s guidance	Ongoing	Reading BC NTF	AMBER	Wildbeing project linked to social prescribing. Links to obesity and physical activity agenda. See also nature theme.

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
	<ul style="list-style-type: none"> Promoting green prescribing initiatives Links: Nature					
H16: Publicise the health & well-being benefits to be gained from taking action on climate change	<p>Awareness raising linking health & well-being with climate friendly choices, including diet (less food miles, less processing, more plant-based), travel choices and housing retrofit</p> <p>Encourage behaviour change by highlighting positive impact of climate action, such as air quality improvements reducing asthma attacks and supporting brain development</p> <p>Awareness raising to highlight the importance of greenspace to health & well-being and climate adaptation including boosting conservation volunteering and tree planting.</p> Links: Education, Community, Business	Explore carbon literacy training and positive climate action campaign tailored to specific target audiences	2021	RCAN Reading Green Christians	AMBER	New Berkshire West Health and Wellbeing Strategy and local implementation plans to improve these links. Obesity and wellbeing links to RBC plans.
H17: Support for mental health and wellbeing, targeting those suffering health inequalities	<ul style="list-style-type: none"> Extension of existing mental health programmes to include the mental health issues associated with heat, flooding or air pollution; also climate anxiety Supporting the local nature sector to deliver green prescribing, especially for vulnerable groups Sustainable greenspace management boosting biodiversity, carbon sequestration and supporting health & wellbeing Align with health and wellbeing targets Support use of outdoor locations for health and wellbeing workshops 	Extended programme in place	2022	Reading BC Public Health	AMBER	Wildbeing project linked to social prescribing. Compass Recovery College does a number of workshops outdoors. Physical activity options outdoors, e.g. walks - links to RBC plans.

Action name	Description	Targets & measures/ milestones	Target completion date	Delivery partners	Status	Commentary (100 word max)
H18: Support the community gardening and food growing sector	<ul style="list-style-type: none"> Encourage the use of greenspace/ gardens for growing food in public and private spaces and educational opportunities Education around healthy and climate-friendly diets, including basic cookery skills 	Measure number and size of spaces and volunteer numbers.	Ongoing	Reading Gardening for Health and Wellbeing Network Food4Families Reading Food Growing Network	AMBER	Obesity agenda – new tender for community food project to link into these opportunities.
H19: Research, measuring and monitoring	<ul style="list-style-type: none"> Explore what data is already available on public health impacts of climate change in Reading Identify data gaps and establish research projects Measure, monitor and report on correlation of illnesses with climate change impacts to improve adaptation planning Possible link with Lancet Countdown project 	Scoping meeting	December 2019 DONE	RCAN / University of Reading	GREEN	See PHOF indicators, e.g. air pollution. University of Reading Heat Map project.

THEME: <i>Communication & Engagement Theme</i>
PROGRESS WITH ACTION PLAN IMPLEMENTATION
<ul style="list-style-type: none"> ❖ We are steadily growing our network with an increase in social followers. Through a successful 'Kickstart' placement, we have been able to update the website content in terms of historical blogs and new blogs, start to look at third party events we can support and build up our partnerships and connections to local organisations. ❖ We need to continue to work on the website to sort some of the snagging, have regular content updates and implements some of the new content ideas – for example eco resource hub, and develop other marcomms routes, for example newsletters ❖ Some of the deadlines were too ambitious, and need to be revised ❖ We need to find a clear lead for the business activity
EXTERNAL POLICY CHANGES RELEVANT TO THE THEME
None affecting Communication & Engagement.
OTHER EXTERNAL CHANGES RELEVANT TO THE THEME
<ul style="list-style-type: none"> ❖ Pandemic restrictions delayed some of the actions. We need to agree a new deadline for these areas. ❖ We ran the Reading Climate Festival from 20-26 September 2021 for the second year running as a week of free virtual and live events to inspire action on climate change, open to all. This activity needs to be put onto the Communication & Engagement plan as a yearly event.

Reading Climate Emergency Strategy 2020-25: Communications & Engagement Plan summary

Action name*	Description (With bulleted list of activities needed to achieve action and links)	Target & measure/ milestone (i.e. how will we know that we have completed the action?)	Target completion date	Action owner + list of delivery partner/s+	Any resource or capacity challenges? (in funding, in skills, in capacity, missing key partners)	Status	Commentary (100 word max)
General							
Information hub	<ul style="list-style-type: none"> Establish and maintain a hub on the website where all themes are supported with relevant, practical information for all stakeholders, so that everything is available in a single place. Mixture of bespoke content (Reading-centric) and signposts to reliable sources of information eg WRAP, Wildlife Trust, Energy Saving Trust, Carbon Trust etc. Supported by comms programme (conventional and social) to drive traffic. 	Published.	Set up by Nov 2020, continuously updated thereafter.	Comms and Engagement Team Theme leads	Website needs professional design to make sure it's engaging and mobile-optimised.	GREEN	Activity: website now has historical blogs, and event listings. News blogs posted Next: Capture snagging, content updates & ideas to improve
Dashboard	<ul style="list-style-type: none"> Develop a dashboard with KPIs that track progress against the targets in the strategy Publish on the RCAN website but also strategic media around the town, eg large digital sign at the station, buses, The Oracle, Reading Borough Council venues. 	Published	Set up by Dec 2020 and continuously updated thereafter	RCAN administrator	Some of the indicators will be lagging, these needs to be clearly communicated.	RED	Propose to postpone deadline to Dec 2021
Brand Book and Stakeholder Map	<ul style="list-style-type: none"> Develop brand guidelines, style guide and messaging matrix Confirm role of RCCP versus RCAN and relationship with other organisations within Reading 	Brand Book and stakeholder map created	By end Sept	Comms and Engagement Team	Will need to be revised and updated after the governance audit is completed	GREEN	Activity: Stakeholder map updated Next: Guidelines need updating
Campaign Calendar	<ul style="list-style-type: none"> Develop and publish a calendar of campaigns to encourage action on different issues, eg Beat the Street, Fair Trade Fortnight Align with RBC campaigns and initiatives led by other organisations in the town, as well as national "days" eg Earth Day Support with social media and conventional media such as bus advertising, outdoor, The Oracle, council magazine 	Quarterly Rolling Comms Plan devised and published	By Nov 2020	Comms and Engagement Team	May require funding for creative and media	GREEN	Activity: regular social postings, started developing approach for newsletters Next activity: Needs continual focus, confirm newsletters approach
Climate Literacy Training	<ul style="list-style-type: none"> Offer carbon and climate training, tailored to support the RCAN Action Plan, to all who live, work or study in Reading Begin by training all RBC staff 	Development of training Targets for delivery	December 2021	RCAN lead	Carbon Literacy accreditation depends on securing funding	AMBER	Not yet due. Activity: None

	<ul style="list-style-type: none"> Potential to build on the University's MOOC and/or Climate Reality training Accreditation available from the UNEP endorsed Carbon Literacy Project 						Next: Develop list of current options
Third party events	<ul style="list-style-type: none"> Take part in/support local public events eg Town Meal, Beanpole, day, waterfest, meadows day, school fetes etc etc 	Events calendar published and theme support agreed.	10 events per year	RCAN admin	Requires portable display materials as well as volunteer help	GREEN	<p>Activity: Kickstart placement started, event materials developed, partnerships being developed</p> <p>Next: Confirm events (Covid restrictions lifted/dependent)</p>
Funding hub	<ul style="list-style-type: none"> Establish and maintain a list of sources of outside funding that can be drawn on to support RCAN initiatives. Offer grants to support small local initiatives that align with RCAN goals 	List published	Set up by end of 2020, continuously updated thereafter.	RCAN admin	Opportunity to offer advice on preparing bids subject to resource.	AMBER	<p>Activity: None</p> <p>Next: Identify requirement with theme leads</p>
Volunteer Programme	<ul style="list-style-type: none"> Work with Reading Voluntary Action to establish process to recruit volunteers to support delivery of RCAN activities 	Relationship built and process established	December 2020	RCAN, RVA,		RED	<p>Activity: None</p> <p>Next: Deferred due to Covid. New deadline to be agreed.</p>
Research Programme	<ul style="list-style-type: none"> Establish a research programme to support the actions in the strategy Work with the University of Reading to develop a structured approach to matching research needs with students seeking research projects. 	Programme developed and approach defined	April 2021	RCAN, University of Reading		RED	<p>Activity: None</p> <p>Next: Need to discuss with theme leads</p>
Climate Action Pledge	<ul style="list-style-type: none"> Develop a pledge that residents can sign to commit to taking action on climate change across a relevant range of impacts Possible "eco-journey" starting with simple things and becoming more advanced 	Pledge defined and published	November 2020	RCAN		GREEN	<p>Done</p> <p>Activity: Promoted in social</p> <p>Next: Continue to promote; develop marcomms support</p>

Business focus							
Climate-friendly Organisations Pledge	<ul style="list-style-type: none"> Define a set of commitments for organisations to sign up to in order to gain "Climate Friendly" status 	Pledge defined and published	November 2020	RCAN lead		GREEN	<p>Done</p> <p>Activity: None</p> <p>Next: Promote, develop marcomms support</p>
Climate-Aware Business	<ul style="list-style-type: none"> Embed climate change into the workstreams of the LEP, IOD, Chamber of Commerce and other local business networks Work with leaders of those organisations to convince them of the strategic importance of climate change for their own organisations and their membership 	All nominated organisations have climate change as part of their mission	Summer 2021	RBC lead		GREEN	
Lobbying for better business practice	<ul style="list-style-type: none"> Identify barriers preventing use of sanctions to address "carbon crimes", eg: <ul style="list-style-type: none"> Leaving lights on all night in office buildings Having doors of restaurants/retail units open Incorporate the GHG Protocol (Scope 1, 2 & 3) ? Lobby central government for the policy changes 	Issues identified and lobbying programme launched	Spring 2021	RCAN lead		RED	<p>Not started</p> <p>Next: New deadline to be agreed</p>
Reading Business Climate Action Network	<ul style="list-style-type: none"> Establish business network for sharing of expertise and knowledge on sustainable business Hold regular events Publish business-centric advice and guidance and signpost tools and models from reputable sources on the RCAN website Encourage all Reading Businesses to nominate an employee who is their representative and can help to engage the company 	<p>Network already launched.</p> <p>Events programme published</p> <p>Information hub launched</p>	<p>November 2020</p> <p>November 2020</p>	RCAN lead Ethical Reading Sustainability Champions		AMBER	<p>Have Linked In group</p> <p>Activity: postings on Linked in</p> <p>Next: Need to find someone to lead & drive activity</p>
Sustainable Business Accreditation	<ul style="list-style-type: none"> Investigate the suitability of BCorp and BITC frameworks and other accreditations Ideally have a free-to-use dashboard system Introduce an accreditation scheme for businesses that recognises achievement at different levels, eg bronze, silver, gold, to create a race to the top 	Research completed and proposal published	Summer 2021	RCAN lead	May require funding	RED	<p>Not started</p> <p>Next: New deadline to be agreed</p>
Divestment	<ul style="list-style-type: none"> Divestment from fossil fuels is an important signal of intent as well as a way to divert capital investment from carbon-based to cleantech/Greentech innovation. 	Campaign launched	November 2021	RCAN lead		AMBER	<p>Not started</p> <p>Next: New deadline to be agreed</p>

	<ul style="list-style-type: none"> Run a campaign encouraging all institutional investors in Reading to divest 						
Business volunteering	<ul style="list-style-type: none"> Create opportunities for staff to support delivery of actions from the strategy via Team Challenge 	6 business actions a year	First actions Q1 2021	RCAN lead Connect Reading/RBC /NTF/Econet/TCV,		RED	Not started due to Covid Next: New deadline to be agreed
Community focus							
Working with other organisations	<ul style="list-style-type: none"> Establish links with other groups working on the sustainability agenda across Reading and showcase their work through the RCAN website Enable sharing of events, expertise, knowledge and resources by other groups 	Partner hub set up with ability for representatives to contribute content	Partner hub set up by end 2020	Comms and Engagement team		AMBER	Activity: started to establish links, for example WI, Caversham Bridge Next: Continue to grow network, develop hub approach
Community focused work	<ul style="list-style-type: none"> Identify 2 geographical areas in Reading (up to 10 streets)– and support the residents in these streets to lead more Climate friendly lives. Develop competition (eg 'green streets initiative') Identify and work with community groups (i.e. religious, ethnic, age related) – and support the members to lead more Climate friendly lives, through community talks and projects 	2 areas per year 6 groups per year	First area identified by Q2 2021 First group identified by Q1 2021	RCAN admin		RED	Not started due to Covid Next: New deadline to be agreed

Education focus							
Schools-based interventions	<ul style="list-style-type: none"> Working with the Education team and Better Futures for Children, to establish a programme of climate change interventions for schools. To cover physical changes (i.e install solar panels, heat pumps etc) and support with lessons/curriculum / local community engagement (use Eco Schools framework?) Draw on established tools and programmes where possible 	Programme launched	September 2021	RCAN admin Brighter Futures for Children, RBC Sustainability team, Helen Roberts team	https://www.eco-schools.org.uk/ https://www.greenschoolsproject.org.uk/ https://www.wwf.org.uk/get-involved/schools/green-ambassadors https://www.youngclimatewarriors.org/	RED	There is currently no person to take this forward
Reading Schools Climate Action Network	<ul style="list-style-type: none"> Establish teacher network for sharing of expertise and knowledge on sustainable schools (for primary and secondary) Hold regular events 	Network launched.	September 2021	Brighter Futures for Children	Nature Task Force?	AMBER	Activity: Termly newsletter to all Reading schools;

	<ul style="list-style-type: none"> Publish school-centric advice and guidance and signpost tools and models from reputable sources Link to home schooling networks 	<p>Events programme published</p> <p>Information hub launched</p>		RCAN, Alfred Sutton primary?			<p>advice on website.</p> <p>Teacher network yet to really take off - due to COVID school visits/connections haven't been made</p> <p>Next: Ongoing newsletter. Need resource to make school connections</p>
Model Climate Conference	<ul style="list-style-type: none"> Expand the model climate conference to include all schools in Reading Bring the outputs back to the RCAN website Legacy - Supporting the schools to make the changes they committed to on the day, through the RSCAN 	50% increase in schools participating in the Model Climate Conference	November 2021	Just ideas	Subject to funding	GREEN	<p>Activity: None</p> <p>Next: Promote conference through marcomms channels</p>
Young Persons Climate Assembly	<ul style="list-style-type: none"> Explore the potential to set up a Young Persons activist Network – for young people to meet up with like minded individuals regular meetings, Intragram ? Are there any programmes that we could already fit in with? Eg: Youth Council, schools strikes <p>https://www.foeeurope.org/yfoee</p>	Research appetite and develop proposal if appropriate	June 2021	RCAN admin	Must be youth led and with proper safeguarding	AMBER	<p>Activity: Now in contact with youth Council</p> <p>Next: Help to promote their campaigns and vice versa</p>

READING BOROUGH COUNCIL: GREENHOUSE GAS (GHG) EMISSIONS REPORT 2020/21

EXECUTIVE SUMMARY

Reading Borough Council (RBC) is committed to reducing greenhouse gas emissions (GHG) across its estate and operations. The means to do so are set out in the Council's corporate Carbon Plan.

The Council's 'Carbon Plan 2020-2025' was approved in November 2020, and sets out actions to meet an ambitious carbon emissions reduction target of 85% by 2025, *en route* to becoming a 'net zero' organisation by 2030.

This year (2020/21) the Council saw a 69.8% decrease in gross corporate emissions compared to the 2008/09 baseline figure (up from 63.5% in 2019/20). This equates to a year-on-year decrease of 17.3% in absolute gross corporate emissions against 2019/20 levels.

In order to achieve the target set in the Carbon Plan, an average annual reduction in emissions of 4.3% against the baseline would be required. In 2020/21 the Council's emissions reduced by 6.3% against the baseline.

In addition to measuring our corporate GHG emissions as summarised in the figures above, we also measure and report on the gross emissions of the Council's 'wider influence', taking account of other factors outside our direct control but within the scope of our influence. By this measure, emissions also decreased in 2020/21, showing a 54.4% decrease compared to the 2008/09 baseline.

While both year-on-year performance and progress towards achieving the 2025 Carbon Plan target have been positive this year, it should be noted that a significant impact has been felt from the Covid-19 pandemic, with the start of the first UK lockdown coinciding with the start of the 2020/21 reporting year. The year saw the closure of offices, public-facing buildings and other non-essential facilities during the pandemic, all of which were likely to be a significant factor in the emissions reductions witnessed in 2020/21. There is therefore a risk that emissions will 'bounce back' in the 2021/22 reporting year as many of these facilities have re-opened.

The financial cost of energy provides a further incentive to reduce its use, particularly in the light of the current high prices and the volatility of wholesale markets. In this regard, it is estimated that the cumulative costs avoided by the Council from reduced energy consumption since 2008/09 are c.£15m (excluding standing charges and other contract charges) compared to if no action had been taken. In 2019/20 alone these avoided costs were estimated at £2.1m.

1. Introduction

1.1 Policy context

Prior to the Government's adoption of the national 'net zero by 2050' carbon reduction target, Reading Borough Council had declared a climate emergency at its meeting in February 2019, committing to the more ambitious aim of a 'net zero carbon Reading by 2030'. In November 2020, the Council subsequently endorsed the new Reading Climate Emergency Strategy 2020-25 (prepared by the Reading Climate Change Partnership) based on the 'net zero by 2030' ambition, and adopted a new corporate Carbon Plan for the period 2020-25, including a more ambitious target to reduce the Council's own emissions by 85% by 2025 *en route* to net zero by 2030.

The vision for the Reading Climate Emergency Strategy is '*for a Reading which is working rapidly towards (i) Net zero carbon dioxide emissions in the Reading area by 2030 (ii) Being better prepared to deal with the impacts of a changing climate.*' This sets the context for Reading Borough Council's efforts to reduce its own corporate emissions.

1.2 Leading by Example

While the Council's emissions represent only a small proportion of the total emissions for the Borough (less than 1.5%), the Council recognises the importance of demonstrating leadership by example in terms of delivering deep and meaningful reductions in its own emissions.

The Council has a long history of carbon reduction initiatives adopted since it signed the Nottingham Declaration on Climate Change in March 2006. In 2007 RBC worked with the Carbon Trust to produce Reading's first Local Authority Carbon Management Plan (LACM). Since 2008 the authority has managed a rolling investment programme in energy efficiency and renewable energy technologies to achieve carbon reduction. The 2015-20 Carbon Plan set a target of achieving a 50% reduction in corporate emissions by 2020, a target which was achieved three years early. The 2020-25 Carbon Plan therefore represents just the latest in a series of actions to reduce corporate emissions.

1.3 The Carbon Plan 2020-25

Reading Borough Council's 'Carbon Plan 2020-25', was approved in November 2020, confirming the organisation's target to reduce carbon emissions by 85% against the 2008/9 baseline. In addition a further three targets were also included: 1) a renewable energy target to generate 50% of total energy consumed from renewable sources by 2025. 2) A fossil fuel target to reduce fossil fuel consumption by 50% by 2025 and, 3) A target to reduce water consumption by 5% p.a.

2 Reading Borough Council Greenhouse Gas (GHG) Emissions

2.1 The Organisation

Reading Borough Council is a unitary local authority. RBC is now comprised of three directorates; Directorate of Economic Growth & Neighbourhood Services (DEGNS); Directorate of Resources; and Directorate for Adult Care & Health Services (DACHS).

Brighter Futures for Children, which is a not-for-profit company, manages the services which look after the children of Reading, and is responsible for its own carbon emissions reporting. Carbon management for the Council is managed in the Sustainability Team, within the Directorate of Economic Growth & Neighbourhood Services.

2.2 How we measure the Council's emissions: scope

RBC produces two main measures of emissions (i) the RBC corporate GHG emissions measure or 'corporate carbon footprint', comprising activities under its direct operational control and (ii) the 'wider influence' GHG emissions measure which also includes activities outside of its direct control but within its 'wider influence'.

As of the 2020/21 reporting year, all schools (including community, voluntary aided, diocese, Academy and Free Schools) and managed services (including Rivermead Leisure centre, Reading Buses and Smallmead Materials Recycling Facility (MRF) are reported as appendices to Scope 3, where RBC can influence, rather than control, the operations.

The Council measures its GHG emissions in line with accepted protocols for doing so and a list of activities which are used to calculate the Council's carbon footprint is as follows. A detailed breakdown of the activities that are reported, and within which scope, can be found in Annex 1.

Scope 1 (Direct emissions)

- Fossil fuels - natural gas and burning oil consumption
- Transport fleet
- Fugitive emissions from air conditioning units only (excluding emissions from domestic fridges and freezers)
- Self-supplied renewably generated electricity or heat

Scope 2 (Indirect Emissions)

- Purchased electricity

Scope 3 RBC Corporate (Other Indirect Emissions) -

- Electricity losses from transmission and distribution
- Managed assets - business travel

Scope 3 Non-Corporate (Other Indirect Emissions)

- Schools (Community, Voluntary Aided, Diocese, Academy and Free Schools)
- Outsourced services (1 leisure centre, 1 bus company, 1 waste MRF)

Outside Scopes

- None this year

Renewable electricity

- Renewably generated electricity from systems owned by RBC, but supplying electricity to other parties

The Council's headline corporate carbon footprint measure is calculated by adding Scope 1 and 2 plus an element of Scope 3 which is considered 'corporate'. This is the measure on which the Carbon Plan target of an 85% reduction by 2025 is based.

By contrast, we calculate the ‘wider influence’ carbon footprint by adding together everything in Scopes 1, 2 and 3.

We also calculate net emissions for both measures taking into account renewable energy generation exported to the grid or sold to others, although the reporting protocols recommend reporting based on gross emissions. As such, net figures are included for illustrative purposes only, and do not affect the headline measures of our ‘corporate carbon footprint’ or ‘wider influence’ footprint which are based on gross figures.

2.3 Baseline Year and reporting

The Council has been reporting its carbon footprint since 2005/06. Since this time, the reporting systems have changed several times and data collection has improved. The Council’s baseline year for the purposes of the current Carbon Plan is 2008/09.

Since 2013/14, the Council is no longer required to annually report carbon emissions for the Carbon Reduction Commitment Energy Efficiency Scheme. However, we continue to report on emissions annually in the interests of transparency and public accountability.

The emissions factors used for calculation of the GHG footprint for 2020/21 (1st April 2020 to 31st March 2021) are those published by DEFRA, based on a 1-year average factor for each year¹.

2.4 Weather Correction

A considerable contribution to the GHG emissions of the Council is from space heating. With changing heat demand depending on the weather of each year there can be increased or decreased fuel demand, which has an impact on the emissions. Weather correction calculations can be undertaken to adjust for this bias. Weather corrected figures can be found in Annex 2. The official annual reported emissions are uncorrected.

2.5 Reading Borough Council Greenhouse Gas emissions 2020/21

Reading Borough Council’s absolute (gross) corporate GHG emissions for 2020/21 were 5,972 tCO₂, down 69.8% compared to the 2008/09 baseline. This represented a year-on-year reduction of 17.3% against 2019/20 (7,219 tCO₂) emissions, a very significant reduction for a single year illustrating in part the impact of the pandemic which saw offices and public-facing buildings closed for extended periods. When renewably generated electricity, exported to the grid, or sold to third parties is netted off against this gross figure, to the sum of 348 tCO₂, this gives a net corporate carbon emissions figure of 5,624 tCO₂, 17.9% below 2019/20 emissions

The ‘wider influence’ GHG emissions of the organisation, including schools and managed services, were 17,919 tCO₂ for 2020/21, down 54.4% against the 2008/09 baseline though, again, it should be noted that the year was atypical due to the pandemic and public transport emissions, in particular were significantly reduced, and there have also been some changes to the calculation of the baseline for this figure as explained below. This figure represented a year-on-year reduction of 33.6%

¹ <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2020>

against 2019/20 emissions. Carbon emissions from schools were 5,275 tCO₂ (gross) for 2020/21, down 2.6 % compared to 2019/20 figures.

The figures for 2020/21 are illustrated in Table 1 below, compared against 2008/09 baseline data. A full breakdown of the data can be found in Annex 3.

Table 1: Reading Borough Council GHG Emissions 2020/21, compared to 2008/09 figures

YEAR	Baseline 2008/09	2020/21	% change
	tCO ₂	tCO ₂	
SCOPE 1 - Corporate			
	6,594	3,476	-47.3%
SCOPE 2 - Corporate			
	11,850	2,206	-81.4%
SCOPE 3			
CORPORATE	1,318	290.4	-78.0%
SCHOOLS	7,203*	5,275	-26.8%
LEISURE CENTRES	1,209	222	-81.6%
BUS SERVICES	10,538	6,037	-42.7%
WASTE MRF	598*	414	-30.8%
GROSS 'CORPORATE' EMISSIONS (Scope 1, Scope 2, and Scope 3 'CORPORATE')	19,761	5,972	-69.8%
GROSS 'WIDER FOOTPRINT' EMISSIONS - Scope 1, Scope 2 and all of Scope 3	39,310	17,919	-54.4%
ELECTRICITY EXPORTED/SOLD TO GRID/OTHERS	0	348	n/a
NET EMISSIONS - Scope 1, 2, 3 - CORPORATE	19,761	5,624	-71.5%
NET EMISSIONS - ALL	39,310	17,571	-55.3%

*Baseline data for schools and waste MRF have been set at 2009/10 and 2010/11 respectively, due to unreliable data in prior years.

Table 2 presents the same data for 2020/21 but compares it with the previous year, 2019/20, to illustrate some of the changes seen in the final 'normal' year before the pandemic had a significant impact and the following year when lockdowns started to take effect.

Table 2: Reading Borough Council GHG Emissions 2020/21, compared to 2019/20 figures

YEAR	2019/20	2020/21	% change
	tCO ₂	tCO ₂	
SCOPE 1 - Corporate			
	4,010	3,476	-13.3%
SCOPE 2 - Corporate			
	2,801	2,206	-21.2%
SCOPE 3			
CORPORATE	408	290	-28.9%
SCHOOLS	5,427.5	5,274.6	-2.8%
LEISURE CENTRES	734*	222	-69.8%
BUS SERVICES	12,889*	6,037*	-53.2%
WASTE MRF	701*	414	-40.9%
GROSS 'CORPORATE' EMISSIONS (Scope 1, Scope 2, and Scope 3 'CORPORATE')	7,219	5,972	-17.3%
GROSS 'WIDER FOOTPRINT' EMISSIONS (Scope 1, Scope 2 and all of Scope 3)	26,970*	17,919	-33.6%
ELECTRICITY EXPORTED/SOLD TO GRID/OTHERS	371	348	-6.2%
NET EMISSIONS - Scope 1, 2, 3 - CORPORATE	6,848	5,624	-17.9%
NET EMISSIONS - ALL	26,599*	17,571	-33.9%

**The Council's annual greenhouse gas reports in previous years used a single 'Managed Services' category to cover 'wider influence' emissions from leisure centres and bus services. As the 2020/21 year represents the start of a new Carbon Plan period, the opportunity has been taken to revise the breakdown of these emissions as explained in section 2.2. Two other changes have been made from reporting in previous years: inclusion of Smallmead MRF, and inclusion of the carbon impact of fuel use by Reading Buses (in addition to non-fuel emissions). Both new elements have required a revision of historic baselines to allow a like-for-like comparison when considering performance against baseline and previous years. As such, while the data on absolute emissions in the 'wider influence' calculations presented in this report for baseline and 2019/20 emissions will be higher than that presented in previous reports, the increases represent a statistical change rather than a 'real' increase in emissions. As a result of these adjustments, the 'wider influence' footprint calculation is, however, now more representative of the broader impact of the Council's activities, while the headline RBC corporate carbon footprint calculations on which our targets are based remain unaffected.*

2.6 Intensity Measurement

In emissions reporting, 'intensity measurement' calculates an organisation's GHG emissions against a specific relevant activity. There are a number of factors that determine and influence the level of GHG emissions of an organisation, such as size of buildings, number of employees (activity ratios), financial turnover of the business (financial ratio) etc.

For Reading Borough Council, the intensity ratio is measured by number of Full Time Equivalent (FTE) staff working for the Council. The recommended methodology by the Defra/DECCs guide is to measure this using direct emissions (Scope 1 and 2) only which occur as a direct result of staff activities.

The employee intensity ratio for Reading Borough Council, for 2020/21 was

$$\text{tCO}_2\text{e per FTE} = \frac{5,681.7}{1,530.4} = 3.71 \text{ tCO}_2\text{e/FTE}$$

The employee intensity ratio for Reading Borough Council as a whole for 2019/20 was

$$\text{tCO}_2\text{e per FTE} = \frac{6,811}{1,471.7} = 4.63 \text{ tCO}_2\text{e/FTE}$$

This shows that the intensity measurement for RBC (emissions per employee) reduced by 19.9% in 2020/21 though, as with the main GHG calculations, the impact of the pandemic would have been a significant factor in this.

2.7 Progress against Carbon Plan targets

Reading's Carbon Plan 2020-2025 sets out actions and projects which have been translated into a set of target emissions for each year of the 5-year plan.

2020/21 saw gross annual CO₂ emission of 5,972 tonnes from RBC's operations, which is below not only the 2020/21 target of 7,107 tonnes, but also the 2021/22 target of 6,394 tonnes (see table 3). We had anticipated achieving a 64% reduction compared to the baseline year 2008/09 at this point, when in fact we can now report a 69.8% reduction. Whilst this represents a good 'head start' on progress against Carbon Plan targets over the five years of the Carbon Plan, as has been noted above, 2020/21 was an atypical year due to pandemic restrictions, and

emissions may well increase in the 2021/22 reporting year as operations have resumed to post-pandemic levels. This underlines the importance of continued action on emissions and the fact that there is no room for complacency.

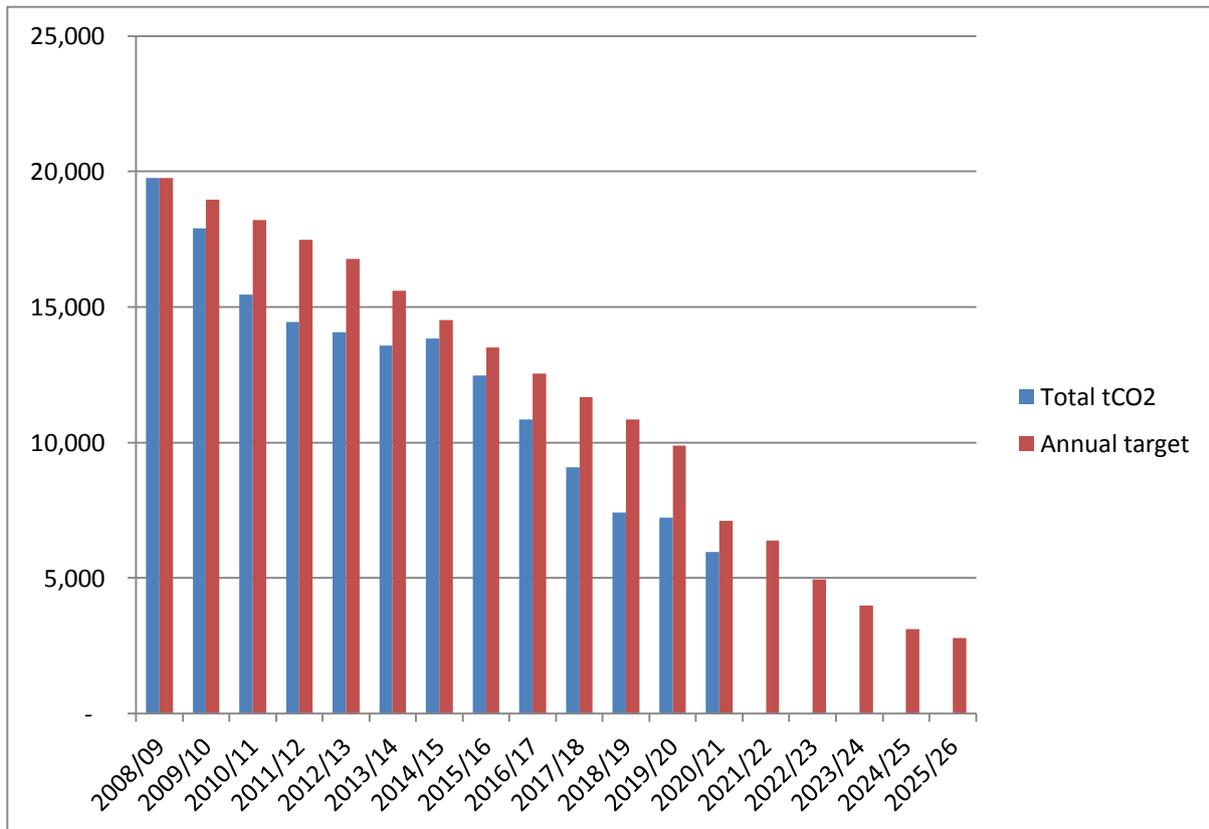
The Council produced the equivalent of 7.4% of its total energy consumed in buildings from renewable sources in 2020/21. This represents 16.7% of its electricity consumption. While this is some way short of the ambitious Carbon Plan target of 50% of our energy needs to be met from renewables by 2025, as energy and fossil fuel use continues to come down, and as capital investment in renewables comes on stream, the gap should begin to close.

The council used 485,628 litres of fuel/oil in 2020/21. The target is to reduce this to half of this level by 2025 through removal of heating oil and electrification of vehicles.

Table 3: notional annual targets to achieve 85% reduction in RBC corporate carbon footprint by 2025

Business year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
RBC Net corporate CO ₂ emissions tonnes eq. /p.a.	7,107	6,394	4,957	3,977	3,105	2,787

Figure 1: RBC corporate GHG emission performance against annual target from the baseline year (2008/09) through to 2025/26



2.8 Renewable/low carbon energy

Reading Borough Council owns over 500 solar PV arrays, and has shareholdings in a community renewable energy generation scheme in the borough operated by Reading Community Energy Society. In total these generated 1,583,814 kWh of

electricity in 2020/21, of which over 643,000 kWh was deemed to have been exported to the National Grid. Twenty-three systems generated and self-supplied 154,417 kWh to RBC sites, whilst the remaining arrays generated and supplied 513,631 kWh to schools, housing tenants and other parties in 2020/21. The renewably generated electricity leads to 348 tCO₂ carbon emissions savings, which can be 'netted off' against the RBC gross emissions (excluding those 'self-supplied').

Some schools own their own PV arrays, self-supplying and generating electricity on site. In 2020/21 these systems generated an estimated 53,400 kWh.

3. Risks and Opportunities

Future climate change presents a number of significant risks for Reading. These risks present themselves in terms of a number of key societal and natural impacts caused by, for example, urban heat island effects and surface water flooding. These risks underline the need for the Council to continue to give a high priority to climate action, not least as there could be significant cost and service pressures arising directly or indirectly from climate impacts.

In addition to this, and as the policy landscape develops, there are significant additional risks to inaction relating to the volatility and costs associated with fossil fuel use and extraction. The Council, whilst an early adopter of net zero carbon commitments, is now in the majority among councils across the UK that have embarked on highly ambitious decarbonisation plans. Failure to do so would expose the borough to high risks associated with fossil fuel dependency.

Set against this wider risk are the opportunities associated with being an early mover in decarbonisation. The financial and reputational benefits of reducing the costs and risk associated with inaction now far outweigh the costs of action. The development of a low carbon skill base will assist in an economic recovery following the pandemic.

The opportunities presented by a 'green recovery' from the pandemic enable a more concerted shift from traditional models in favour of an accelerated model of decarbonisation with improved emissions associated with travel and operational buildings emissions in particular. There is a risk, however, that home working emissions may impact on domestic emissions in the borough and the Council is taking action to understand the impact of this risk.

References

Environmental Reporting Guidelines: Including mandatory greenhouse gas emissions reporting, June 2013

The Reading Climate Emergency Strategy 2020-25

The Carbon Plan 2020-2025: Reading Borough Council - our pathway to net zero Carbon

ANNEXES

Annex 1: GHG Protocol scope and treatments of renewables

Reporting of GHG emissions for RBC, divided into 3 scopes	
Scope 1 (Direct emissions): Emissions from activities owned or controlled by your organisation that release emissions into the atmosphere. They are direct emissions.	
Fossil fuels - Natural Gas and burning oil consumption	Direct emissions from combustion of natural gas and oil
Transport Fleet	Direct emissions from combustion of diesel and petrol
Fugitive emissions from air conditioning units only (excluding emissions from domestic fridges and freezers)	Emissions released from equipment leaks
Self-supplied renewably generated electricity or heat	Direct emissions at site (zero emissions). See Figure A1 below for further detail on treatment of renewables.
Scope 2 (Energy indirect): Emissions released into the atmosphere associated with your consumption of purchased electricity, heat, steam and cooling. These are indirect emissions that are a consequence of your organisation's activities but which occur at sources you do not own.	
Purchased electricity	Electricity purchased from supplier. Emissions at source, outside RBC control.
Scope 3 (Other indirect): Emissions that are a consequence of your actions, which occur at sources which you do not own or control and which are not classed as scope 2 emissions.	
Electricity losses from transmission and distribution	Emissions as a result of losses from transmission and distribution of electricity on the national grid
Managed Assets - Business travel	Emissions as a result of travel by means not owned or controlled by RBC
Schools (Community, Voluntary Aided, Diocese, Academy and Free Schools)	Emissions from activities within schools, which are not controlled by RBC
Outsourced services (5 car parks, 2 leisure centres and bus company office)	Emissions from activities within managed services, which are not controlled by RBC
Outside Scopes:	
CO ₂ equivalent emissions from biofuels	Other GHG emissions from combustion of biofuels. Awaiting emissions factors
Renewable electricity:	
Renewably generated electricity from systems owned by RBC, but supplying electricity to other parties	Emissions avoided by generating electricity renewably at site. See Figure A1 below for further detail on treatment of renewables.

Exclusions:

Water supplied & sewerage: to date the data available for reporting emissions from water use is not sufficiently robust. Work is being undertaken to enable this for future years.

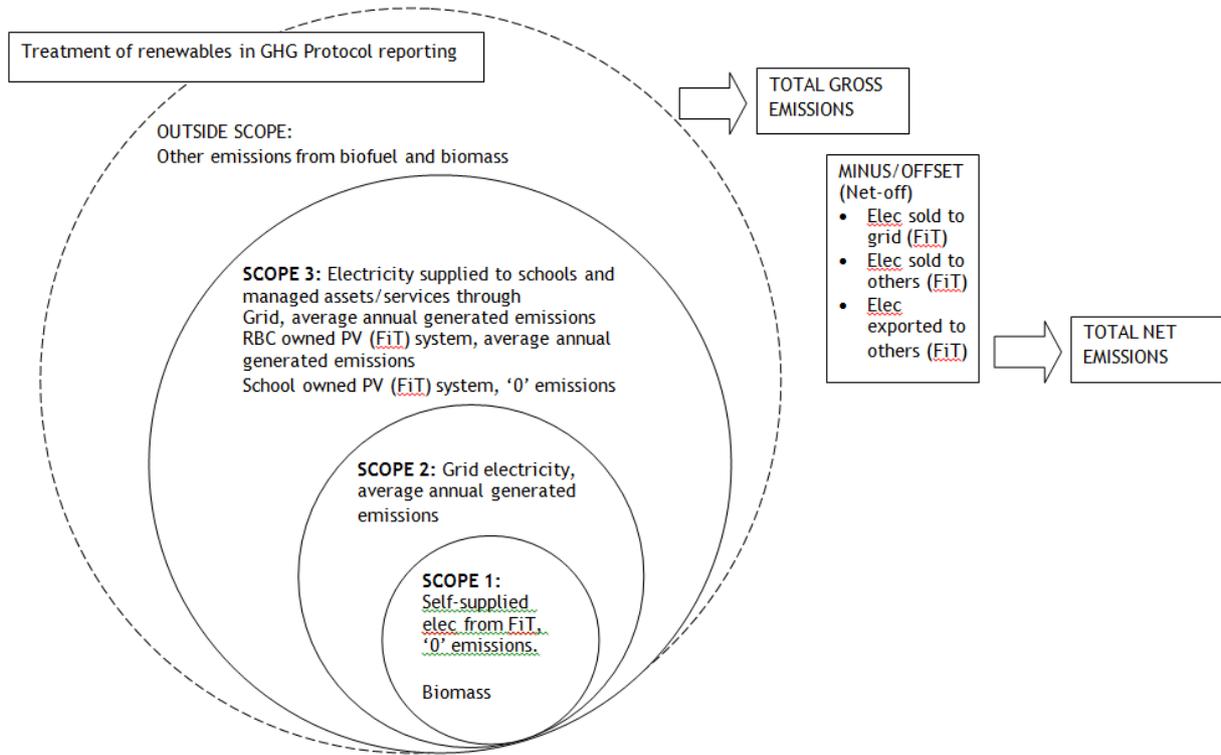


Figure A1: Treatment of renewables in GHG Protocol reporting, depending on system ownership and reporting scope

Annex 2: Full breakdown 2020/21 GHG data vs baseline

YEAR	REPORTING UNITS	BASELINE: 2008/09		2020/21			
		kWh/litres/km/ m3/kg	conversion factor	tCO2	kWh/litres/km/m3/kg	conversion factor	tCO2
SCOPE 1							
GAS	kWh	26,624,860	0.1836	4,888	12,054,110.0	0.2	2,216.4
OIL	litres	329,462	0.2468	81	18,561.0	2.5	47.2
FLEET - DIESEL	litres	616,794	2.5725	1,587	435,665.3	2.5	1,109.2
FLEET - PETROL	litres	16,717	2.2450	38	10,353.0	2.2	22.4
FLEET - GAS OIL	litres				21,049.1	2.8	58.0
FUGITIVE - R12	kg						
FUGITIVE - R22	kg						
FUGITIVE - R407C	kg				9.3	1,774.0	16.4
FUGITIVE - R134A	kg						
FUGITIVE - R410A	kg				2.8	2,088.0	5.8
FUGITIVE - R49a	kg						
FUGITIVE - R404a	kg						
CHP - GAS	kWh						
CHP - ELECTRICITY	kWh						
BIOMASS	kg						
ELECTRICITY FROM RENEWABLES	kWh				154,417.0		
TOTAL				6,594			3,476
SCOPE 2							
ELECTRICITY FROM GRID	kWh	24,416,596	0.4853	11,850	9,463,044	0.23314	2,206
CAR CLUB - SMALL	km	-	-	-		0	0.00
CAR CLUB - MEDIUM	km	-	-	-		0	0.0000
TOTAL				11,850			2,206
SCOPE 3							
CORPORATE							
ELECTRICITY FROM GRID T&D	kWh	24,416,596	0.0391	954	9,463,044.0	0.02	189.7
BUSINESS MILEAGE - average fuel unknown	km	1,742,835	0.2086	364	394.5	0.17	0.1
BUSINESS MILEAGE - average petrol	km				250,085.6	0.17	43.6
BUSINESS MILEAGE - supermini petrol	km					0.15	-
BUSINESS MILEAGE - dual purpose 4 x 4	km						
BUSINESS MILEAGE - MPV petrol	km					0.19	-
BUSINESS MILEAGE - luxury	km						
BUSINESS MILEAGE - MPV diesel	km					0.18	-
BUSINESS MILEAGE - executive petrol	km					0.23	-
BUSINESS MILEAGE - executive diesel	km					0.17	-
BUSINESS MILEAGE - lower medium petrol	km					0.17	-
BUSINESS MILEAGE - small petrol	km				108,530.9	0.15	16.1
BUSINESS MILEAGE - med petrol	km				103,633.7	0.19	19.3
BUSINESS MILEAGE - large petrol	km				3,128.6	0.28	0.9
BUSINESS MILEAGE - small diesel	km				19,988.1	0.14	2.7
BUSINESS MILEAGE - med diesel	km				86,098.3	0.17	14.3
BUSINESS MILEAGE - large diesel	km				17,606.2	0.20	3.6
BUSINESS CYCLE	km						
BUSINESS MOTORCYCLE	km						
WATER SUPPLIED	m3						
WATER SEWERAGE	m3						
TOTAL				1,318			290.4
SCHOOLS*							
GAS	kWh	18,387,800	0.1836	3,376	17,331,695.09	0.18	3,186.78
OIL	litres	3,130,463	0.2468	773	88,192.00	2.54	224.04
ELECTRICITY FROM GRID	kWh	6,224,888	0.4521	2,814	7,273,687.17	0.23	1,695.79
ELECTRICITY FROM GRID T&D	kWh	6,224,888	0.0386	240	7,273,687.17	0.02	145.84
ELECTRICITY FROM RBC FIT	kWh		0.4521	-	98,858.47	0.23	23.05
ELECTRICITY FROM RENEWABLES	kWh		-	-	53,398.40	-	-
WATER SUPPLIED	m3						
WATER SEWERAGE	m3						
FUGITIVE - R410A	kg				10.61	2,088.00	22.15
FUGITIVE - R32	kg				3.20		
FUGITIVE - R407C	kg					1,774.00	-
TOTAL				7,203			5,275
LEISURE CENTRES							
GAS	kWh	2,722,149	0.1836	500	680,752	0.18	125
ELECTRICITY FROM GRID	kWh	1,353,406	0.4853	657	381,917	0.23	89
ELECTRICITY FROM GRID T&D	kWh	1,353,406	0.0391	53	381,917	0.02	8
ELECTRICITY FROM RBC FIT	kWh		0.0391	-	20,162	0.23	5
ELECTRICITY FROM RENEWABLES	kWh		0.4853	-			
TOTAL	kWh			1,209			222
READING BUSES							
GAS	kWh	914,874	0.1836	168	1,334,455	0.18	245
ELECTRICITY FROM GRID	kWh	1,049,393	0.4853	509	1,307,373	0.23	305
ELECTRICITY FROM GRID T&D	kWh	1,049,393	0.0391	41	1,307,373	0.02	26
ELECTRICITY FROM RBC FIT	kWh		0.0391	-	16,668	0.23	4
ELECTRICITY FROM RENEWABLES	kWh		0.4853	-			
FLEET - DIESEL	litres	3,817,389	2.6	9,820	1,335,486	2.55	3,400
FLEET - CNG	litres				813	2,533.00	2,061
TOTAL				10,538			6,037
WASTE MRF SMALL MEAD*							
ELECTRICITY FROM GRID	kWh	1,140,310	0.4853	553	1,633,650	0.23314	381
ELECTRICITY FROM GRID T&D	kWh	1,140,310	0.0391	45	1,633,650	0.02005	33
ELECTRICITY FROM RENEWABLES	kWh						0
TOTAL				598			414
OUTSIDE SCOPE							
FLEET - DIESEL - BIOFUEL MIX	litres						
FLEET - PETROL - BIOFUEL MIX	litres						
CNG	litres						
BIOMASS							
TOTAL							
GROSS EMISSIONS - CORPORATE							
GROSS EMISSIONS - ALL	Tonnes			19,761			5,972
GROSS EMISSIONS - CORPORATE - weather corrected	Tonnes			39,310			17,919
GROSS EMISSIONS - ALL - weather corrected	Tonnes			19,606			5,794
GROSS EMISSIONS - ALL - weather corrected	Tonnes			39,030			17,456
NET EMISSIONS - CORPORATE							
ELECTRICITY EXPORTED/SOLD TO GRID/OTHERS	kWh				1,375,999	0.25319	348
NET EMISSIONS - CORPORATE	Tonnes			19,761			5,624
NET EMISSIONS - ALL	Tonnes			39,310			17,571
NET EMISSIONS - CORPORATE - weather corrected	Tonnes			19,606			5,446
NET EMISSIONS - ALL - weather corrected	Tonnes			39,030			17,107

Annex 3: Historic data from Reporting for Carbon Plan 2015-20

YEAR	REPORTING UNITS	BASELINE: 2008/09			2014/15			2015/16			2016/17			2017/18		
		kWh/litres/km/m ³ /kg	conversion factor	tCO ₂	kWh/litres/km/m ³ /kg	conversion factor	tCO ₂	kWh/litres/km/m ³ /kg	conversion factor	tCO ₂	kWh/litres/km/m ³ /kg	conversion factor	tCO ₂	kWh/litres/km/m ³ /kg	conversion factor	tCO ₂
SCOPE 1																
GAS	kWh	#####	0.1836	4,888	17,244,563	0.18437	3,190	17,930,037	0.18445	3,307	16,507,378	0.184	3,037	16,830,923	0.2	3,100
OIL	litres	323,462	0.2468	81	15,702	2.53737	40	13,851	2.53215	35	18,700	2.53215	47	19,181	2.5	49
FLEET - DIESEL	litres	616,794	2.5725	1,587	526,743	2.6024	1,371	474,783	2.5839	1,227	416,684	2.61163	1,088	466,509	2.6	1,213
FLEET - PETROL	litres	16,717	2.2450	38	12,538	2.1914	27	11,577	2.1944	25	44,998	2.19697	99	11,034	2.2	24
FUGITIVE - R12	kg			-				-	0				-	23,714	3.0	
FUGITIVE - R22	kg			-	0.65	1810	1	-	0				-			-
FUGITIVE - R401C	kg			-	10.3	1526	16	-	0				-	5	1,810.0	3
FUGITIVE - R134A	kg			-				0	1300			0				-
FUGITIVE - R410A	kg			-	0.31	1725	0.5	-	0		37	2088	76			-
FUGITIVE - R43a	kg			-				-	0				-			-
FUGITIVE - R404a	kg			-				4	3321.6			14.5				-
CHP - GAS	kWh			-	509,368	0.18437	94	-	0				-			-
CHP - ELECTRICITY	kWh			-	146,361	0	-	-	0				-			-
BIOMASS				-				-	0				-			-
ELECTRICITY FROM RENEWABLES	kWh			-	77,214	0	-	179,520	0		196,925	0	-	18	-	-
TOTAL				6,594			4,740			4,609			4,348			4,395
SCOPE 2																
ELECTRICITY FROM GRID	kWh	24,416,596	0.4853	11,850	16,751,671	0.49426	8,280	15,256,177	0.46219	7,051	14,015,798	0.41205	5,775			4,134
CAR CLUB - SMALL	km	-	-	-	13,491	0.16061	2	12,843	0.15859	2	4,879	0.16027	1			0.7
CAR CLUB - MEDIUM	km	-	-	-	5,755	0.20088	1	5,000	0.19931	1	1,945	0.20033	0.4			0.3
TOTAL				11,850			8,283			7,054			5,776			4,135
SCOPE 3																
<i>CORPORATE</i>																
ELECTRICITY FROM GRID T&D	kWh	24,416,596	0.0331	954	16,751,671	0.0432	724.01	15,256,177	0.0382	582	14,015,798	0.03727	522	11,758,772	0.0329	387
BUSINESS MILEAGE - average fuel unknown	km	1,742,835	0.2086	364	1,320,563	0.1834	250.15	1,284,393	0.1864	239	1,067,231	0.1856	198	923,957	0.1824	169
BUSINESS MILEAGE - average petrol											2,585	0.19184	0.5		0.1857	-
BUSINESS MILEAGE - supermini petrol											932	0.16285	0.2		0.1587	-
BUSINESS MILEAGE - dual purpose 4 x 4															0.252	-
BUSINESS MILEAGE - luxury															0.3369	-
BUSINESS MILEAGE - MPV petrol											225	0.20761	0.0		0.2022	-
BUSINESS MILEAGE - MPV diesel											80	0.18365	0.0		0.1855	-
BUSINESS MILEAGE - executive petrol											93	0.24707	0.0		0.2411	-
BUSINESS MILEAGE - executive diesel											398	0.19118	0.1		0.1852	-
BUSINESS MILEAGE - lower medium petrol											554	0.19027	0.1		0.1848	-
BUSINESS MILEAGE - small petrol														25,274	0.1565	4
BUSINESS MILEAGE - med petrol														26,608	0.1949	5
BUSINESS MILEAGE - large petrol														782	0.2854	0
BUSINESS MILEAGE - small diesel														298	0.1455	0
BUSINESS MILEAGE - med diesel														2,574	0.1738	0
BUSINESS MILEAGE - large diesel														182	0.2183	0
BUSINESS CYCLE	km				12,992		-	-			13,626		-	7,754	0.17	0
BUSINESS MOTORCYCLE	km				1,734	0.1196	0.21	-					-		0.22	0
WATER SUPPLIED	m ³			-			-	-					-			-
WATER SEWERAGE	m ³			-			-	-					-			-

YEAR	REPORTING UNITS	BASELINE: 2008/09			2014/15			2015/16			2016/17			2017/18		
		kWh/litres/km/m ³ /kg	conversion factor	tCO ₂	kWh/litres/km/m ³ /kg	conversion factor	tCO ₂	kWh/litres/km/m ³ /kg	conversion factor	tCO ₂	kWh/litres/km/m ³ /kg	conversion factor	tCO ₂	kWh/litres/km/m ³ /kg	conversion factor	tCO ₂
SCOPE 3																
<i>SCHOOLS</i>				-			-			-			-			-
GAS	kWh	12,243,654	0.1836	2,248	17,814,444	0.1850	3,295	17,306,100	0.1845	3,192	17,015,787	0.184	3,131	16,391,168	0.18	3,031
OIL	litres	4,375,859	0.2468	1,080	120,654	2.5380	306	100,637	2.5322	255	128,863	2.53232	326	127,077	2.53	322
ELECTRICITY FROM GRID	kWh	3,599,802	0.4853	1,747	8,121,358	0.4943	4,014	7,939,271	0.4622	3,669	7,576,362	0.41205	3,122	7,860,976	0.35	2,764
ELECTRICITY FROM GRID T&D	kWh	3,599,802	0.0391	141	8,121,358	0.0432	351	7,939,271	0.0382	303	7,576,362	0.03727	282	7,860,976	0.03	258
ELECTRICITY FROM RBC FIT	kWh		0.4853	-	77,970	0.4943	39	145,993	0.4622	67	160,795	0.41205	66	133,338	0.35	49
ELECTRICITY FROM RENEWABLES	kWh		-	-	20,431	0.0000	-	19,383	0.0000	-	19,383	0	-	21,373	-	-
WATER SUPPLIED	m ³			-			-			-			-			-
WATER SEWERAGE	m ³			-			-			-			-			-
FUGITIVE - R410A	kg			-			-			8	2088	16	11	2,088	24	
<i>MANAGED ASSET SERVICES</i>				-			-			-		-			-	
GAS	kWh	6,108,386	0.1836	1,121	4,847,143	0.1850	897	4,952,281	0.1845	913	4,082,951	0.184	751	3,420,805	0.18	630
OIL	litres			-			-			-			-			-
ELECTRICITY FROM GRID	kWh	3,822,312	0.4853	1,855	3,838,088	0.4943	1,897	3,405,270	0.4622	1,574	3,220,481	0.41205	1,327	3,116,522	0.35	1,036
ELECTRICITY FROM GRID T&D	kWh	3,822,312	0.0391	149	3,838,088	0.0432	166	3,405,270	0.0382	130	3,220,481	0.03727	120	3,116,522	0.03	102
ELECTRICITY FROM RBC FIT			0.4853	-	78,782	0.4943	39	83,326	0.4622	39	73,692	0.41205	30	70,733	0.35	25
ELECTRICITY FROM RENEWABLES	kWh		-	-			-			-			-			-
FLEET - DIESEL	litres	3,817,389	2.5725	9,820				3,561,684	2.5839	9,203	3,044,721	2.6163	7,952	3,155,306	2.60	8,204
FLEET - CNG	tonnes	-	-	-				957	2,726.05	2,610	957	2,715.83	2,599	1,105	2,814	3,110
WATER SUPPLIED	m ³			-			-			-			-			0
WATER SEWERAGE	m ³			-			-			-			-			0
TOTAL				9,659			11,978			10,964			9,894			8,866
OUTSIDE SCOPE																
FLEET - DIESEL - BIOFUEL MIX	litres				526,743			474,783			416,684			466,509		
FLEET - PETROL - BIOFUEL MIX	litres				12,538			11,577			44,998			11,034		
CNG	litres															
BIOMASS											61			18		
TOTAL																
GROSS EMISSIONS - CORPORATE				19,761			13,997			12,485			10,846			9,095
GROSS EMISSIONS - ALL				28,103			25,000			22,628			20,018			17,395
GROSS EMISSIONS - CORPORATE - weather corrected				19,606			13,971			12,521			10,573			8,763
GROSS EMISSIONS - ALL - weather corrected				27,809			24,941			22,710			19,374			16,644
ELECTRICITY EXPORTED/SOLD TO GRID/OTHERS	kWh				346,924	0.53748	186	735,091	0.50035	368	1,356,908	0.44932	610	1,299,637	0.3844	500
NET EMISSIONS - CORPORATE				19,761			13,997			12,117			10,236			8,595
NET EMISSIONS - ALL				28,103			24,814			22,260			19,409			16,896
NET EMISSIONS - CORPORATE - weather corrected				19,606			13,785			12,153			9,963			8,264
NET EMISSIONS - ALL - weather corrected				27,809			24,754			22,343			18,764			16,144

Note: Fleet fuel data in 'Managed Services' Scope 3 are not included in total emissions figures in pre-2020/21 historical data

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	16 th NOVEMBER 2021		
TITLE:	WINTER SERVICE PLAN 2021/2022		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	ENVIRONMENTAL AND COMMERCIAL SERVICES	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To inform the Strategic Environment, Planning and Transport Committee of the outputs delivered by the Winter Service Plan 2020/2021.
- 1.2 To inform the Strategic Environment, Planning and Transport Committee of the Winter Service Plan review carried out to ensure compliance with the Highways Act 1980 and 'Well-managed Highway Infrastructure: A Code of Practice'.
- 1.3 To inform and seek approval from the Strategic Environment, Planning and Transport Committee for the Winter Service Plan 2021/2022.
- 1.4 Appendix 1: Winter Service Plan 2021/2022
Appendix 2: Financial Implications Report

2. RECOMMENDED ACTION

- 2.1 That the Committee note the outputs delivered by the Winter Service Plan 2020/2021.
- 2.2 That the Committee note the outcome of the review carried out on the Winter Service Plan to ensure compliance with the Highways Act 1980 and the 'Well-managed Highway Infrastructure: A Code of Practice'.
- 2.3 That the Strategic Environment, Planning and Transport Committee note and approve the Winter Service Plan 2021/2022.

3. POLICY CONTEXT

- 3.1 The aim of the Winter Service Plan is to provide a service to reduce, as far as possible, the effects of adverse weather on the public highway during the winter period.

- 3.2 To make travel more secure, safe and comfortable for all users of the public highway and to provide conditions that are as safe as reasonably practical having regards to financial constraints and our statutory duties.
- 3.3 To secure the most effective use of resources in the delivery of high quality, best value public service. Our Local Transport Plan outlines investments in walking and cycling initiatives, public transport, and electric vehicle infrastructure that will make it easier for residents to make healthy choices, and feel the benefits of clean, green neighbourhoods.

4. THE PROPOSAL

4.1 Current Position:

Overview of Winter Service delivery during 2020/2021, review of Winter Service Plan 2020/2021 and updated Winter Service Plan 2021/2022

- 4.1.1 This report outlines the review of the Winter Service Plan 2020/2021 and the changes incorporated within the Winter Service Plan 2021/2022, which the Council produce and agree on an annual basis.

Overview of Winter Service delivery during 2020/2021

- 4.1.2 The 2020/2021 winter season was relatively mild overall although interspersed with colder spells. However, there were numerous occasions when the temperature reached the trigger point for precautionary salting action, (below 1⁰C and predicted to go below freezing), resulting in 85 primary runs and 2 secondary runs. The cold spells were not severe nor prolonged enough for activation of the Snow Plan.

By comparison during 2019/2020 the primary precautionary salting routes were only treated on 46 occasions and on 57 occasions during the 2018/2019 winter season.

- 4.1.3 There were no issues with salt supply / delivery which enabled the contractor to maintain stock levels throughout the winter season.
- 4.1.4 There were no issues with the contractor replenishing the grit bins as and when required.
- 4.1.5 The winter decision making process to determine when to salt worked well during the last winter season. The Vaisala weather stations provided the correct data for informed decisions to be made.
- 4.1.6 The joint arrangement/agreement with Wokingham Borough Council, through their Consultants, Volker Highways, for providing the decision- making service, worked well and delivered against the set key performance indicators during the 2020/2021 winter season.
- 4.1.7 The Winter Service Plan 2020/2021 provided a robust service for the duration of the winter period with no disruption to the primary and secondary road network during the season.

4.2 Options Proposed:

- 4.2.1 A review of the Winter Service Plan 2020/2021 has been undertaken. The main points, including updates for the Winter Service Plan 2021/2022, are summarised below:

- All 47 highway grit bins, which have scored highly using the Council's Grit Bin Risk Assessment Pro-forma, continue to be justified and form part of the Winter Service Plan 2021/2022.
- No new grit bin location requests were received for public highway roads.
- The Council negotiated a reduced rate for the supply of the grit bins with the Winter Maintenance Contractor 2019/2020 Financial Year. This saving remains in place for the 2021/2022 winter season.
- The contractual salt stock held by the Council's contractor will be 900 Tonnes throughout the 2021/2022 winter service period, all of which is stored by the contractor at their Aldermaston site, (under sheeting cover), as set out in Section 8 of the Winter Service Plan.
- Confirmation has been obtained from Compass Minerals (the salt supplier) that there are adequate National salt stocks available to cope with a severe winter season.
- Review has shown that the updated spread rates introduced in the 2018/19 winter season following the National Salt Supply Review continues to prove successful and will continue for the 2020/21 winter season.
- Bus routes continue to be on primary or secondary precautionary salting routes.
- There are no changes to the primary and secondary precautionary salting routes for the 2020/2021 winter season.
- All cross-boundary primary and secondary precautionary salting routes correspond with neighbouring authorities precautionary salting routes.
- When the Snow Plan is activated (during prolonged adverse weather events), footway/pavement snow ploughs continue to be available for use in the Town Centre and on primary pedestrian routes such as the Reading / Caversham Bridges and Christchurch footbridge. The Snow Plan is available as a background paper.
- The Town Centre 'core area' footways will be treated with a propriety material when snow is predicted to lay for a prolonged period. Traditional grit/salt may also be used on these Town Centre footways, as an alternative when snow is predicted to lay for a prolonged period. The Town Centre footways are listed in Appendix E of the Winter Service Plan 2021/2022 and shown on a plan 'Town Centre Winter Maintenance - Treated Footway Areas' (Drawing Number RBC/WM/001A) which forms part of this Appendix and is available as a background paper.
- The Council's advice for cyclists using the Borough's public highway network during the winter season remains the same as for last winter season (Section 7 'Footways and Cycleways' (paragraph 7.5) in the Winter Service Plan 2021/2022 refers as follows:

Cyclists can continue to cycle in winter but are advised to dress appropriately, use mudguards and lights, consider tyres (the wider the better) and commuting by bicycle can be comfortable and efficient. It is important to make a safety assessment particularly during periods of prolonged hazardous conditions, (refer to Council's Snow Plan). The Council does not precautionary grit / salt shared footways and remote cycleways when frost, ice or prolonged hazardous conditions are forecast, with the exception of shared carriageway / cycleway routes on the primary and secondary salting network. Being part of the carriageway, shared carriageway/cycleway routes on the primary and secondary precautionary salting route networks will be salted by default in accordance with the Winter Service Plan.

Should individuals make the decision to cycle during hazardous winter conditions the Council recommend that they take the necessary precautionary measures for the prevailing conditions.

- 4.2.2 The updated Winter Service Plan 2021/2022 and map showing the primary/secondary precautionary salting routes and grit bin locations are available in Appendix 1 and on the Council's website.
- 4.2.3 The Berkshire Winter Service Consortium (includes the six Berkshire Unitary Local Authorities) agreed to jointly tender the 'winter forecasting' service and a new supplier will be appointed before the 2021/2022 winter season commences. West Berkshire Council will continue to be the lead Local Authority for the administration of this contract on behalf of the Berkshire Winter Service Consortium.
- 4.2.4 Risk assessments and method statements have been updated and agreed with the Council's gritting contractor J. H. Cresswell and Sons Ltd to take account of the Covid-19 pandemic and will be actively updated as Government advice is made available.
- 4.2.5 A review of the proposed 'Active Travel Plan' schemes has shown that they are primarily situated on the existing 'primary/secondary' precautionary salting routes. Any future Active Travel Plan schemes brought forward will be evaluated to determine whether they should be added to the precautionary salting route.
- 4.2.6 A review of the National Covid-19 Temporary Testing Stations/Sites has been carried out and they are primarily situated on or adjacent to the existing primary/secondary precautionary salting routes. The access to other new sites will be included within the primary precautionary salting route on a needs basis when any station/site is operational.

4.3 Other Options Considered

- 4.3.1 The Highways Team have explored options to join an existing framework contract with nearby Local Authorities to deliver the Winter Maintenance Service within the Borough, however, the framework access fee and high delivery costs are in excess of what we currently have secured with term gritting contractor J. H. Cresswell & Sons Ltd.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 Reading Borough Council's vision is:

To help Reading realise its potential - and to ensure that everyone who lives and works here can share the benefits of its success.

- 5.2 The Winter Service Plan 2021/2022 will contribute to the Council's Corporate Plan 2021/2022 objectives of:

- **Healthy environment** - Keeping the town clean, safe, green and active
- **Inclusive economy** - Enabling the infrastructure to continue to support the economy
- **Thriving Communities** - Remaining financially sustainable and to ensure everyone has an equal chance to use the public highway

- 5.3 TEAM Reading values:

Together - Collaborative working approach between the Council, consultant, contractors and the public

Efficiency - Continue to explore efficiency savings within the contract

Ambitious - Investing into the public highway

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a climate emergency at its meeting in February 2019 and as such recognises the need to minimise the climate impacts of its decisions. To this end, Council on 15th October 2019 formally adopted of the 'Unite Construction Charter' where the Authority supports the 'Get Britain Building' campaign, which is aimed at supporting and sustaining the British construction industry. All relevant construction contracts will be required to comply with the Authority's Sustainable Buying Standard for Highways and Construction Materials, which requires structural steel and other relevant materials to be covered by BES 6001 Responsible Sourcing of Construction Product certification, or equivalent.
- 6.2 Tenders for any subsequent contracts that are necessary will be invited to submit Environmental Implications proposals.
- 6.3 Tenders will need to include carbon reduction targets and improved sustainability within tender returns. The intent is to reduce the amount of carbon used to produce the materials at source, using recycled materials and reducing the uncontrolled waste in the environment to reduce pollution of the natural environment.
- 6.4 The Reading Climate Emergency Strategy, which was endorsed by the Council in November 2020, highlights the importance of adapting to climate impacts as well as reducing the emissions which are driving climate change.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Section 138 of the Local Government and Public Involvement in Health Act 2007 places a duty on local authorities to involve local representatives when carrying out "any of its functions" by providing information, consulting or "involving in another way".
- 7.2 The public can report and request new grit bins which are assessed and included in the annual review of the Winter Service Plan and brought to Strategic Environment Planning & Transport Committee for consideration and approval should they meet the assessment criteria.
- 7.3 The public and national bus operators can also request additional precautionary salting routes to be added and they will be assessed and included in the annual review of the Winter Service Plan and brought to Strategic Environment Planning & Transport Committee for consideration and approval should they meet the assessment criteria.
- 7.4 The Winter Service Plan 2021/2022 will be available on the Council's website following Strategic Environment Planning & Transport Committee approval processes.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 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.

8.2 The proposed Winter Service Plan 2021/2022 consists of precautionary salting the Council's existing public highway network. There is no overall change to service delivery at this time and all users will have a safe public highway. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

9. LEGAL IMPLICATIONS

9.1 The Borough Council, as Highway Authority, has a duty under the Highways Act 1980 Section 41 (1A) to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

10. FINANCIAL IMPLICATIONS

10.1 The proposed Winter Service Plan 2021/2022 will be fully funded by the following:

- The cost of the winter maintenance service is fully funded from the existing Environmental & Commercial Services Streetcare Revenue Budget
- Revenue budget and risk assessment, refer to Appendix 2

11. BACKGROUND PAPERS

11.1 Winter Service Plan 2021/2022.

11.2 Winter Salting Routes 2021/2022.

11.3 Town Centre Winter Maintenance - Treated Footway Areas.

11.4 Grit Bin Evaluation Sheet of current 47 No. approved grit bin locations.

11.5 Snow Plan.

11.6 Winter Service Plan 2020/2021 - Strategic Environment Planning and Transport Committee Report - 18th November 2020



Reading
Borough Council

Working better with you

WINTER SERVICE PLAN 2021 - 2022

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Streetcare Services
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October 2021

READING BOROUGH COUNCIL

WINTER SERVICE PLAN 2021 - 2022

1 INTRODUCTION

- 1.1 This document has been produced in association with the documents “Well Maintained Highways” Code of Practice for Highway Maintenance (Published July 2005, revised 2009, 2010 & 2011) and “Lessons learned from the severe weather February 2009” report (revised 2010 & 2011), ‘Quarmby Report’ December 2010 and the ‘Well-managed Highway Infrastructure - Code of Practice’ October 2016, to describe the Council’s proposals for dealing with ice/snow deposits on the highway network over the winter period. It details information regarding the winter service, such as the roles and responsibilities of Reading Borough Council and the joint arrangement with Wokingham Borough Council, its Consultant Volker Highways (Wokingham Highways Alliance) and Winter Maintenance Contractor J H Cresswell and Sons Ltd.
- 1.2 Roads forming the Primary and Secondary precautionary salting networks are shown in Appendix A. These are the most heavily used strategic roads in the Borough, including the main bus routes and routes to the Royal Berkshire Hospital.
- 1.3 A winter service will be provided by the Council for 26 weeks of the year, starting on 1st October 2021 and ending on 31st March 2022. The formal winter service with Wokingham Borough Council and their Consultant, Volker Highways, commences on the 1st November 2021. However, as agreed at the pre-winter season meeting, Volker Highways provides an informal weather data monitoring service from the 1st October 2021. Should salting action be required during October, Reading Borough Council will be advised and the Winter Maintenance Contractor, J H Cresswell and Sons Ltd, will be instructed accordingly. Although the formal winter service ends on 31st March 2022, a similar arrangement will be in place to extend the weather data monitoring service to the end of April 2022 if unfavourable conditions persist.
- 1.4 Precautionary salting of the Primary network (refer to 1.12) and snow clearance on the Primary routes will be carried out based on information received from the weather forecasting service. The Secondary precautionary salting network (refer to 1.13) will only be salted and/or cleared of snow during particularly severe and prolonged hazardous winter weather conditions. The decision to instigate such action will be taken by the Winter Duty Officer based on information received from the weather forecasting service at the time. The primary precautionary salting network is risk assessed and comprises of principal roads, including main bus routes and routes to the Royal Berkshire Hospital. Likewise, the secondary precautionary salting network is risk assessed and comprises of the remaining bus route network and roads linking strategic routes.
- 1.5 Where the Council has been made aware of water being deposited on the highway as the result of an unforeseen incident, for example fire, road traffic accident, burst water main etc, salt shall be applied, during freezing conditions, to reduce

as far as possible the effects of frost, ice and other severe winter weather conditions on the highway.

- 1.6 Where water is being deposited on the highway from a watermain and Thames Water is aware of the problem, they will begin to salt the area affected until the issue has been resolved. Thames Water will continue to salt any visible leaks of their own plant whether or not the leak is on a Council salting network. Thames Water provides the Council with a list of known leak sites to be salted by their own contractor.
- 1.7 Spreading of a proprietary material/grit/salt on Town Centre footways, as detailed in Appendix E, will be carried out based on forecast information received from the weather forecasting service at the time. The decision to spread a proprietary material/grit/salt in the town centre is made and carried out by the Council.
- 1.8 For Primary and Secondary precautionary salting routes, response and treatment times are 1 hour and 3 hours respectively. This means that the Contractor must commence salting within 1 hour of receiving the winter gritting decision/instruction and complete all of the salting routes within 3 hours of leaving their depot.
- 1.9 As the Highway Authority, Reading Borough Council has a legal duty under Section 41 (Clause 1A) and Section 150 of the Highways Act 1980 to remove accumulations of snow, if causing a highway to become obstructed. Roads will therefore be cleared of snow in descending order of priority commencing with the First Priority network as described in Section 9 of this document.
- 1.10 In accordance with the recommendations of the “Lessons learned from the Severe Weather February 2009” report, the Council has introduced a Contingency Salting Network to cover the prolonged periods and heavy accumulations of snow and national salt shortages as described in 6.8.
- 1.11 Salt spread rates, where possible, will be adjusted to meet the directives set out as described in the “Quarmby Audit” report and adopted by Highways Authorities in December 2010.
- 1.12 The Primary precautionary salting network is approximately 118.8 km in length, represents approximately 30% of the total road network and comprises principal roads, including main bus routes and routes to the Royal Berkshire Hospital.
- 1.13 The Secondary precautionary salting network is approximately 42.02 km, represents approximately 11% of the total road network and is comprised of, the remaining bus route network and roads linking strategic routes.
- 1.14 There are currently 47 grit bins provided at locations throughout the Borough for public use. The grit bins are maintained by the Contractor and are detailed in Appendix G. The provision of grit bins on the Borough’s public highway network has been reviewed and risk assessed. A grit bin has to achieve a minimum score of 60 points, using the Council’s approved grit bin risk assessment pro-forma, to qualify; 47 grit bins continue to meet these criteria. The grit bins are repaired and

replenished throughout the winter period as necessary. At the end of the winter, all grit bins are collected, cleaned and stored away during the summer months.

- 1.15 All cross-boundary primary and secondary precautionary salting routes correspond with neighbouring authorities precautionary salting routes, refer to paragraph 6.7.
- 1.16 The treatment of the M4 motorway and the on/off 4 slip roads at Junction 11 is the responsibility of Highways England and their agent. The Junction 11/A33 gyratory, A33 carriageway and bus lanes within the Borough boundary are included within the Council's Primary Salting Network.

2 POLICY STATEMENT

Reading Borough Council aim to provide a winter maintenance service to reduce so far as is reasonably practicable the effects of frost, ice and snow and other severe winter conditions on the public highway. The Council aim to provide travelling conditions as safe as reasonably practicable having regard to the road hierarchy detailed in Section 6 of this document, 'Well-managed Highway Infrastructure - Code of Practice' October 2016, as well as the Highways Act 1980 Section 41 (Clause 1A) and Section 150.

3 CLIENT/CONSULTANT/CONTRACTOR RELATIONSHIP

- 3.1 The Winter Maintenance Contract (2016/17-2021/22) specifies the Winter Service operations to be carried out within the Borough. The term contractor is J. H. Cresswell and Sons Ltd.
- 3.2 Innovative ideas proposed by the Client, Consultant, Contractor or DfT that provide improvements in quality of service and/or cost benefits will be adopted during the course of the winter season. An example would be adjusting salt spread rates during prolonged cold periods to maximise coverage and maintain adequate stock levels.
- 3.3 The following table indicates how the principal Winter Service responsibilities between Reading Borough Council, Wokingham Borough Council and its Consultant and the Contractor are split.

<u>ACTIVITY</u>	<u>RESPONSIBILITY</u>
Preparation of Winter Service Plan	Reading Borough Council
Road hierarchy priorities	Reading Borough Council
Salt purchase & storage	Contractor - J. H. Cresswell and Sons Ltd
Route mapping for precautionary salting network	Contractor - J. H. Cresswell and Sons Ltd
Route mapping for snow Clearance	Reading Borough Council / Contractor - J. H. Cresswell and Sons Ltd
Vehicles/plant and Accreditation	Owned and routinely maintained by Contractor
Winter Service Manager/ Decision making	Wokingham Borough Council (Volker Highways)
Day-to-day operations	Mainly Contractor - J. H. Cresswell and Sons Ltd with central co-ordination by Reading Borough Council/Wokingham Borough Council (Volker Highways) staff
Manning levels	As defined in the Winter Maintenance Contract (2016/17-2021/22).
Performance monitoring	Wokingham Borough Council (Volker Highways)/Reading Borough Council

ACTIVITY (CONT'D)

RESPONSIBILITY (CONT'D)

Opening of Emergency
Operations Centre and
Emergency Planning Room

Reading Borough Council

Approval to commence
Operations in extreme
Snow conditions

Reading Borough Council

Weather
Forecasting Service

Vaisala / MeteoGroup DNT

- 3.4 The Contractor will provide the Council with a list of any wet spots identified during each salting run, for the Council to investigate further. The Contractor will also provide the Council with a list of roads that have not been salted and the reason why e.g. road works/traffic management.

4 DECISION MAKING

- 4.1 Decision making is the responsibility of the Consultant's (Volker Highways) appropriate Duty Officer (**except in the cases detailed in paragraphs 4.11 and 4.12**). Each 24 hour period, during the winter service period, the Duty Officer will be on standby.

The Duty Officer also has a specific responsibility for liaising directly with the MeteoGroup duty forecaster and for disseminating information as described in Section 15.

- 4.2 The Duty Officer is responsible for receiving and taking the appropriate action on information relating to the winter service within the Borough. Using the forecast data provided, the Duty Officer will make his/her decision regarding precautionary salting as appropriate. To assist with this process, call out guidance notes are as detailed in Appendices B and C. The Winter Service Manager will also be available to give advice to the Duty Officer when required.
- 4.3 At approximately midday the Duty Officer logs on to MeteoGroup web page and inspects the rolling 36 hour forecast, graphs and appropriate maps. It is likely that the decision will be made at this time. If it is not possible to make a decision at midday the contractor is advised at this time that he is to wait for a decision following the evening update.
- 4.4 At approximately 1800 hours the Duty Officer logs on to MeteoGroup web page and inspects the forecast graph and text for any updated information. The forecast graph continues to have actual road surface temperatures plotted every hour for a rolling 36 hour period. This information can be obtained at any time by the Duty Officer by logging on to the web page. If a decision still cannot be made it may be necessary for the Duty Officer to consult the weather forecaster.
- 4.5 It is the responsibility of each Duty Officer to record all action taken on the justification forms and file for future reference.
- 4.6 The Duty Officer's decision is recorded on a decision sheet as shown in Appendix D, which is disseminated and filed for future reference.
- 4.7 When snow is forecast the snow clearance strategy is to be controlled by the Council in consultation with Volker Highways. In times of prolonged severe weather staff from the Council will liaise directly with the contractor in order to direct operations in the most effective way possible.
- 4.8 The Contractor is contacted via email and mobile phones, which are manned 24 hours per day. The daily decision sheets are emailed to the contractor by Volker Highways to confirm the instruction.
- 4.9 The daily decision sheets are provided by Volker Highways to the Council, electronically. The decisions are also disseminated within the Council and placed on the appropriate social media platform to inform the public.

- 4.10 Appropriate training is provided regularly for all Duty Officers, particularly with regard to technological improvements in forecasting techniques and the ice prediction system.
- 4.11 Where one of the emergency services contacts the Council requesting a one off gritting following either a road traffic accident, a fire resulting in localised excess water or a water leak, Streetcare Services will instruct during normal working hours or, if out of hours, The Answering Service (TAS) will instruct accordingly.
- 4.12 The Town Centre footway / pavement areas, listed in Appendix E, are treated by the Council's Streetcare Services. The decision whether to treat these is taken by Streetcare Services as outlined in Section 7.

5 ROSTERING OF SUPERVISORY AND OPERATIONAL STAFF

- 5.1 Wokingham Borough Council has employed Volker Highways to act as Highways and Transportation Consultant's whose role is to act as the Winter Service Manager. As part of the above agreement Reading Borough Council have a joint arrangement for Volker Highways to provide a winter decision making service.
- 5.2 The Consultant's team of Duty Officers is rostered to be on standby for the winter period, which is generally November to March inclusive. However, as agreed at the pre-winter season meeting, Volker Highways will be providing an informal weather data monitoring service/Duty Officer standby arrangement from the 1st October 2021 with a similar arrangement in place extended through to the end of April 2022 if unfavourable weather conditions persist.
- 5.3 A Winter Service Duty Officer is available 24 hours a day/ 7 days a week during his/her duty period. During normal office hours all Winter Service enquiries from members of the public should be directed to the Streetcare Services - Highways Maintenance & Asset Management Team at Reading Borough Council, disseminated, and where the policy applies, information forwarded onto the Consultant's (Volker Highways).
- 5.4 Outside normal office hours, enquiries should be directed to the call out facility listed in Appendix F. (Officers' home telephone numbers will not be released to members of the public).
- 5.5 To continually improve the service, all public requests for salting and grit bins will be logged by the Council and forwarded to the Streetcare Services - Highways Maintenance & Asset Management Team for assessment at the end of the winter season. Only in circumstances where emergency services make a request for salting will the Council's Winter Maintenance Contractor be mobilised before an assessment is completed. Further information concerning weather forecasts and the decision making process are provided in Sections 4 and 13.
- 5.6 Rosters of all of the Contractor's staff involved in winter service operations are requested and made available by 1st October 2021.
- 5.7 All operators of salt spreading equipment are in possession of The City and Guilds Institute (scheme 6159) 'Winter Maintenance Operators Qualification' and all gritting plant conforms to current Transport Research Laboratory (TRL) Quality Assurance certification and accreditation. The Winter Maintenance Contractor provides the gritting vehicle calibration certificates to the Council in advance of the winter season.
- 5.8 Prior to the commencement of the winter period, each Duty Officer is provided with an information pack, which includes details of all appropriate telephone / mobile contacts, together with any additional information that may be appropriate.

6 ROAD HIERARCHY

6.1 The Primary precautionary salting network comprises all Category 1 and Category 2 roads and some heavily trafficked Category 3 roads which are defined as follows:

Category 1: The most important roads in the Borough in terms of volume of traffic carried, the proportion of heavy goods vehicles and their strategic function as principal links.

Category 2: The main distributor roads carrying significant volumes of traffic and public transport services. These are important thoroughfares distributing traffic from the strategic routes to residential and commercial areas.

Category 3: All other roads being roads providing local access within and between residential and commercial areas.

The total length of the Council's Primary Salting Network is approximately 118.8 km which represents approximately 30% of the highway network (excluding the motorway) within the Borough area.

6.2 The Secondary precautionary salting network is approximately 42.02 km in length and represents approximately 11% of the highway network. It is comprised of the remaining bus route network and roads linking strategic routes, which become hazardous if left untreated during prolonged periods of particularly severe weather conditions.

6.3 The Primary precautionary salting network is broken down into 4 individual salting routes. Each route is efficiently designed in order to comply with the maximum treatment time of 3 hours. The Primary precautionary salting routes to be treated by the Contractor are detailed in Appendix A.

6.4 The Secondary precautionary salting network is broken down into 4 salting routes. The Secondary salting routes to be treated by the Contractor are detailed in Appendix A.

6.5 The snow clearance routes comprise of 3 priority groups.

First All of the Category 1 network which are all the A Class roads in the Borough.

Second All of the Category 2 network which includes all of the B Class roads and some of the heavier trafficked C Class roads.

Third The remaining C class roads.

Snow clearance shall commence with the 'first priority' network and only when this has been cleared shall resources cascade to the 'second priority' followed by the 'third priority' networks.

Roads will therefore be cleared of snow in descending order of priority until such time as the 'first priority' network is clear. Only when this is clear shall resources cascade to the 'second priority' followed by the 'third priority' networks (see Section 9).

- 6.6 Performance of the Contractor in relation to response and treatment times is monitored to ensure satisfactory service delivery and contract compliance, where appropriate.
- 6.7 By agreement no cross Borough boundary salting and snow clearance will take place between Reading Borough Council and adjoining Unitary Authorities or vice versa, (refer to Appendix I).
- 6.8 In accordance with the recommendations of the "Lessons learned from the Severe Weather February 2009" report, the Council will introduce a Contingency Salting Network to cover any prolonged periods and heavy accumulations of snow and national salt shortages. The length of network to be treated will be determined based on the Council's salt stocks, the national salt stock situation and the anticipated period of severe weather.
- 6.9 The "Quarmby report" from 2010 gives guidance on efficient spread rates for preserving salt stocks. This is used when determining the rate at which salt is spread over the public highway during different weather conditions and salt levels.
- 6.10 The treatment of the M4 motorway and the on/off entry and exit slip roads at Junction 11 is the responsibility of the Highways England and their agent. The M4 Junction 11/A33 gyratory, A33 carriageway and bus lanes within the Borough boundary are included within the Council's Primary Salting Network.

7 FOOTWAYS AND CYCLEWAYS

- 7.1 The Council does not precautionary salt any of its footway network, however if snow is predicted to lay for a prolonged period then the Town Centre area, as detailed in Appendix E, will be treated with a proprietary material/grit/salt to prevent snow and ice forming. The footways listed in Appendix E are treated with a proprietary material/grit/salt as they have a high pedestrian footfall.
- 7.2 The decision to treat the footways listed in Appendix E is taken by the Council's Streetcare Services. This work is also directly carried out by Streetcare Services.
- 7.3 Streetcare Services usually require approximately 3 hours notice to prepare the equipment, product and staff for the works. Once the spreading of a proprietary material/grit/salt has started it takes approximately 1.5 hours to cover the route.
- 7.4 The Council has 2 hand operated snow ploughs which will be deployed on town centre footways, over Reading and Caversham Bridges and over the Christchurch Bridge, in the event of heavy accumulations of snow. On completion of these locations a decision will be made on cascading down to other high footfall areas based on a dynamic risk assessment reflecting conditions prevailing at the time.
- 7.5 Cyclists can continue to cycle in winter but are advised to dress appropriately, use mudguards and lights, consider tyres (the wider the better) and commuting by bicycle can be comfortable and efficient. It is important to make a safety assessment particularly during periods of prolonged hazardous conditions, (refer to Council's Snow Plan). The Council does not precautionary grit / salt shared footways and remote cycleways when frost, ice or prolonged hazardous conditions are forecast, with the exception of shared carriageway / cycleway routes on the primary and secondary salting network. Being part of the carriageway, shared carriageway/cycleway routes on the primary and secondary precautionary salting route networks will be salted by default in accordance with the Winter Service Plan.

Should individuals make the decision to cycle during hazardous winter conditions the Council recommend that they take the necessary precautionary measures for the prevailing conditions.

8 SALTING OPERATIONS AND SALT

Response time

- 8.1 Throughout the winter service period the Contractor must start salting within 1 hour of receiving the instruction from the Duty Officer or at the time specified.
- 8.2 Each primary precautionary salting route is designed so that treatment can be completed in a maximum of 3 hours from the time of leaving the depot.
- 8.3 Salt complying with BS3247 shall be supplied by the Contractor and stored at Aldermaston. It is a contractual requirement that appropriate salt stockpiles are in place by 1st October each year.

	Minimum Quantity	Minimum Quantity	Minimum Quantity	Minimum Quantity
Quantity	1 st October (100%)	31 st December (100%)	28 th February (100%)	31 st March (100%)
Salt Total	900 tonnes	900 tonnes	900 tonnes	900 tonnes

- 8.4 All of the salt stock is stored in the open at Aldermaston, covered by proprietary sheeting.
- 8.5 Salt shall normally be applied in accordance with the “Quarmby Report” unless there are severe prolonged periods of snow or low national salt stocks. In such situations an appropriate spread rate will be implemented by the Contractor as agreed by the Council in consultation with the Consultant, Volker Highways, the Contractor and the salt supplier.
- 8.6 Bridge decks are given a double precautionary salting as the surface temperatures get much colder than those of regular roads. The bridges that are given a double precautionary salt are listed in Appendix H.

Motorways

- 8.7 The treatment of the M4 motorway and the on/off slip roads at Junction 11 is the responsibility of the Highways England and their agent. The M4 Junction 11/A33 gyratory, A33 carriageway and bus lanes within the Borough boundary are included within the Council’s Primary Salting Network.

9 SNOW CLEARANCE

- 9.1 When conditions are such that snow clearance becomes necessary, an instruction will be given by the Duty Officer to the Contractor to commence the snow clearance operation. It is essential that snow ploughs are fitted without delay.
- 9.2 During prolonged severe weather when snow clearance becomes necessary, the Emergency Planning Officer will implement the Council's Snow Plan and open the Emergency Operations Centre (EOC) which will be staffed until conditions abate. During this time, all incoming calls relating to winter service operations will be directed by the EOC. Responsibility for instructing the Contractor will be passed from Volker Highways Duty Officer to the appropriate Council Officer.
- 9.3 The Council provides snow clearance routes for the Contractor to treat in accordance with the procedures outlined in the Snow Plan. The highway (carriageway) network is cleared in descending order of priority, concentrating on the clearance of the first priority network followed by other priority networks in accordance with the agreed policy. Certain highway (footway) areas in the Town Centre that are block paved will be treated using a proprietary material/grit/salt, these are shown in Appendix E.

The snow clearance route priorities are:

First	A33, A329 (including IDR), A4, A4074, A4155, A327.
Second	B3270, B480, B3031.
Third	All other remaining roads.

- 9.4 Following snow clearance operations, the routes will be inspected for damage. Details of the damage will be passed to Streetcare Services for preparation of estimates and damage repair.
- 9.5 In the case of prolonged periods and heavy accumulations of snow and/or a national salt shortage, the Council will implement a Contingency Salting Network. The network will be designed to deliver a risk based contingency service in line with the UK Road Groups Report "Lessons from the Severe Weather February 2009" report and new Code of Practice.

Motorways

- 9.6 The treatment of the M4 motorway and the on/off slip roads at Junction 11 is the responsibility of the Highways England and their agent. The M4 Junction 11/A33 gyratory, A33 carriageway and bus lanes within the Borough boundary are included within the Council's Primary Salting Network.

10 GRIT BINS

10.1 Grit bins are provided on the Borough's public highway network but only where they have achieved a minimum score of 60 out of a total of 85 points as previously assessed, using the grit bin risk assessment pro-forma (Appendix G refers). The grit bins are repaired and replenished throughout the winter period as necessary. At the end of the winter, all grit bins are collected, cleaned and stored away during the summer months.

Grit bin requests are evaluated on a risk-based scoring system using the following criteria:

- Not on roads already on the gritting network or nearby grit bin
- Gradient greater than 10%
- Severe bends not including junctions
- Close proximity to and falling towards a heavily trafficked main road
- Number of premises for which the road is only access
- Traffic density at peak times
- Roads with high vehicle usage and a gradient of 10% or more
- Shaded carriageways with a minimum gradient of 10%
- Side road leading onto a main road
- Known problem with water and/or frost hollows
- Access available from carriageway for filling

(To qualify, a grit bin requires a minimum score of 60 out of a total of 85 points).

10.2 Requested locations for grit bins on the public highway will be reviewed and evaluated on an annual basis before the start of the winter season. Any new requests will be required to achieve a minimum score of 60 out of a total of 85 points to qualify. (Grit bin locations which have been assessed previously will not be reassessed).

10.3 For non-public highway areas, stakeholders and other Council Directorates/Teams are advised to purchase their own grit bins and salt stocks, as well as to make their own arrangements to spread the salt, prior to the winter season. Stakeholders and Council Directorates/Teams can choose to contact Streetcare Services for a quote to supply grit bin(s) and/or salt. The stakeholder / Council Directorate/Team will need to make their own arrangements for salt spreading as appropriate.

- 10.4 The Council will support community groups & individuals who express an interest to fund the installation of additional grit bins and take on the maintenance liability by way of an appropriate Highway Licence.

It should be noted that Streetcare services and its Winter Maintenance Contractor/Consultant will give priority to delivering the winter service for the Borough's public highway network.

11 PLANT AND VEHICLES

- 11.1 The Council's Winter Maintenance Contractor owns and maintains all the equipment used for Winter Service operations with the exception of the footway ploughs and proprietary material hand-spreaders (Refer to 11.8).
- 11.2 Prior to the operational winter service period the Contractor will carry out a 'dry' run of each precautionary salting route, attach/remove snow ploughs to/from each vehicle and carry out calibration test to the equipment.
- 11.3 To be effective, salt must be spread evenly and at rates to suit prevailing weather conditions. Excessive salt spreading is undesirable on both environmental and economic grounds. To this end, it is essential that the spreading equipment is calibrated annually in accordance with BS 1622 and the controls marked accordingly for spreads of 8g/m² for normal pre-salting and 11g/m², 15g/m² 20g/m² and 40g/m² for more severe conditions in line with recommendations outlined in the Quarmby Report December 2010.
- 11.4 All winter service vehicle drivers are issued with mobile phones for communication.
- 11.5 All of the Contractor's staff are qualified to City and Guilds Local Government Management Board 6157 now superseded by City and Guilds 6159 for salting and snow clearance operations.
- 11.6 Details of all routes including maps are kept in each vehicle.
- 11.7 A small, towable salt spreader is used on narrow roads where the larger winter service vehicles cannot manoeuvre or travel along due to road widths, parked vehicles etc.
- 11.8 The Council own two hand operated footway snow ploughs and several proprietary material hand-spreaders to reduce the effects and lower the risk of snow and ice accumulations in the Town Centre block-paved areas (refer to Appendix E).

12 OPERATIONAL COMMUNICATIONS

- 12.1 All winter service vehicle drivers are in contact with the Contractor's depot via mobile phones in order that instructions can be passed and current information relayed back directly from the vehicles.
- 12.2 The Contractor is required to provide the Council with a list of the contact details that are to be used by 1st October 2021.
- 12.3 The Contractor is required to provide the Council with a copy of the Daily Winter Service Action report after each salting run. This records details of each vehicle, driver, route number, start time, finish time, rate of spread and any other remarks.
- 12.4 In emergency situations when mobile phone networks are not available, the Council and Volker Highways have the use of airwave radios for communication purposes.

13 WEATHER FORECASTS

During the winter period, the Council will use the 'Roadmaster' forecasting service provided by MeteoGroup, from their UK HQ in Victoria, London. The information received each day includes the following:

- (i) detailed rolling 36 hour forecast
- (ii) evening update forecast
- (iii) site specific temperature graphs (three sites)
- (iv) early morning summary and preliminary forecast
- (iv) 2 - 10 day forecast

The 36 hour forecast is received at approximately midday each day. The main features of this forecast are as follows:

- (i) **Readiness Colour**
This is based on the traffic light system of colours; green, amber or red. The definitions are:

Green	No hazard expected.
Amber	RSTs below zero but road dry RST between 0 and +1C (inclusive)
Red	RST > +1C and < +2C with low confidence Red RSTs below zero with a hazard.

- (i) **Hazards**
This section includes the hazards causing the red or amber readiness colours as well as other weather hazards such as heavy rain, high winds or fog, which could accompany a green readiness colour. A qualifying time will be given for all hazards.

- (iii) **Minimum temperatures**
Minimum air and road temperatures for urban and rural areas are provided.

- (iv) **Confidence statements**

This consists of high, moderate or low confidence for each of the hazards described above, together with a qualifying statement. For example: low confidence regarding extent of showers this evening but high regarding road temperatures falling below zero.

- (v) **36 hour weather summary**

This is a general summary of the forecast for a rolling 36 hour period.

At approximately 1800 hours each evening, a forecast update is issued by MeteoGroup and can be viewed by the Duty Officer at home on a portable laptop computer. "If further information is required, the Duty Officer can make use of the 24 hour consultancy service provided by MeteoGroup - 0845 603 0563"

Example of a typical 24 hour summary forecast is shown overleaf on Pages 21 & 22.

**24 HOUR SUMMARY FORECAST FOR Berkshire
FORECAST FOR MONDAY 11/10/2010 12:00 TO TUESDAY 12/10/2010 12:00**

Headline	RSTS ABOVE ZERO
Confidence	HIGH

General Synopsis

This afternoon, it will be dry and bright with long periods of sunshine. Tonight, dry with the chance of some clearer breaks at first, but mist and low cloud will become extensive. Tomorrow morning, dry but with cloudy skies. RSTs above zero throughout the period.

Hazards and temperatures (Example)

	Berkshire	
Readiness Colour	GREEN	
Hoar Frost	N	HIGH
Ice	N	HIGH
Snow	N	HIGH
Snow Level (m)	N/A	
Drifting	N	HIGH
Heavy Rain	N	HIGH
Fog	N	HIGH
Freezing Rain	N	HIGH
Minimum Air Temp	7.5	
Bridgedeck min temp	9.0	
Urban Min RST	10.0	
Urban RST period < 0	N	
Min RST	9.0	
RST period < 0	N	

Snow Summary

None

Wind Table (Example)

Domains	Mon 11/10 12-18				Mon 11/10 18-00				Tue 12/10 00-06				Tue 12/10 06-12			
	Dir	Avg mph	Exp Gust mph	Ext Gust mph	Dir	Avg mph	Exp Gust mph	Ext Gust mph	Dir	Avg mph	Exp Gust mph	Ext Gust mph	Dir	Avg mph	Exp Gust mph	Ext Gust mph
Berkshire County Wide	NE	13	28	31	NE	11	22	25	NE	9	20	23	NE	9	20	24

MeteoGroup UK.

Forecaster

Produced at 11-10-2010 10:38:39
BST

Issued at 11-10-2010 12:31:12
BST

Telephone 0845 603 0563

Fax 020 7963 7579

Visit RoadCast at www.roadcast.co.uk

14 THERMAL MAPPING AND ICE PREDICTION

Reading Roads

- 14.1 Vaisala Ltd has undertaken thermal mapping across Berkshire, a technique for measuring and analysing the thermal characteristics of road surfaces. It is normally carried out under three different weather conditions, one of which is the extreme condition or night when skies are clear and winds light. The other weather conditions are known as intermediate and damped. Under extreme conditions, the maximum variation in road surface temperature is produced, this, together with the coldest absolute temperatures, leads to potentially hazardous road conditions. Under such conditions it is most important to be able to accurately predict road surface temperatures.
- 14.2 The information yielded from thermal mapping is used in conjunction with site specific forecasts to predict accurately the minimum temperature of road surfaces across the road network. This allows accurate decisions to be made not only about whether to salt or not but whether to salt only those roads that require treatment.
- 14.3 Thermal mapping has been used to produce data, which allows the pre-salting routes to be analysed objectively and to ensure the optimum location of road surface and atmospheric condition sensors.
- 14.4 Annual calibration checks on sensors are undertaken by the equipment supplier(s).
- 14.5 Every hour, information from these sensors is fed automatically into the Central Processing Unit at Vaisala's offices in Birmingham. The parameters recorded are, air temperature, humidity, precipitation, wind speed and direction, road surface condition (wet or dry) and depth temperature. Forecasts are produced by MeteoGroup based on this information. These forecasts when used in conjunction with the thermal mapping data forms one of the most sophisticated ice prediction systems in the U.K.
- 14.6 West Berkshire Council acts as lead authority on behalf of the Berkshire Unitary Authorities in respect of the co-ordination and procurement of contracts with Vaisala and MeteoGroup Ltd. The formulation of this alliance between the authorities is known as the Berkshire Consortium.
- 14.7 All six members of the Berkshire Consortium (consisting of the six Unitary Local Authorities within the former Berkshire County Council administrative area) have access to the ice detection equipment described above.
- 14.8 The Berkshire Consortium own weather stations situated within Berkshire and have a contract with Vaisala Ltd. Once the data is in a usable format it is passed on to MeteoGroup who will make the weather predictions. The nearest weather station for Reading is on the A329 Oxford Road (located outside Battle Library).

15 MEDIA COMMUNICATIONS

- 15.1 Liaison with the news media, particularly the local radio stations, The Breeze, BBC Radio Berkshire and Heart FM is of the utmost importance and will be maintained during periods of severe snowfall. This is to notify the public of any driving advice or road closures etc that will affect their journeys or safety. This contact will normally be directly with the Council's Press Office who will be fed information from Streetcare Services.
- 15.2 It is also desirable that communications with the local Police force is maintained. To this end, whenever an instruction to salt is issued by Volker Highways, a copy of the decision sheet will be emailed to the Thames Valley Police Headquarters at Kidlington who will then distribute the notification accordingly. Additional information will also be provided as appropriate to the motoring organisations during periods of snow clearance when it is essential that the travelling public are advised of current road conditions and cleared routes.
- 15.3 Information on winter gritting / salting and guidance on safer driving this winter on Reading roads together with a plan showing the roads that will be treated is published on the Council's website.
- 15.4 Information on the current policy and precautionary salting plans is available on the Council's website.
- 15.5 The 'Winter Service Plan 2021/2022' Committee Report, presented to the Strategic Environment, Planning and Transport Committee, is available on the Council's website. This Report includes details on the review process carried out following the 2020/2021 winter season and updates to this Winter Service Plan for the 2021/2022 winter season.

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SUMMARY OF ROADS ON PRIMARY AND SECONDARY PRECAUTIONARY SALTING NETWORK

TABLE 1 - COUNCIL'S PRIMARY SALTING NETWORK

ROAD NAME	SECTION
A33	ALL - INC MRT BUS LANES / BYPASS - SOUTH OAK WAY R/BOUT
ALEXANDRA ROAD	PART - UPPER REDLANDS ROAD TO ADDINGTON ROAD
ADDINGTON ROAD	PART - REDLANDS ROAD TO CRAVEN ROAD
B3270	ALL
BAGNALL WAY	ALL
BASINGSTOKE ROAD	ALL
BATH ROAD	ALL
BEDFORD ROAD	PART - OXFORD ROAD TO CHATHAM STREET
BERESFORD ROAD	ALL
BERKELEY AVENUE	ALL
BLAGRAVE STREET	ALL
BRIANTS AVENUE	ALL
BRIDGE STREET, CAVERSHAM	ALL
BRIDGE STREET, READING	ALL
BUCKINGHAM DRIVE	ALL
BURGHFIELD ROAD	ALL
CASTLE HILL	ALL
CASTLE STREET	ALL
CAVERSHAM PARK ROAD	ALL
CAVERSHAM ROAD	ALL
CHAPEL HILL	ALL
CHATHAM STREET	ALL
CHEAPSIDE	ALL
CHRISTCHURCH GARDENS	PART - NORTHUMBERLAND AVENUE TO BASINGSTOKE ROAD
CHRISTCHURCH ROAD	ALL
CHURCH ROAD, CAVERSHAM	ALL
CHURCH STREET, CAVERSHAM	ALL
CITY ROAD	ALL
CORWEN ROAD	ALL
COW LANE	ALL
CRAVEN ROAD	ALL
CRESSINGHAM ROAD	ALL
CROWN STREET	ALL
DEE ROAD	ALL
DONKIN HILL	ALL
DUKE STREET	ALL
DWYER ROAD	ALL
ELDON ROAD	ALL
ELM ROAD	ALL
EVESHAM ROAD	PART - SOUTHDOWN ROAD TO BUCKINGHAM DRIVE
FORBURY ROAD	ALL
FRIAR STREET	ALL
GEORGE STREET, CAVERSHAM	ALL

SUMMARY OF ROADS ON PRIMARY AND SECONDARY PRECAUTIONARY SALTING NETWORK

TABLE 1 - COUNCIL'S PRIMARY SALTING NETWORK CONT'D...

ROAD NAME	SECTION
GILLETTE WAY	ALL
GOSBROOK ROAD	PART - PROSPECT STREET TO BRIANTS AVENUE
GREAT KNOLLYS STREET	PART - CAVERSHAM ROAD TO NORTH STREET
GREYFRIARS ROAD	ALL
GROVELANDS ROAD	ALL
GUN STREET	ALL
GWEAL AVENUE	ALL
HARTLAND ROAD	ALL
HEMDEAN ROAD	PART - CHURCH STREET TO OAKLEY ROAD
HENLEY ROAD	ALL
HIGH STREET	ALL
HILDENS DRIVE	ALL
HOLYBROOK ROAD	ALL
HONEY END LANE	ALL
IDR INNER RELIEF ROAD	ALL
KENDRICK ROAD	ALL
KENTWOOD HILL	ALL
KING STREET	ALL
KING'S ROAD, READING	ALL
LIEBENROOD ROAD	ALL
LINDISFARNE WAY	ALL
LONDON ROAD	ALL
LONDON STREET	ALL
LOWER ELMSTONE DRIVE	ALL
LOWER HENLEY ROAD	ALL
LOWFIELD ROAD	ALL
MANOR FARM ROAD	PART - GWEAL AVE TO GILLETTE WAY
MARKET PLACE	ALL
MAYFAIR	ALL
MILL LANE	ALL
MINSTER STREET	ALL
MOUNT PLEASANT	ALL
NORCOT ROAD	ALL
NORTH STREET, READING	ALL
NORTHERN WAY	ALL
NORTHUMBERLAND AVENUE	ALL
OVERDOWN ROAD	ALL
OXFORD ROAD	ALL
PARK LANE	ALL
PELL STREET	ALL
PEPPARD ROAD	EXCLUDING LOOP LOWFIELD ROAD TO BUCKINGHAM DRIVE
PEPPER LANE	ALL
PIERCES HILL	ALL

SUMMARY OF ROADS ON PRIMARY AND SECONDARY PRECAUTIONARY SALTING NETWORK

TABLE 1 - COUNCIL'S PRIMARY SALTING NETWORK CONT'D...

ROAD NAME	SECTION
PORTMAN ROAD	ALL
PRIEST HILL	ALL
PROSPECT STREET, CAVERSHAM	ALL
QUEEN'S ROAD, READING	ALL
READING BRIDGE	ALL
REDLANDS ROAD	ALL
RICHFIELD AVENUE	ALL
ROSE KILN LANE	ALL
ROTHERFIELD WAY	ALL
SOUTHDOWN ROAD	PART - ROTHERFIELD WAY TO EVESHAM ROAD
RUSSELL STREET	ALL
SCHOOL ROAD	ALL
SHEPHERDS LANE	PART - UPPER WOODCOTE ROAD TO WOODCOTE WAY
SHINFIELD ROAD	ALL
SIDMOUTH STREET	PART - LONDON ROAD TO QUEEN'S ROAD
SILVER STREET	ALL
SOUTHAMPTON STREET	ALL
SOUTHCOTE LANE	ALL
ST MARYS BUTTS	ALL
ST PETERS HILL	ALL
ST SAVIOURS ROAD	PART - BERKELEY AVENUE TO HOLYBROOK ROAD
STANSHAW ROAD	ALL
STATION HILL	ALL
STATION ROAD	ALL
THE FORBURY	PART - VALPY STREET TO MARKET PLACE
THE MEADWAY	ALL
THE TRIANGLE	PART - ST MICHAELS ROAD TO WALNUT WAY
TILEHURST ROAD	ALL
TROOPER POTTS WAY	ALL
TUDOR ROAD	ALL
UPPER WOODCOTE ROAD	ALL
VALPY STREET	ALL
VASTERN ROAD	ALL
WATER ROAD	ALL
WATLINGTON STREET	PART - QUEEN'S ROAD TO KING'S ROAD
WELDALE STREET	PART - CAVERSHAM ROAD TO NORTH STREET
WENSLEY ROAD	PART - HOLYBROOK ROAD TO HOSPITAL ROUNDABOUT
WEST STREET	ALL
WHITLEY STREET	ALL
WHITLEY WOOD LANE	ALL
WHITLEY WOOD ROAD	ALL
WIGMORE LANE	ALL
WOKINGHAM ROAD	ALL
WOODCOTE ROAD	ALL
WOODCOTE WAY	ALL

SUMMARY OF ROADS ON PRIMARY AND SECONDARY PRECAUTIONARY SALTING NETWORK

TABLE 2 - COUNCIL'S SECONDARY SALTING NETWORK

ROAD NAME	SECTION	
ACRE ROAD	ALL	
ADDINGTON ROAD	PART - CRAVEN ROAD TO ERLEIGH ROAD	
ALBERT ROAD	ALL	
ALL HALLOWS ROAD	ALL	
ALPINE STREET	ALL	
AMERSHAM ROAD	ALL	
ARMOUR HILL	ALL	
ARMOUR ROAD	ALL	
ASHAMPSTEAD ROAD	ALL	
BEECH ROAD	ALL	
BENNET ROAD	ALL	
BERKSHIRE DRIVE	ALL	
BLAGDON ROAD	ALL	
BLENHEIM ROAD (CAVERSHAM)	ALL	
BUCKLAND ROAD	ALL	
CHURCH END LANE	ALL	
CIRCUIT LANE	PART - SOUTHCOTE LANE TO SILCHESTER ROAD	
COCKNEY HILL	ALL	
COLEY AVENUE	ALL	
CONISBORO AVENUE	PART - ALBERT ROAD TO UPLANDS ROAD	
CONNAUGHT ROAD	PART - TILEHURST ROAD TO PRINCE OF WALES AVENUE	
CORBRIDGE ROAD	ALL	
COURTENAY DRIVE	ALL	
CRANBURY ROAD	PART - TILEHURST ROAD TO PRINCE OF WALES AVENUE	
CRESCENT ROAD	ALL	
EASTERN AVENUE	PART - CRESCENT ROAD TO WHITEKNIGHTS ROAD	
ELGAR ROAD	ALL	
ELGAR ROAD SOUTH	ALL	
ELMHURST ROAD	ALL	
ELMSTONE DRIVE	ALL	
ERLEIGH ROAD	ALL	
EVESHAM ROAD	PART - SOUTHDOWN ROAD TO GROVE ROAD	
GOSBROOK ROAD	PART - BRIANTS AVENUE TO STAR LANE	
GROVE ROAD	ALL	
HEXHAM ROAD	PART - NORTHUMBERLAND AVENUE TO CORBRIDGE ROAD	
HIGHMOOR ROAD	PART - ALBERT ROAD TO WOODCOTE ROAD	
HOGARTH AVENUE	ALL	
HUNTERS CHASE	ALL	
IMPERIAL WAY	ALL	
	ISLAND ROAD	ALL

SUMMARY OF ROADS ON PRIMARY AND SECONDARY PRECAUTIONARY SALTING NETWORK

TABLE 2 - COUNCIL'S SECONDARY SALTING NETWORK CONT'D...

ROAD NAME	SECTION
KENAVON DRIVE	ALL
KENSINGTON ROAD	PART - TILEHURST ROAD TO PRINCE OF WALES AVENUE
KIDMORE END ROAD	ALL
KIDMORE ROAD	ALL
KILN ROAD	PART - CAVERSHAM PARK ROAD TO MARCHWOOD AVENUE
KINGS MEADOW ROAD	PART - VASTERN ROAD TO NAPIER ROAD
LINDEN ROAD	ALL
MICKLANDS ROAD	ALL
NEW LANE HILL	PART - HOGARTH AVENUE TO THE MEADWAY
NAPIER ROAD	ALL
NEWCASTLE ROAD	PART - NORTHUMBERLAND AVENUE TO CORBRIDGE ROAD
NORTHBROOK ROAD	ALL
OAKLEY ROAD	ALL
OAK TREE ROAD	ALL
OLD HONEY END LANE	ALL
PROSPECT STREET, READING	ALL
RICHMOND ROAD (CAVERSHAM)	ALL
SHEPHERDS LANE	PART - WOODCOTE WAY TO KIDMORE ROAD
SILCHESTER ROAD	PART - CIRCUIT LANE TO FAIRCROSS ROAD
SPEY ROAD	ALL
ST. ANNE'S ROAD	ALL
ST. MICHAEL'S ROAD	ALL
STAR ROAD	ALL
SURLEY ROW	PART - ROTHERFIELD WAY TO ST. BARNABAS ROAD
SWALLOWFIELD DRIVE	ALL
TAY ROAD	PART - DEE ROAD TO SPEY ROAD
TREDEGAR ROAD	ALL
THE MOUNT, CAVERSHAM	PART - ALBERT ROAD TO PRIEST HILL
UPLANDS ROAD	ALL
USK ROAD	ALL
WAVERLEY ROAD	ALL
WENSLEY ROAD	PART - HOSPITAL ROUNDABOUT TO END/LOOP
WESTERN ELMS AVENUE	ALL
WESTWOOD ROAD	ALL
WESTWOOD GLEN	ALL
WHITEKNIGHTS ROAD	ALL
WILSON ROAD	ALL
WOLSELEY STREET	ALL

WINTER SERVICE 2020/2021**GUIDANCE NOTES FOR DUTY OFFICERS****1. FORECAST INFORMATION**

- (i) At approximately midday log on to MeteoGroup web page and inspect rolling 36 hour forecast, graphs and appropriate maps. It is likely that your decision will be made at this time. If it is not possible to make a decision at midday the contractor must be advised at this time that he is to wait for a decision following the evening update.
- (ii) At approximately 1800 hours log on to MeteoGroup web page and inspect forecast graph and text for any updated information. The forecast graph will continue to have actual road surface temperatures plotted every hour for a rolling 36 hour period. This information can be obtained at any time by logging on to the web page. If a decision still cannot be made it may be necessary to consult the weather forecaster.
- (iii) It is the responsibility of each Duty Officer to record all action taken on the justification forms and file for future reference.

2. COMMUNICATIONS

- (i) If the Duty Officer needs to communicate with the Duty Manager, then contact should initially be made by mobile phone.
- (ii) The Duty Officer and the Duty Manager should keep each other aware of their movements if they are likely to be unable answer the mobile phone for any length of time.
- (iii) The Duty Officer will also be responsible for sending a fax/email message to the Police, local radio stations and neighbouring authorities informing them of the decision made concerning precautionary salting.

3. ROLE OF THE DUTY MANAGER

The Duty Manager will be available to give advice to the Duty Officer when required.

WINTER SERVICE CALL OUT GUIDELINES

FORECAST ROAD CONDITIONS

1. Road Surface Dry
2. Wet patches due to seepage etc.
3. Road surface wet but may dry
4. Road surface wet
5. Road surface dry but may become wet

FORECAST WEATHER

- A. Road Surface Temperature (RST) above freezing
 - (i) + 4°C or above
 - (ii) above 0°C, below +4°C
- B. RST at or below 0°C
 - (i) 0°C to -3°C
 - (ii) below -3°C
- C. B(i) or B(ii) with rain beforehand
- D. Hoar Frost.
- E. Freezing fog
- F. Freezing rain
- G. Snow
 - (i) light falls up to 30mm
 - (ii) falls over 30mm

RECOMMENDED ACTION

- a) No precautionary salting.
- b) Partial salt: wet patches, major structures, high ground etc.
- c) Inspection at a time to enable any necessary action to be taken before conditions become critical.
- d) Full pre-salt to be completed before onset of freezing conditions.
- e) Full pre-salt after rain has finished.
- f) Salting crews to remain in Depot awaiting instructions.
- g) Road conditions to be monitored by Duty Officer using ice prediction system.

ROAD CONDITIONS	FORECAST									
	A (i)	A (ii)	B (i)	B (ii)	C	D	E	F	G (i)	G (ii)
1	a	a	a	b		d	d		d	df
2	a	g	b	b		d	d		d	df
3	a	g	c	bc		d	d		d	df
4	a	g	d	d	e	d	d	df	d	df
5	a	g	g	b	e	d	d		d	df
DUTY OFFICER TO DETERMINE TIMING OF SALTING RUNS AND RATES OF SPREAD DEPENDING ON FORECAST DETAILS										

THE ABOVE TABLE IS FOR GUIDANCE ONLY

DUTY FORECASTER SHOULD BE CONSULTED AS NECESSARY.

SAMPLE DECISION SHEET



WOKINGHAM
BOROUGH COUNCIL



WINTER SERVICE DECISION SHEET 2013/14 - Ref 201314/089

Date Decision made: Wednesday 19th December 2013

Time Decision made: 12.46hrs

Winter Duty Officer:

Contact No.

Routes	Wokingham Borough Council Network		Reading Borough Council Network	
	Time Action Required	Spread Rate Required	Time Action Required	Spread Rate Required
Primary Routes	21:00	7gm/2	21:00	10gm/2
Secondary Routes	N/A	No Action	N/A	No Action
Third Tier	N/A	No Action	N/A	No Action
Footways/Cycletracks	N/A	No Action	N/A	No Action

Readiness Colour Alert	Green	Amber	Red
			-1.5

COMMENTS :

Action required for both Wokingham and Reading BC areas

EXTRACT FROM 24HR WEATHER FORECAST:

Sunny spells this afternoon. This evening, cloud will increase with a band of showers spreading from the west - some of them heavy. These showers should move away to the east by approximately 2000-2100 to leave it dry with largely clear skies through the remainder of the night. RSTs dropping quite quickly after the showers, falling below zero with ice. Tomorrow, it will be bright and breezy.

APPENDIX E

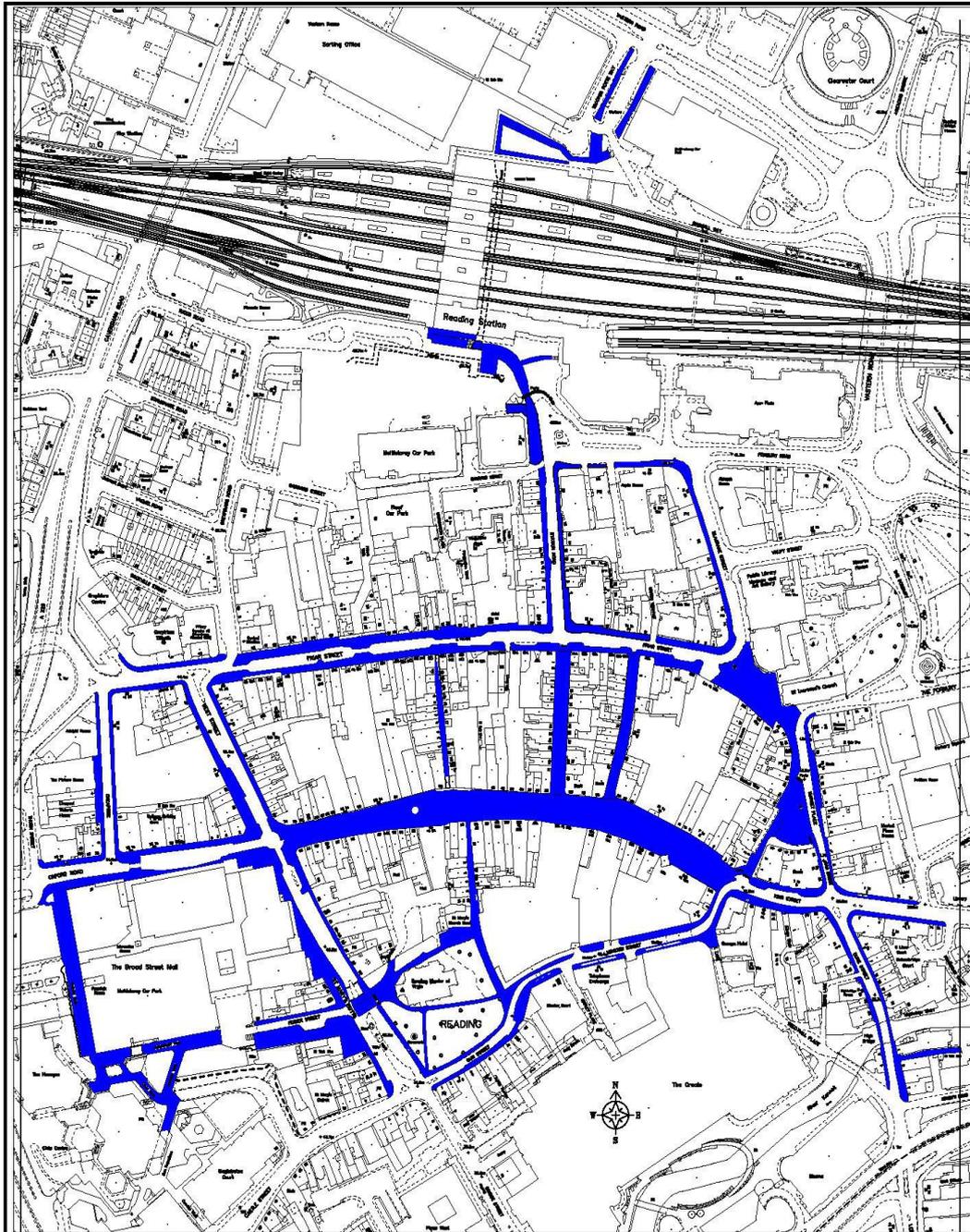
FOOTWAYS - SNOW CLEARING/ PRE-SALTING

READING TOWN CENTRE BLOCK PAVED AREAS (TREATMENT WITH PROPRIETARY MATERIAL/SALT/GRIT) AS SHOWN ON DRAWING NO. RBC/WM/001A INCLUDED IN THIS APPENDIX.

STREET NAME	SECTION
Broad Street	All
Butter Market	All
Chain Street	All
Cheapside	All
Cross Street	All
Duke Street	King Street to Star Lane
Dusseldorf Way	All
Friar Street	Part - Block Paved Areas only
Gun Street	All
Hosier Street	All
King Street/Kings Road	Part - Minster Street to Abbey Square
Minster Street	All
Market Place	All
Queen Victoria Street	All
Queen's Walk	All
Reading Station	Part - Defined pedestrian route swathe on public highway from Station Road to Station Hill (Taxi Rank shelter) via pedestrian ramp and continuing to pedestrian underpass (south side). Also from pedestrian underpass (north side) to Trooper Potts Way (bus shelters).
St Mary's Butts	All
Station Road	All
Union Street	All
West Street	All

FOOTWAYS - SNOW CLEARING/ PRE-SALTING CONT'D...

DRAWING NO. RBC/WM/001A - TREATED FOOTWAY AREAS



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Reading
Borough Council

Working better with you

Department of Economic Growth &
Neighbourhood Services
Civic Offices
Reading RG1 2LU

CAD DRAWING LOCATION:

project		TOWN CENTRE WINTER MAINTENANCE	
Drawing		TREATED FOOTWAY AREA	
drawn	checked	approved	date
E.O	C.C	S.S	24.10.2019
scale		drawing no.	
1:4000		RBC/WM/001A	

APPENDIX F

READING BOROUGH COUNCIL CALL OUT FACILITIES

OUTSIDE OFFICE HOURS

Call 0118 937 3787 (*Calls are charged*)

GRIT BIN LOCATIONS

AREA	ROAD	LOCATION	BINS
North	Blenheim Road, Caversham	Facing junction with Oakley Road	1
North	Brill Close	Top of Close. Outside No. 25	1
North	Crawshay Drive	Junction with Kidmore End Road. Adjacent to Street Nameplate	1
North	Eliot Close	Junction with Grove Hill	1
North	Fallowfield Close	End of wooden fence part way down Close	1
North	Glenrhondda	Near No. 14	1
North	Gravel Hill	Opposite Numbers 31 & 33 near Merthyr Vale junction.	1
North	Grove Hill	Mid way. Against high wall	1
North	Hemdean Road	Near Badgers Rise	1
North	Highdown Hill Road	Junction with Soane End (Private Drive)	1
North	Horse Close	On island near No. 26	1
North	Hunters Chase	Adjacent to lamp column No. 12	1
North	Keston Close	Junction with Donegal Close. (Right hand side)	1
North	Luscombe Close	Back against picket fence line. Right hand side	1
North	Picton Way	Junction mid-way up hill. Adjacent to Street Nameplate	1
North	Ruskin	On bend	1
North	Russet Glade	Mid-way at brow of hill	1
North	Scott Close	Adjacent to lamp column. Against brick wall	1
North	Sheriden Avenue	Outside No. 2 at junction with Hemdean Road	1
North	Surley Row	Junction with Sheep Walk	1
North	Tredegar Road	By railings	1
North	Tredegar Road	Junction with Glenrhondda	1
North	Tymawr	Opposite No. 21 (Off Hunters Chase)	1
North	Upper Warren Avenue	Near junction with St Peters Avenue	1
West	Brooksby Road	Junction with Juniper Way. Outside No. 110 in grass verge	1
West	Calder Close	On corner of junction	1
West	Carlisle Road	Junction with A329	1
West	Dudley Close	Near junction with Armour Hill	1
West	Dulnan Close	Near Elderly Persons flats	1
West	Elsley Road	Junction with Oxford Road. In grass verge at end of footway	1
West	Oak Tree Road	Opposite Numbers 49 & 51	1
West	Little Oaks Drive	At junction with Oaks View	1

West	Pottery Road	Near junction with Dresden Way	1
West	Rissington Close	By lamp post outside No. 5	1
West	Rodway Road	At corner of Derwent Avenue	1
West	Romany Lane	Junction Romany Close	1
West	Sandgate Avenue	Near junction with Grasmere Avenue	1
West	Taff Way	Near junction with Dee Road	1
West	Thurso Close	Dee Road Estate. In grass verge opposite block of flats	1
West	Ullswater Drive	Junction with Elsley Road	1
South	Alpine Street/Elgar Road	Back against gable wall of No. 25 Elgar Road	1
South	Barnsdale Road	Opposite Windermere Road junction in grass verge	1
South	Birdhill Avenue	Junction with Cressingham Road	1
South	Blagdon Road	i) 1no. near Cherry Grove junction. ii) 1no. opposite Bankside Close. Both i) & ii) secured to single steel posts	2
South	Brybur Close	Junction with Winton Road	1
South	Ennerdale Road	Corner Northcourt Avenue	1

(All of the above grit bins have achieved a score of at least 60 out of a total of 85 points to qualify).

LOCATION OF STRUCTURES TO RECEIVE 'DOUBLE PRE-SALT' SALTING

ROAD NO	LOCATION	STRUCTURE
A329	Watlington Street	River Kennet Overbridge
A329	King's Road	River Kennet Overbridge
A329	Watlington Street Northbound	Kennet Canal Overbridge
A329	Watlington Street Southbound	Kennet Canal Overbridge
A329	IDR Eastbound	Mill Lane Flyover
A329	IDR Westbound	Mill Lane Flyover
A329	Chatham Street Eastbound	IDR Overbridge
A329	Chatham Street Westbound	IDR Overbridge
A329	Castle Hill Eastbound	IDR Overbridge
A329	Castle Hill Westbound	IDR Overbridge
A33	A33 Northbound	River Kennet Overbridge
A33	A33 Southbound	River Kennet Overbridge
A33	A33 Northbound	Foundry Brook Overbridge
A33	A33 Southbound	Foundry Brook Overbridge
A33	M4 Junction 11 West	Motorway Overbridge
A33	M4 Junction 11 East	Motorway Overbridge
A4	Berkeley Avenue	A33 Relief Road Overbridge
A4	Bath Road	Rail Overbridge
A4155	Bridge Street Caversham	River Thames Overbridge
B3345	George Street Caversham	River Thames Overbridge

WINTER SERVICE CROSS BOUNDARY ARRANGEMENTS

The cross boundary arrangements have been reviewed and risk assessed.

Reading Borough Council will salt up to a point beyond the Borough boundary where it is safe for the gritter vehicle to turn around. With agreement, the neighbouring Councils are similarly working to ensure that all of the cross boundary highway network is treated.

This does not constitute any form of agreement or responsibility for the treatment of the highway network outside the Borough boundary, it is merely to ensure full coverage of the Council's salting network.

CIRCULATION LIST

- 1 Adjoining Highway Authorities**
 - 1.1 Wokingham Borough Council
Shute End
PO Box 153
Wokingham
RG40 1WL
0118 9746000
 - 1.2 West Berkshire District Council
Council Offices
Market Street
Newbury
RG14 5LD
01635 551111
 - 1.3 Oxfordshire County Council
Director of Environmental and Economy
Speedwell House
Speedwell Street
Oxford OX1 1NE
01865 815700
- 2 Emergency Services**
 - 2.1 Thames Valley Police
Police Headquarters
Kidlington
Oxford
OX5 2NX
 - 2.2 Royal Berkshire Fire and Rescue Service
Newsham Court
Pincents Kiln
Calcot
Reading
RG31 7SD
0118 945 2888
 - 2.3 Royal Berkshire Ambulance NH Trust
44 Finchampstead Road
Wokingham
Berkshire
RG40 2NN
0118 936 5500

CIRCULATION LIST CONT'D.

3 Highways England's Agents

EM Highway Services Ltd.
 Rosalind House
 Jays Close
 Viables Business Park
 Basingstoke
 Hampshire. RG22 4BS

4 Media Organisations

4.1 BBC Radio Berkshire
 550 Thames Valley Park Drive
 Reading. RG6 1PT_
radio.berkshire.news@bbc.co.uk

4.2 Heart FM
 PO Box 2020
 Reading
 Berkshire. RG31 7FG
thamesvalley.news@heart.co.uk

4.3 The Breeze (Radio Station)
 Suite 2
 Paddington House
 Festival Place
 Basingstoke. RG21 7LJ
tvnews@celador.co.uk

5 Motoring Organisations

5.1 RAC
 Public Affairs Dept
 114 Rochester Row
 London

5.2 Automobile Association
 Fanum House
 52 London Road
 Twickenham
 Middlesex

6 Councillors Suite

Reading Borough Council
 Civic Offices
 Bridge Street
 Reading. RG1 2LU

REFERENCES

- Highways Act 1980.
- Highways Winter Maintenance, ICE 2000.
- Well Maintained Highways - Code of Practice for Highway Maintenance Management 2005 (revised 2009, 2010 & 2011).
- Lessons from the Severe Weather February 2009.
- The Resilience of England's Transport Systems in Winter Interim Report July 2010.
- Quarmby Audit Report December 2010 (revised 2011).
- Well-managed Highway Infrastructure: A Code of Practice - October 2016.
- Winter Service Plan 2021/2022 - Strategic Environment, Planning and Transport Committee Report - 16th November 2021.

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APPENDIX 2:

READING BOROUGH COUNCIL

FINANCIAL IMPLICATIONS - REVENUE BUDGET AND RISK ASSESSMENT

The financial implications arising from the proposals set out in this report are set out below:-

1. Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs (see note1)	0	0	0
Other running costs	247	252	257
Capital financings costs	0	0	0
Expenditure	247	252	257
Income from:			
Fees and charges (see note2)	0	0	0
Grant funding (specify)			
Other income			
Total Income	0	0	0
Net Cost(+)/saving (-)	247	252	257

2. Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	0	0	0
Funded by	NA	NA	NA
Grant (specify)			
Section 106 (specify)			
Other services			
Capital Receipts/Borrowing			
Total Funding	0	0	0

3. Value for Money (VFM)

This is a statutory service. The intention is to retender the Winter Maintenance Service during 2021/2022 and appoint a contractor before the start of the 2022/2023 winter season.

Benchmarking: An exercise was carried out to compare existing winter service rates with an adjacent Local Authority and found that there was an 8% access fee and the rates were not as competitive as we have in place.

4. Risk Assessment.

Each year the amount of precautionary salting runs are unknown and will be directly affected by the weather during the winter season. There is an on-going risk that during severe winter

seasons additional precautionary salting runs will exceed the budget. It is noted that over the last 3 winter seasons, the service has remained within budget.

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	16 NOVEMBER 2021	AGENDA ITEM:	
TITLE:	MAJOR TRANSPORT SCHEMES UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING, TRANSPORT AND REGULATORY SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CHRIS MADDOCKS	TEL:	0118 937 4950
JOB TITLE:	STRATEGIC TRANSPORT MANAGER	E-MAIL:	chris.maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report provides an update on progress with the delivery of the current programme of major transport schemes in Reading, including:
- South Reading Mass Rapid Transit
 - Reading Green Park Station
 - Reading West Station Upgrade
 - Active Travel Fund - Shinfield Road
 - School Streets Programme

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the progress made on the delivery of the current programme of major transport schemes as outlined in this report.

3. POLICY CONTEXT

- 3.1 The Council's Corporate Plan supports the delivery of new transport infrastructure in order to manage levels of congestion, improve air quality and reduce carbon emissions, whilst enabling the economic recovery and planned levels of growth in the borough and wider urban area. The Council's approved Capital Programme provides capital funding of over £40m for the projects listed in this report. Funding is provided from grants received from the Local Enterprise Partnership (LEP) and Central Government, developer contributions (Section 106 and Community Infrastructure Levy (CIL) contributions), investment from Network Rail and GWR, and Council borrowing.

- 3.2 The Council's current Local Transport Plan (LTP) sets out its transport strategy for Reading up to 2026. Consultation on a new LTP was undertaken from 4th May to 30th August 2020. The new strategy is being developed to help achieve wider objectives including the Reading 2050 Vision, the Climate Emergency and improved air quality, and to be aligned with other Council strategies including the new Local Plan and Health & Wellbeing Strategy. However, given the impacts arising from Covid-19 and the potential for significant changes in travel patterns which will require at least a year to understand, further monitoring is currently being undertaken to understand these changes to ensure the new LTP is updated with the latest information before being finalised.
- 3.3 Whilst the LTP sets the context and overarching vision for future transport provision in Reading, sub-strategies provide more detailed implementation plans for specific topics. These form the basis for preparing funding proposals to deliver key elements of each sub-strategy, including the Local Cycling & Walking Infrastructure Plan, Bus Service Improvement Plan and emerging Public Rights of Way Improvement Plan and Electric Vehicle Strategy.

4. THE PROPOSAL

South Reading Mass Rapid Transit

- 4.1 The overall vision for the South Reading Mass Rapid Transit (MRT) scheme is a dedicated fast-track public transport priority route on the A33 growth corridor, between Mere oak Park & Ride and Reading town centre. The current scheme is a series of bus priority measures which are being delivered in phases as funding is secured. In future, the scheme has the potential to become a guided-bus, tram or autonomous shared vehicle system.
- 4.2 Funding of over £15m has been secured for the scheme from the Local Growth Fund (LGF) and fettered S106 developer contributions, with phases 1-3 of the scheme successfully delivered. Phase 4 is currently being constructed on-site, which includes an outbound bus lane on the A33 between Rose Kiln Lane and Lindisfarne Way (Kennet Island), and the upgrade of the traffic signals to an intelligent (Microprocessor Optimised Vehicle Actuation (MOVA)) method of control at the A33 / Bennet Road gyratory.
- 4.3 Construction of the current phase of works has been delayed initially due to Covid-19 and more latterly due to significant technical delays with implementing the enhanced traffic signal arrangements on Bennet Road gyratory. However, works are progressing on-site with a planned completion date of November 2021.

Reading Green Park Station

- 4.4 Reading Green Park Station is a new railway station on the Reading to Basingstoke line. The station and multi-modal interchange will significantly improve accessibility and connectivity to this area of south Reading which has large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the Royal Elm Park mixed use development.

- 4.5 The scheme is being progressed in partnership with Network Rail and Great Western Railway (GWR), who will ultimately own and operate the station respectively. Funding for the scheme has been secured from the Local Growth Fund (£9.5m), Section 106 developer contributions (£5.6m) and the New Station's Fund 2 (£5.2m), with planning permission granted in 2015.
- 4.6 Construction of the station and multi-modal interchange has continued on-site for the duration of the Covid-19 pandemic, however there have been impacts on the schedule resulting from covid and Brexit impacts (material shortages) which has resulted in further delays to the programme. The current timeline indicates construction works will be complete by late 2021. Once complete, the station will go through a period of testing before its official opening and public use. The Council is working with Network Rail and GWR to ensure that the station is open as soon as possible after construction works are complete.

Reading West Station Upgrade

- 4.7 A Masterplan for significant enhancements to the station and wider interchange was prepared by the Council, in partnership with GWR and Network Rail. Funding of £3.1m has been secured from the Local Growth Fund and £200k Section 106 developer contributions for the current phase of works, which will deliver enhanced passenger facilities and security improvements in line with the overall vision for the station.
- 4.8 The current phase of works includes a new station building on the Oxford Road with associated highway alterations and interchange improvements, increased cycle parking and a new ticket gateline at the Tilehurst Road station entrance. The scheme will provide safety and security improvements at both entrances through enhanced CCTV coverage and lighting, which have been designed with input from the British Transport Police. Planning consent for the scheme was granted at the Council's Planning Applications Committee in January 2021.
- 4.9 Construction of the enhanced interchange and highway arrangements commenced on-site in February and is progressing well. Following completion of these works, GWR will take possession of the southern footway and commence their station building construction programme. The final completion date of the overall project is currently projected to be summer 2022.
- 4.10 The current scheme being delivered by GWR will include passive provision for accessibility enhancements within the designs, however Network Rail's requirement for a full rebuild of the platforms to enable full accessibility enhancements such as the implementation of lifts means delivery of these elements is not currently affordable within the funding envelope for the current scheme. A full platform rebuild is also required to deliver the necessary minimum widths to enable safe usage of the station for wheelchair users, passengers with buggies etc. Therefore, the Council will continue to work with railway partners including Network Rail to seek opportunities to secure funding for these elements of the overall Masterplan vision for the station.

Active Travel Fund Tranche 2 - Shinfield Road

- 4.11 The objective of the Active Travel Fund is to deliver high-quality, segregated cycle infrastructure to encourage more people to cycle and walk. The Council was awarded £1.179m by the DfT in the second tranche of funding following submission of a comprehensive funding proposal, which was 100% of the indicative allocation for Reading.
- 4.12 Initial consultation to determine which scheme to take forward for delivery as part of the Tranche 2 programme was undertaken between 24th February and 23rd April 2021, resulting in the scheme at Shinfield Road being selected by this Committee in June. The scheme will provide a high-quality segregated cycle route and enhanced pedestrian crossing facilities on a key route between South Reading and Royal Berkshire Hospital, the University of Reading, local centres and Reading town centre.
- 4.13 The indicative timeline for delivery of this scheme is set out below:
- Initial consultation - Completed
 - Initial consultation results review and recommendation for scheme(s) to be taken forward - Completed
 - Committee approval to undertake statutory consultation - Completed
 - Detailed design - Autumn 2021
 - Public consultation - Autumn 2021
 - Update scheme designs - Winter 2021/22
 - Traffic Regulation Orders consultation - January/February 2022
 - Scheme delivery - from Spring 2022 onwards
- 4.14 Officers will continue to seek funding opportunities to deliver further active travel schemes in Reading, including the proposed segregated cycle scheme for the Bath Road which has been submitted to the DfT for funding through the third tranche of the Active Travel Fund.

School Streets Programme

- 4.15 The Council launched a School Street application process and guidance in spring 2020, after securing £175k from the DfT's Travel Demand Management Fund. To date, trial School Street schemes have been implemented at Park Lane Primary Junior School (Downing Road and Lambourne Close), Wilson Primary School (Wilson Road) and Thameside Primary School (Harley Road).
- 4.16 Monitoring of the first School Street scheme in Reading at Park Lane Primary Junior School, which opened in April this year, demonstrates that it has both made it safer for children travelling to school and significantly increased levels of active travel for children, parents and carers. Evidence gathered for this scheme to date shows the following positive impacts:
- 32% more children walk to/from school.
 - Car travel amongst parents has decreased by more than half since the School Street started.
 - In total, 26% of children are now travelling actively, which includes walking, cycling and scooting.

- Surveys identified only 1 additional car on the local network surrounding the school.
 - The number of cyclists using Downing Road has increased by 25%.
 - Traffic on the surrounding road, St Michaels Road, during peak periods has decreased by 8.7%.
 - The local road network surrounding the School Street has not had any major issue with parking moving to other areas.
- 4.17 Preparations are currently underway for a further joint School Street trial scheme for Maiden Erleigh School in Reading, UTC Reading and Alfred Sutton Primary School on Crescent Road. The scheme has been delayed, however it is due to commence in early 2021.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the schemes outlined in this report will help to deliver the following priorities in the Council's Corporate Plan 2021/22:
- Healthy Environment
 - Thriving Communities
 - Inclusive Economy

6. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS

- 6.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.
- 6.2 The Climate Impact Assessment tool has been used to assess the proposal as set out within this report, resulting in an overall Net Medium Positive impact. This is due to our major transport scheme programme being focused on encouraging the use of sustainable transport, walking and cycling as attractive alternatives to the private car. The programme will enhance facilities to encourage more use of sustainable transport and active travel options, and therefore reduce the use of the private car and resulting congestion, carbon emissions and other air quality issues. There are inevitably emissions associated with the construction of these major schemes, however we are working to reduce these short-term impacts in order to achieve the longer-term modal switch benefits.
- 6.3 In addition, the delivery of the major transport schemes as set out within this report form a vital part of our overall transport and climate emergency strategies, which has achieved considerable success in recent years including bus usage in Reading being the second highest in the country outside of London, having increased by 23% since 2010, and around 35% of trips into Reading town centre being made by pedestrians and cyclists.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The schemes included within the current major transport scheme programme have and will be communicated to the local community through public exhibitions, consultations and Council meetings as set out within the report.
- 7.2 Statutory consultation will be conducted in accordance with appropriate legislation, including Traffic Regulation Orders as appropriate. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149 of the Equality Act 2010, a public authority must 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, and
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 The Council, and where appropriate partner delivery organisations, have carried out an equality impact assessment scoping exercise on all of the projects included within the current major transport scheme programme.

9. LEGAL IMPLICATIONS

- 9.1 There are no direct legal implications resulting from this report.

10. FINANCIAL IMPLICATIONS

- 10.1 External grant funding for the delivery of the current major transport scheme programme has been secured from various sources, including the LEP and the DfT. All of the schemes as set out within the report are included within the Council's overall Capital Programme, except for the School Streets programme which is fully funded via a revenue grant. The capital schemes are monitored regularly and reported to Committee as part of the Council's Capital Programme, including the funding profile for each scheme.
- 10.2 The School Streets programme is being delivered through the award of £175k revenue funding from the DfT's Travel Demand Management Fund. The purpose of this funding is to manage travel demand following the Covid lockdowns and to encourage a mode shift towards more sustainable modes. School Streets is one element of this work which includes a programme of incentivisation and information initiatives with a particular focus on walking and cycling.
- 10.3 The total funding package for the schemes included within this report is set out in the table below:

Source of Funding	Capital (£'000)	Revenue (£'000)	Total (£'000)
LEP grant funding	27,300	-	27,300
DfT grant funding	6,400	375	6,775

Other external funding	550	-	550
RBC funding (S106 / CIL / borrowing)	9,400	-	9,400
Total	43,650	375	44,025

11. BACKGROUND PAPERS

- 11.1 Major Transport Scheme Update Reports, Strategic Environment, Planning and Transport Committee from 2015 onwards.

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	16 NOVEMBER 2021	AGENDA ITEM:	
TITLE:	READING BUS SERVICE IMPROVEMENT PLAN 2021-26		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING, TRANSPORT AND REGULATORY SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CHRIS MADDOCKS / STEPHEN WISE	TEL:	0118 937 4950 / 0118 937 3735
JOB TITLE:	STRATEGIC TRANSPORT MANAGER / SENIOR TRANSPORT PLANNER	E-MAIL:	chris.maddocks@reading.gov.uk stephen.wise@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Committee on preparation of the Reading Bus Service Improvement Plan 2021-26 (BSIP), which will set the strategy for enhancing bus services in Reading over the next 5 years. The BSIP has been prepared in partnership with all local bus operators and neighbouring authorities in accordance with guidance issued by the Department for Transport, which included a requirement to publish the first iteration of the strategy by the end of October 2021.
- 1.2 Following publication of the BSIP which sets the overall strategy, more detailed proposals are currently being developed in partnership with local operators through the establishment of Enhanced Partnership arrangements and associated action plans. These Enhanced Partnership arrangements are due to be in place by April 2022, in line with the timetable set by Government.
- 1.3 Appendix A - Reading Bus Service Improvement Plan 2021-26

2. RECOMMENDED ACTION

- 2.1 That the Committee approves the Reading Bus Service Improvement Plan 2021-26 as provided at Appendix A.

3. POLICY CONTEXT

- 3.1 The National Bus Strategy ‘Bus Back Better’ was published in March 2021 as part of a £3 billion funding package aimed at building back Britain’s bus services. It sets out how the Government intends to deliver on its commitment to achieve ambitious and far-reaching reform of the bus services sector.

- 3.2 The strategy requires each Local Transport Authority (LTA) to produce a BSIP for their area, and to either establish Enhanced Partnerships with local bus operators or to implement a franchise system to manage the provision of local bus services. The following timetable has been mandated by Government for this work:
- By the end of June 2021, LTAs will need to commit to establishing Enhanced Partnerships under the Bus Services Act 2017 or, alternatively, begin the statutory process of franchising their bus services. Bus operators in such areas are required to co-operate with the LTAs in this process.
 - By the end of October 2021, each LTA will need to publish a local BSIP for their area. Each BSIP will need to be updated annually and the contents reflected in the local authority's Local Transport Plan and other relevant local plans such as the Local Cycling and Walking Infrastructure Plans.
 - From April 2022, in order to access the new streams of bus funding, LTAs will need to have in place an Enhanced Partnership or have commenced the statutory process to decide whether to implement a franchising scheme. Only those bus services operating under either an Enhanced Partnership or through a franchising scheme will be eligible to receive funding from the Government.
- 3.3 Guidance for the development of BSIPs has been published by the Department for Transport (DfT) for local authorities and bus operators. This states that due to the tight timescales associated with BSIPs they will necessarily be high-level, providing an overview to enable further details to be worked out with local operators post-October, in preparation for the Enhanced Partnership arrangements. The guidance provides a standard document structure with sub-headings for all local authorities to follow and emphasises the need to comply with the ambitions of the National Bus Strategy.
- 3.4 It is intended that the BSIP and Enhanced Partnership arrangements together will make up a blueprint for bus service improvement, with the Enhanced Partnership action plan containing details of how the BSIP objectives will be delivered in partnership with operators. In terms of funding, BSIPs will provide an early basis for Government funding decisions in the autumn and winter in preparation for the financial year 2022/3 when transformational funding will begin (subject to the outcome of the autumn Spending Review). Government has indicated that guidance on the establishment of Enhanced Partnership arrangements will be published shortly.
- 3.5 In June, the Council published on its website its intention to develop a BSIP and establish Enhanced Partnership arrangements with all local bus operators. Due to the local bus market being dominated by one main operator (Reading Buses), it was decided by the Council that a franchising scheme was not required and Enhanced Partnership arrangements would be the best route to achieve enhancements in local bus services. The BSIP is being developed in line with the core objectives contained within our local policies, including the Reading 2050 Vision, the Council's Corporate Plan 2021/22 'Investing in Reading's Future', our Draft Reading Transport Strategy 2036 and the Reading Climate Emergency Strategy 2020-25. In addition, priorities within the BSIP have been aligned with our future cycle aspirations as set out within the Local Cycling & Walking Infrastructure Plan 2020-30.

4. THE PROPOSAL

- 4.1 The Reading Bus Service Improvement Plan 2021-26 sets the strategy for enhancing bus services in Reading over the next 5 years. It identifies existing barriers to growing bus usage and outlines a package of proposed interventions to help achieve the strategy's objectives.
- 4.2 The BSIP aims to build on the strong track record in Reading of achieving the second highest bus use per head of population in England (outside of London) prior to the pandemic, with over 20 million passenger journeys every year. The strategy presents

an opportunity to secure external funding for the delivery of measures to complement the existing network of bus priority measures which includes bus lanes, bus gates and signal priority junctions, the town centre bus loop restrictions, initial phases of the South Reading BRT (Bus Rapid Transit) scheme on the A33 growth corridor and the introduction of the first red route outside of London on the busiest bus route in Reading, the purple route 17 corridor.

- 4.3 A key immediate priority is to help bus patronage recover from the significantly reduced levels of usage as a result of the health pandemic, which are currently at around 70% of pre-Covid levels in Reading. Whilst there is some uncertainty regarding the speed of recovery and changes to travel patterns, a core objective of the BSIP is to avoid a car-based recovery and ensure the bus network returns to a sustainable position in the short-term, alongside creating the conditions needed for bus patronage to ultimately grow beyond pre-pandemic levels in the longer-term.
- 4.4 The BSIP has being prepared with the active engagement of all local bus operators, including the municipal Reading Transport Limited, and all neighbouring local authorities. In addition to ensuring operators are eligible for recovery funding from Government to address the immediate revenue gap, the BSIP seeks to strike a balance between setting ambitious longer-term objectives whilst being realistic in terms of what can be achieved given the current financial position of operators. This balance is particularly important to ensure the Council and local operators are in the best possible position to secure future transformation funding from Government as the current level of recovery funding for the industry is ultimately phased out.
- 4.5 The role of the BSIP is twofold, firstly to set the overall context and objectives for the local bus network within which individual operators will make operational decisions on service levels in line with their business plans. Secondly, for local authorities and operators to collectively make the case to Government for future capital and revenue funding to enhance bus services in the local area. The Enhanced Partnership arrangements will provide local authorities with a greater ability to work with operators to achieve the overall vision for the area, however any immediate decisions on service levels should be made by operators to ensure their longer-term sustainability given the uncertainty regarding future levels and duration of funding allocated by Government.
- 4.6 Government has recently provided details to operators regarding the new Bus Recovery Grant (BRG) which replaced the previous Covid Bus Service Support Grant (CBSSG) in September. Levels of BRG funding for individual operators will be allocated by the DfT using a formula which will calculate an operator's revenue loss, scaled for mileage operated in comparison to their pre-Covid mileage. To be eligible for the funding, operators need to have scheduled to run service mileage of 90% or above compared to their 2019 baseline, with the allocation of funding increasing the closer an operator is to 100% of their baseline mileage. The baseline calculated by operators must be approved by local authorities prior to submission to the DfT, therefore officers have been working with all local operators to agree their pre-Covid baseline to enable recovery funding to be received. The current indication from Government is that this funding will run until March 2022, therefore operational decisions made by bus companies should be taken in the knowledge that this funding will be time limited.
- 4.7 The approach taken in the BSIP strategy is to prioritise future capital schemes which have the greatest operational benefits, alongside ensuring any revenue proposals have a realistic chance of becoming commercially sustainable following the ending of any external pump-prime funding. The BSIP contains a package of capital opportunities which will result in quicker and more reliable journey times, thereby achieving benefits for passengers alongside operational efficiencies. Where proposals for future revenue funding are included, such as service enhancements and fares initiatives, these will be further explored and developed with local operators through the Enhanced Partnership arrangements.

- 4.8 The BSIP sets the context for the establishment of Enhanced Partnership arrangements with local operators by April 2022. These plans are being developed in accordance with the legal requirements of Competition Law, therefore whilst individual operational decisions regarding fares and service levels will be made independently by operators, the BSIP and Enhanced Partnerships will set the blueprint and conditions in which sustainable growth of services and passenger numbers can be achieved.
- 4.9 For the strategy to be effective a key element is the provision of cross-boundary services, particularly within the Reading urban area. The BSIP has therefore been developed through close engagement with all neighbouring authorities to identify opportunities to ensure our respective plans and arrangements are joined-up and consistent. We are also exploring opportunities for future monitoring and governance arrangements within the wider Reading urban area.
- 4.10 The focus of the BSIP is on local bus services which are open to the public as required by the DfT guidance, however we also worked with local community transport providers as services such as dial-a-ride provide a vital lifeline for residents who are unable to use public bus services. This included exploring opportunities to seek funding through the BSIP process to support these important services, for instance to enable the purchase of zero emission minibuses and associated charging infrastructure.
- 4.11 Following publication of the BSIP, officers have commenced work on the Enhanced Partnership arrangements and associated action plan. This work is being undertaken in partnership with operators and neighbouring authorities, with the objective of achieving a sustainable future for bus services in Reading. In addition, the BSIP strategy will be reviewed and updated annually in line with the guidance issued by the DfT.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The proposals as set out within this report will help to deliver the following strategic aims of the Council through the delivery of a thriving public transport network in the town:
- Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 5.2 In turn, the BSIP will contribute to the Council's vision '*To help Reading realise its potential - and to ensure that everyone who lives and works here can share the benefits of its success*' by providing affordable access to education, training and employment through enhanced bus services for residents.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve the target of a carbon neutral Reading by 2030.
- 6.2 The transport strategy is focused on encouraging the use of sustainable transport, walking and cycling as attractive alternatives to the private car. This includes managing congestion and improving air quality by providing a more efficient network and suitable alternatives for vehicular traffic, which will enable existing highway capacity to be reallocated for the use of sustainable modes. The delivery of the BSIP and Enhanced Partnership arrangements as set out within this report form part of this overall strategy, which has achieved considerable success in recent years including bus usage in Reading being the second highest in the country outside of London, having increased by 23%

since 2010, and around 35% of trips into Reading town centre being made by pedestrians and cyclists.

- 6.3 The Climate Impact Assessment tool has been used to assess these proposals, resulting in an overall Net Medium Positive impact. This is as a result of the BSIP intending to recover bus use to pre-pandemic levels. In addition, the BSIP is intended to make buses more relevant to people's travel needs through more frequency, faster services, more bus routes, better integration with other modes of transport and easier to access. The success of this BSIP would help to reduce car use, car congestion, harmful emissions and climate change. The BSIP is required by the DfT as a high level statement of intent and as a bidding document for future bus service funding which will be a mixture of capital and revenue to enable better bus services as set out in the National Bus Strategy to be delivered. For instance, as part of the BSIP we are seeking funding to replace low emission diesel buses with zero emission electric buses and to improve and replace Council owned legacy bus shelters with a number of green roofed shelters.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 As set out within the report, the BSIP has been developed in collaboration with all local bus operators and neighbouring local authorities. The proposals include the establishment of a Passenger Charter which will provide bus users with a greater say on the future provision of services in Reading. The Charter will be set out at a high-level within the BSIP, and further developed and adopted alongside the Enhanced Partnership arrangements by April 2022.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 An Equalities Impact Assessment (EIA) scoping assessment has been undertaken which concludes that an EIA is not required at this time due to the fact that the BSIP is a high-level strategy designed to address the mobility and travel needs of all residents in Reading by improving bus services and access to them, and developing services to be more relevant to residents.
- 8.2 Further EIA assessments will be undertaken at the appropriate time as individual proposals contained within the BSIP are developed in further detail.

9. LEGAL IMPLICATIONS

- 9.1 The development of the BSIP has been undertaken with local bus operators in accordance with Competition Law. It is proposed that following publication of the BSIP, the Council establishes Enhanced Partnership arrangements with all local operators serving Reading Borough, which is a statutory arrangement termed 'enhanced partnership arrangements' under the 2017 Bus Services Act. The Enhanced Partnership will set out commitments for both the Council and bus operators, for instance the Council will deliver a new section of bus lane (subject to funding being secured from Government) and in return operators will commit to providing an enhanced level of service on routes that will benefit from reduced journey times which use the new facility. The overarching objective is for the Council to work xxx with all local operators for the benefit of passenger in Reading.
- 9.2 It is envisaged that an element of internal legal support will be required to assist with the preparation of documentation required to formalise the Enhanced Partnership arrangements with each bus operator, alongside legal resource provided by the bus operators themselves.

10. FINANCIAL IMPLICATIONS

10.1 The direct costs of preparing the BSIP and subsequent Enhanced Partnership arrangements with local operators is being funded by a £150k revenue grant provided to the Council by the Department for Transport, as set out below:

Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs (see note1)			
Other running costs	100	25	25
Capital financings costs			
Expenditure	100	25	25
Income from:			
Fees and charges (see note2)			
Grant funding	150		
(specify)			
Other income			
Total Income	150	0	0
Net Cost (+)/saving (-)	-50	+25	+25

10.2 Development of the proposals contained within the BSIP will be subject to securing additional external funding and value for money assessments. The BSIP has been developed in accordance with the objectives of the National Bus Strategy to ensure the Council and local bus operators are eligible for continued support through the current bus recovery funding and any future opportunities from the £3 billion transformational Government funding.

11. BACKGROUND PAPERS

11.1 National Bus Strategy: Bus Back Better, Department for Transport, March 2021

11.2 Bus Service Improvement Plans: Guidance to Local Authorities and Bus Operators, Department for Transport, May 2021

11.3 National Bus Strategy - Next Steps, Report to Strategic Environment, Planning & Transport Committee, 30 June 2021



Reading Transport Strategy 2036 Sub-Strategy:

Reading Bus Service Improvement Plan 2021-26

October 2021

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APPENDICES

Appendix A - Bus Frequency Maps
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Appendix C - Letters of Support

This document is available in accessible formats on request by email to transport@reading.gov.uk

Foreword

Our Bus Service Improvement Plan, developed in partnership with local bus operators and neighbouring local authorities, will form a sub-strategy to our emerging Reading Transport Strategy 2036. It outlines our ambitious plans to transform bus services in Reading, initially to build back passenger levels which have reduced during the Covid pandemic, and subsequently to encourage even more people to choose travelling by bus as a sustainable alternative to the private car.

Publication of this plan could not have come at a more important time. The Covid pandemic has exposed greater inequalities in our society, therefore it is vital that we do everything we can to support a sustainable economic growth and avoid a car-based recovery. In addition, the Climate Emergency is happening now and it is not something any of us should ignore.

Over the following pages you can read about how our plans to enhance bus services in Reading will enable everyone to access opportunities, combat the poor air quality polluting some parts of our town and help to create a net zero-carbon Reading.

In partnership with the award-winning Council-owned Reading Buses, and other local operators, we achieved unrivalled levels of bus usage prior to the pandemic. This strategy sets out how we will work together to do so again.



Cllr Tony Page

**Lead Councillor for
Strategic Environment,
Planning & Transport**

**Deputy Leader of the
Council**

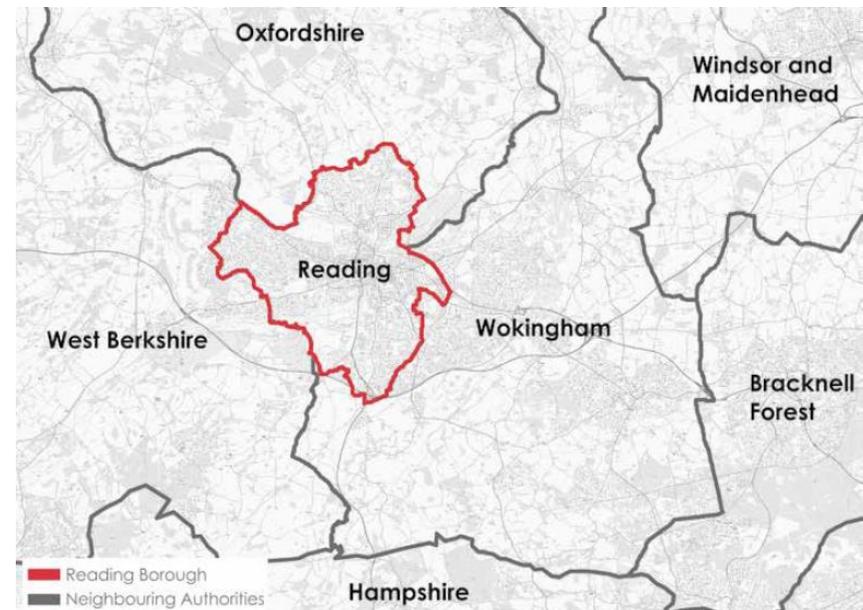
Overview

1. OVERVIEW

1.1 This is the first Bus Service Improvement Plan (BSIP) for Reading, outlining our overarching vision and ambitions for buses in the local area. The BSIP sets the strategy for the five-year period to 2026, covering all local bus services in the Reading Local Transport Authority (LTA) area as shown in **Figure 1-1**. It has been developed in partnership with local bus operators and neighbouring local authorities, taking account of feedback from residents and key stakeholders. To drive forward delivery of this strategy the Council has committed to establishing Enhanced Partnership arrangements with local operators by April 2022, to ensure we work together to achieve the objectives and overall vision as set out in this document.

1.2 Our strategy has been aligned with the ambitions of the National Bus Strategy (NBS) - Bus Back Better¹, and it has been prepared in accordance with the guidance² produced by the Department for Transport (DfT). The NBS sets an ambitious vision to dramatically improve bus services in England, aiming to reverse the recent shift away from public transport and encouraging passengers back.

Figure 1-1: Reading Borough BSIP Coverage



- 1.3 The objectives of the NBS align strongly with our local policies, with levels of bus usage and growth in Reading amongst the highest in the country prior to the Covid pandemic. Section 2 of this document outlines the current offer to bus passengers in Reading, including details of the extensive bus network in the town. These services provide the everyday access for millions of journeys each year within, to and from the town, demonstrating the importance of high-quality bus services to the overall success of Reading as a place.
- 1.4 However, as in the rest of the country, this strategy is set in the context of the impact of the Covid pandemic on public transport usage, including buses. This has changed the landscape in the short-term and we have identified a range of challenges to overcome and opportunities to improve services and encourage passengers back on to buses. A key objective of this strategy is to initially restore the very high passenger levels seen before the pandemic, and subsequently to grow usage and mode share further to exceed the previous levels over time. This vision for future bus travel in Reading, developed to be ambitious and at the same time achievable, is outlined in Section 3 of this document, alongside key headline targets to enable us to measure our progress and ensure we remain on-track to successfully deliver the strategy.

Figure 1-2: National, Regional & Local Policy Context

Alignment with National, Regional & Local Objectives

- 1.5 This BSIP strategy has been developed to align with the objectives of key national, regional and local policies as set out in **Figure 1-2**. In particular, the objectives highlighted in the NBS including to provide faster bus services with better and more frequent timetables in Reading.
- 1.6 In order to achieve the NBS objectives, funding will be required to deliver the range of proposals outlined in this strategy



including bus priority measures and service level enhancements throughout the town. Our package of proposals will deliver a range of outputs including to speed up journey times and make them more reliable, provide more frequent services, provide cheaper and simpler fares, and enhance the passenger experience through zero emission buses, better facilities and information. The full range of proposals required to deliver this step-change in bus travel in Reading are set out in Section 4 of this document.

- 1.7 This strategy is fully aligned with our emerging Local Transport Plan 4 (LTP), the Reading Transport Strategy 2036³, which promotes a vision for ‘a sustainable transport system in Reading that creates an attractive, green and vibrant town’. The BSIP will form a sub-strategy to the emerging LTP, it will be a critical element to achieving its overall vision and has been aligned to our other LTP sub-strategies.
- 1.8 The strategic objectives of the LTP4, as shown in **Figure 1-3**, provide the guiding principles for all transport development in Reading. This includes prioritising sustainable travel modes to offer an attractive and realistic alternative to the private car, as well as by increasing the capacity of the sustainable transport network by reallocating road space to sustainable travel, including buses.
- 1.9 The BSIP builds on this through proposals to improve the operation of buses through investing in bus priority measures, providing more capacity, higher frequency,

Figure 1-3: Reading Transport Strategy 2036 Objectives



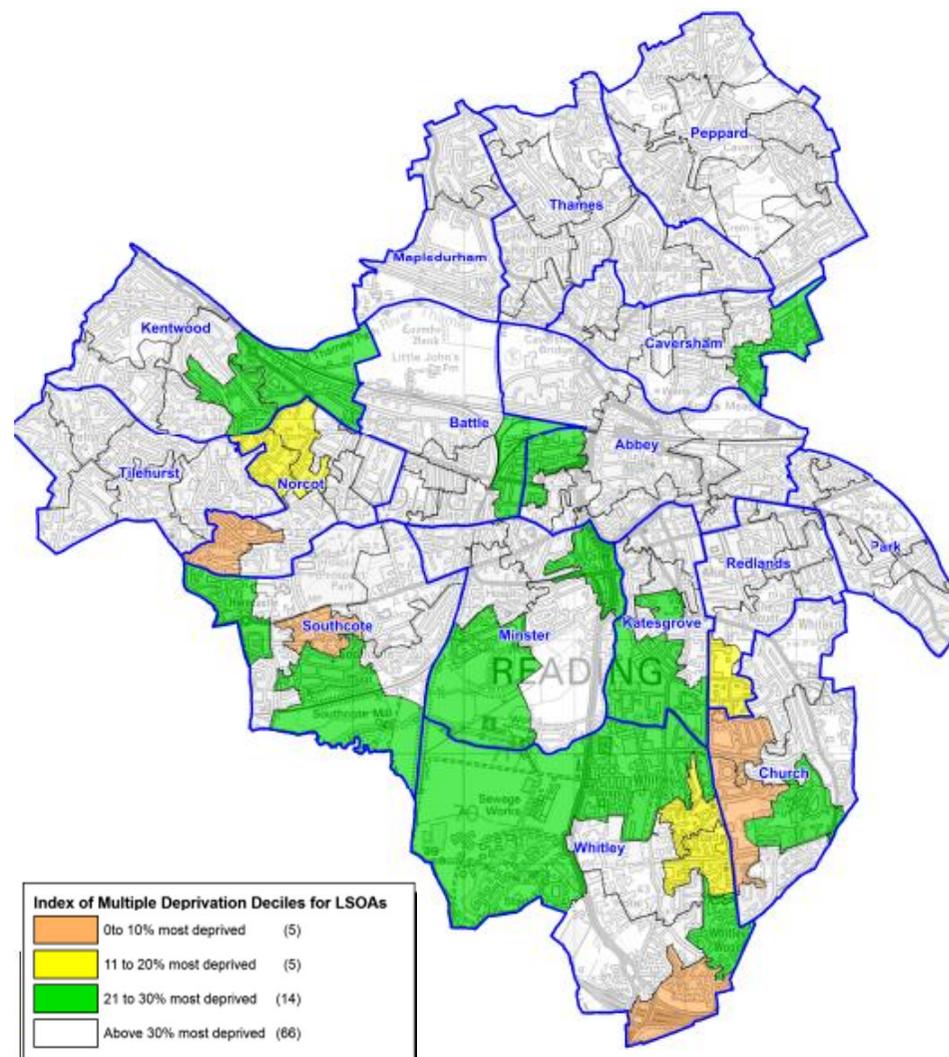
higher quality and faster journeys. We will achieve this by working with bus operators to re-invest efficiency savings in improved services for passengers.

Reducing Inequalities Within Reading

1.10 A particular focus of our local strategies, as highlighted in our Corporate Plan⁴, is reducing inequalities within Reading to help the town realise its potential and to ensure that everyone who lives and works here can share in the benefits of its success. Despite the overall economic success, there are pockets of deprivation in the borough as highlighted in **Figure 1-4**. Reading has seen an increase in the number of Lower-layer Super Output Areas (LSOAs) that are within the UK's most deprived 10%, from none in 2010, to two in 2015 and up to five in 2019.

1.11 The proposals contained within this BSIP are a vital part of levelling-up by providing high-quality, affordable and socially necessary bus services to give residents with the ability to access education, training and leisure opportunities throughout the borough and beyond. This is especially important to

Figure 1-4: Reading Borough Index of Multiple Deprivation

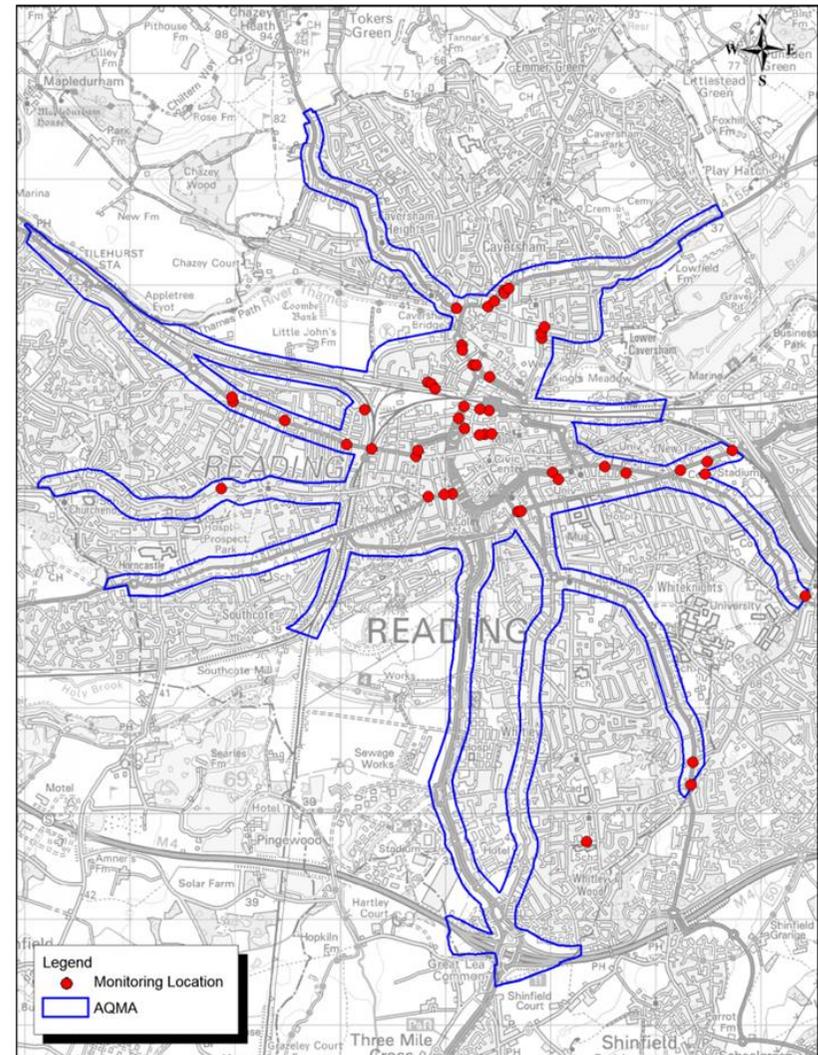


support the economic recovery following the impact of the Covid pandemic.

Decarbonisation & Improved Air Quality

- 1.12 Further vitally important elements of both national and local policy which aligns strongly with the BSIP are decarbonisation and air quality. This strategy contains important proposals which are aligned with the national Transport Decarbonisation Plan⁵, alongside the Reading Climate Emergency Strategy⁶, and our ambition to become a net zero carbon town by 2030.
- 1.13 Air pollution is associated with a number of adverse health impacts and is recognised as a contributing factor in the onset of heart disease and cancer. It particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas, which is the case in parts of Reading.
- 1.14 The importance of our BSIP policies to improve air quality are highlighted by our Air Quality Action Plan⁷ and declared Air Quality Management Area (AQMA) as shown in **Figure 1-5**. This covers all the major arterial roads in and out of the town as well as the central area. There are hotspot locations of poor air quality along each route, particularly levels of NO₂ which can exceed national objectives, but also PM₁₀

Figure 1-5: Reading Air Quality Management Area (AQMA)



and PM2.5, therefore this strategy contains policies to help address these local air pollution issues by encouraging more people to travel by bus and through investing in zero emission electric buses,

Cross-Boundary Services & Partnership Working

- 1.15 Throughout the development of this strategy we have worked with all local bus operators, including Reading Buses who operate the majority of services in the area (around 95%), as well as other major operators Arriva and Thames Travel and smaller operators with services that come to Reading from well outside of the urban area.
- 1.16 We have also worked closely with our neighbouring local authorities, particularly Wokingham and West Berkshire, and we will continue to work with all stakeholders to ensure a true sense of collaboration and partnership with the objective of providing passengers with a coherent and joined-up network across the region. Cross-boundary services form a vital element of the overall offer for bus passengers in Reading, particularly within Berkshire which consists of six unitary authorities. These services provide opportunities for our residents to access a wider range of employment, education and leisure facilities, alongside attracting commuters and visitors into the borough from the wider county and beyond.
- 1.17 We will continue to work closely with our partner local authorities in Berkshire, both through the development of the proposals set out within this document and the subsequent establishment of Enhanced Partnership arrangements with local operators. This collaborative working will build on existing arrangements such as the Berkshire Local Transport Body (BLTB) and Berkshire Strategic Transport Forum (BSTF), which have co-ordinated and overseen the delivery of significant bus enhancements in recent years, including new Bus Rapid Transit (BRT) corridors and park & ride facilities.
- 1.18 The on-going coordination of plans for enhanced services will focus on ensuring key destinations throughout the county are well served by high-quality bus services, both through the delivery of key new cross-boundary bus priority measures and associated service level enhancements. In addition, we are committed to achieving a more integrated sustainable transport network in Berkshire through enhanced connectivity with rail services and facilities for walking and cycling, including through the policies and actions outlined in our Local Cycling & Walking Infrastructure Plan⁸ (LCWIP) which has been aligned to this strategy.

1.19 We are collectively focused on initially building back levels of bus patronage following the reduction during the pandemic, alongside attracting new passengers to subsequently further grow levels of bus usage. This is a vital part of achieving our wider objectives relating to the economic recovery, decarbonisation and the delivery of housing through the creation of sustainable communities. It also forms part of the current discussions with Government on the potential for a county devolution deal.

Acknowledgments & Next Steps

1.20 We are grateful for the active engagement of local bus companies and neighbouring local authorities in the development of this strategy for Reading. In particular, we would like to thank the following for their contribution to this document:

- Robert Williams, Chief Executive Officer, Reading Transport Ltd
- Luke Marion, Commercial Director, Thames Travel
- Toby France, Area Head of Commercial, Arriva UK Bus
- Peter Absolon, General Manager, Readibus

1.21 Maintaining this close partnership working will be critical to the successful delivery of this strategy, alongside ensuring passengers have a strong voice in the development of future services. Our commitments to passengers are set out in Section 5 of this document, which will be further developed through the production of a Passenger Charter which is a key next step following publication of this strategy, alongside establishing Enhanced Partnership arrangements with all local operators.

1.22 Finally, our performance monitoring, governance and reporting arrangements are set out in Section 6 of this document. They will form a vital element of ensuring our overall BSIP vision and objectives are ultimately achieved.

Current Bus Offer to Passengers

2. CURRENT BUS OFFER TO PASSENGERS

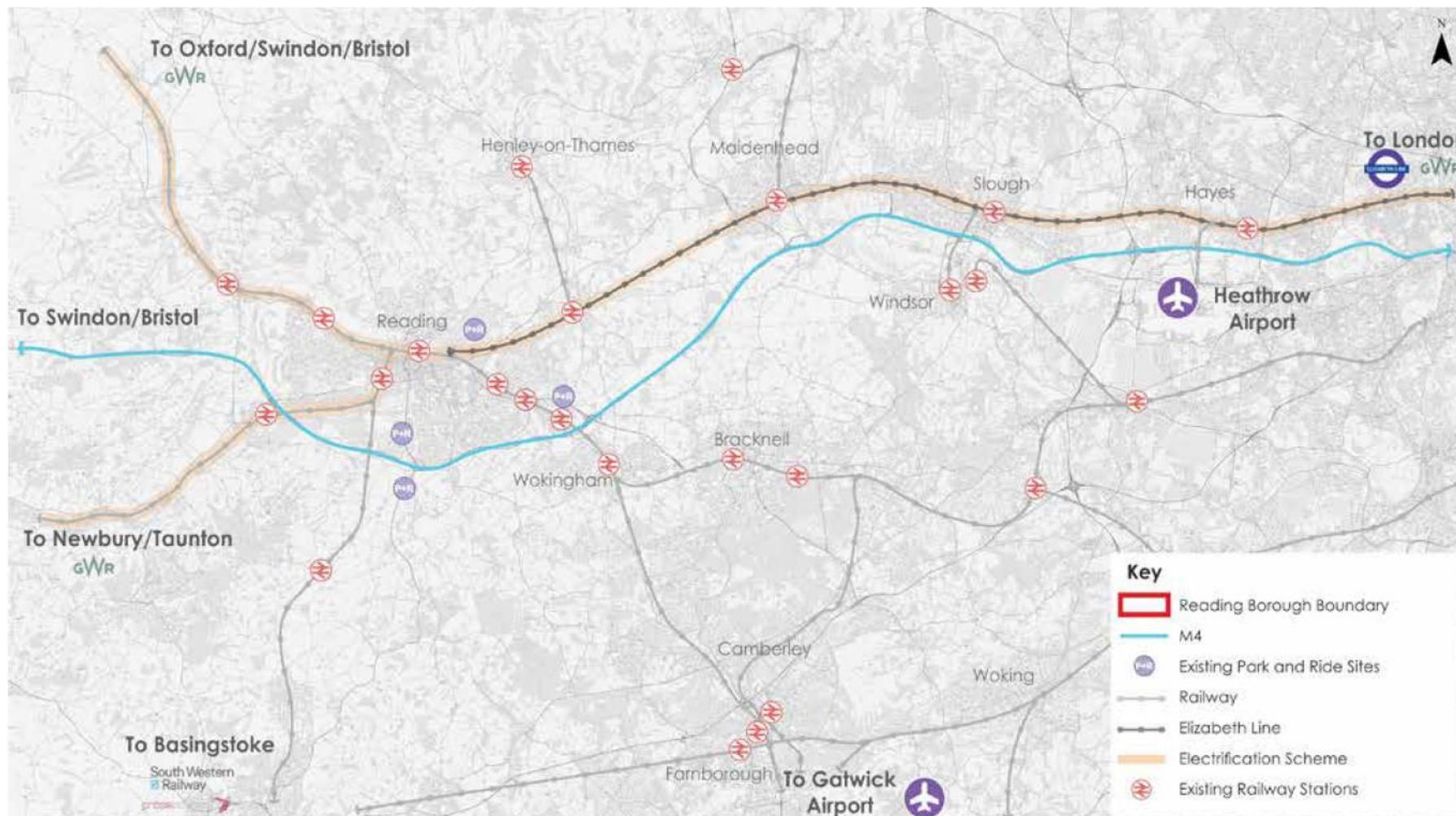
2.1 Reading is a unitary authority in the ceremonial county of Berkshire, and an important strategic location in the wider Thames Valley region. The borough had a population of 161,780 in mid-2020 and an area of 40.4 sq.km, giving Reading a population density of 3,969 people per sq.km which is similar to many outer London boroughs. The local authority area has a tight boundary, however the wider urban area has an additional population of around 60,000 including the eastern suburbs of Earley and Woodley which extend into Wokingham borough, and the western suburbs of Calcot and Tilehurst which extend into West Berkshire.

Context of Economic Activity & Housing Growth

2.2 Reading is a major centre of employment, with around 120,000 people working in the borough. There are more jobs in Reading than workers meaning people travel in from other areas to work, although the longer-term impacts of the Covid pandemic on travel behaviours are still emerging. The centre of Reading is a major retail and leisure destination, with The Oracle ranked in the top 50 shopping centres in the UK. As shown in **Figure 2-1** (overleaf), the town's location on both the Great Western Main Line and the M4 motorway makes it a major hub for transport movement. Reading Station is one of the busiest railway stations in the country and marks the western terminus of the Elizabeth Line. The town also has excellent connections to the international hubs at Heathrow and Gatwick Airports.

2.3 Substantial residential growth is planned both within the borough and also in neighbouring authority areas, particularly in Wokingham. Our Local Plan⁹ forecasts an additional 689 homes will be delivered within the borough each year to 2036, and accounting for emerging Local Plans for our neighbouring authorities this increases to approximately 2,600 new homes every year across the wider area.

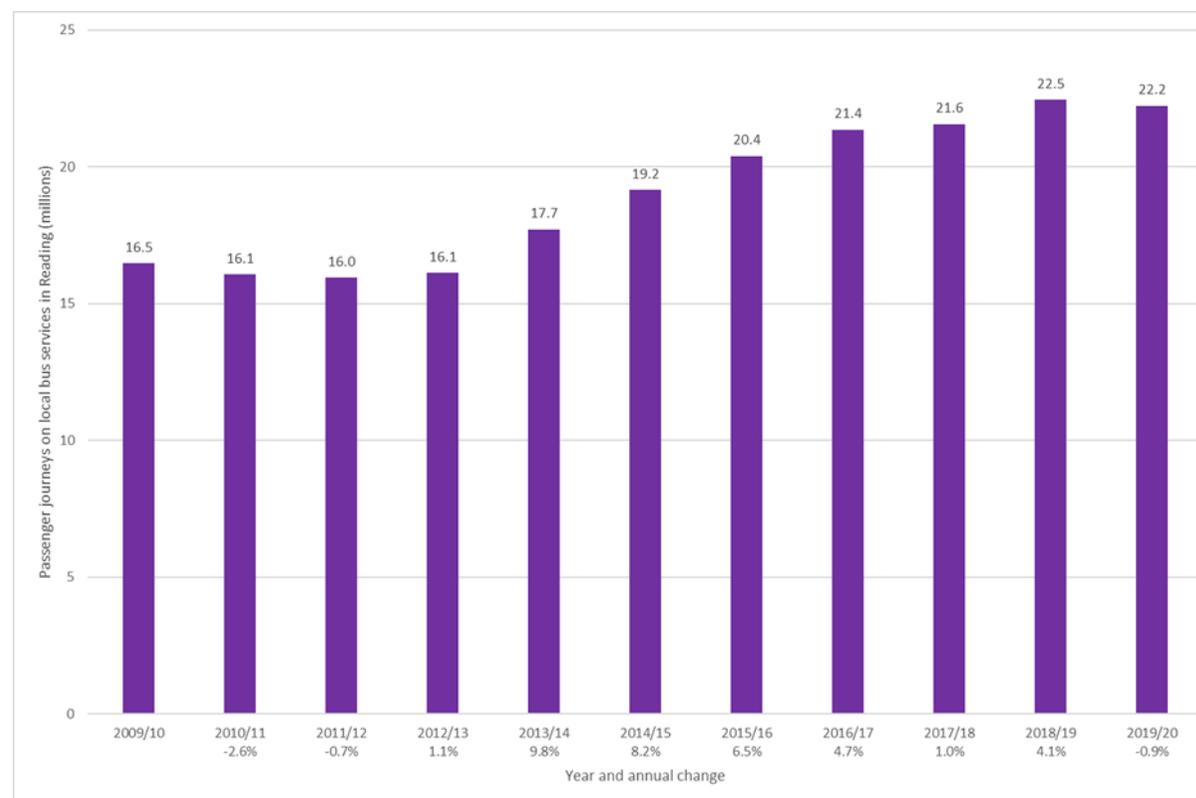
Figure 2-1: Strategic Transport Connections



Bus Passenger Usage & Growth

2.4 Reading has a comprehensive local bus network which serves each of the main residential areas and key destinations in the borough, with many routes extending into neighbouring authorities. This network consists of over 30 local bus routes which are split into eight main corridors; park and ride services running from two facilities located in Wokingham borough (with a third due to open shortly) including fast-track BRT services on the A33 corridor to the south; school bus services which are open to the public and football routes serving the Madejski Stadium on match days.

Figure 2-2: Passenger Journeys on Local Bus Services



2.5 In addition to the local bus network, Reading has a substantial community transport dial-a-ride service which provides a vital lifeline for many residents; and long-distance coach services including a frequent service from Reading Station to Heathrow Airport.

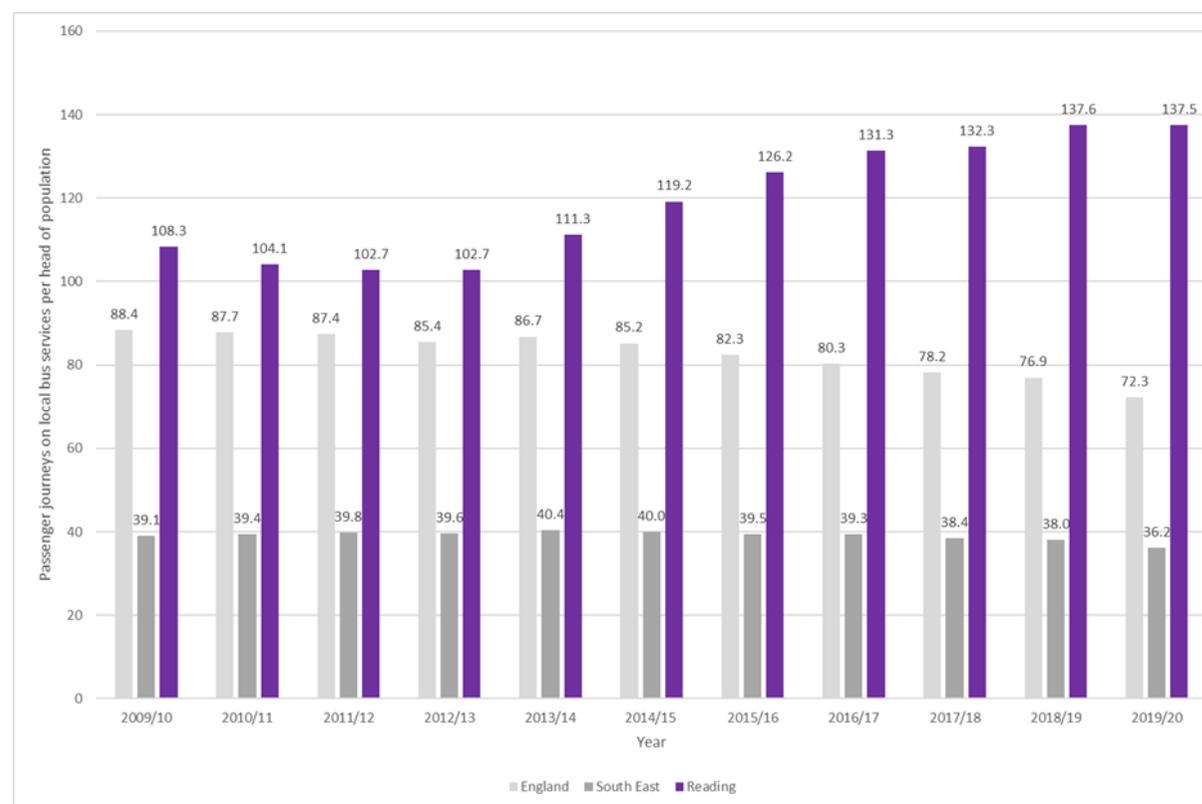
2.6 Bus usage is very high in the borough, with 22.2 million passenger journeys made in 2019/20 as shown in **Figure 2-2**, demonstrating the importance of bus travel to residents and visitors.

2.7 Unlike many other areas in England, bus patronage had grown steadily in

Reading in each of the seven years up to the pandemic, increasing by over 6 million trips from a total of 16.0 million in 2011/12. It is anticipated that this trend was set to continue until the impact of the Covid pandemic and associated national lockdowns resulted in significantly reduced travel nationwide, particularly for public transport.

2.8 The magnitude of this level of bus patronage is further demonstrated by the fact that it equates to 137.5 annual passenger journeys per head of population in 2019/20, as shown in **Figure 2-3**. This was the second highest level of bus patronage per head of population in England, outside of London. It is almost twice the average for England and almost three times the average for the South East region.

Figure 2-3: Annual Passenger Journeys on Local Bus Services (per head of population)



2.9 This amount of usage (pre-pandemic) demonstrates the huge potential for the continuation of a highly successful bus network in the town, including growth through high-frequency services such as BRT style services.

2.10 In terms of bus operational statistics, there were 6.5 million vehicle kms operated in the borough during 2019/2020, which was a slight reduction on the previous year.

2.11 This reduction in vehicle km, combined with the increases in bus

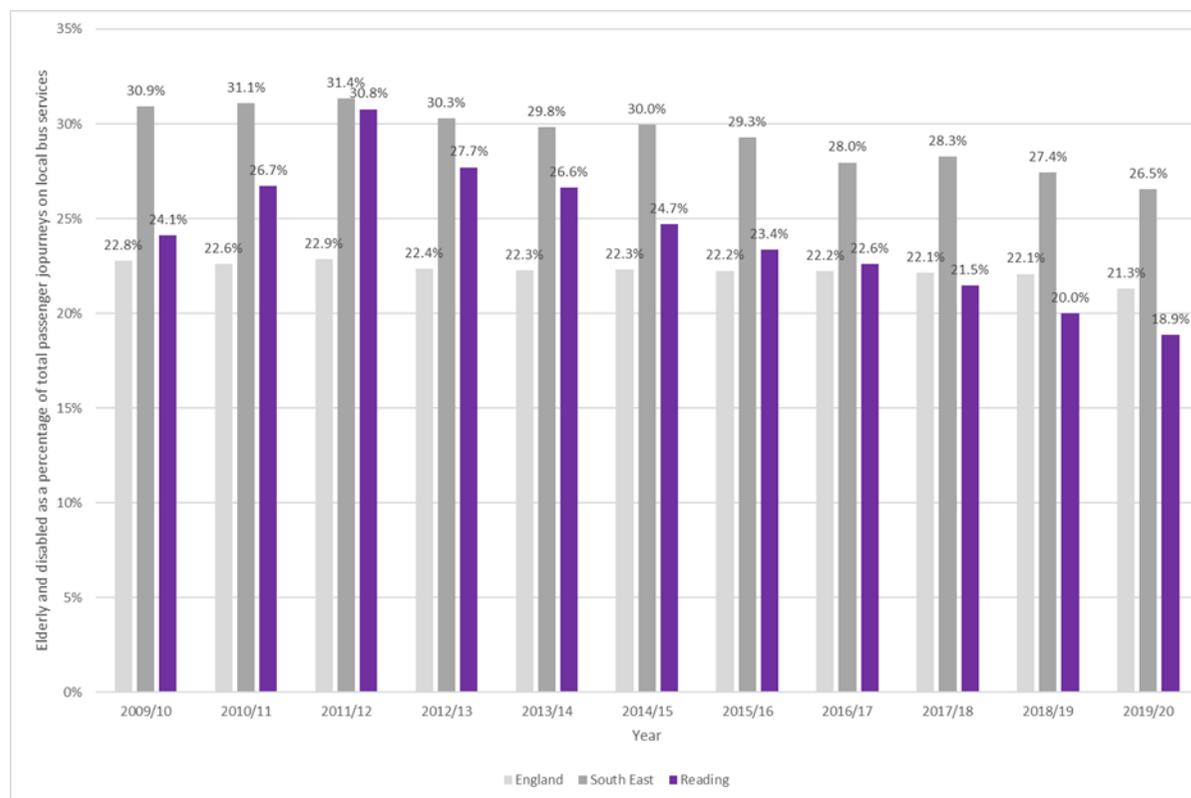
patronage as outline above, indicate a healthy increase in average vehicle loadings in the borough and therefore demonstrate that overall an efficient operation was being undertaken by local operators.

2.12 In addition, less than 15% of vehicle kilometres in Reading were supported financially by local authorities in 2019/20, demonstrating that there was strong environment for commercial bus network operations in the borough prior to the pandemic.

2.13 The Council, alongside neighbouring local authorities, are responsible for managing the English National Concessionary Travel Scheme (ENCTS) which provides free bus travel for elderly and disabled residents. In addition to the provisions provided for as part of the national scheme, residents in Reading benefit from further discretionary elements including free travel 24/7 for disabled residents, companion passes and free travel on dial-a-ride services for eligible residents.

2.14 Around 18.9% of passenger journeys on local bus services were made by elderly and disabled people in 2019/20, as shown in **Figure 2-4**. This is slightly lower than the averages for England and the South East region.

Figure 2-4: Elderly and Disabled Trips as a percentage of total passenger journeys



2.15 However, this should be viewed in the context of the extremely high levels of overall passenger numbers in Reading in comparison to other authority areas, both in England and the South East region. Therefore, the total number of trips taken by elderly and disabled residents is still at a considerable level.

Figure 2-5: Mode Share of Trips to/from Reading Town Centre

Mode	2017	2018	2019	2020	2021
Walk	25.4%	30.1%	29.4%	31.0%	31.3%
Cycle	2.2%	4.6%	4.3%	6.7%	6.3%
Bus	25.7%	24.3%	26.6%	21.0%	21.6%
Train	19.8%	17.8%	19.3%	12.3%	10.3%
Car & Taxi	26.8%	23.3%	20.4%	29.0%	30.5%

2.16 Overall, whilst this analysis demonstrates the substantial level of bus usage in Reading up to 2020, the pandemic has had a significant impact on bus use across the country in the short-term, including in Reading, with passenger levels having recovered to around 70% of pre-pandemic levels by October 2021.

2.17 The longer-term implications of the pandemic for travel behaviour, including on bus usage, are not yet fully known and this is an evolving situation which is being closely monitored by the Council and bus operators. However, it is clear that bus travel remains an essential element of the transport offer in Reading and services will need to adapt to meet changing patterns of demand in the future.

2.18 The nature of the recovery of bus use in Reading will be particularly sensitive to future levels of office work, interchange with rail services and economic growth in the town centre. This is demonstrated by the high proportion of journeys made to and from Reading town centre by bus, again pre-pandemic. Bus mode share rose from 20.4% in 2008 to 26.6% in 2019, however this reduced to 21.6% in 2021 largely due to the pandemic travel restrictions.

2.19 Mode share to and from the town centre over the past 5 years is shown in **Figure 2-5**, which highlights the dominance of sustainable travel choices, which accounted for almost 80% of all trips in 2019. This has reduced recently, to almost 70% in 2021, due to the short-term impact of the pandemic on travel behaviours.

Bus Frequency Analysis

2.20 An analysis of current bus frequencies throughout the borough has been undertaken to inform development of this strategy.

2.21 **Figure 2-6** shows bus frequencies on a Wednesday AM Peak (07:00-09:00) and is one of a set of 12 bus frequency maps which are provided in **Appendix A**.

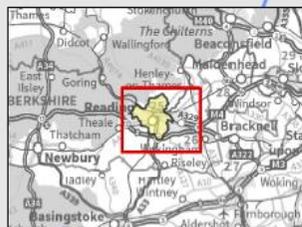
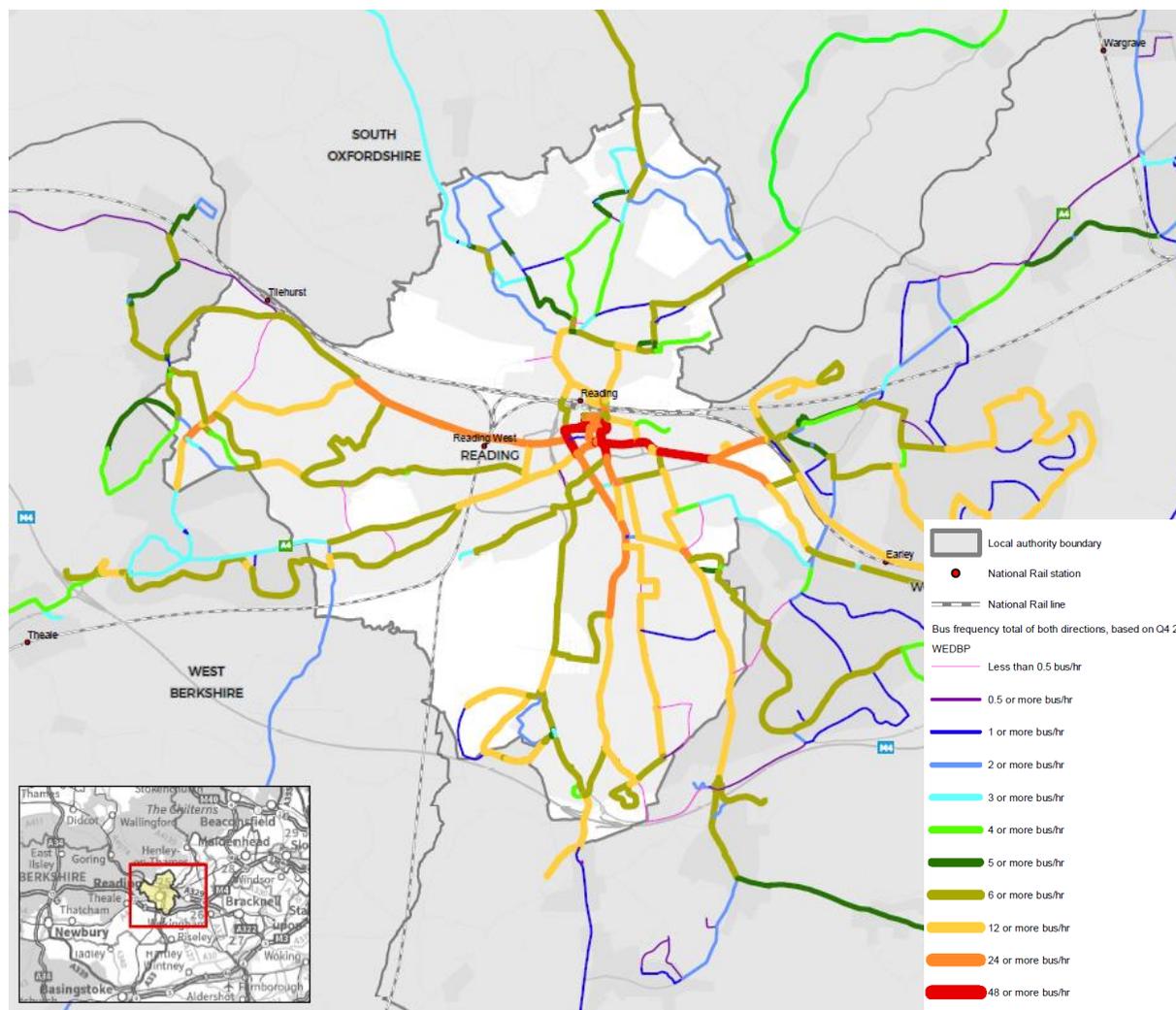
2.22 These bus frequency maps cover three days:

- Wednesday (example weekday)
- Saturday
- Sunday

Covering four time periods:

- AM Peak (07:00-09:00)
- Interpeak (09:00-16:00)
- PM Peak (16:00-18:00)
- Late PM (18:00-00:00)

Figure 2-6: Bus Frequency Map - Wednesday AM Peak (07:00-09:00)



Bus Accessibility to Key Destinations

2.26 In addition to current levels of bus frequency, an analysis of accessibility by bus and/or train to key destinations has also been undertaken to inform development of this strategy.

2.27 The maps, provided at **Figure 2-8** and in **Appendix B**, show accessibility to four key destinations in Reading:

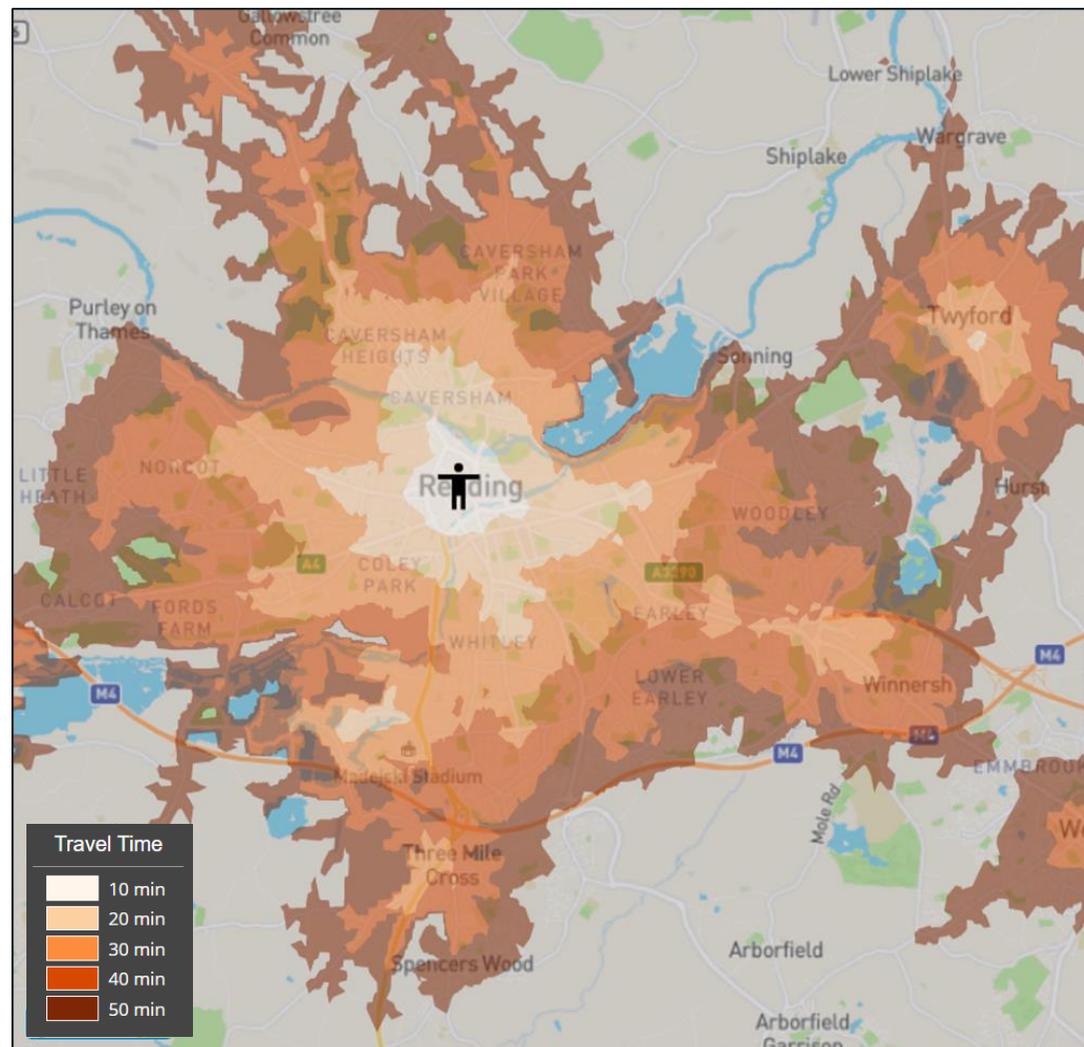
- Reading Town Centre
- Royal Berkshire Hospital
- The University of Reading
- Tesco Distribution Centre (as an example out-of-town employment destination)

2.28 For each destination there are two maps:

- Arrive on a Wednesday by 09:00
- Depart on a Wednesday at 22:00

2.29 The maps reflect the bus network pre-pandemic (Q4 2019). Similar to the frequency analysis, comparing accessibility for the town centre maps against the maps for out-of-town locations, demonstrates the focus of

Figure 2-8: Reading Town Centre Public Transport Accessibility Map (Wed 9am)



the existing network on the town centre. A far greater area can be accessed from the town centre within 50 minutes than from locations outside the town centre, and it is much easier to commute to the town centre than to out-of-town workplaces such as the Tesco Distribution Centre. Although direct buses do run to/from Tesco at shift times these do not extend to areas beyond Reading town centre due to the diverse range of locations where people live. In addition, comparing the arrival by 09:00 against the departure at 22:00 maps demonstrate that Reading's bus services are most frequent during office hours. A far greater area can be accessed by 09:00 than at 22:00. Shift workers are obliged to commute on less frequent bus services, with some tailored to the times that shifts finish.

2.30 Overall, the bus accessibility and frequency analysis demonstrates that whilst key destinations outside of the town centre are generally well served by the current network, particularly by services to/from the town centre, there are residential areas that do not always benefit from direct links to key destinations which are not located within the town centre. This includes some major employment sites (for instance the Tesco distribution centre), the Royal Berkshire Hospital and the University of Reading. It also includes some of the residential areas of social disadvantage within Reading.

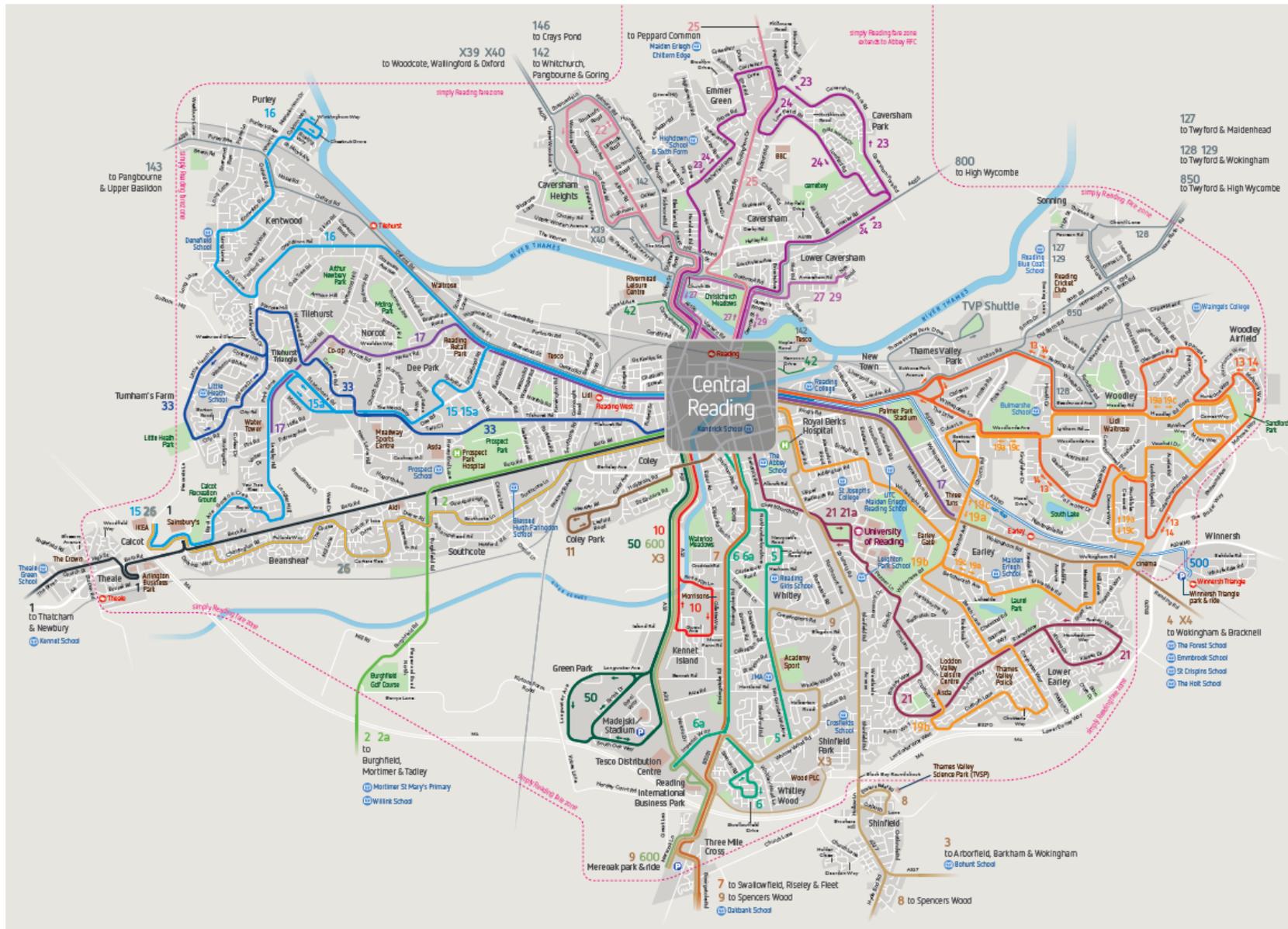
2.31 A further trend highlighted by the analysis is that major new housing developments do not always benefit from high levels of service, particularly those located outside of the borough but within the wider Reading urban area. There are extensive new housing developments in Wokingham, particularly located in Lower Earley, Woodley, Winnersh and the south of the M4 strategic development locations, which would benefit from a better quality of service to attract more passengers to travel by bus between them and Reading.

Current Bus Network & Key Corridors

2.32 The existing bus network for the urban area is shown at **Figure 2-9** (overview), which is logically split into eight main bus corridors:

- East Reading Bus Corridor
- South East Reading Bus Corridor
- South Reading Bus Corridor
- South Reading BRT Corridor
- South West Reading Bus Corridor
- West Reading (Meadway) Bus Corridor
- West Reading (Oxford Road) Bus Corridor
- North Reading Bus Corridor

Figure 2-9: Existing Reading Urban Area Bus Network Map



2.33 An overview of each of the bus corridors is provided on the following pages, including current service frequencies and opportunities to improve existing connections.

East Reading Bus Corridor

2.34 The East corridor, via Kings Road, connects Reading town centre with the main access into Reading from the east, the A3290, through areas of older urban housing.

2.35 Several schools and colleges are located on this corridor and it is close to the Royal Berkshire Hospital.

2.36 This corridor is also the access to development areas of housing south and east of Reading, presenting an opportunity to work with Wokingham to develop improvements to cross boundary services on the corridor.

Figure 2-10: East Bus Corridor Routes & Frequencies

South East Reading Bus Corridor		Current Frequencies (Buses per hour)					
Local Bus Routes		Mon-Fri peak	Mon-Fri off-peak	Sat	Eve	Sun	Night
4/X4	Reading to Wokingham Road, Loddon Bridge, Winnersh, Wokingham, Bracknell	4	4	4	1	2	-
13/14	Reading to London Road, then Woodley circular routes	4	4	4	2	2	1
17	Tilehurst - Central Reading - Wokingham Road (Earley)	7-8	6	6	4	4	1-2
42/42a	Kenavon Drive - Central Reading - (Rivermead off peak and Sat)	2-3	1.5	1.5	-	-	-
128	Reading - London Rd - Sonning - Twyford - Wokingham/(Maidenhead)	1	1	1	-	-	-
850	Reading - London Rd - Sonning - Twyford - Henley - Marlow - High Wycombe	1	1	1	-	-	-
In addition to non-local bus routes:							
500	Reading - Cemetery Junction - Winnersh Triangle Park and Ride	4	4	4	-	-	-
RailAir RA1	Reading - Braywick Cemetery - Heathrow T5 - Compass Centre - Heathrow Central Bus Station	1	1	1	1	1	-
TVP	Reading Station - Central Reading - Thames Valley Park	4	1	-	-	-	-

South East Reading Bus Corridor

- 2.37 The South East corridor connects the Royal Berkshire Hospital and the University of Reading with Reading town centre, and both older and newer suburban housing areas such as Lower Earley in Wokingham Borough.
- 2.38 The corridor provides access to development areas of housing south of Reading in Wokingham borough and the developing Thames Valley Science Park. There are also a number of public and private schools along the corridor.
- 2.39 There are opportunities to enhance levels of services between Reading and areas of housing and commercial development within Wokingham borough on this corridor, including Thames Valley Science Park as an expanding employment site.

Figure 2-11: South East Bus Corridor Routes & Frequencies

South East Reading Bus Corridor		Current Frequencies (Buses per hour)					
Local Bus Routes		Mon-Fri peak	Mon-Fri off-peak	Sat	Eve	Sun	Night
3	Reading to RBH, Christchurch Green, Shinfield Rd, Shinfield, Arborfield, Wokingham	3	3	3	1	1	-
8	Reading to RBH, Christchurch Green, Shinfield Rd, Shinfield, Spencers Wood	2	2	2	1	1	-
9	Reading to RBH, Christchurch Green, Cressingham Rd, Whitley Wood, Spencers Wood	1	1	1	-	-	-
19a/c	Reading to RBH, Whiteknights Rd, Woodley and Lower Earley circulars.	2	2	2	-	-	-
19b	Reading to RBH, Whiteknights Rd, Beech Lane, Lower Earley	1	1	1	-	-	-
21	Reading to Kendrick Rd, Christchurch Green, UoR, Elm Lane, Lower Earley	4	4	4	2	3	1-2
21a	Reading to Kendrick Rd, Christchurch Green, UoR	4	4	-	0-2	-	0-2

South Reading Bus Corridor

- 2.40 The South corridor, via Whitley Street, connects Reading town centre with both older and newer suburban housing areas across Whitley, with high-frequency services.
- 2.41 It provides an access to development areas of housing south of Reading in Wokingham, but has limited connections to adjacent areas of Reading and important employment centres.

South Reading BRT Corridor

- 2.42 The South BRT corridor connects the town centre with newer housing and business development areas in South Reading and Mere oak P&R facility; with a limited stop, fast and direct service.
- 2.43 Opportunities exist to enhance services to the major residential development at Green Park Village, and to establish a connection to the new railway station at Green Park which is due to open in 2022.

Figure 2-12: South Bus Corridor Routes & Frequencies

South Reading Bus Corridor		Current Frequencies (Buses per hour)					
Local Bus Routes		Mon-Fri peak	Mon-Fri off-peak	Sat	Eve	Sun	Night
5	Reading to Whitley Street & Northumberland Ave	6	6	6	3	3	1
6	Reading to Whitley Street, Basingstoke Road and Whitley	6	6	6	3	3	1
6a	Reading to Whitley Street, Basingstoke Road and Tesco Distribution Depot	-	shifts	shifts	shifts	shifts	-
7	Reading to Whitley Street, Basingstoke Road, Three Mile Cross, Spencers Wood, and some journeys to Fleet	0.5	1	0.5-1	Th/F/S	few	-
11	London St, Katesgrove, Coley Park	3	3	3	1	1	-

Figure 2-13: South BRT Bus Corridor Routes & Frequencies

South Reading BRT Corridor		Current Frequencies (Buses per hour)					
Local Bus Routes		Mon-Fri peak	Mon-Fri off-peak	Sat	Eve	Sun	Night
10	Reading to Kennet Island	3	3	3	1	2	-
50	Reading to Green Park	6	6	3	2	-	-
600	Reading to (Tesco Distribution) - RIBP - Mere oak P&R	4	4	4	2	3	-
X3	Reading to Shinfield Park	shifts	-	-	-	-	-

South West Reading Bus Corridor

- 2.44 The South West corridor connects the town centre with both older and newer suburban housing areas from Bath Road to Southcote, and areas of housing south west of Reading in West Berkshire Council at Fords Farm and Calcot.
- 2.45 It has reasonably frequent services, however it lacks direct connections to adjacent areas of Reading or to employment areas in the south.

Figure 2-14: South West Bus Corridor Routes & Frequencies

South West Reading Bus Corridor		Current Frequencies (Buses per hour)					
Local Bus Routes		Mon-Fri peak	Mon-Fri off-peak	Sat	Eve	Sun	Night
1	Reading - Bath Road - Calcot - Theale – Newbury	2	2	2	1	1	-
2/2a	Reading - Bath Road - Burghfield Rd - Burghfield - Mortimer - (Tadley)	2	2	2	1	1	-
26	Station - Bath Road - Southcote - Fords Farm - Beansheaf - Calcot IKEA	5	4	4	2	3	1

West Reading (Meadway) Bus Corridor

- 2.46 This corridor connects the town centre through older lower density housing to suburban areas of Tilehurst, and areas of low-density housing in West Berkshire at Little Heath and Calcot.
- 2.47 Frequency of service is greater further out as the services through Dee Park join those from Tilehurst Road. It has direct connections to Oxford Road but not to employment areas in the south.

Figure 2-15: West (Meadway) Bus Corridor Routes & Frequencies

West (Meadway) Bus Corridor		Current Frequencies (Buses per hour)					
Local Bus Routes		Mon-Fri peak	Mon-Fri off-peak	Sat	Eve	Sun	Night
15	Reading - Oxford Road - Dee Park - Meadway - Triangle - Langley Hill - Calcot IKEA	2	1	1	-	2	-
15a	Reading - Oxford Road - Dee Park - Meadway - Triangle	2	2	2	1	-	-
33	Reading - Tilehurst Road - Meadway - Triangle - Westwood Glen - Little Heath	4	4	4	1	2	-

West Reading (Oxford Road) Bus Corridor

- 2.48 The West (Oxford Road) corridor connects Reading town centre through older high-density housing to suburban areas of Tilehurst.
- 2.49 Frequency of service is high along Oxford Road, but then reduces after Norcot as services branch off.
- 2.50 It provides an access to areas of low-density housing west of Reading in West Berkshire, including Calcot and Purley. It has direct connections to the Meadway corridor but not to the adjacent Portman Road industrial estate, south west Reading nor employment areas in the south.
- 2.51 There is an opportunity on this corridor to improve connections between Reading West Station (which is currently undergoing a major upgrade) and housing areas in the borough and in West Berkshire at Purley, which would support the subsidised 143 route.

Figure 2-16: West (Oxford Road) Bus Corridor Routes & Frequencies

West (Oxford Road) Reading Bus Corridor		Current Frequencies (Buses per hour)					
Local Bus Routes		Mon-Fri peak	Mon-Fri off-peak	Sat	Eve	Sun	Night
15	Reading - Oxford Road - Dee Park - Meadway - Triangle - Langley Hill - Calcot IKEA	2	1	1	-	2	-
15a	Reading - Oxford Road - Dee Park - Meadway - Triangle	2	2	2	1	-	-
16	Reading - Oxford Road - Kentwood - Overdown Road - New Purley - Purley Village	3	3	3	1	2	-
17	Wokingham Road - Central Reading - Oxford Road - Norcot Road - Tilehurst Water Tower	7-8	6	6	4	4	1-2
143	Reading - Oxford Road - Kentwood - Purley - Pangbourne - Upper Basildon	0.5	0.5	0.5	-	-	-

North Reading Bus Corridor

- 2.52 The North corridor connects Reading town centre over the two River Thames bridges to the relatively low-density residential area of Caversham beyond.
- 2.53 Frequency of service is low along individual routes, but higher over Caversham Bridge to Reading town centre where the route suffers from traffic congestion. The corridor provides an access to areas of rural housing north of Reading in South Oxfordshire, including Sonning Common, Woodcote and Henley. There are no direct connections beyond the centre of Reading, but out of town services run to Oxford and High Wycombe.
- 2.54 This corridor is served by three main operators, therefore opportunities exist to work with these operators, alongside South Oxfordshire District Council and Oxfordshire County Council, to provide better co-ordinated services and simpler fares for passengers.

Figure 2-17: North Bus Corridor Routes & Frequencies

North Reading Bus Corridor		Current Frequencies (Buses per hour)					
Local Bus Routes		Mon-Fri peak	Mon-Fri off-peak	Sat	Eve	Sun	Night
22	Friar Street to Caversham Bridge - Caversham Heights	2	1	1	-	-	-
23	Friar Street to Reading Bridge - Henley Rd - Caversham Park – circular	2	2	2	1	1	-
24	Friar Street to Caversham Bridge - Hemdean Rd - Caversham Park - circular	2	2	2	1	1	-
25	Friar Street to Reading Bridge - Peppard Rd - Emmer Green - Sonning Common - Peppard Common	2	1	1	-	0.5	-
27/29	Friar Street to Reading Bridge to Lower Caversham (Nire Road) (route 27 returning via Caversham Bridge off peak)	2	2	2	1	1	-
42	(Kenavon Drive to Central Reading - Caversham Rd - Rivermead)	-	1.5	1.5	-	-	-
X39/40	Station - Caversham Bridge - Caversham Hts - Woodcote - Wallingford - Oxford	2	2	2	1	1	-
800	Friar St - Caversham Bridge - Henley Road - Henley - Marlow - High Wycombe	2	2	1	-	1	-

Bus Operators

2.55 An overview of operators of local bus routes in Reading and the routes they operate is shown at **Figure 2-18**.

2.56 One operator has significantly the largest presence:

- **Reading Buses** an arms-length municipal company (Reading Transport Limited) which is owned by the Council, operates around 95% of services in the borough including most local bus routes, and Park and Ride services into Reading from sites in Wokingham borough at Mere oak and Winnersh Triangle.

2.57 Two operators have a medium-sized presence, operating bus routes seven days per week:

- **Arriva** operates two bus routes from High Wycombe in Buckinghamshire.

Figure 2-18: Local Public Bus Service Operators

Bus Operator	Depot Address	Bus Routes Operated
Arriva the Shires Limited	Lincoln Road, Cressex Business Park, High Wycombe, HP12 3RH	800, 850
Going Forward Buses CIC	17 Elvendon Road, Goring, Reading, RG8 0EA	146/148
Horseman Coaches	2, Acre Road, Reading, RG2 0SU	153, 154 244, W983 'open door' school bus routes
Reading Transport Limited (trading as Reading Buses)	Great Knollys Street, Reading, RG1 7H	Approximately 37 local bus routes Park and Ride routes: 500, 600 12 'open door' school bus routes
Stewarts Coaches Limited	Headley Park Eight, Headley Road East, Woodley, Reading, RG5 4SA	Thames Valley Park shuttle
Thames Travel (Wallingford) Limited	Cowley House, Watlington Road, Cowley, Oxford, OX4 6GA	143, X39, X40
Thames Valley Buses Limited	22 Ivanhoe Road, Hogwood Industrial Estate, Finchampstead, Wokingham, RG40 4QQ	127, 128, 129
Whites Coaches Limited	Unit 148, Culham No 1 Site, Station Road, Culham, Abingdon, OX14 3DA	145C 'open door' school bus route

- **Thames Travel**, which is owned by the Go-Ahead Group, operates two bus routes from Oxford and one bus route from Goring in Oxfordshire.

2.58 Five operators have a small presence, operating bus routes fewer than seven days per week:

- **Thames Valley Buses**, which is owned by Reading Buses, is the largest of these five operators and operates a combination of bus routes via Twyford from Wokingham or Maidenhead.
- **Going Forward Buses** operates one ‘weekly shopper’ bus route that offers one return trip on one day each week from Cray’s Pond village in Oxfordshire.
- **Horseman Coaches** operates three school bus routes and three ‘weekly shopper’ bus routes that each offer one return trip on one day each week from outlying villages in Berkshire.
- **Whites Coaches** operates one school bus route from Woodcote in Oxfordshire
- **Stewarts Coaches**, which is owned by the National Express Group, operates the express shuttle bus route to Thames Valley Park business park however it is not registered as a local bus service because it does not charge fares.

2.59 In addition, ‘closed door’ school bus routes also exist that are not available to the general public, serving independent schools in the area at Abbey School, Leighton Park School, St Joseph’s College, Reading Blue Coat School and Reading School.

2.60 There is a considerable community transport ‘Dial-a-Ride’ (DaR) service offer in Reading which is predominantly operated by Readibus. They have been a pioneer in the operation of community transport in the UK, and it has been operating a DaR and other forms of community transport services for over 40 years. The DaR network is well established within the borough and the surrounding urban area. In 2018/19, Readibus supported 146,000 bus journeys from 3,000 users. Of this, about 100,000 journeys were made by Reading borough residents, including 77,000 on the DaR service. These were delivered using a fleet of over 20 minibuses which operated around 300,000 miles.

2.61 Express coach routes also serve Reading but do not form part of the local transport network, including First RailAir to Heathrow Airport serves Reading Station and Cemetery Junction, Megabus serves Reading Station, and National Express serves Mereok P&R site.

Operator Vehicles

2.62 Reading Buses has invested in low carbon double deck buses, with 66 compressed natural gas (CNG) vehicles and 4 diesel-electric vehicles currently part of the overall fleet. They have also taken the first step to zero carbon, again with double deck buses in the form of a converted battery electric vehicle and the company has trialled a new battery electric vehicle. This has provided the experience and confidence needed to continue the transition to full electric in the future.

2.63 Other local bus operators do not yet use low or zero carbon buses in Reading, however Arriva and Thames Travel (part of Go-Ahead Group) have both made corporate commitments to transition to zero carbon vehicles.

Financial Support

2.64 The Council provides financial support for the provision of bus services through a variety of mechanisms, including:

- Significant financial support historically to pump-prime comprehensive bus services on the south Reading A33 growth corridor, both through Council revenue and securing private investment from business parks. This has supported the delivery of commercial and residential developments on the corridor in line with the Local Plan allocations. This model of initially pump-priming services to build up demand to enable them to become operated commercially is one we would like to replicate through this strategy.
- Provision of the statutory English National Concessionary Travel Scheme (ENCTS) through reimbursements to all registered local bus operators. This includes enhanced discretionary free travel to enable 24/7 pass use by disabled person pass holders as well as Companion Passes. The total cost of the scheme is approximately £4,300,000 per annum.

- Pump-priming the establishment of the Buzz 42 local bus service running from the Kenavon Drive major housing development location to the town centre and Rivermead Leisure Centre. This financial support of approximately £80,000 per annum is helping to enable the delivery of housing, leisure and educational developments in and around the town centre.
- Financial support for the provisions of ‘dial-a-ride’ community transport services for residents with reduced mobility throughout the borough, alongside adult social care transport provision, of approximately £450,000 per annum.
- Led delivery of the Mere oak and Winnersh Triangle park and ride facilities, which are managed jointly with Wokingham Borough Council. Mere oak is maintained and operated by Reading, at a cost of approximately £70,000 per annum.
- Led implementation of a programme of Quality Bus Corridors (QBCs) throughout the urban area in partnership with operators and neighbouring local authorities. This included investment in bus priority measures, infrastructure, high-spec vehicles and a comprehensive re-branding of the network, leading to substantial increases in patronage. Again, this model is one we would like to replicate through bringing local services up to ‘Superbus’ standards through the delivery of this strategy.
- Currently leading the implementation of the South Reading BRT scheme and a programme of bus priority measures. This supports bus services by achieving journey time savings and reliability improvements, thereby improving operational efficiencies and reducing the need for on-going financial support for individual services.

Fares and Ticketing

2.65 The typical adult fares on buses that operate from Reading are shown in **Figure 2-19**, including prices for an adult single, return and weekly ticket. This demonstrates that bus travel in Reading is generally very good value in comparison to the national average.

Figure 2-19: Bus Fares in Reading

Ticket Type	Reading Borough (on Reading based services)	National Average (2019)	% Difference from National Average
Adult single	£2	£2.48	-24%
Adult Day ticket	£4	£5.21	-30%
Adult Weekly ticket	£16	£18.03	-13%

2.66 The fare offers available in Reading are shown at **Figure 2-20**, they differ between operators which can lead to confusion for passengers.

2.67 There are a variety of different payment systems currently available on services on Reading, as shown at **Figure 2-21**. The following bus operators accept contactless payment with the passenger ‘touching in’ and ‘touching out’ so they do not need to specify what ticket they wish to purchase e.g. how far they are travelling or whether they are making a return journey:

- Thames Travel - only a day ticket is offered by automatic capping of the amount paid.

2.68 The following bus operators accept contactless payment and the passenger must tell the driver what ticket they wish to purchase, e.g. a return or day ticket:

- Arriva
- Reading Buses - including the 60-minute bus-to-bus transfer ticket, requested when boarding the first bus
- Thames Travel
- Thames Valley Buses

2.69 The following do not accept card payment:

- Going Forward Buses
- Horseman Coaches
- Whites Coaches

Figure 2-20: Fare Offers by Operator

Fare Offer	Under 16s	Under 18	Job Seeker	Group Fares
Arriva, The Shires	✓			✓
Reading Buses	✓	✓	✓	✓
Thames Travel	✓			✓
Thames Valley Buses	✓	✓		✓

Figure 2-21: Payment Options by Operator

Payment Option	Cash Fares	Contactless Payment	Mobile Payment	Smart Card
Arriva, The Shires	✓	✓	✓	
Reading Buses	✓	✓	✓	✓
Thames Travel	✓	✓	✓	✓
Thames Valley Buses	✓	✓	✓	✓

2.70 Note that although Reading Buses and Thames Valley Buses are both owned by Reading Buses, the validity of some of their tickets is currently separate. Work on aligning the fares and zones was suspended due to restrictions on fares changes as part of the bus recovery grant funding made available to operators by Government. It is anticipated that this work will be completed shortly.

2.71 With regards to multi-modal ticketing, the Reading PlusBus train and bus integrated ticket covers a wide area as shown at **Figure 2-22**, including railway stations at:

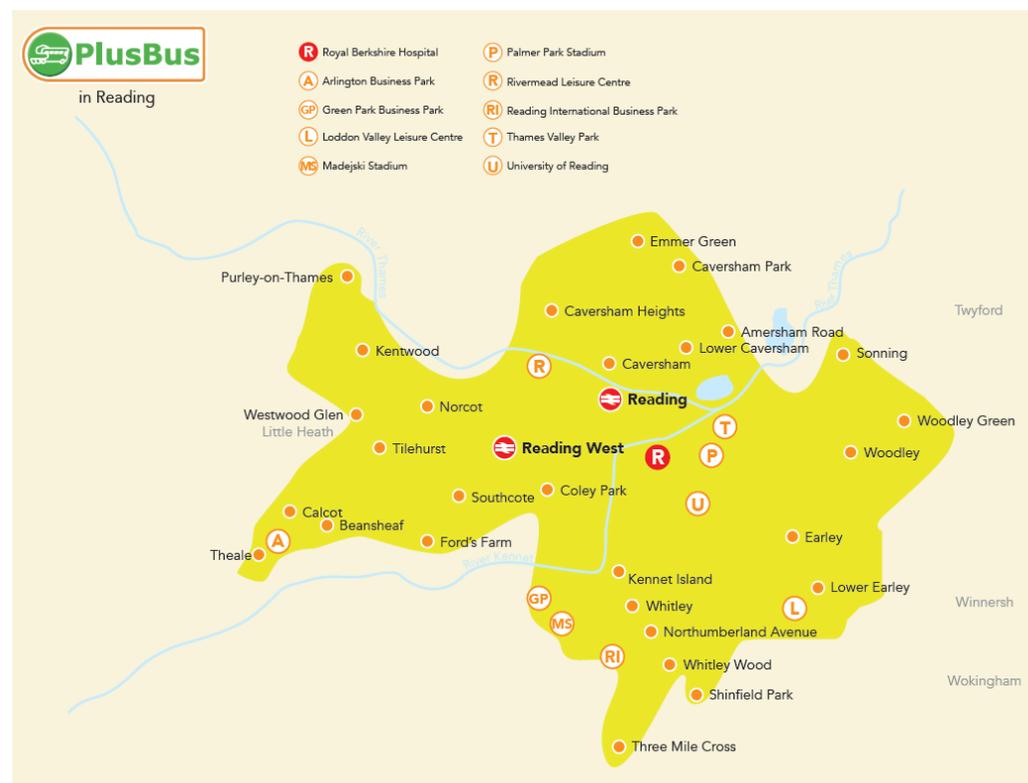
- Reading Station;
- Reading West Station and Theale Station on the line towards Newbury;
- Tilehurst Station on the line towards Didcot;
- Earley Station on the line towards Wokingham.

2.72 Use of this multi-modal ticket was (pre the pandemic) amongst the highest in the country. We would like to build on this by working with the rail industry to enable purchase of PlusBus tickets without the need to visit a rail station.

Bus Stops

2.73 There are 605 bus stops in Reading borough, which equates to 15 bus stops per km². With a population of approximately 161,780, there is a bus stop for every 267 residents. Also, 100 of the most heavily used bus stops are equipped with Real-Time Passenger Information (RTPI) displays.

Figure 2-22: PlusBus Validity Area in Reading



Customer Satisfaction & Consultation

- 2.74 A thorough understanding of the views and feedback from both existing, and potential new, bus passengers is vital to ensure the service enhancements delivered through this strategy meet customer's requirements and expectations; and ultimately result in more people choosing to use the bus as a regular way to travel around the borough.
- 2.75 The results of consultations and engagement exercises with residents, visitors, local businesses and other key stakeholders (including the University of Reading and the Department for Work and Pensions, who have a significant local job centre in Reading) have informed development of this strategy, alongside an extensive amount of local information relating to passenger satisfaction levels. A summary of the key findings from this work is summarised in the following paragraphs.

Sustainable Travel Public Opinion Engagement Exercise

- 2.76 We have undertaken extensive engagement exercises and consultations over the past couple of years to understand public attitudes towards sustainable travel choices in Reading. This has been used to inform development of our emerging LTP and its sub-strategies, including directly influencing the proposals contained within this strategy.
- 2.77 This engagement has provided valuable feedback regarding public attitudes in Reading towards the provision of local bus services. We received nearly 3,000 responses which overall demonstrated a strong support for public transport services. There was strong support for enhancing the bus network by providing better, easier to use and more frequent services that connect to key places. There was also support for using smart technology to integrate ticketing systems, making routes faster and more reliable and providing access for all.
- 2.78 The following initiatives were considered to be the most effective to improve bus services, from the results of the public opinion engagement exercise:
- 94% support to extend the network with more frequent services to workplaces, schools and isolated areas.
 - 93% support to make public transport easier to use with transferable tickets and joined up timetables.

- 93% support to make journeys faster and more reliable.
- 89% support to make public transport more accessible to everyone.
- 83% supported delivery of a comprehensive park and ride network to reduce cars on the road.
- 82% support for dedicated space and priority for sustainable transport.
- 75% supported the reallocation of road space for sustainable modes of transport, including buses.

2.79 Overall, these extremely encouraging results demonstrate the potential to achieve substantial increases in bus usage and to secure public support, which therefore enhances the deliverability, of proposals to improve bus services in Reading. A key objective of this strategy is to attract new bus users, therefore the responses from car drivers when asked what they thought could be done to encourage people to make more journeys on public transport were especially valuable to help achieve this mode shift. The majority of drivers who answered believe improved public transport options would encourage them to change how they travel, with specific requests including more frequent, faster and more reliable services; a wider catchment area of bus routes and cheaper bus fares.

National Highways & Transport Network Public Satisfaction Survey

2.80 The Council participates in the annual National Highways & Transport Network (NHT) Public Satisfaction Survey which is undertaken by Ipsos MORI. The latest available results are from the survey undertaken in June 2020, which was sent to 3,600 households across the borough. In total, 777 members of the public responded to this survey, including 179 on-line, which represents an overall response rate of 21.6% in the borough.

2.81 Overall the results from this survey are very positive, as shown at **Figure 2-23** (overleaf). They demonstrate a high level of satisfaction in the majority of areas applicable to local bus services, with Reading scoring above the national average for every indicator. Areas where we score particularly well include overall level of satisfaction with local bus services, frequency of bus services, overall level of satisfaction with public transport information, information about accessible buses, the number of bus stops and the state of bus stops.

2.82 Whilst these results are encouraging, the survey also provides valuable information on key areas that could be improved by interventions through this strategy, with the objective being to both retain existing but also attract new passengers onto buses.

2.83 Areas that scored lowest, and therefore offer potential for improvement, include improving bus services to arrive on time, the quality and cleanliness of buses, the reliability of electronic display information and personal safety on buses and at bus stops. These are key areas to be considered further as part of this strategy.

Transport Focus Passenger Survey

2.84 Reading Buses participate in the annual bus passenger satisfaction survey which is undertaken by Transport Focus. This is a comprehensive survey which provides a substantial amount of valuable information, both for bus operators but also to help shape the development of this strategy.

Figure 2-23: NHT Public Satisfaction Survey – Summary Results 2020

Indicator	Reading Score	NHT Average	Variance	NHT Rank
Local bus services (overall)	74%	60%	+14%	4
Frequency of bus services	73%	60%	+13%	4
Whether buses arrive on time	64%	56%	+8%	11
Bus fares	59%	50%	+9%	5
Quality and cleanliness of buses	68%	63%	+5%	17
Helpfulness of drivers	75%	68%	+7%	5
Personal safety on buses	72%	68%	+4%	12
Public transport information (overall)	62%	44%	+18%	4
The amount of information	65%	56%	+9%	4
The clarity of information	65%	58%	+7%	3
The accuracy of information	65%	58%	+7%	4
Ease of finding the right information	62%	55%	+7%	5
Information about accessible buses	61%	53%	+8%	2
Information to help people plan journeys	67%	59%	+8%	3
Reliability of electronic display info	59%	52%	+7%	12
The number of bus stops	80%	70%	+10%	3
The state of bus stops	68%	60%	+8%	4
How easy buses are to get on and off	80%	73%	+7%	3
Personal safety at bus stops	66%	63%	+3%	30
Raised kerbs at bus stops	70%	66%	+4%	16

2.85 The survey focuses on a number of key areas including overall journey satisfaction, journey time and punctuality, a range of factors regarding the quality of the passenger's experience on the bus, and satisfaction with the bus driver from the perspective of passengers.

2.86 The latest survey was undertaken in autumn 2019 and a summary of the results is provided at **Figure 2-24** (on this page and continued overleaf). The results provide a valuable insight into the views of different groups of the population, including whether the passenger was paying a fare or using a free pass, age ranges, whether the passenger was commuting or not, and passengers with a disability.

2.87 In terms of overall journey satisfaction, the views of passengers in each individual group are very positive and overall 92% are either very or fairly satisfied. The lowest level was people aged 16-34, however this is still at 88% overall satisfaction with the journey.

Figure 2-24: Transport Focus Passenger Survey - Reading Buses Results 2019

Transport Focus Bus Passenger Survey (Autumn 2019)	All Satisfied	Very Satisfied	Fairly Satisfied	Neither / Nor	All Dissatisfied
Overall journey satisfaction					
All passengers	92	53	38	7	2
Fare-paying passengers	91	50	41	8	1
Free pass holders	94	62	31	4	2
Aged 16 to 34	88	46	42	10	2
Aged 35 to 59	93	50	43	5	1
Passengers commuting	93	52	41	5	2
Passengers not commuting	91	54	37	8	1
Passengers with a disability	90	56	34	7	2
Value for money					
All fare-paying passengers	67	34	33	18	15
Aged 16 to 34	61	33	28	19	20
Aged 35 to 59	74	33	41	17	9
Passengers commuting	65	34	31	18	17
Passengers not commuting	71	34	37	16	12

Figure 2-24: Transport Focus Passenger Survey - Reading Buses Results 2019 (cont)

Transport Focus Bus Passenger Survey (Autumn 2019)	All Satisfied	Very Satisfied	Fairly Satisfied	Neither / Nor	All Dissatisfied
Punctuality and time waiting for the bus					
Punctuality of the bus	78	51	27	11	12
The length of time waited	75	47	28	13	11
On-bus journey time					
Time journey on the bus took	86	53	33	11	4
On the bus					
Route/destination information on the outside of the bus	88	58	29	11	1
The cleanliness and condition of the outside of the bus	86	47	38	12	3
The ease of getting onto the bus	94	65	29	5	1
The length of time it took to board	91	64	27	6	3
The cleanliness and condition of the inside of the bus	84	38	46	10	6
The information provided inside the bus	76	43	34	20	3
Your personal security whilst on the bus	89	54	35	10	0
Ease of getting off the bus	92	57	35	5	2

2.88 Levels of passenger satisfaction in relation to value for money are significantly lower than overall satisfaction levels, indicating an area to be explored within the proposals for improvement in this BSIP. Again, people aged 16-34 had the lowest satisfaction level at 61%, with people aged 35-59 the highest at 74%.

2.89 Levels of satisfaction with punctuality and time waiting for the bus again scored highly, with 78% and 75% respectively. However, they did also receive a degree of dissatisfaction at 12% and 11% and therefore again are areas to explore for improvement. When considering the time of the journey on the bus, this received a higher level of passenger satisfaction at 86% from all responses.

2.90 Other results that received a high level of passenger satisfaction included information and the cleanliness and condition of the outside of the bus; however, the level of information provided inside the bus was a lower score of 76%. Overall, this survey provides an extremely valuable set of information to inform the development of this strategy.

Journey Time Reliability & Existing Infrastructure

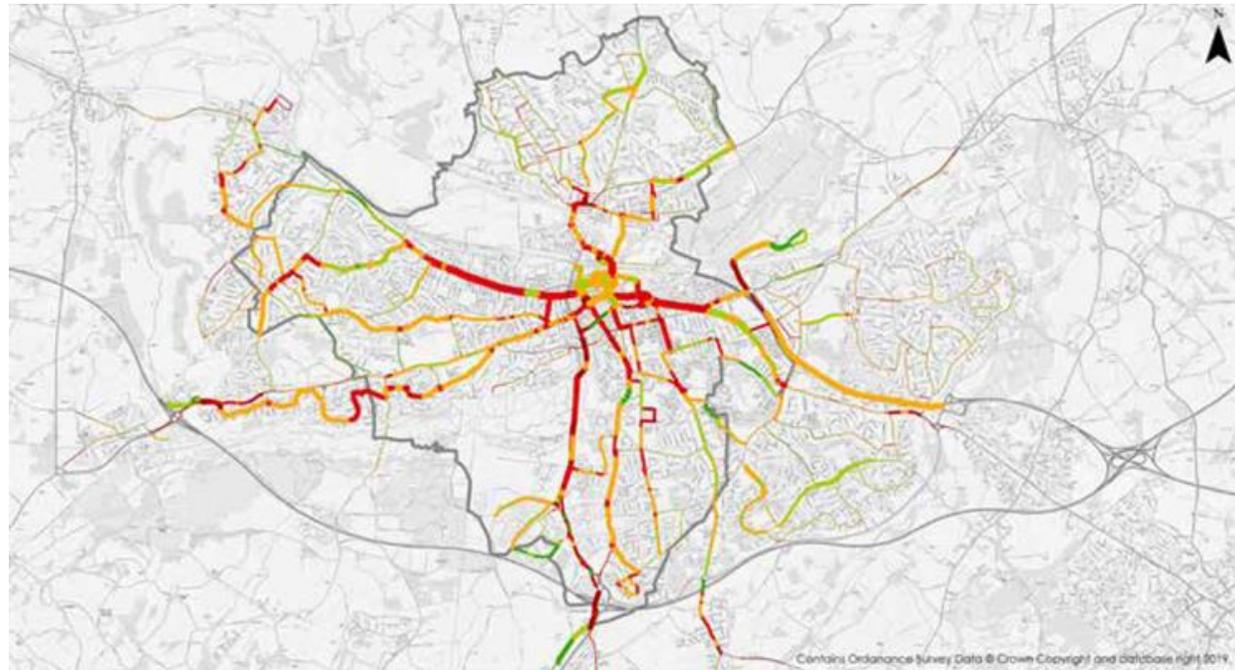
2.91 We have provided substantial investment in infrastructure schemes to support bus services in recent years. Various infrastructure measures have either recently been implemented or are currently in the pipeline to be delivered, including:

- **Bus Priority Measures:** A rolling delivery programme of bus priority measures including bus lanes (over 11,000m), bus gates (currently seven within the borough) and bus priority at signalled junctions.
- **Bus Stop Infrastructure:** Provision of improved bus stop infrastructure including new shelters, accessibility improvements including raised kerbs, and Real Time Passenger Information (RTPI) displays at the busiest bus stops, delivered as part of the wider set of improvement to bus services through the QBC approach.
- **Mere oak Park and Ride:** The facility, just south of Reading and the M4 Junction 11 in Wokingham Borough, opened in 2015 and is served by regular bus routes, also benefitting from the South Reading BRT corridor improvements.
- **Winnersh Triangle Park and Ride:** This facility to the east of Reading in Wokingham Borough, opened in 2015 and is currently being expanded from 400 spaces to around 500 spaces.
- **South Reading Bus Rapid Transit (BRT) corridor:** South Reading BRT involves a series of bus priorities measures on the A33 between Reading town centre and the Mere oak P&R facility to the south of the M4. There still remain significant sections along the A33, particularly northbound towards the town centre, where future phases of the BRT route would deliver further bus priority.
- **Red Route:** The 'no stopping' restrictions were introduced in 2017 to reduce delays to Route 17 and other bus routes on this corridor. This was the first Red Route to be delivered outside of London.
- In addition, **Thames Valley Park Park and Ride** facility to the northeast of Reading in Wokingham Borough was built in 2020 but is not yet served by buses.

Traffic Congestion

2.92 Despite the investment in bus priority infrastructure to date, Reading suffers from traffic congestion (particularly during the AM and PM peak periods) and this has an adverse impact on the operation of bus services where no priority measures currently exist. **Figure 2-25** and **Figure 2-26** (overleaf) demonstrate how congestion can significantly add to bus journey times on most of the bus corridors at peak times compared with evenings when traffic is lower. The most adversely affected are generally those corridors with little bus priority available and increases of 100% (i.e. doubling of journey time) are noticeable. Also significantly affected are corridors with 'out of town' commuter traffic flows leading to/from motorway junctions. This effect can be seen on the East corridor despite some lengths of bus priority (due to the pinch point effect of London Road east of Cemetery Junction) and the South West corridor which has significantly less bus priority infrastructure.

Figure 2-25: Bus Frequency and Highway Congestion (PM Peak)



2.93 However, on the A33 BRT corridor which should be badly affected as it leads directly to Junction 11, the impact of the dedicated bus lanes already provided can clearly be seen with only small increase in peak journey times. In comparison, the lack of bus priority on the north corridor can be seen in the greatly extended bus journey times at peak times compared with evening journey times.

2.94 In conclusion, if the beneficial effects of bus lane provision seen on the South BRT corridor were

extended to other corridors to the same degree, significant savings in journey times at peak periods would occur. This would provide quicker journeys for passengers making bus travel more attractive and would make the bus route operation more efficient allowing greater frequency of service to be provided with the current level of resource. An increase in frequency would also make the bus service more attractive.

Figure 2-26: Variation in Journey Times by Bus Corridor

Bus Corridor	Route(s)	Direction	Destination	Eve Journey Time (Mins)	Peak Journey Time (Mins)	Variation (Mins)	Extended Journey (%)
East Corridor	13/14	Eastbound	To Woodley (The Drive)	07:00	11:00	4:00	57%
East Corridor	13/14	Westbound	The Drive to Reading Station	08:00	13:00	5:00	63%
South East Corridor	21	South-Eastbound	To Lower Earley (Harcourt Dr)	13:00	21:00	8:00	62%
South East Corridor	21	North-Westbound	Harcourt Dr to Central Reading	15:00	22:00	7:00	47%
South Corridor	6	Southbound	To Whitley Wood	19:00	23:00	4:00	21%
South Corridor	6	Northbound	Whitley Wood to Central Reading	15:00	21:00	5:00	33%
South BRT Corridor	600	Southbound	To Mere oak P&R	15:00	18:00	3:00	20%
South BRT Corridor	600	Northbound	Mere oak P&R to Central Reading	16:00	17:00	1:00	6%
South West Corridor	1	South Westbound	To Greenwood Road	15:00	27:00	12:00	80%

Bus Corridor	Route(s)	Direction	Destination	Eve Journey Time (Mins)	Peak Journey Time (Mins)	Variation (Mins)	Extended Journey (%)
South West Corridor	1	North Eastbound	Greenwood Road to Reading Station	12:00	25:00	13:00	108%
West (Meadway) Corridor	33	Westbound	To Tilehurst Triangle	19:00	28:00	9:00	47%
West (Meadway) Corridor	33	Eastbound	Triangle to Reading Station	17:00	28:00	11:00	65%
West (Oxford Road) Corridor	17	Westbound	To Tilehurst (Water Tower)	17:00	24:00	7:00	41%
West (Oxford Road) Corridor	17	Eastbound	Tilehurst to Central Reading	16:00	25:00	9:00	56%
North Corridor	25	Northbound	To Emmer Green Pond	09:00	17:00	08:00	89%
North Corridor	25	Southbound	Emmer Green to Central Reading	10:00	20:00	10:00	100%

Pending Funding Bids

2.95 The Council and its partners have recently submitted the following bids, which if funded would further support bus services in Reading:

- **South Reading BRT Phase 5 & 6:** Bid submitted to TVB LEP for the next phases of BRT works on the A33 corridor including further bus lanes and traffic signal priority. The scheme was ranked the 2nd highest priority strategic transport scheme in Berkshire by the Berkshire Local Transport Body, however at this stage funding for future Local Growth Fund (LGF) rounds has not been confirmed.

- **Enhancing the Connection:** Bid submitted by Reading Buses in partnership with the Council to TVB LEP to further improve the RTP1 system, including bus stop infrastructure. This scheme has been recognised by TVB LEP as a fully scalable project for when future funding becomes available, however at this stage funding for future LGF rounds has not been confirmed.
- **Tilehurst Station Upgrade:** Bid submitted to TVB LEP in partnership with Great Western Railway (GWR), to improve interchange and access arrangements including for buses, cyclists and pedestrians. These works would complement Network Rail accessibility enhancements, however at this stage funding for future LGF rounds has not been confirmed.
- In addition, the **Zero Emission Bus Regional Areas (ZEBRA)** bid submitted by the Council in partnership with Wokingham Borough Council, West Berkshire Council and Reading Buses was recently not selected by the Government for funding. The proposal was for a four-year rolling programme to introduce zero-emission battery electric buses on key routes in the wider urban area, alongside the charging infrastructure needed both for this initial programme and to support further vehicle replacements over time. This programme would have acted as a catalyst to transform the bus fleet in all three local authority areas and we remain keen to secure funding in the future for this important initiative to support our wider decarbonisation objectives.

Proposed Infrastructure

2.96 As set out in our emerging LTP4, we have ambitious plans to continue investing in infrastructure schemes to enhance public transport services in Reading, including:

- A network of **Quality Bus Corridors** (QBCs) on each of the main bus corridors in Reading, taking a holistic approach to enhancements including service levels, vehicles, bus stop infrastructure and information provision.
- A cordon of **park & ride facilities** in key locations around the urban area, intercepting car journeys before they enter the heavily populated and congested urban road network.
- A series of **BRT corridors** providing fast, direct services between key destinations including Reading town centre, new residential and commercial developments, and P&R facilities.

- Measures to support and promote the use of enhanced community transport and demand responsive transport services, including the development of Mobility as a Service (MaaS) platforms.

2.97 In addition, we recognise the importance of managing demand alongside implementing high-quality alternatives to achieve a step change in sustainable travel, therefore the Council is investigating the feasibility of demand management measures, such as a Clean Air Zone, as part of the emerging LTP4 strategy.

Summary of Key Barriers, Challenges & Opportunities

2.98 This section has provided a detailed analysis of the current bus offer to passengers in Reading. Patronage levels were amongst the highest in the country (pre-pandemic) and the town benefits from a comprehensive network which is split into eight main corridors. Current service frequencies and accessibility to key destinations is generally good, particularly to and from Reading town centre. The level of customer satisfaction with existing services is also generally high.

2.99 However, the analysis has highlighted a number of key challenges and opportunities for the future of bus travel in Reading, which are summarised below:

- **Impact of the Covid Pandemic & Economic Recovery:** The immediate challenge is to build back passenger numbers following the impact of the pandemic. The bus network in Reading was previously very successful at attracting fare paying passengers commuting to offices around Reading, particularly in the town centre and business parks within the wider urban area. It is possible that travel behaviours may change which presents an opportunity to recast the bus network accordingly, for instance through providing more direct bus services between residential areas and key employment areas. This will ensure that the local bus network meets the changing needs and travel patterns of the borough's residents and workforce.
- **Impact of Traffic Congestion on Bus Services:** Traffic levels are returning to the previous levels prior to the pandemic which had resulting in peak period congestion in line with commuting patterns, however it is possible that travel behaviours may change with a greater emphasis on school run car commuting delaying bus services. This presents an opportunity to free up bus

services from the delay and impacts of traffic congestion through the implementation of new bus priority measures and infrastructure to speed up bus journey times and provide a more attractive travel choice.

- **Reducing Inequalities:** There are levels of social inequality within the borough and travel inequalities in the connectivity between some suburban residential areas and key destinations not located in the town centre. This provides an opportunity to provide more direct bus services from residential areas, particularly those with higher levels of social inequality, to provide affordable transport choices and access to employment and services.
- **Decarbonisation and Air Quality:** There are pockets of poor air quality within the borough as a result of traffic congestion and the Council has an ambition for Reading to become net carbon zero by 2030. This provides an opportunity through the enhancement of bus services to attract more passengers, alongside investing in zero carbon electric buses.
- **Future Growth:** There are major new residential developments planned particularly outside of the borough, therefore investment in enhanced services will be crucial to enable sustainable development to take place both within the borough and the wider urban area.

Vision and Headline Targets

3. VISION & HEADLINE TARGETS

- 3.1 We have an ambitious vision for the future of bus travel in Reading. This is aligned to the bold national vision and objectives as set out in the National Bus Strategy, alongside our local vision for sustainable transport as set out in the Reading Transport Strategy 2036, and the wider Reading 2050 Vision¹⁰.
- 3.2 The **Reading 2050 Vision** is for an internationally recognised and economically successful city region. It envisages that low carbon living is the norm and the built environment, technology and innovation are combined to create a dynamic, smart and sustainable city with a high quality of life and equal opportunities for all.
- 3.3 This vision was formed by the Council coming together with local businesses, community groups and the University of Reading. The result is an ambitious description of what Reading can be, with three themes central to Reading's long-term success as a smart and sustainable city:
- A green tech city
 - A city of culture and diversity
 - A city of rivers and parks
- 3.4 Our emerging **Reading Transport Strategy 2036 Vision** sets the focus for an ambitious programme of measures to enable and encourage sustainable travel choices in the town by 2036, by providing attractive alternatives to the private car. Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities.

3.5 Bus services are a critical element of achieving the LTP4 objectives, as summarised in our vision statement for the BSIP as set out at **Figure 3-1**. Our BSIP vision is to deliver a comprehensive bus network in Reading which means travel by bus is the natural choice for both residents and visitors, contributing towards the creation of a vibrant, green and more equal town with net zero carbon emissions by 2030.

Figure 3-1: BSIP Vision Statement

Reading Bus Service Improvement Plan Vision

Our vision is to deliver a comprehensive bus network in Reading which means travel by bus is the natural choice for both residents and visitors, contributing towards the creation of a vibrant, green and more equal town with net zero carbon emissions by 2030.

- 3.6 It will be important to monitor progress with delivering this strategy in order to successfully achieve this vision, both in terms of individual proposals but also the wider outcomes achieved through the collective delivery of the individual elements. The headline targets set out below have been established based on the analysis of the current bus offer to passengers, feedback and levels of passenger satisfaction, alongside the future challenges and opportunities we have identified in the strategy. These targets will ensure that we remain focused on achieving our vision and delivering the aims and objectives of this strategy, working in partnership with local bus operators.
- 3.7 We have selected targets that cover bus operations across the whole of Reading borough, due to the area not having multiple centres. These targets are set out in the tables below, including the baseline figures, the change we are targeting to achieve by 2024/25 and the BSIP proposals (described in the delivery section at Chapter 4) that will help to deliver that level of change.
- 3.8 The targets have been based on information made available by local operators, alongside data held by the Council, and the ongoing provision of data will be formalised through the Enhanced Partnership arrangements.

Targets for Journey Times and Reliability Improvements

3.9 We have identified the following targets for journey time:

Figure 3-2: Journey Time Targets

Target	2018/19	2019/20	Target for 2024/25	BSIP Proposals that contribute to change	Description of how each will be measured (max 50 words)
Average Bus Journey Time within Reading Borough – Daytime (7am-6pm)	17 mins 44 secs (15.1 kph)	17 mins 44 secs (15.1 kph)	17 mins 1 sec (15.7 kph)	BSIP Proposals (b)1-9	Based on an analysis of timetable data from a sample of services from each bus corridor across the borough

3.10 We are seeking to achieve a 4% improvement in average bus journey time within Reading borough from 2019/20 to 2024/25. This would equate to an average saving of 43 seconds on every journey. However, the journey time savings on individual routes would vary as a result of bus priority measures implemented through the delivery of this strategy.

3.11 Therefore, this target would be kept under review and as the target is based on analysis from a sample of routes from each bus corridor this more detailed information would be used to inform future updates of the strategy.

3.12 We have identified the following targets for reliability and punctuality:

Figure 3-3: Reliability & Punctuality Targets

Target	2018/19	2019/20	Target for 2024/25	BSIP Proposals that contribute to change	Description of how each will be measured (max 50 words)
Percentage of bus miles operated by Reading based services	99.49%	99.46%	99.5%	BSIP Proposals (b)1-9	Based on total lost mileage data for Reading based services as reported by the operator
Average excess waiting time for frequent services	1 min 11 secs	1 min 11 secs	1 min 8 secs	BSIP Proposals (b)1-9	Based on an analysis of real time passenger information data from a sample of services from each bus corridor across the borough
Non-frequent services running on time	88%	88%	92%	BSIP Proposals (b)1-9	

3.13 We are aiming to maintain and slightly improve upon the very high standard of bus reliability across the borough, which is currently at 99.46%. Given the level of activity undertaken across the transport network which requires traffic management measures to be in place, such as roadworks, construction activities and highway improvement schemes; this is considered to be a very high standard to achieve.

3.14 In addition to reliability we are also aiming to improve bus punctuality, both in terms of average excess waiting time for frequent services and the proportion of non-frequent services running on time. For both of these measures we are aiming to achieve improvements by 4% to 2024/25, providing benefits for bus passengers.

Targets for Passenger Growth and Customer Satisfaction

3.15 We have identified the following targets for passenger growth:

Figure 3-4: Passenger Growth Targets

Target	2018/19	2019/20	Target for 2024/25	BSIP Proposals that contribute to change	Description of how each will be measured (max 50 words)
Annual passenger journeys within Reading borough	22.5 million	22.2 million	24.0 million	All proposals would contribute to this change	Based on data provided by operators as reported to the DfT in bus statistics table BUS0109
Annual passenger journeys per head of population within Reading borough	137.6 journeys	137.5 journeys	148.5 journeys	All proposals would contribute to this change	Based on data provided by operators as reported to the DfT in bus statistics table BUS0110

3.16 We are aiming to initially achieve passenger growth back to pre-pandemic levels, and subsequently to increase further to 24 million journeys every year by 2024/25. This would represent an 8% increase from 2019/20. In terms of journeys per head of population, which were amongst the highest in the county pre-pandemic, this would increase to 148.5 journeys annually by 2024/25.

3.17 We have identified the following targets for passenger satisfaction:

Figure 3-5: Passenger Satisfaction Targets

Target	2018/19	2019/20	Target for 2024/25	BSIP Proposals that contribute to change	Description of how each will be measured (max 50 words)
Overall Bus Passenger Satisfaction	94%	92%	95%	All proposals would contribute to this change	Based on data from the Transport Focus Bus Passenger Survey relating to overall level of bus passenger satisfaction in Reading

3.18 Again, we are starting from a very high baseline in Reading with regards to overall bus passenger satisfaction levels. We are aiming to achieve a real increase in satisfaction due to improvement in journey times and reliability as a result of further bus priority measures being introduced, from 92% in 2019/20 up to 95% by 2024/25.

3.19 Overall, these targets represent an ambitious set of objectives which can only be achieved through partnership working with local operators and neighbouring authorities due to the cross-boundary nature of many routes serving Reading. It should also be noted that the achievement of these targets will be subject to the level of funding being made available to deliver the proposals as set out within this strategy. Therefore, we intend to review these targets once the level of funding is known to ensure they remain both ambitious yet achievable.

Delivery Action Plan

4. DELIVERY ACTION PLAN

- 4.1 This section sets out the proposals and actions which will collectively deliver the overall vision to transform bus services in Reading. For each proposal, individual actions have been identified to contribute towards the objective, alongside an analysis of the existing situation which the proposal seeks to enhance. The proposals have been established as key elements of the overall strategy, which collectively will deliver a step-change in the provision of bus services.
- 4.2 The proposals have been aligned with the key objectives of the National Bus Strategy, including:
- Intensive service and investment on key corridors and routes that are easier to understand.
 - More demand-responsive services and ‘socially necessary’ transport.
 - Significant increases in bus priority.
 - Longer term transformation of networks through Bus Rapid Transit and other measures.
 - Service patterns integrated with other modes.
 - Seamless, integrated local ticketing between operators and across all types of transport.
 - Lower and simpler fares.
 - The local bus network presented as a single system that works together with clear passenger information.
 - Modern buses and decarbonisation.
 - Bus services that are safe and perceived to be safe by all.
 - Giving bus passengers more of a voice and a say.

- 4.3 In addition, a further local objective has been identified to enhance bus access and facilities within Reading town centre. This is particularly important locally to support a sustainable economic recovery as part of our wider objectives to rejuvenate the town centre, alongside supporting the delivery of major housing, leisure and educational developments in and around the town centre.
- 4.4 The delivery of the action plan set out below is subject to the availability of funding. Each of the individual elements of the action plan have been developed with the view to being financially sustainable in the medium-term, however in some instances this will require capital funding for the delivery of actions such as bus priority measures which will deliver operational efficiencies, alongside revenue funding to pump-prime service enhancements to enable a passenger base to be established and embed bus travel choices in the short-term. This approach will provide time for the priority measures to be implemented and passenger numbers to grow, with the view to enabling services to be run commercially after this initial period. The proposals and actions have been developed by the Council working in partnership with local operators and taking account of feedback from passengers and other key stakeholders.

Figure 4-1: Delivery Action Plan

Proposal	Existing Situation	Action	Timeframe	Key Partners
NBS Theme: Make improvements to bus services and planning				
<i>NBS Objective: More frequent and reliable services</i>				
BSIP Proposal (A): Review service frequency Review service frequency to provide a 'turn up and go' frequency bus service on Reading's eight	Reading has the second highest level of local bus travel in England per head of population outside of London, providing the passenger volumes needed to sustain a strong scheduled local bus network. There is already a high frequency 'turn up and go' service on some corridors during the day, however journey times and	A1 Work with operators on each key corridor to develop detailed proposals to improve service frequency through the Enhanced Partnership arrangements.	By Apr 2022	Reading Borough Council Local Bus Operators Wokingham Borough Council West Berkshire Borough Council

Proposal	Existing Situation	Action	Timeframe	Key Partners
<p>main bus corridors from the early morning through to late evening. To serve both daytime bus users, shift workers and those accessing the night-time economy.</p>	<p>reliability can be adversely affected by traffic congestion. There is also a good level of service at weekends, on both Saturdays and Sundays. There is less service during the evenings and we want to bring evening services to the standard specified in the National Bus Strategy.</p> <p>Reading's bus services are most frequent during office hours. Shift workers, for example at out-of-town warehousing or industrial workplaces or Royal Berkshire Hospital, must commute on less frequent bus services.</p> <p>Improving the speed and frequency of bus services on each corridor at all times will be enabled by installing further bus priority measures. This will allow bus schedules to take less time enabling buses journey times to be quicker, more frequent and more reliable.</p>	<p>A2 Adapting the network to embed future passenger growth by supporting socially and economically necessary services to enable longer-term bus travel behaviours to become a natural choice in Reading.</p> <p>A3 Improved frequency to every 7-8 minutes on key route between Reading Town Centre and Tilehurst.</p> <p>A4 Improved frequency to every 8 minutes on key route between Reading Town Centre and Whitley.</p> <p>A5 Improved frequency to every 10 minutes on key route between Reading Town Centre and Southcote and Calcot.</p> <p>A6 Introduction of Sunday service between Green</p>	<p>Apr 22 – Mar 23 *Subject to funding</p> <p>From Sept 22 *Subject to</p>	<p>Royal Berkshire Hospital</p> <p>The University of Reading</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
		<p>Park Village and Reading Town Centre.</p> <p>A7 Improved frequency of services to redeveloped Rivermead Leisure Centre and new secondary school to residential areas.</p> <p>A8 Introduce new Park and Ride service for Royal Berkshire Hospital and University of Reading.</p>	<p>funding</p> <p>From Apr 23 *Subject to funding</p> <p>From Apr 24 *Subject to funding</p>	
<p>BSIP Proposal (B): Increase bus priority measures</p> <p>Develop detailed plans for a programme of new bus priority measures at key pinch points on the network, including new bus lanes and traffic signal priority to complement measures already delivered. These will provide faster and more</p>	<p>Reading has a strong track record of delivering bus priority measures, supported by bus lane enforcement. We are developing detailed plans to continue investing in bus priority on our eight main bus corridors to improve bus speed, reliability and punctuality and to enable increases in frequency of service.</p> <p>We delivered the first Red Route outside of London for the key east-west corridor covering the entirety of Reading busiest bus route. This has enabled provision of regulated loading and parking facilities to reduce delays to bus services. We are keen to explore options for further Red</p>	<p>B1 Develop detailed delivery programme of bus priority measures for all corridors based on level of funding available.</p> <p>B2 Implement outbound bus lane on A329 Oxford Road between Eaton Place and George Street benefitting 16 buses per hour.</p> <p>B3 Implement outbound bus lane on A329 Oxford Road between Pangbourne Street and</p>	<p>By Apr 2022</p> <p>By Apr 23 *Subject to funding</p> <p>By Apr 23 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Wokingham Borough Council</p> <p>West Berkshire Borough Council</p> <p>Bracknell Forest Borough Council</p> <p>Oxfordshire County Council</p> <p>Local Operators</p> <p>Thames Valley Police</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
reliable journey times, alongside greater enforcement of red routes and yellow box junctions.	Routes on key bus corridors, alongside implementing the most effective enforcement regime on the existing route.	<p>Norcot Junction benefitting 12 buses per hour.</p> <p>B4 Implement inbound bus lane on A327 Southampton Street benefitting 16 buses per hour.</p> <p>B5 Implement inbound bus lane on A4 London Road between borough boundary and Cemetery Junction benefitting 15 buses per hour.</p> <p>B6 Implement inbound bus lane on A4 London Road between Sidmouth Street and London Street benefitting 17 buses per hour.</p> <p>B7 Implement outbound bus lane on A4 Bath Road benefitting 4 buses per hour to avoid traffic congestion towards Burghfield Road.</p>	<p>By Sept 23 *Subject to funding</p> <p>By Sept 23 *Subject to funding</p> <p>By Apr 24 *Subject to funding</p> <p>By Apr 24 *Subject to funding</p>	

Proposal	Existing Situation	Action	Timeframe	Key Partners
		<p>B8 Introduce package of bus signal priority measures at key junctions to complement new bus priority lanes.</p> <p>B9 Introduce more effective enforcement of existing Red Route and new enforcement of moving traffic offences at key 'yellow box' junctions, following the transfer of powers from the police to local authorities.</p>	<p>By Apr 24 *Subject to funding</p> <p>From Sept 23 *Subject to funding</p>	
<p>BSIP Proposals (C): Increase demand responsive services</p> <p>Work with operators to support and improve demand-responsive services to better integrate and fill existing gaps within the mainstream network including directly connecting residential areas with key destinations</p>	<p>The local bus network is currently largely based on fixed routes, timetable services radiating from the town centre to suburban areas of the borough and beyond.</p> <p>These services could be improved to better serve vital community facilities and to offer a more demand responsive service, for instance people finishing a shift late in the evening in locations where the schedule bus services are limited.</p> <p>Locations that could be better served include the Royal Berkshire Hospital,</p>	<p>C1 We will work with operators to develop increased Demand Responsive Services as flexible extensions of existing routes including to enable more direct journeys from residential areas to workplaces and other destinations outside the town centre.</p>	<p>From Apr 24 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Local Operators</p> <p>Local Community Transport Providers</p> <p>Major Employers</p> <p>Royal Berkshire Hospital</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
through more local and inter-suburban journeys to respond to demand.	logistics and distribution centres such as Tesco on the A33 and other areas of major employment outside of the town centre.			
<p>BSIP Proposal (D): Consideration of bus rapid transport networks</p> <p>Continue to implement the existing South Reading Bus Rapid Transit (BRT) scheme on the A33 corridor between Reading town centre and Mereok Park and Ride. We will also investigate opportunities to introduce further BRT routes in the Reading urban area working with neighbouring Local Authorities.</p>	<p>Our emerging LTP4 sets out a vision of a series of BRT routes in Reading, linking the town centre with key destinations and park & ride facilities.</p> <p>We have commenced implementation of the South Reading BRT scheme in phases through the provision of LGF funding. This BRT route serves key destinations including Kennet Island housing development, Green Park business park, Green Park Village, Madejski Stadium, Campus Reading International and Mereok P&R facility.</p> <p>To date, we have implemented over 4,500m of BRT route and traffic signal priority at key junctions on the A33. This has enabled reductions in journey time of up to 16% during peak periods through the avoidance of traffic congestion leading to faster and more reliable timetables. Passenger numbers on the BRT services increased from 316,000 in 2010 to 1,187,401 in the year 2019.</p>	<p>D1 Deliver phases 5 and 6 of Reading's South Reading BRT scheme to build on the phases introduced to date.</p> <p>D2 Develop detailed proposals for the delivery of the full South Reading BRT scheme through future phases.</p> <p>D3 Work in partnership with neighbouring local authorities to develop plans for further BRT cross-boundary routes linking key destinations in each authority area, including the A3290/A329M to North Wokingham and Bracknell.</p>	<p>By Apr 23 *Subject to funding</p> <p>By Apr 23 *Subject to funding</p> <p>By Apr 24 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Local Operators</p> <p>Wokingham Borough Council</p> <p>West Berkshire Borough Council</p> <p>Bracknell Forest Borough Council</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
<i>NBS Objective: Improvements to planning / integration with other modes</i>				
<p>BSIP Proposal (E): Integrate services with other transport modes</p> <p>Improve bus-rail integration, including the availability of space allocated to buses in the Reading Station area, to improve interchange with National Rail and the Elizabeth Line.</p> <p>Expand Park & Ride facilities serving Reading from all directions, including enhanced services to key destinations.</p>	<p>Reading's bus network offers good integration with train services at Reading Station, connecting to many parts of England and Wales, including Elizabeth Line services to central London. Connections from Reading Station go to Heathrow Airport by express coach and Gatwick Airport by train. Existing bus priority measures improve bus access to the station, however limited road space around the station is in high demand resulting in congestion.</p> <p>Our Local Plan identifies opportunities to enhance bus-rail integration as sites in close proximity to the station become available for development. Buses offer good integration with trains at Reading West Station and pass close to Tilehurst Station in west Reading. We are currently working with Great Western Railway (GWR) to deliver enhanced passenger and interchange facilities at Reading West, and we want to explore options to improve integration at Tilehurst Station.</p> <p>Reading is served by existing Park and Ride sites at Mere oak and Winnersh</p>	<p>E1 Work with Wokingham Borough Council to provide a service between Reading and the new Thames Valley Park P&R site.</p> <p>E2 Improve access arrangements and passenger facilities at Mere oak Park and Ride.</p> <p>E3 Work with operators to introduce services serving the new railway station at Reading Green Park.</p> <p>E4 Work with Network Rail and GWR to improve connectivity between bus and rail services, interchange and access arrangements at Reading West and Tilehurst Stations.</p> <p>E5 Work with neighbouring authorities to develop</p>	<p>From Apr 22</p> <p>By Apr 23 *Subject to funding</p> <p>By Apr 23 *Subject to funding</p> <p>By Apr 23 *Subject to funding</p> <p>By Apr 25 *Subject to</p>	<p>Reading Borough Council</p> <p>Wokingham Borough Council</p> <p>West Berkshire Council</p> <p>Oxfordshire County Council</p> <p>South Oxfordshire District Council</p> <p>Local Operators</p> <p>Network Rail</p> <p>Great Western Railway</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
	Triangle, with a third Park and Ride site, northeast of Reading at Thames Valley Park, which was built in 2020 but which has not yet opened.	plans for P&R services and associated bus priority infrastructure to Reading from other directions, including the west and the north of Reading. E6 We will continue to review parking charges in Reading to ensure bus ticket pricing offers a competitive advantage.	funding Ongoing	
BSIP Proposal (F): Simplify services Simplify bus routes in Reading, particularly those that extend beyond the boundary to the north and the south. In the south this includes serving Whitley and growing residential developments in Wokingham Borough. In the north this includes routes serving Caversham and	The majority of the existing bus network in Reading is well established with consistent routes on each of the key corridors. However, areas to the south of Reading in Wokingham have significant planned residential and commercial developments, including the Thames Valley Science Park and Film Studios, with limited existing bus routes serving these key destinations. New residents are likely to become dependent on car travel, if the bus does not offer an attractive alternative. The existing Leopard-branded group of bus routes serve this area, but they are a complicated group of four bus	F1 Work with operators to simplify and develop services through the Enhanced Partnership arrangements. F2 Simplification of services in south Reading with areas of employment and serving 'out of town' residential and commercial developments via fast BRT routes in partnership with Wokingham.	By Apr 22 From Apr 23 *Subject to funding	Reading Borough Council Local Operators Wokingham Borough Council Oxfordshire County Council South Oxfordshire District Council Thames Valley Science Park

Proposal	Existing Situation	Action	Timeframe	Key Partners
beyond into south Oxfordshire.	<p>routes. There are options for simplification, including to take advantage of the bus lanes implemented on the A33 as part of the South Bus Rapid Transit (BRT) scheme.</p> <p>Services to the north of Reading serving Caversham and south Oxfordshire are less comprehensive than other areas of the borough, with multiple operators. Therefore, higher levels of co-ordination and simplification could result in greater patronage leading to potential for increased frequency of services in the future.</p>	<p>F3 Co-ordination and simplification of north Reading services in partnership with Oxfordshire and existing operators serving this area.</p>	<p>From Apr 23 *Subject to funding</p>	
<p>BSIP Proposal (G): Review socially necessary services</p> <p>Develop enhanced provision of socially necessary services to ensure services are provided to all areas of the borough to improve access to employment, education and leisure opportunities. This includes enabling</p>	<p>Reading's bus network serves the town centre well, which has direct routes to most parts of Reading. However, there are gaps for journeys between two locations outside the town centre, for example from residential areas to work places which will require a change of bus in the town centre. More direct journeys could be enabled by new bus routes connecting residential areas, particularly those of less social advantage with centres of employment outside the town centre.</p>	<p>G1 Work with operators to develop plans for socially necessary services through the Enhanced Partnership process.</p> <p>G2 Introduce more attractive services for areas of social housing, including Coley Park and Lower Caversham.</p> <p>G3 Provide more co-ordinated school bus services to connect</p>	<p>By Apr 22</p> <p>From Apr 23 *Subject to funding</p> <p>From Apr 23 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Local Operators</p> <p>Wokingham Borough Council</p> <p>West Berkshire Borough Council</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
more direct journeys to workplaces and other destinations outside the town centre, particularly from less socially advantaged areas.	Introduction of these new routes will be undertaken in the context of changing travel behaviour as a result of the pandemic. Travel demand from office workers fell sharply and is recovering relatively slowly as more flexible working patterns emerge. Travel demand from areas of higher density residential with lower car ownership and frontline key workers and shift workers in manual or customer facing roles did not fall as sharply and has recovered faster therefore there is higher demand for these services.	residential areas directly to schools in other parts of the urban area. G4 Extend route 42 from Rivermead to Tilehurst connecting residential areas to employment, education and leisure facilities.	From Apr 23 *Subject to funding	
BSIP Proposal (H): Invest in Superbus networks Invest in local routes within each bus corridor to achieve a Superbus network across the whole of Reading. Building on previous Quality Bus Corridor investment by introducing more bus priority, higher frequencies, reduced	We have invested significant levels of funding and resource in the roll-out of Reading's Quality Bus Corridors (QBC) network for routes serving suburban areas of the borough. We want to build on this previous investment to bring the entire bus network within Reading up to the standards of the Government's Superbus concept as set out in the National Bus Strategy. One aspect of this includes building on the Council's work in partnership with key local operators and Thames Valley Police to establish a traffic control facility with	H1 Develop a comprehensive 'Superbus' programme for improving the bus network in partnership with operators and neighbouring authorities. H2 Deliver 'Superbus' improved infrastructure including the installation of green roof bus shelters across the borough.	By Sept 22 *Subject to funding From Sept 22 *Subject to funding	Reading Borough Council Local Operators Wokingham Borough Council West Berkshire Council Bracknell Forest Borough Council Thames Valley Police

Proposal	Existing Situation	Action	Timeframe	Key Partners
fares and high-quality vehicle specification and bus stop infrastructure.	access to CCTV, real-time journey information and the Urban Traffic Management & Control (UTMC) system. We are keen to further develop this facility to enable more responsive interventions to ensure reliable bus operations, with jointly agreed protocols between each organisation and additional resourcing in peak periods.	H3 Establish joint traffic control centre with local operators.	By Apr 23 *Subject to funding	
<i>NBS Objective: Improvements to fares and ticketing</i>				
BSIP Proposals (I): Lower fares Lower and maintain affordable fares to encourage greater bus use including expanding the provision of discounted bus tickets for teenagers and introduce a flat fare between Reading town centre and University of Reading.	Ticket prices in Reading are in general very reasonable. However, some residential areas, whilst far enough from Reading town centre for bus to be a sensible travel option, are quite short in distance by the standards of a typical bus journey in Reading and this makes some ticket pricing unattractive. Lower fares for teenagers up to age 18 are already available commercially without ID or other restrictions on services operated by Reading Buses. We want to ensure that all local buses in Reading offer this facility. Most Reading Buses services use a standard flat fare with a short hop option. Day return fares act as all-day rover	I1 Work with operators to develop proposals for a consistent, lower fares structure through the Enhanced Partnership arrangements. I2 introducing a flat fare regardless of age between Reading town centre and The University of Reading. I3 We will work with all operators to ensure low fares are offered to all teenagers under the age of 18 on all services.	By Apr 22 *Subject to funding From Apr 22 *Subject to funding From Apr 22 *Subject to funding	Reading Borough Council Local Operators Reading College University of Reading

Proposal	Existing Situation	Action	Timeframe	Key Partners
	tickets and carnet, weekly and longer smart cards are available to significantly reduce the cost of journeys for frequent users.	I4 We will work with local operators on the introduction of 'touch in' and 'touch out' technology to provide a daily capped fare.	From Apr 23 *Subject to funding	
BSIP Proposals (J): Simplify fares Simplify fares and introduce 'touch in' and 'touch out' contactless payment on all local buses in Reading, to enable simpler ticketing such as 'short hop' tickets and daily multi-operator fare capping, without the need for passengers to request these tickets in advance from the driver.	The majority of services in Reading offer a relatively simple fares structure with good availability of choice depending on the nature of ticket required. There are some short hop fares in Reading that are competitively priced but at different levels for different operators and we want to simplify these fares to be consistent across all bus services There are areas in Reading where services operated on different routes or by different operators have a different fare structure for the same journey, causing confusion for passengers.	J1 Work with operators to develop proposals for a simpler fares structure through the Enhanced Partnership arrangements. J2 Simplify fares where multi-operators service exist, including in Caversham and on the Oxford Road corridor.	By Apr 22 From Apr 23 *Subject to funding	Reading Borough Council Local Operators Oxfordshire County Council
BSIP Proposal (K): Integrate ticketing between operators	Reading Buses has significantly the largest presence in Reading, hence passengers waiting at bus stops in most parts of Reading can choose any bus, without	K1 Work with operators to agree principles for multi-operator ticketing to be made available	By Apr 22	Reading Borough Council Local Operators

Proposal	Existing Situation	Action	Timeframe	Key Partners
<p>and other sustainable transport modes.</p> <p>Introduce multi-operator ticketing throughout the borough including in the Caversham, Purley-on-Thames and Twyford areas, so passengers can board the first bus that arrives. Integrate ticketing with other sustainable modes and introduce Mobility as a Service platforms to further encourage travel by sustainable modes.</p>	<p>concerns about ticket validity between operators.</p> <p>However, bus stops in the following areas are served by other operators such as Arriva, Thames Travel and Thames Valley Buses, and passengers may have their travel choices restricted by ticket validity between operators:</p> <ul style="list-style-type: none"> • Caversham, north of Reading town centre • Purley-on-Thames, northwest of Reading town centre • Twyford, northeast of Reading in Wokingham Borough <p>Passengers should not be restricted by operator specific tickets for instance by being able to buy day return tickets on one operator's service and return on another which would enhance the services on these corridors.</p>	<p>where more than one operator's services are available through the Enhanced Partnership arrangements.</p> <p>K2 Develop a 'Smartzone' Scheme (potentially using DfT back-office functionality) to allow weekly and longer-term multi-operator ticketing to be made available.</p> <p>K3 Integrate bus tickets with rail and other transport services such as car share and bike hire. Support the development of Mobility as a Service (MaaS) both within Reading and across the wider Thames Valley area.</p>	<p>By Apr 23 *Subject to funding</p> <p>By Apr 25 *Subject to funding</p>	<p>Network Rail</p> <p>Great Western Railway</p> <p>South Western Rail</p> <p>Co-Wheels</p> <p>Thames Valley Berkshire LEP</p>

NBS Theme: Make improvements to bus passenger experience

NBS Objective: Higher spec buses

<p>BSIP Proposal (L): Invest in improved bus specifications</p> <p>Work with all bus operators to agree a high-quality, consistent bus specification standard for passengers on all local buses in Reading including low emissions, full accessibility, passenger facilities and comfort levels, and maintenance and cleaning regime.</p>					<p>The majority of buses in Reading are generally of a high specification with most having branding and include audio and visual next stop announcements, wifi and usb plug-in charging facilities. Newer buses operated by Reading Buses also have space for two wheelchair spaces in addition to a buggy space to minimise competing demands from wheelchair users with parents or carers with pushchairs.</p> <p>Most buses are cleaned and maintained to a high standard including more recently enhanced internal cleaning, including at times during the day as well as at the depot overnight.</p>	<p>L1 We will develop a high specification for buses in Reading with operators through the Enhanced Partnership arrangements.</p> <p>L2 We will work with operators to implement accessibility improvements to further cater for wheel chair users and for parents and carers with push chairs.</p>	<p>By Apr 22</p> <p>On-going</p>	<p>Reading Borough Council</p> <p>Local Operators</p> <p>Access and Disability Working Group</p>
<p>BSIP Proposal (M): Invest in accessible and inclusive bus services</p> <p>Support and improve demand-responsive services for people who can't access the</p>					<p>Reading currently has a good level of dial-a-ride community transport provision which is a vital lifeline for people who are unable to access the scheduled bus network.</p> <p>These services have been operating in Reading for 40 years including dial-a-ride services, transport of Adult Social Care</p>	<p>M1 We will continue to fund the provision of community transport dial-a-ride services.</p> <p>M2 Invest in zero emission mini buses for dial-a-ride accessible assisted bus services</p>	<p>On-going *Subject to funding</p> <p>From Apr 23 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Local operators</p> <p>Readibus</p>

<p>scheduled bus network. We want operators to continue to expand and improve services, including investing in new vehicles to reduce emissions and offering a service to a wider range of passengers.</p>	<p>and SEN students and a limited football service for Reading FC supporters for home matches, excursions and day trips. These are all accessible for people with restricted mobility who cannot use the widely available mainstream bus services operated in Reading and its surroundings.</p>			
<p>BSIP Proposal (N): Protect personal safety of bus passengers</p> <p>Ensure buses and bus stops are provided throughout Reading to a high standard with an environment that feels welcoming, accessible, clean and secure for waiting passengers. Make it easier for passengers to report issues that make bus stops feel less safe, such as faulty lighting, vandalism and littering.</p>	<p>Reading’s bus network generally has low levels of crime and anti-social behaviour, and we want people using our bus network to feel welcome and safe.</p> <p>Bus stops have been upgraded on many routes with new bus shelters, proper access, real-time information and a clean and welcoming environment. However, there are still some bus stops with inadequate facilities or old bus shelters which need upgrading or replacing. In addition new bus stops need to be provided close to new development including new retail parks and new housing to improve access and make using buses easier and more convenient.</p> <p>Reading Buses drivers are trained to a high standard with a strong ethos on customer service and safety and most</p>	<p>N1 Develop a service specification for bus stop infrastructure throughout Reading.</p> <p>N2 Deliver a running programme of enhancements to bus stops in line with the recommendations from the service specification.</p> <p>N3 Establish an online portal for the central reporting of faults or issues with bus shelters or bus infrastructure across Reading.</p>	<p>By Sept 22</p> <p>From Apr 22 *Subject to funding</p> <p>By Sept 22 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Local Operators</p> <p>Thames Valley Police</p> <p>Reading UK CIC</p>

	Reading buses vehicles are fitted with cctv and radio control system.			
<p>BSIP Proposal (O): Improve buses for tourists</p> <p>Support the promotion and expansion of the opportunities offered to travel by bus to events in Reading and to tourists visiting including offering a day bus ticket to tourists and visitors staying overnight at hotels in Reading.</p>	<p>Reading is a growing tourist destination and is also used as a base for visits to other destinations in the Thames Valley such as Henley and Oxford. Recent improvement to Reading’s own historical connections have been revealed in the Abbey Quarter as well as other locations across the town.</p> <p>We want to promote information provision for bus services with leisure potential such as Thames Travel River-Rapids to Oxford, Arriva services to Henley and Reading Buses services to Newbury. Within Reading tourists and visitors are able to use hop on hop off day tickets for Reading Buses services to all parts of the town. We would want to extend this ticketing to include all operators.</p> <p>Reading already has extensive bespoke football fan buses running directly from surrounding towns and Reading suburbs as well as park and ride sites and Reading Station. Other events held in Reading each year such as Reading Half Marathon and Reading Festival are also supported with bespoke bus services and park and</p>	<p>O1 Work with event organisers to expand the provision of bus services serving events to persuade even more visitors to travel sustainably to these events.</p> <p>O2 Work with Reading Football Club to support expansion of the football match day bus provision to encourage even more fans to travel sustainably to and from football matches.</p> <p>O3 We will work with the local hotels and operators to introduce a day ticket for tourists and visitors staying overnight in hotels in Reading.</p>	<p>Ongoing</p> <p>By Sept 22 *Subject to funding</p> <p>From Apr 23 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Reading UK CiC</p> <p>Local Operators</p> <p>Local Businesses and Hotels</p> <p>Reading Football Club</p> <p>Reading Half Marathon</p> <p>Festival Republic and other event organisers</p>

	ride services helping to reduce the numbers of cars accessing these events.			
BSIP Proposal (P): Invest in decarbonisation Introduce zero emission electric vehicles through a rolling programme of vehicle replacements in partnership with operators alongside implementing required vehicle charging infrastructure.	Reading Buses has been a pioneer in making progress towards lowering emissions by introducing bio-certified Compressed Natural Gas (CNG) vehicles (buying bio-gas made from farm waste) and diesel-electric hybrid vehicles. The majority of diesel buses operating in Reading are either rated Euro 6 emission standard or have recently been upgraded to Euro 6. However, some vehicles do not meet these standards and there is currently only one experimental fully electric vehicle operating in Reading.	P1 Rolling programme to introduce zero-emission electric vehicles and the infrastructure needed to support them in partnership with operators. P2 All buses operating in Reading to be zero emission in line with Reading's Climate Emergency objectives.	From Apr 22 *Subject to funding By Apr 2030 *Subject to funding	Reading Borough Council Reading Buses Local Operators Scottish and Southern Electricity Networks Distribution
<i>NBS Objective: Improvements to passenger engagement</i>				
BSIP Proposal (Q): Passenger charter Develop and introduce a bus passenger charter to give passengers more of a voice and a say in the future of bus services in Reading, working	All bus operators have customer service teams and customers are able to provide feedback and complaints through a variety of means through a range of channels. The Council regularly engages with bus passengers through a range of public forums including the Cleaner Air and Safer Transport Forum, Access and Disability	Q1 Develop and introduce a Passenger Charter alongside establishing the Enhanced Partnership arrangements. Q2 We will work with neighbouring authorities	By Apr 22 By Apr 22	Reading Borough Council Local Operators Wokingham Borough Council West Berkshire Borough Council

<p>with operators to put passenger at the centre of bus service improvements.</p>	<p>Working Group and the Older Persons working Group. Through the Council's relationship with Reading Buses as a municipal operator feedback received through these channels is used to improve services and address any issues.</p>	<p>to ensure alignment of our Passenger Charters.</p> <p>Q3 Establish a bus user group and bus operator forum.</p> <p>Q4 We will regularly review progress and publication of targets as set out in our BSIP</p>	<p>By Sept 22 *Subject to funding</p> <p>Ongoing</p>	<p>Bracknell Forest Borough Council</p> <p>Oxfordshire County Council</p>
<p>BSIP Proposal (R): Strengthen network identity</p> <p>Work with all operators to co-ordinate branding of all services to strengthen the network identity and promote multi-operator travel within the borough and wider urban area.</p>	<p>Reading Buses has strong branding for each corridor, such as the Purple 17, Yellow 26, Emerald 5/6, Sky Blue 15/16, Leopard and Lion. The route branding has a common house style that passengers recognise as part of a network of high-quality services operated by high specification vehicles by Reading Buses.</p> <p>On three corridors, services run from other Thames Valley towns, either using buses branded for that national operator (Arriva or Thames Travel) or for the specific route (eg Thames Travel "River Rapids"). Some of these longer out of town routes would be better promoted for Thames Valley travel, for example to Henley, Wallingford or Oxford rather than as part of Reading's local network. There are also other less frequent routes that do not fit any network identity, such as</p>	<p>R1 Continue to promote a strong network identity for services running in the borough including providing a network map showing all operators services.</p> <p>R2 Work with operators and neighbouring authorities to strengthen and co-ordinate identity of wider Thames Valley Travel services.</p>	<p>Ongoing</p> <p>From Sept 22 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Local Operators</p> <p>Wokingham Borough Council</p> <p>West Berkshire Borough Council</p> <p>Bracknell Forest Borough Council</p> <p>Oxfordshire County Council</p>

	Thames Travel 143, which could be developed and branded as part of the Reading local network serving that corridor. This may make it easier to promote a multi-operator ticket and improve passenger numbers on marginal routes.			
<p>BSIP Proposal (S): Improve bus information</p> <p>Provide up-to-date and accurate bus timetable and fares information to passengers through a variety of channels, including online, apps, information screens, leaflets, at-stop timetables and real time information displays.</p>	<p>There is currently a good level of information provided for bus passengers in Reading, both at stops and through services such as the Reading Buses website and app.</p> <p>Real Time Passenger Information (RTPI) displays are provided at around 100 bus stops and key interchanges for passengers throughout Reading displaying information for most services. However, some of these are legacy displays in need of replacement and not all operators' services are currently included in the RTI system such as Thames Travel and Arriva services.</p>	<p>S1 Review the location of on-street RTPI displays to ensure that information is supplied at the most useful locations such as busy town centre stops and existing and new park and ride and railway stations.</p> <p>S2 Update on-street RTPI displays in order to offer fully accessible information for people with a disability.</p> <p>S3 We will improve information available online and through apps such as adding the Amazon Alexa and other providers functionality.</p>	<p>By Apr 22 *Subject to funding</p> <p>By Apr 23 *Subject to funding</p> <p>By Apr 23 *Subject to funding</p>	<p>Reading Borough Council</p> <p>Reading Buses</p> <p>Other Local Operators</p> <p>R2P (RTPI system provider)</p>
<i>Other - Reading town centre package of bus enhancements</i>				

<p>Other - BSIP Proposal (T): Reading town centre package of bus enhancements</p> <p>Deliver improved interchange, bus priority and access to Reading Town Centre as part of wider ambitions for rejuvenating and enhancing the town centre urban environment and delivering economic growth, including high quality bus infrastructure to raise the profile of the bus services as a high-quality travel choice.</p>	<p>We have provided bus gates to manage timed access of other vehicles to the town centre bus priority loop and we have introduced red route restrictions to regulate parking in the town centre.</p> <p>Effective management of the use of bus stops and bus stands is an ongoing partnership between the Council and operators to ensure that bus services and other highway users with privileged access to the town centre such as taxis, deliveries and disable parking can also be accommodated.</p> <p>As the focus of Reading’s bus network is the town centre and station it is essential that the streets in this area continue to provide full access to bus services for passengers.</p>	<p>T1 Work with operators to ensure best use of town centre bus stops and bus stands balancing provision of facilities for buses alongside other demands for kerb-space.</p> <p>T2 We will work with operators and other stakeholders to ensure there is provision for expansion of existing bus services and frequencies and for new services to be developed such as BRT services.</p> <p>T3 Invest in the public transport infrastructure in the town centre to ensure this is integrated and reflects the high quality of public realm and sense of place we want to achieve in the town centre.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing – *Subject to funding</p>	<p>Reading Borough Council</p> <p>Reading UK CiC</p> <p>Local Operators</p> <p>Town Centre Businesses</p> <p>Network Rail</p> <p>Great Western Railway</p> <p>Thames Valley Police</p>
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4.5 Whilst this delivery action plan constitutes a substantive programme in its own right, this strategy will be complemented by wider measures being implemented as part of our annual LTP delivery programme, including our ambitious plans to provide a step-change in sustainable travel choices as set out in our emerging Reading Transport Strategy 2036.

Case Studies

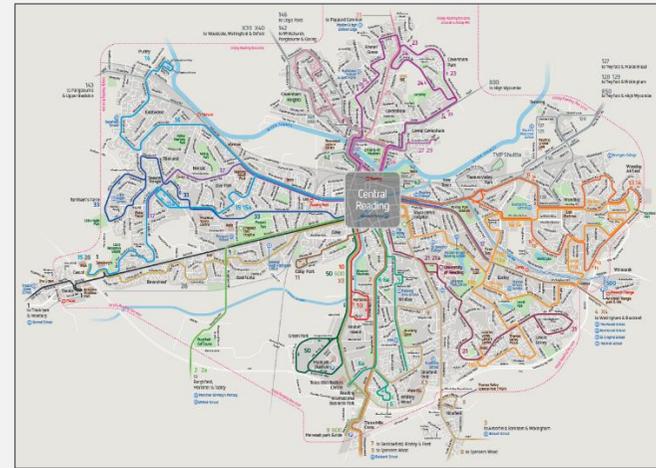
- 4.6 The case studies set out below provide more details on two of the key proposals which are included within the delivery action plan for this strategy:

Case Study A: Adapting the Network to Embed Future Passenger Growth (Proposal A2)

Reading had the second highest level of bus usage in the country (per head of population) before the pandemic and we have ambitious plans to rebuild usage and expand bus mode share even further, in line with the transformational vision of the National Bus Strategy.

In the short-term, a unique opportunity exists to encourage behavioural change by embedding bus travel into longer-term travel patterns. For instance, a recent survey of local businesses highlighted that only around half of staff have returned to the office, and of those the majority are only travelling in 1-2 days a week. However, this is set to change as 70% anticipate they will be commuting as part of the hybrid model of future work, and therefore the bus network needs to adapt accordingly.

In order to maximise on this opportunity, it is essential to retain a comprehensive local bus network, including socially and economically necessary services, to provide the basis for future enhancements and passenger growth. This proposal will enable the revised network to be delivered, whilst providing sufficient time for passenger usage to grow and services to be adapted accordingly. We will achieve this by working with passengers, key local destinations and businesses to understand their future plans, forming the foundation to promote bus travel locally alongside the national bus back campaign.



Case Study B: South Reading BRT (Proposals D1 & D2)

The overall vision for the South Reading Bus Rapid Transit (BRT) scheme is a dedicated fast-track public transport priority route on the A33 growth corridor, between MereOak Park & Ride facility and Reading town centre, serving major business parks and offices, distribution centres and new residential developments in south Reading.

We have successfully delivered the first four phases of the scheme between 2016-2021 with funding secured from the Local Growth Fund. This consists of a series of bus priority measures including bus lanes and traffic signal priority at junctions, which in the future have the potential to become a guided-bus, tram or autonomous shared vehicle system subject to the availability of funding.



The £20m scheme to date has improved bus travel, reduced emissions, improved air quality and sped up journey times by up to 16% during peak periods. Further phases are planned, which will help Reading continue to buck the national trend for bus use, with passenger growth on this corridor increasing by 20% to over 1m trips a year (pre-pandemic).

This scheme also enables the potential for future BRT style services to out of town residential and commercial developments located within Wokingham borough.

Passenger Charter

5. PASSENGER CHARTER

- 5.1 We are committed to preparing and publishing a full Passenger Charter alongside establishing the Enhanced Partnership arrangements with local bus operators. It will cover all local bus services in Reading, and we will seek to work with neighbouring local authorities to align our Passenger Charters in the interests of consistency for passengers, particularly for cross-boundary routes.
- 5.2 Our Charter will advise passengers of the standard of service they should expect when using local bus services in Reading. It will also set out passengers' rights when travelling in the borough and what they should do if things go wrong. We will always comply with the Consumer Rights Act 2015.
- 5.3 The commitments agreed between all parties as part of the process of establishing the Enhanced Partnership arrangements will form the basis of the details included in the Charter. We anticipate that the topics covered will include, but will not be limited to:
- Set out the local area and bus services that are covered by the Charter.
 - Our commitments to bus passengers in Reading.
 - Information on how to plan journeys.
 - The standards passengers can expect from bus services in Reading.
 - Our key performance targets and where to find information on future monitoring against the targets.
 - How to contact us with any suggestions or concerns.

- 5.4 The details included within the Passenger Charter will be informed by engagement and feedback received through our consultations and passenger satisfaction surveys to date and further engagement activity that we are undertaking as part of the development of the Enhanced Partnership arrangements. This feedback will also be used to help shape the proposals contained within our strategy as they are further developed.
- 5.5 The Charter will be prepared in accordance with the guidance produced by Transport Focus for Passenger Charters¹¹. We are conscious of the need to provide ease of use for passengers, therefore the Charter will be prepared to be clear and concise, and we are engaging with neighbouring local authorities to help ensure our Passenger Charters are consistent where bus services cross local authority boundaries.
- 5.6 We are aware that Transport Focus are reviewing options to align their passenger satisfaction survey with the BSIP reporting timescales and we are keen to actively participate in this, and the NHT public opinion survey, to gain a valuable insight into passenger views to inform development and future updates to our Passenger Charter our future revisions of the overall BSIP strategy.
- 5.7 The Passenger Charter will be reviewed at least every 12 months, any changes we make will be after consultation with:
- Passengers via the Bus Passenger Forum and representatives from the Council’s Access Forum and Older Persons Working Group.
 - Bus operators via the Enhanced Partnership Forum.
- 5.8 We will ensure that our Passenger Charter is readily available, including copies on the Council’s website and participating bus operators’ websites. Future revisions will also be issued to the DfT. We will actively ensure that the Passenger Charter is fully accessible, including making it available in large print and braille versions.

Performance Monitoring and Reporting

6. PERFORMANCE MONITORING & REPORTING

- 6.1 This document constitutes the first iteration of the Reading BSIP. Whilst the strategy initially spans a five-year period to 2026, it forms a fundamental part of delivering our ambitious plans as set out in the emerging Reading Transport Strategy 2036.
- 6.2 This BSIP is a 'living' document which will be kept under regular review, in partnership with all stakeholders. As such, the strategy will be updated as circumstances evolve, including to reflect new and emerging policy, guidance and best practice from across the UK and beyond, alongside any changes made to our local strategies.
- 6.3 The implementation of this strategy is subject to securing funding to enable the proposals set out in the Delivery Action Plan to be progressed. This plan provides a basis to inform future funding bids to Central Government and other relevant sources of funding. Once levels of funding have been confirmed, the BSIP will be updated to ensure it accurately reflects the funding available. In particular, the delivery timescales for individual proposals will be refined to ensure the strategy remains ambitious but also realistic.
- 6.4 The proposals as set out within the strategy will be further developed through more detailed discussions with operators and neighbouring local authorities as part of the process of establishing Enhanced Partnership arrangements. They will also be developed to reflect feedback from passengers and other key stakeholders through the activities set out in the Passenger Charter and other consultations and surveys relating to passenger satisfaction.

Monitoring & Data Collection

- 6.5 Performance monitoring is essential to ensuring the successful delivery of this strategy and monitoring progress against our objectives, including the headline targets, and to ensure that timely corrective action can be taken if needed. The availability of good quality data will be a key part of this process. This will be used not only to monitor progress against delivery of the overall strategy, but also to support development of the proposals to ensure they represent value for money and help to achieve our overall vision for buses.
- 6.6 Arrangements for operators to provide the necessary data will be established through our Enhanced Partnership arrangements and we will work in partnership to develop reporting processes to ensure they are as efficient and streamlined as possible. Monitoring of the BSIP will be incorporated within our annual LTP monitoring programme which is undertaken as part of the on-going development of our transport delivery programme. Sources of data from our annual LTP monitoring programme include:

- Town centre mode share cordon count data (see **Figure 6-1**).
- Traffic count data from permanent automatic traffic counters.
- Personal injury collision data.
- Air quality monitoring data.
- School travel plan data.
- Sustainable travel initiatives take-up data.
- National Highways & Transport Public Satisfaction Survey data.
- Transport Focus and other passenger surveys.

Figure 6-1: Annual Town Centre Monitoring Cordon Count Locations



6.7 Operators have indicated that they will support the review process by the sharing of data and we will work with them to align network reviews with the BSIP review cycle to strengthen opportunities for the BSIP to act as the catalyst for positive change.

Governance & Reporting Arrangements

6.8 We are committed to providing clear, accurate and transparent data about how well the BSIP is delivering against its vision and headline targets, and the results will be publicised widely including through arrangements put in place by the Passenger Charter.

6.9 Progress on the delivery of this strategy will be regularly reported to public meetings including the Council’s Strategic Environment, Planning and Transport Committee, alongside other relevant forums of key stakeholders including the Berkshire Local Transport Body and Transport for the South East.

6.10 Reporting progress and seeking feedback will be an integral part of delivering this strategy. We will keep it under regular review to ensure it remains relevant and the proposals within it are working as intended.

6.11 We are committed to the reporting cycle summarised at **Figure 6-2** and set out below:

- At mid-year intervals a concise addendum will be published, reporting on progress against targets including a commentary.

Figure 6-2: Schedule for BSIP Reporting and Updates

	BSIP Progress Report	BSIP Update	BSIP Full Revision
Frequency	At least every 6 months	At least every year	At least every 5 years
Progress reporting on each target	✓	✓	✓
Progress reporting on each proposal		✓	✓
Proposals reviewed and updated		✓	✓
New targets established			✓
New proposals established			✓

- At annual intervals a more comprehensive addendum will be published, additionally reporting on the progress of each proposal. Proposals that have been implemented will be marked out, and replacement proposals may be added, to ensure that the pace of improvements is maintained.
- At 5-year intervals a full revision of the BSIP will be undertaken.

6.12 We will present the current edition's data as well as the trend data from the preceding editions, so that the progress is clear which will celebrate the successes or provide additional attention on any areas which have proved more challenging than expected.

6.13 Governance arrangements will be established to oversee delivery of the strategy and to play a vital part in future iterations of this strategy. We recognise the importance of cross-boundary routes due to the nature of our unitary authority boundary, therefore we are seeking to establish joint Governance arrangements with our neighbouring Local Authorities and all local bus operators. The close partnership working that will be critical to the successful delivery of the strategy will be further developed through the establishment of the Enhanced Partnership arrangements.

Next Steps & Further Information

6.14 The many strands of activity proposed in this strategy represent an ambitious programme of activity which will require some co-ordination to maximise the impact of individual actions, avoid duplication and enable effective monitoring and reporting. Once the BSIP becomes established and measures start to be implemented and the benefits are realised, the performance reporting will be used to inform refinements and refocus targets to maintain continuous improvement.

6.15 In the longer term, the strategic development of the network will take its lead from the passenger response to the measures delivered through the BSIP and as such the authority expects to work closely with operators to plan even more and better improvements to all aspects of bus services.

6.16 This BSIP will be published on the Council's website and further information will be made available at: www.reading.gov.uk/BSIP

Overview Table

7. OVERVIEW TABLE

- 7.1 This section provides an overview of the key elements of this strategy in the format specified by the BSIP guidance published by Government. It gives an overview of the proposals that we will work towards delivering in partnership with local operators to improve local bus services in Reading.
- 7.2 A summary of the headline targets for the key topics of journey time, reliability, passenger numbers and passenger satisfaction is provided at **Figure 7-2**.
- 7.3 A summary explanation of each of our BSIP proposals and how they align with the objectives set out in the NBS is provided at **Figure 7-3**.

Figure 7-1: Overview Table - Summary

Name of authority or authorities:	Reading Borough Council
Franchising or Enhanced Partnership (or both):	Enhanced Partnership
Date of publication:	October 2021
Date of next annual update:	October 2022
URL of published report:	www.reading.gov.uk/BSIP

Figure 7-2: Overview Table - Targets

Target	2018/19	2019/20	Target for 2024/25	Description of how each will be measured (max 50 words)
Journey Time: Average Bus Journey Time within Reading Borough - Daytime (7am-6pm)	17 mins 44 secs (15.1 kph)	17 mins 44 secs (15.1 kph)	17 mins 1 sec (15.7 kph)	Based on an analysis of timetable data from a sample of services from each bus corridor across the borough
Reliability: Percentage of bus miles operated by Reading based services	99.49%	99.46%	99.5%	Based on total lost mileage data for Reading based services as reported by the operator
Passenger Numbers: Annual passenger journeys within Reading borough	22.5 million	22.2 million	24.0 million	Based on data provided by operators as reported to the DfT in bus statistics table BUS0109
Average Passenger Satisfaction: Overall Bus Passenger Satisfaction	94%	92%	95%	Based on data from the Transport Focus Bus Passenger Survey relating to overall level of bus passenger satisfaction in Reading

Figure 7-3: Overview Table - Proposals

Delivery - Does your BSIP detail policies to:	Yes/No	Explanation (Max 50 words)
Make improvements to bus services and planning		
<i>More frequent and reliable services</i>		
Review service frequency	Yes	BSIP Proposal A: Review service frequency to provide a ‘turn up and go’ frequency bus service on Reading’s eight main bus corridors from the early morning through to late evening to serve both daytime bus users, shift workers and those accessing the night-time economy.
Increase bus priority measures	Yes	BSIP Proposal B: Detailed plans for a programme of new bus priority measures including new bus lanes, bus gates, traffic signal priority and red routes complemented by establishing a traffic control room run jointly with bus operators to strengthen enforcement of these priority measures.
Increase demand responsive services	Yes	BSIP Proposal C: Work with operators to support and improve demand-responsive services to better integrate and fill existing gaps within the mainstream network including directly connecting residential areas with key destinations through more local and inter-suburban journeys to respond to demand.
Consideration of bus rapid transport networks	Yes	BSIP Proposal D: Continue to implement the existing South Reading Bus Rapid Transit (BRT) scheme on the A33 corridor between Reading town centre and Mere oak Park and Ride. We will also investigate opportunities to introduce further BRT routes in the Reading urban area working with neighbouring Local Authorities.
<i>Improvements to planning / integration with other modes</i>		

Delivery - Does your BSIP detail policies to:	Yes/No	Explanation (Max 50 words)
Integrate services with other transport modes	Yes	BSIP Proposal E: Improve bus-rail integration, including the availability of space allocated to buses in the Reading Station area, to improve interchange with National Rail and the Elizabeth Line. Expand Park & Ride facilities serving Reading from all directions, including enhanced services to key destinations
Simplify services	Yes	BSIP Proposal F: Simplify bus routes in Reading particularly those that extend beyond the boundary to the north and the south. In the south this includes serving Whitley and growing residential developments in Wokingham Borough. In the north this includes routes serving Caversham and beyond into south Oxfordshire
Review socially necessary services	Yes	BSIP Proposal G: Develop enhanced provision of socially necessary services to ensure services are provided to all areas of the borough to improve access to employment, education and leisure opportunities. This include enabling more direct journeys to workplaces and other destinations outside the town centre particularly from less socially advantaged areas.
Invest in Superbus networks	Yes	BSIP Proposal H: Invest in local routes within each bus corridor to achieve a Superbus network across the whole of Reading. Building on previous Quality Bus Corridor investment by introducing more bus priority, higher frequencies, reduced fares and high-quality vehicle specification and bus stop infrastructure.
<i>Improvements to fares and ticketing</i>		
Lower fares	Yes	BSIP Proposal I: Lower and maintain affordable fares to encourage greater bus use including expanding the provision of discounted bus tickets for teenagers and introduce a flat fare between Reading town centre and University of Reading.

Delivery - Does your BSIP detail policies to:	Yes/No	Explanation (Max 50 words)
Simplify fares	Yes	BSIP Proposal J: Simplify fares and introduce 'touch in' and 'touch out' contactless payment on all local buses in Reading, to enable simpler ticketing such as 'short hop' tickets and daily multi-operator fare capping, without the need for passengers to request these tickets in advance from the driver.
Integrate ticketing between operators and transport	Yes	BSIP Proposal K: Introduce multi-operator ticketing throughout the borough including in the Caversham, Purley-on-Thames and Twyford areas, so passengers can board the first bus that arrives. Integrate ticketing with other sustainable modes and introduce Mobility as a Service platforms to further encourage travel by sustainable modes
Make improvements to bus passenger experience		
<i>Higher spec buses</i>		
Invest in improved bus specifications	Yes	BSIP Proposal L: Work with all bus operators to agree a high-quality, consistent bus specification standard for passengers on all local buses in Reading including low emissions, full accessibility, passenger facilities and comfort levels, and maintenance and cleaning regime.
Invest in accessible and inclusive bus services	Yes	BSIP Proposal M: Support and improve demand-responsive services for people whom can't access the scheduled bus network. We want operators to continue to expand and improve services, including investing in new vehicles to reduce emissions and offering a service to a wider range of passengers.
Protect personal safety of bus passengers	Yes	BSIP Proposal N: Ensure buses and bus stops are provided throughout Reading to a high standard with an environment that feels welcoming, accessible, clean and secure for waiting passengers. Make it easier for passengers to report issues that make bus stops feel less safe, such as faulty lighting, vandalism and littering.

Delivery - Does your BSIP detail policies to:	Yes/No	Explanation (Max 50 words)
Improve buses for tourists	Yes	BSIP Proposal O: Support the promotion and expansion of the opportunities offered to travel by bus to events in Reading and to tourists visiting including offering a day bus ticket to tourists and visitors staying overnight at hotels in Reading.
Invest in decarbonisation	Yes	BSIP Proposal P: Introduce zero emission electric vehicles through a rolling programme of vehicle replacements in partnership with operators alongside implementing required vehicle charging infrastructure.
<i>Improvements to passenger engagement</i>		
Passenger charter	Yes	BSIP Proposal Q: Develop and introduce a bus passenger charter to give passengers more of a voice and a say in the future of bus services in Reading, working with operators to put passenger at the centre of bus service improvements.
Strengthen network identity	Yes	BSIP Proposal R: Work with all operators to co-ordinate branding of all services to strengthen the network identity and promote multi-operator travel within the borough and wider urban area.
Improve bus information	Yes	BSIP Proposal S: Provide up-to-date and accurate bus timetable and fares information to passengers through a variety of channels, including online, apps, information screens, leaflets, at-stop timetables and real time information displays.
Other		
Other - Reading town centre package of bus enhancements	Yes	BSIP Proposal T: Deliver improved interchange, bus priority and access to Reading Town Centre as part of wider ambitions for rejuvenating and enhancing the town centre urban environment and delivering economic growth, including high quality bus infrastructure to raise the profile of the bus services as a high-quality travel choice.

8. GLOSSARY

AQMA	Air Quality Management Area	NHT	National Highways & Transport Network
BLTB	Berkshire Local Transport Body	NO2	Nitrogen Dioxide
BSTF	Berkshire Strategic Transport Forum	PM2.5	Particulate Matter (2.5 micrometers or less in diameter)
BRT	Bus Rapid Transit	PM10	Particulate Matter (10 micrometers or less in diameter)
BSIP	Bus Service Improvement Plan	RTPi	Real Time Passenger Information
CAST	Cleaner Air and Safer Transport Forum	SEPT	Strategic Environment, Planning and Transport Committee
DfT	Department for Transport	TFSE	Transport for the South East
DRT	Demand Responsive Transport	TMSC	Traffic Management Sub-Committee
DWP	Department for Work and Pensions	TVB LEP	Thames Valley Berkshire Local Enterprise Partnership
ENCTS	English National Concessionary Travel Scheme	ZEBRA	Zero Emission Bus Regional Areas
EP	Enhanced Partnership		
EQIA	Equality Impact Assessment		
GWR	Great Western Railway		
LCWIP	Local Cycling and Walking Infrastructure Plan		
LGF	Local Growth Fund		
LTP	Local Transport Plan		

9. REFERENCES

- ¹ National Bus Strategy: Bus Back Better, Department for Transport, March 2021
- ² Bus Service Improvement Plans: Guidance to Local Authorities and Bus Operators, Department for Transport, May 2021
- ³ Reading Transport Strategy 2036: Draft for Consultation, Reading Borough Council, May 2020
- ⁴ Corporate Plan 2021/22: Investing in Reading's Future, Reading Borough Council, April 2021
- ⁵ Decarbonising Transport: A Better, Greener Britain, Department for Transport, July 2021
- ⁶ Reading Climate Emergency Strategy 2020-25, Reading Climate Change Partnership, November 2020
- ⁷ Reading Air Quality Annual Status Report 2020, Reading Climate Change Partnership, June 2020
- ⁸ Reading Local Cycling & Walking Infrastructure Plan, Reading Borough Council, November 2019
- ⁹ Reading Local Plan, Reading Borough Council, November 2019
- ¹⁰ Reading 2050 Vision, Reading Borough Council, Reading UK, The University of Reading & Barton Willmore, October 2017
- ¹¹ Passenger Charters for Bus Service Improvement Plans, Transport Focus, August 2021

Appendices

APPENDICES

[Appendix A](#) - Bus Frequency Maps

[Appendix B](#) - Bus Accessibility Maps

[Appendix C](#) - Letters of Support

APPENDIX A - BUS FREQUENCY MAPS

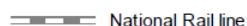
Key



Local authority boundary



National Rail station



National Rail line

Bus frequency total of both directions, based on Q4 2019

WEDBP

Less than 0.5 bus/hr

0.5 or more bus/hr

1 or more bus/hr

2 or more bus/hr

3 or more bus/hr

4 or more bus/hr

5 or more bus/hr

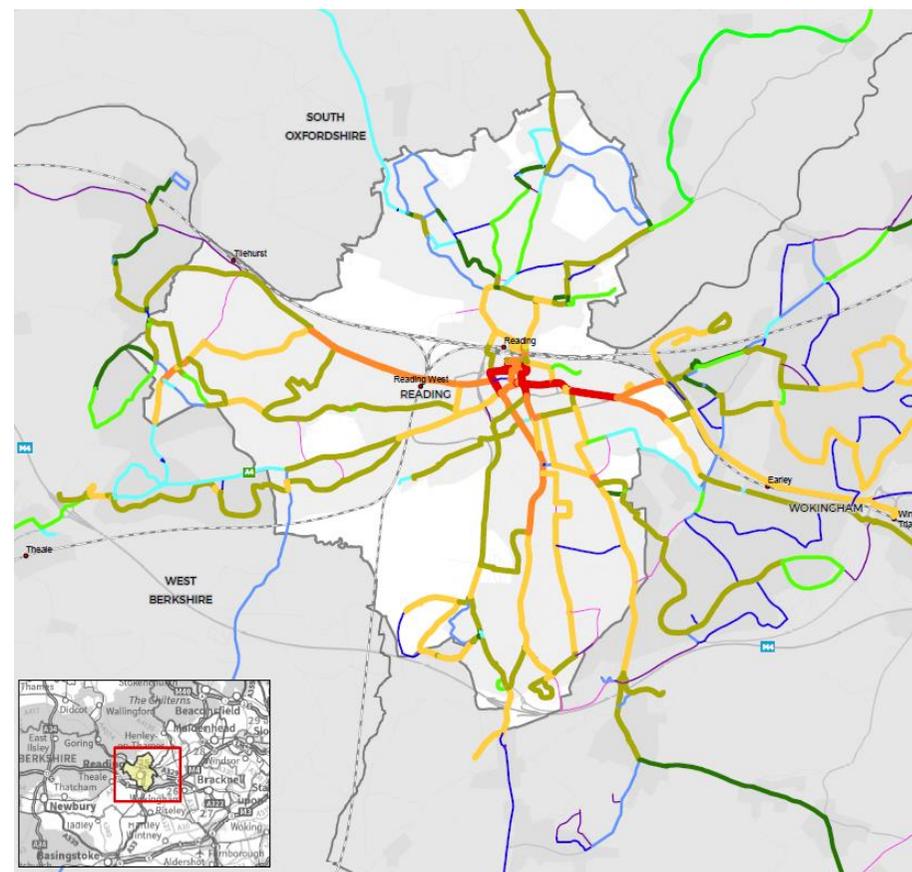
6 or more bus/hr

12 or more bus/hr

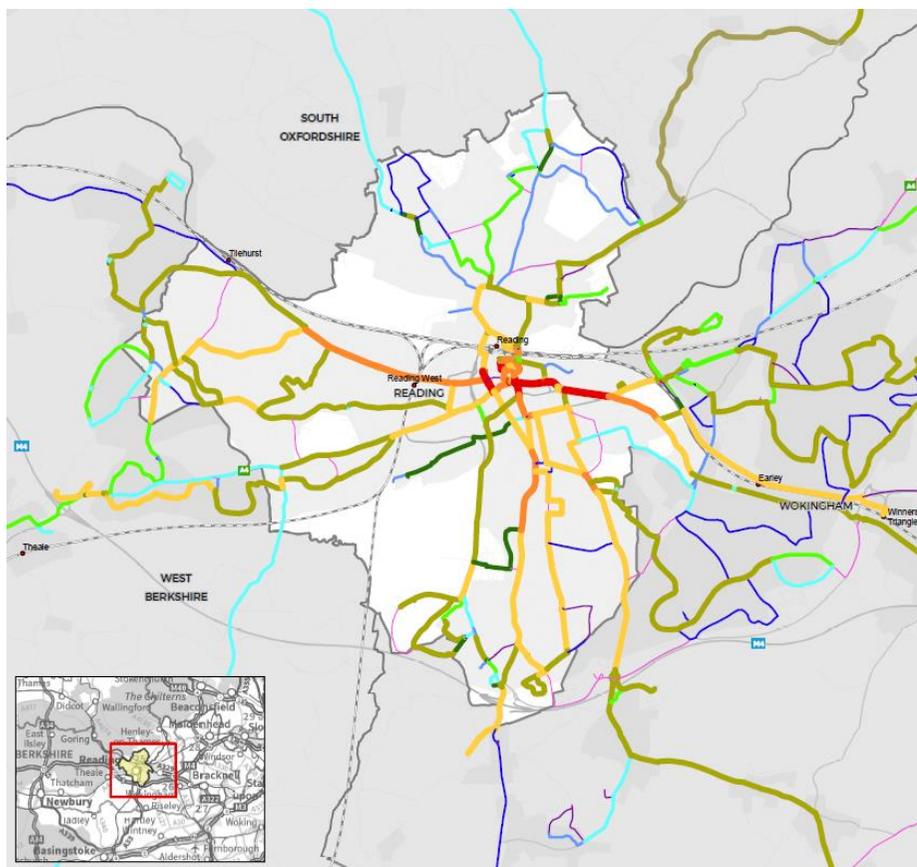
24 or more bus/hr

48 or more bus/hr

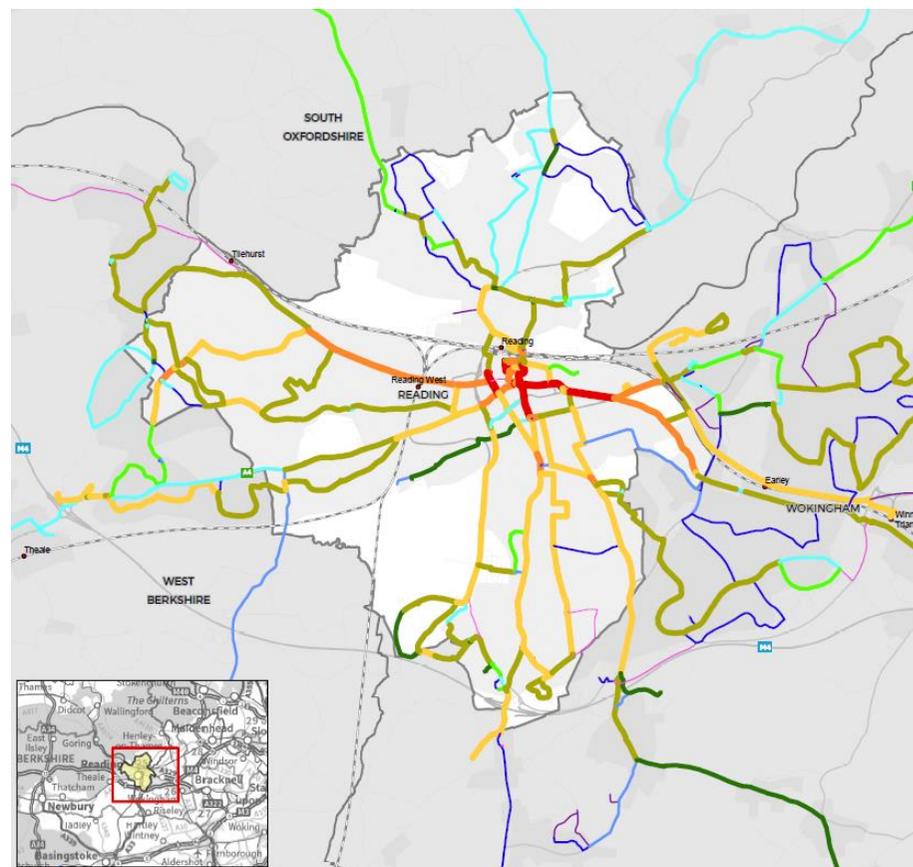
Bus Frequency Map 1 - Wednesday AM Peak (07:00-09:00)



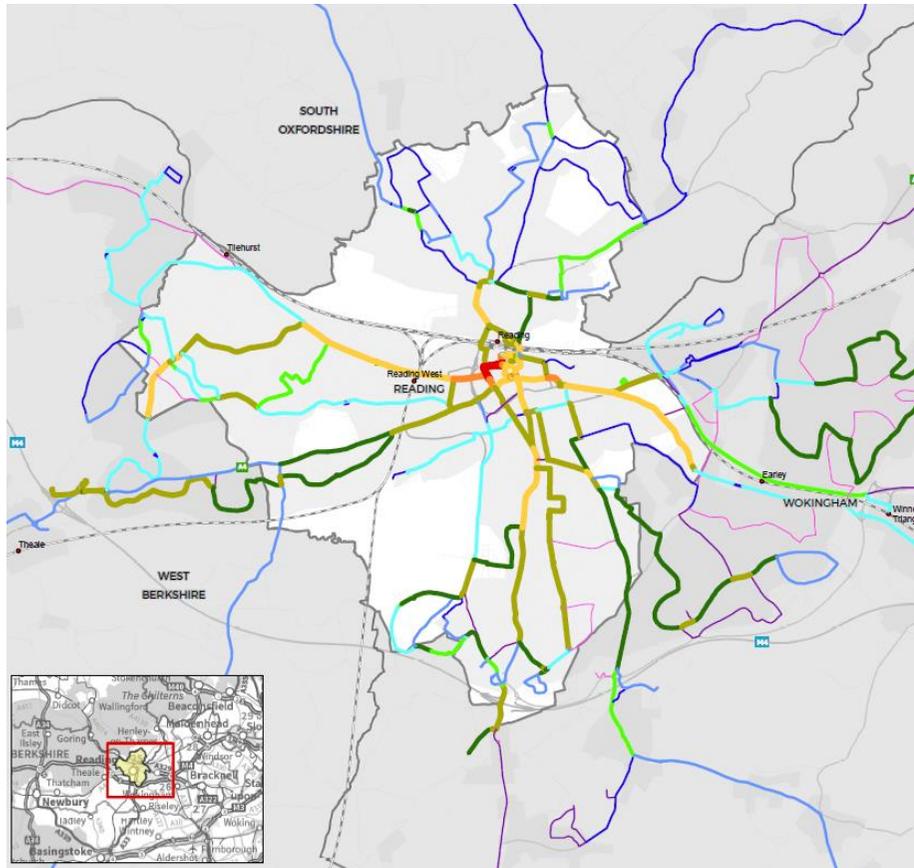
Bus Frequency Map 2 - Wednesday Inter-Peak (09:00-16:00)



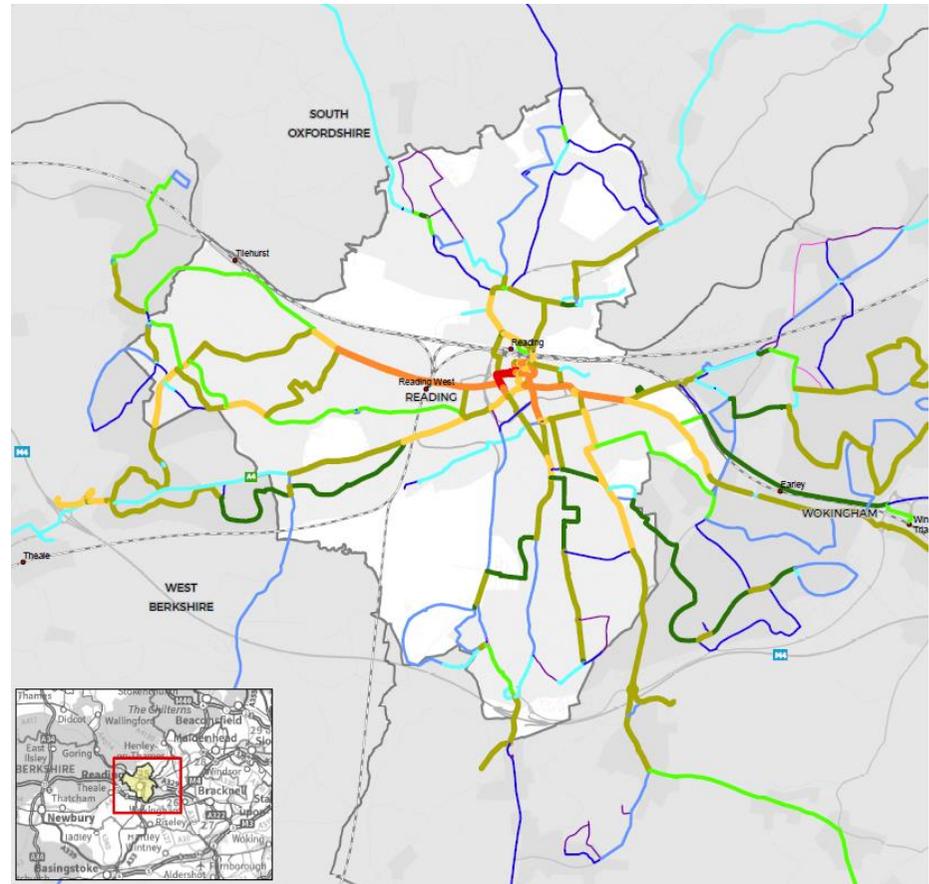
Bus Frequency Map 3 - Wednesday PM Peak (16:00-18:00)



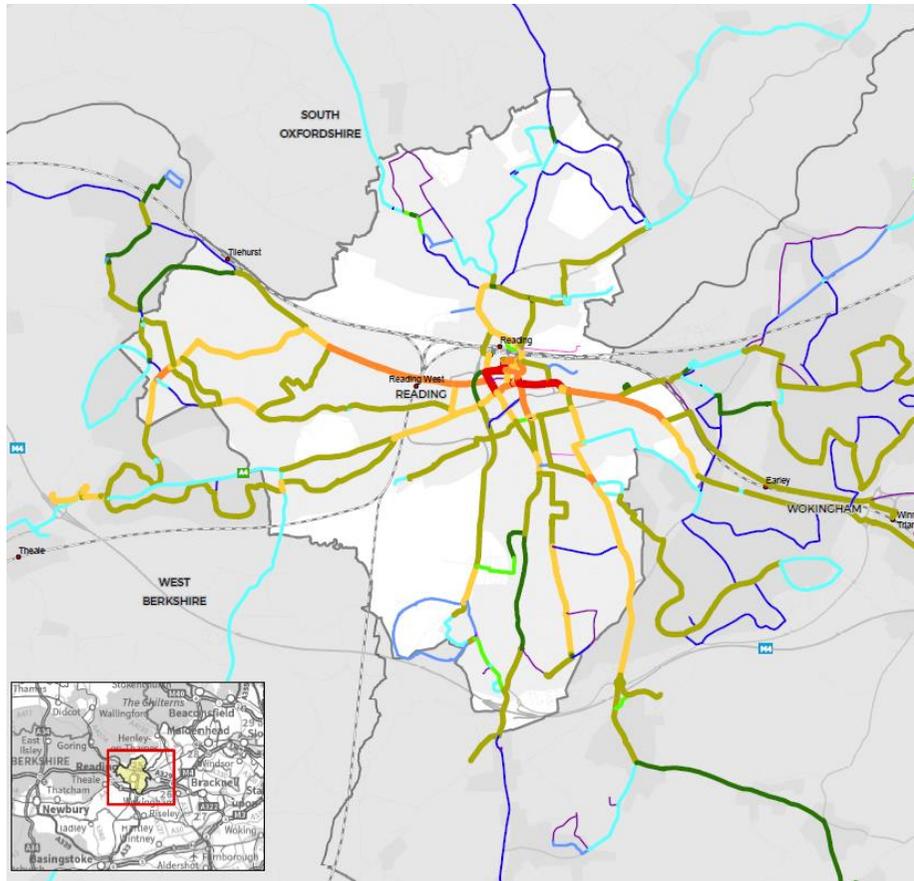
Bus Frequency Map 4 - Wednesday Late PM (18:00-00:00)



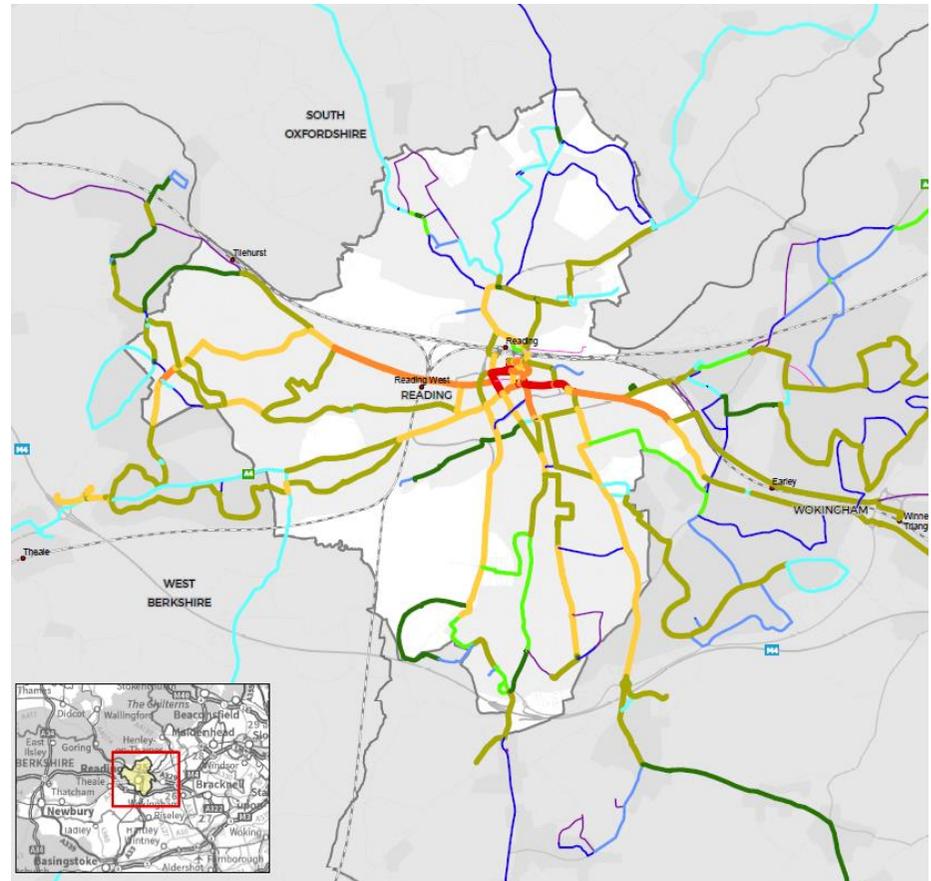
Bus Frequency Map 5 - Saturday AM Peak (07:00-09:00)



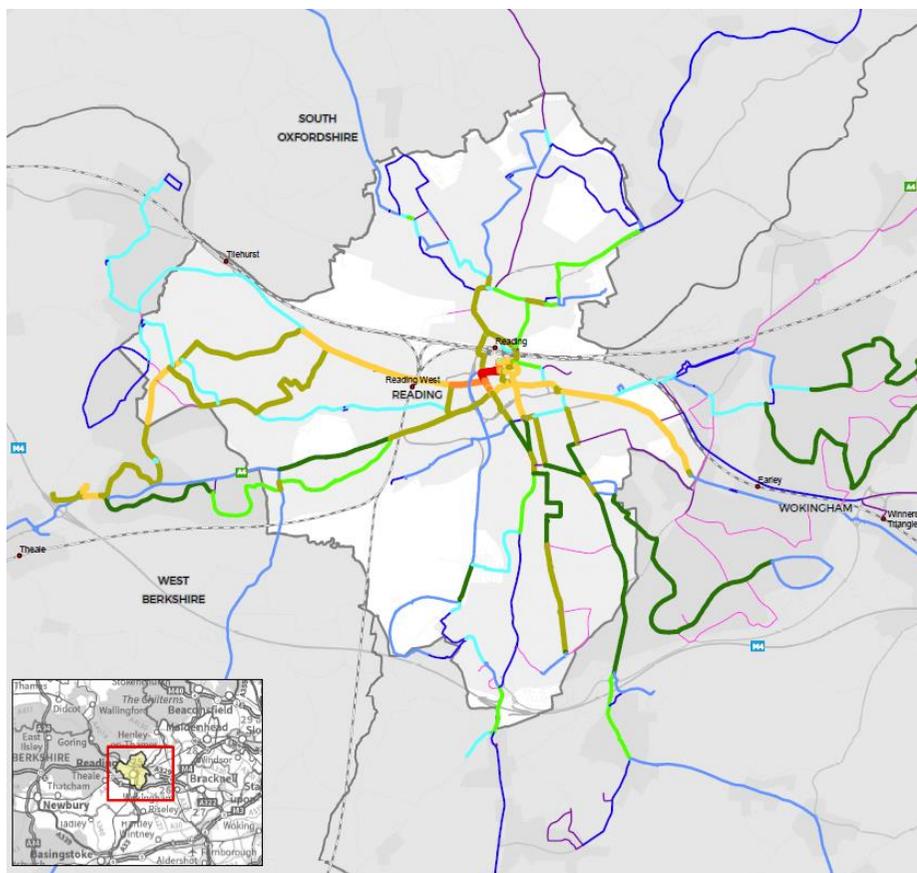
Bus Frequency Map 6 - Saturday Inter-Peak (09:00-16:00)



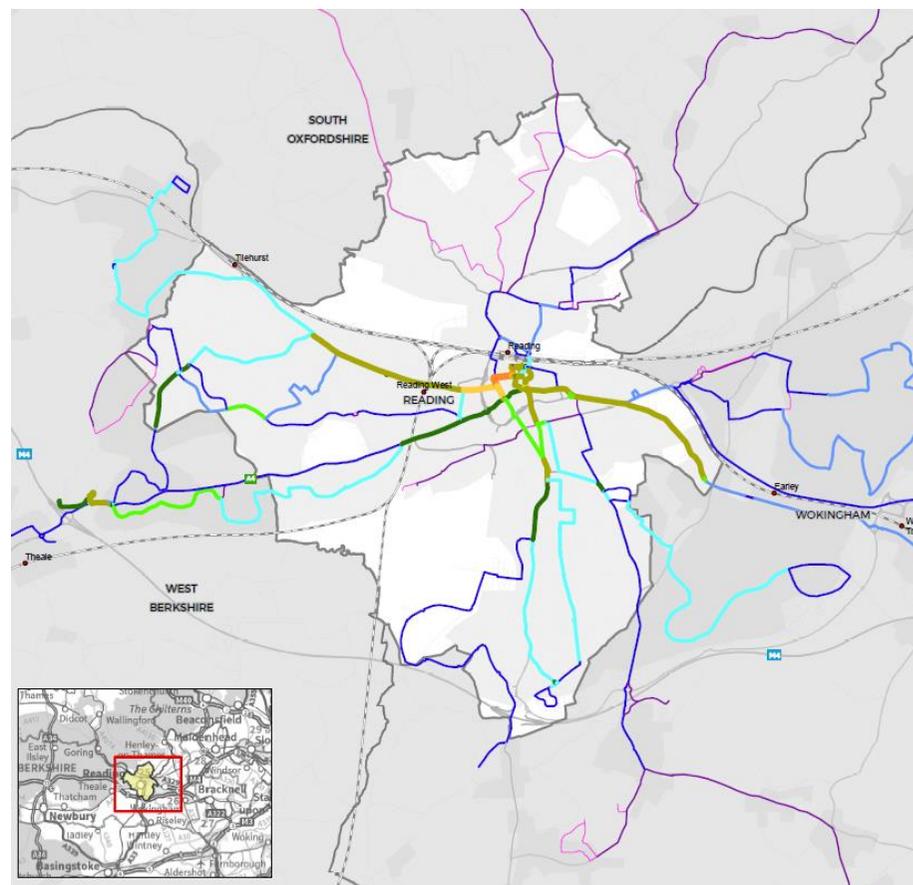
Bus Frequency Map 7 - Saturday PM Peak (16:00-18:00)



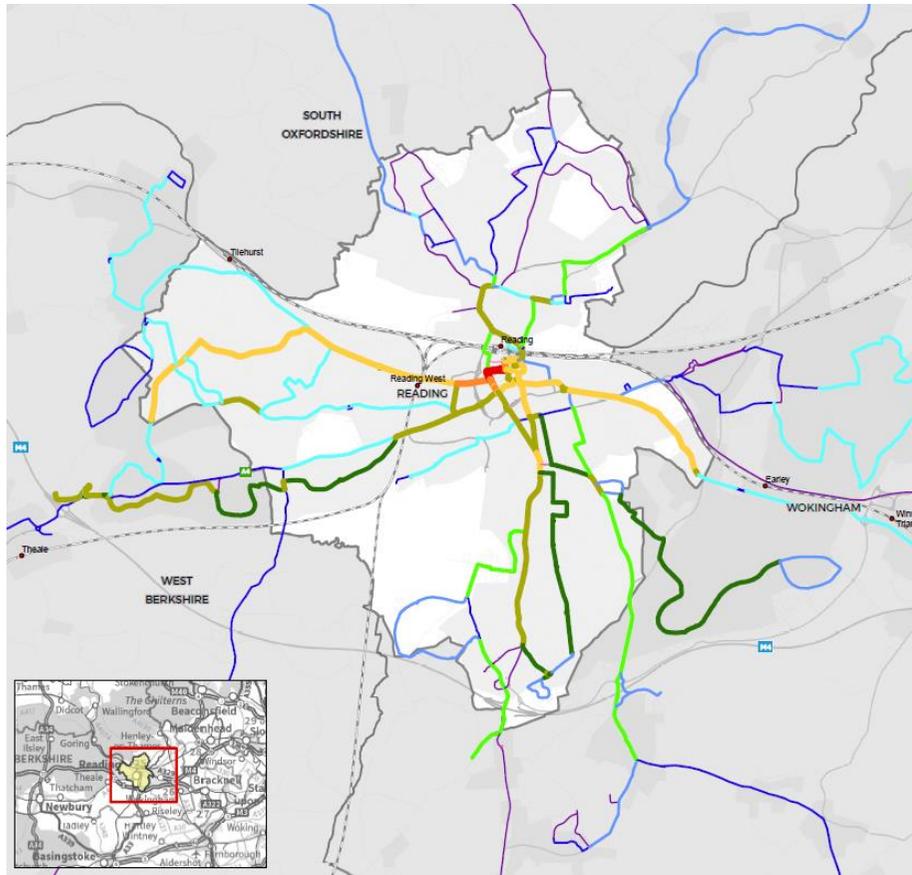
Bus Frequency Map 8 - Saturday Late PM (18:00-00:00)



Bus Frequency Map 9 - Sunday AM Peak (07:00-09:00)

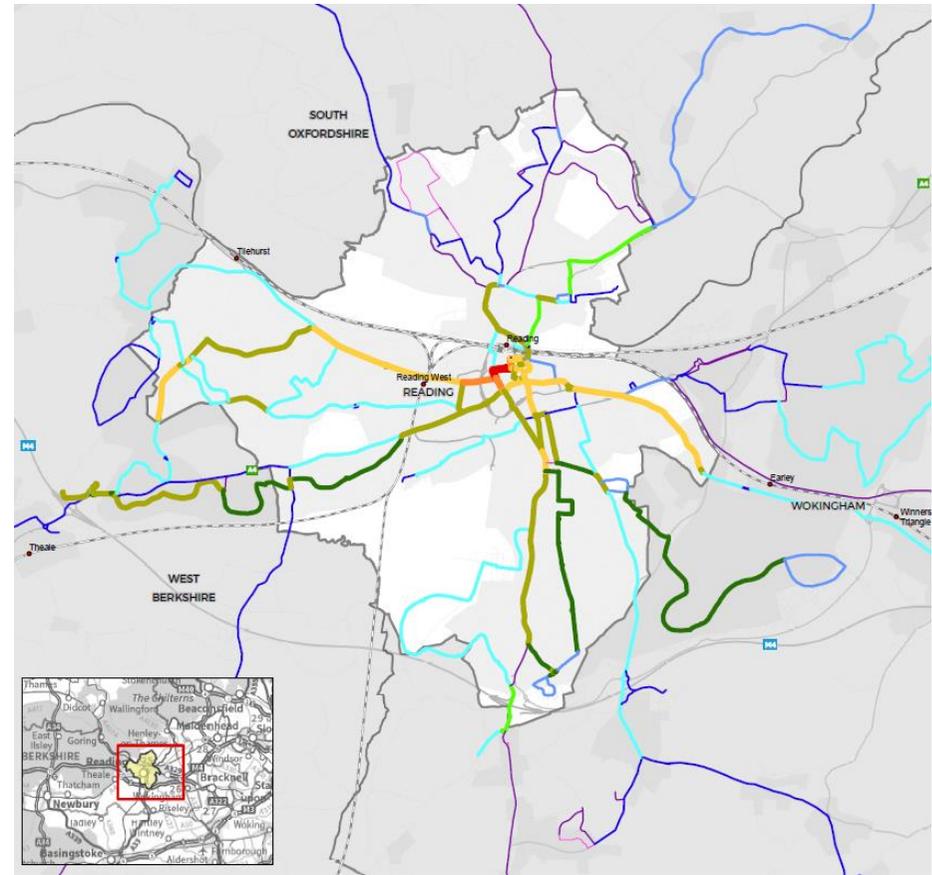


Bus Frequency Map 10 - Sunday Inter-Peak (09:00-16:00)

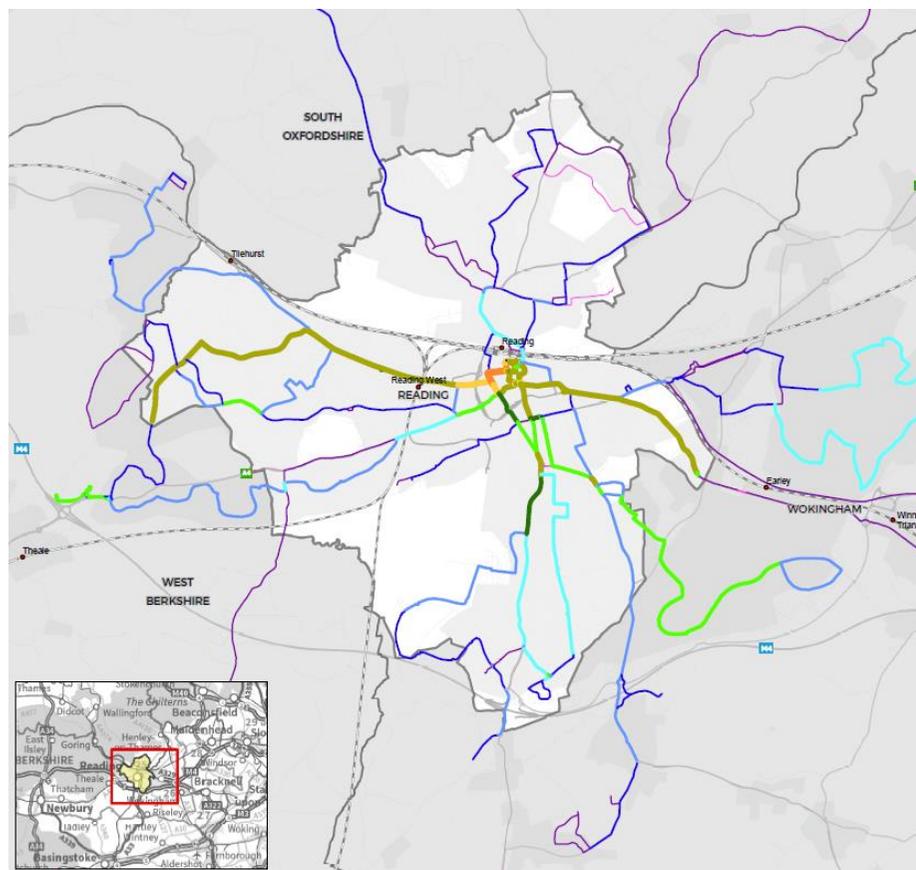


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Bus Frequency Map 11 - Sunday PM Peak (16:00-18:00)



Bus Frequency Map 12 - Sunday Late PM (18:00-00:00)



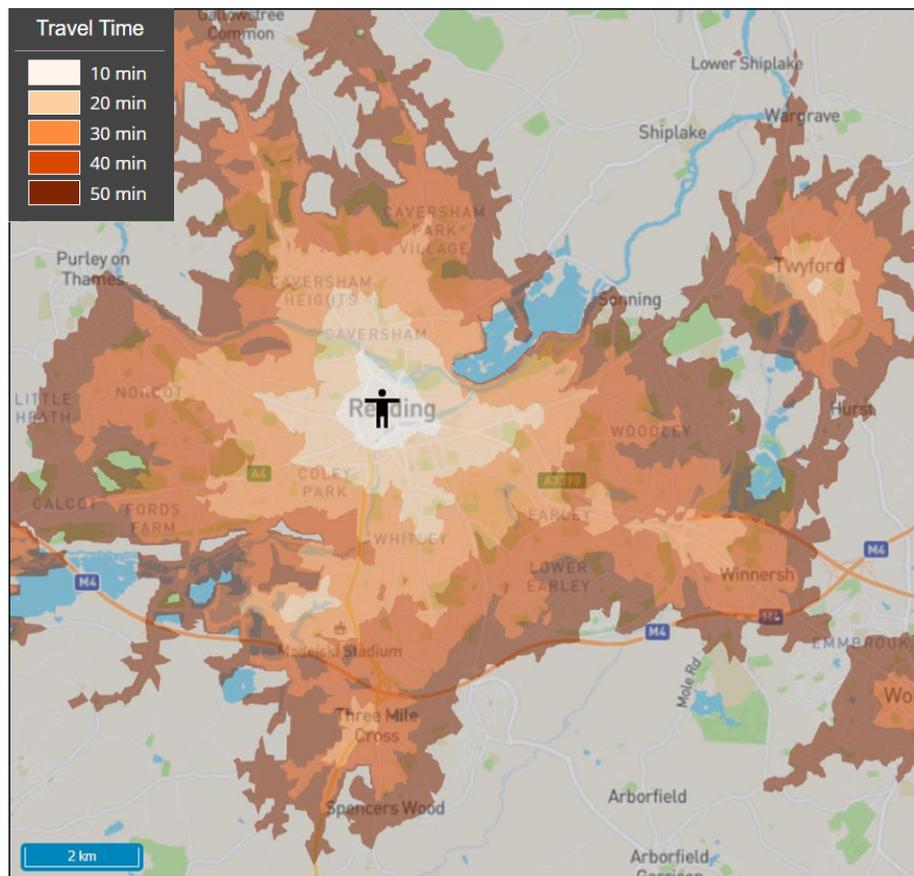
Key

-  Local authority boundary
-  National Rail station
-  National Rail line
- Bus frequency total of both directions, based on Q4 2019 WEDBP
-  Less than 0.5 bus/hr
-  0.5 or more bus/hr
-  1 or more bus/hr
-  2 or more bus/hr
-  3 or more bus/hr
-  4 or more bus/hr
-  5 or more bus/hr
-  6 or more bus/hr
-  12 or more bus/hr
-  24 or more bus/hr
-  48 or more bus/hr

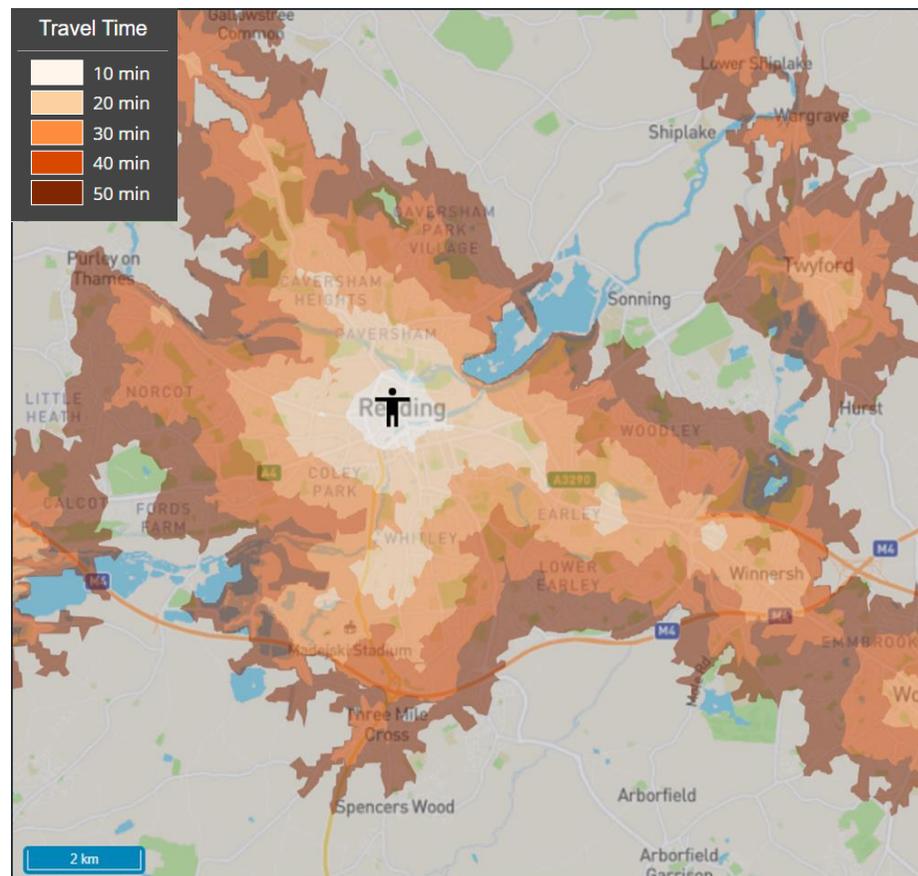
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APPENDIX B - BUS ACCESSIBILITY MAPS

Accessibility Map 1: Reading Town Centre, travel by bus and/or train, arrive by Wednesday 09:00



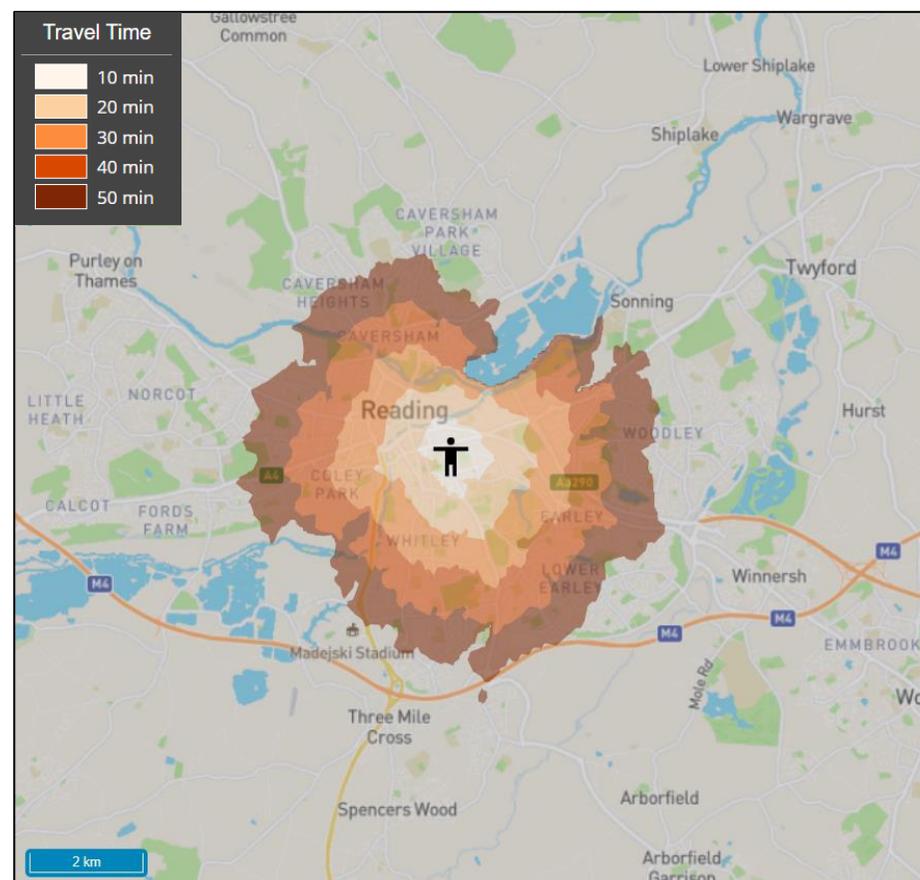
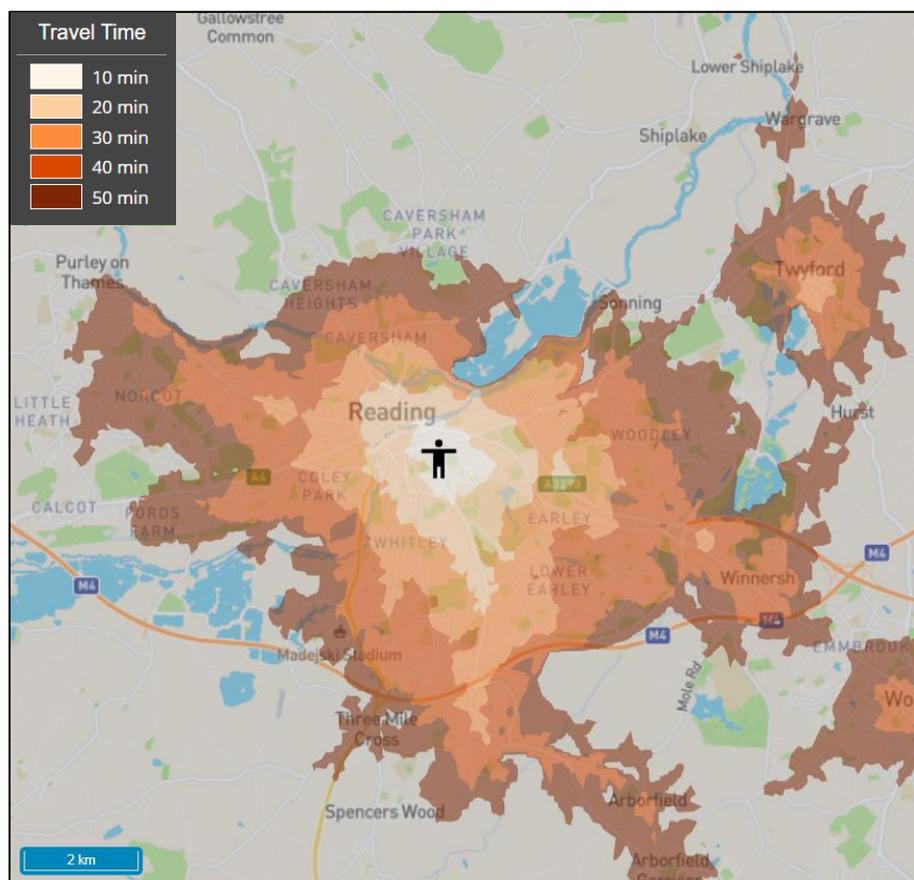
Accessibility Map 2: Reading Town Centre, travel by bus and/or train, depart on Wednesday 22:00



Maps prepared using Podaris software, max access distance: 400m.

Accessibility Map 3: Royal Berkshire Hospital, travel by bus and/or train, arrive by Wednesday 09:00

Accessibility Map 4: Royal Berkshire Hospital, travel by bus and/or train, depart on Wednesday 22:00

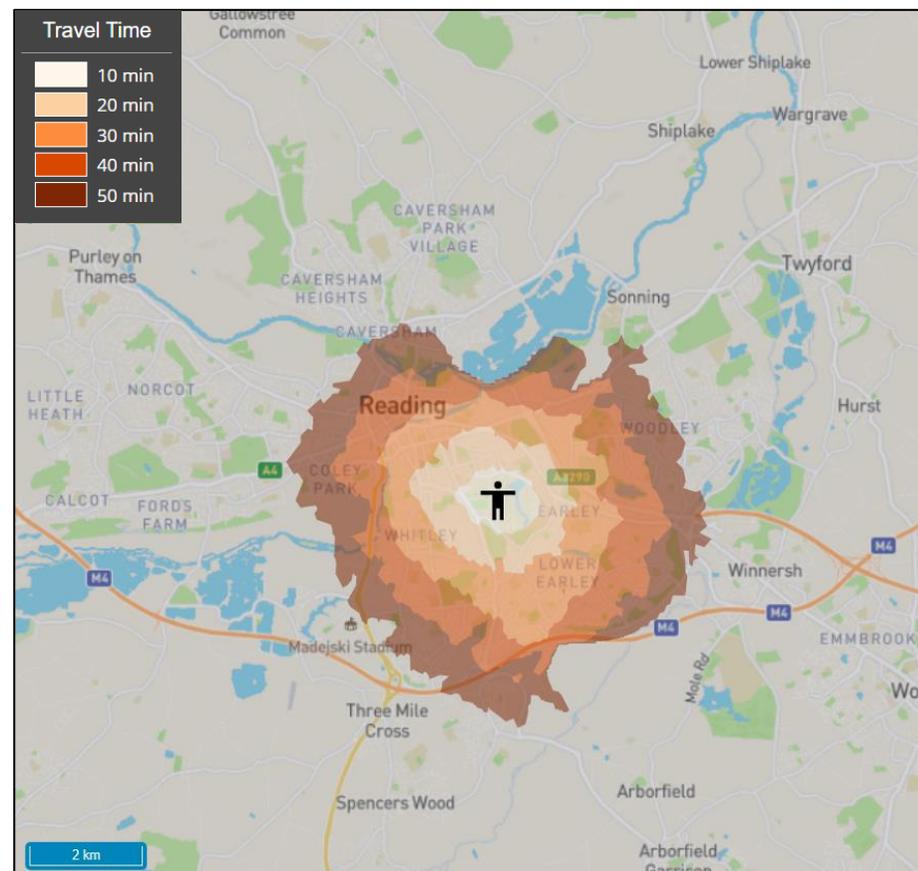
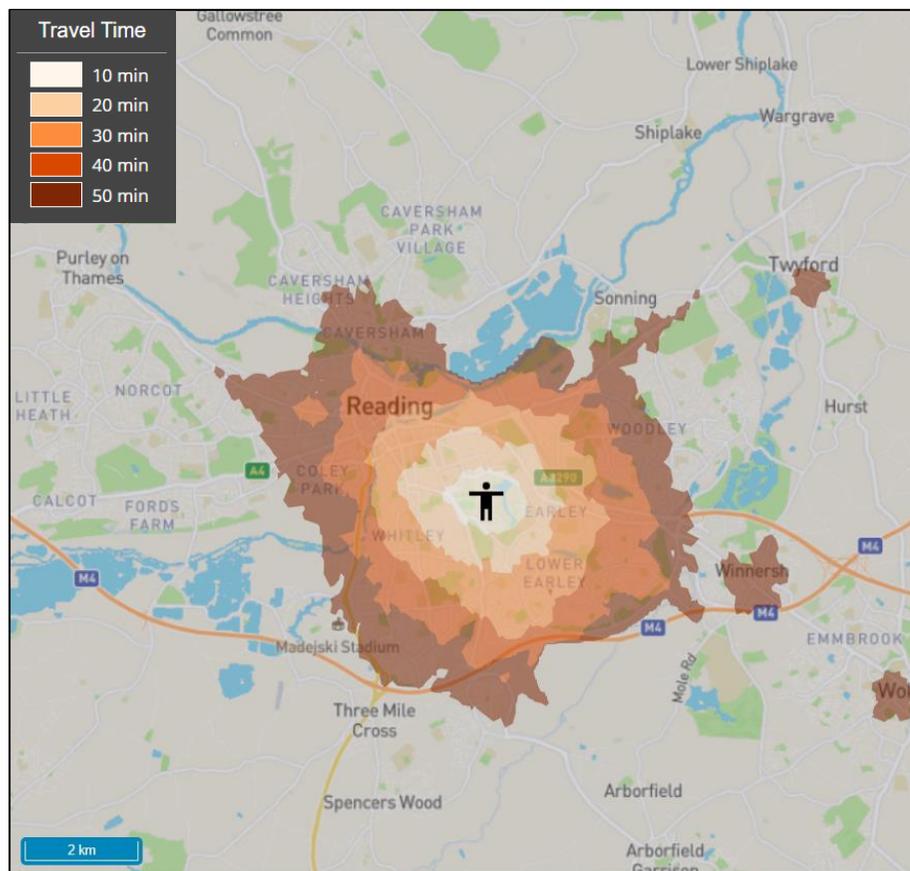


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Maps prepared using Podaris software, max access distance: 400m.

Accessibility Map 5: University of Reading, travel by bus and/or train, arrive by Wednesday 09:00

Accessibility Map 6: University of Reading, travel by bus and/or train, depart on Wednesday 22:00

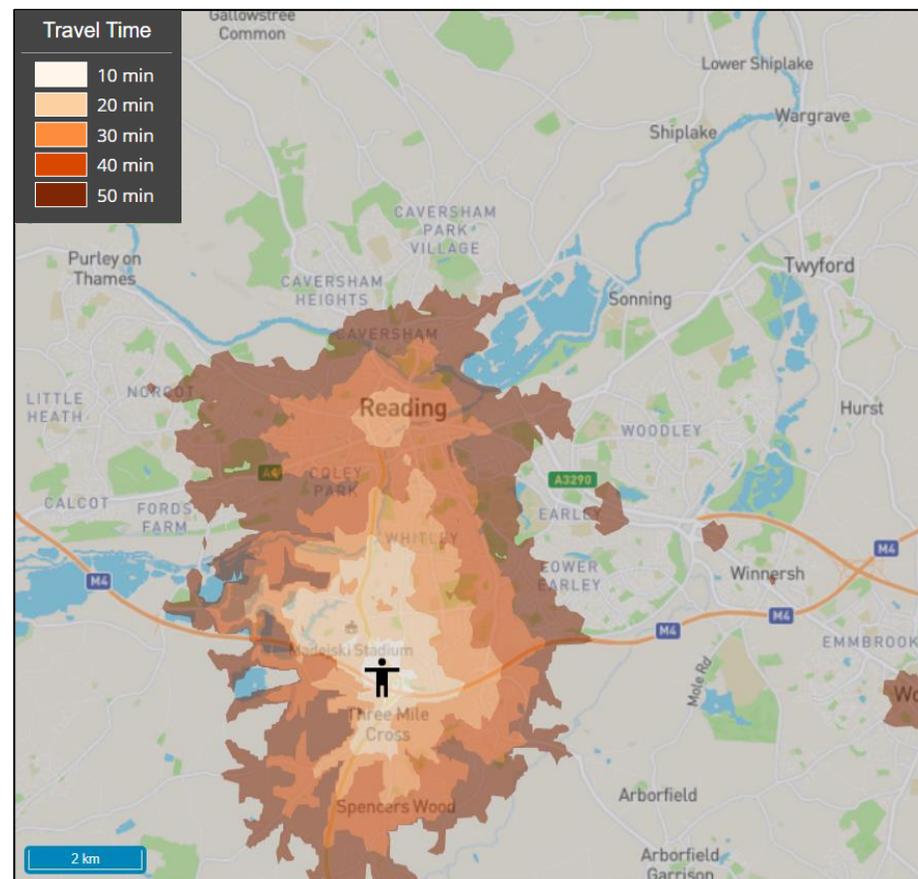
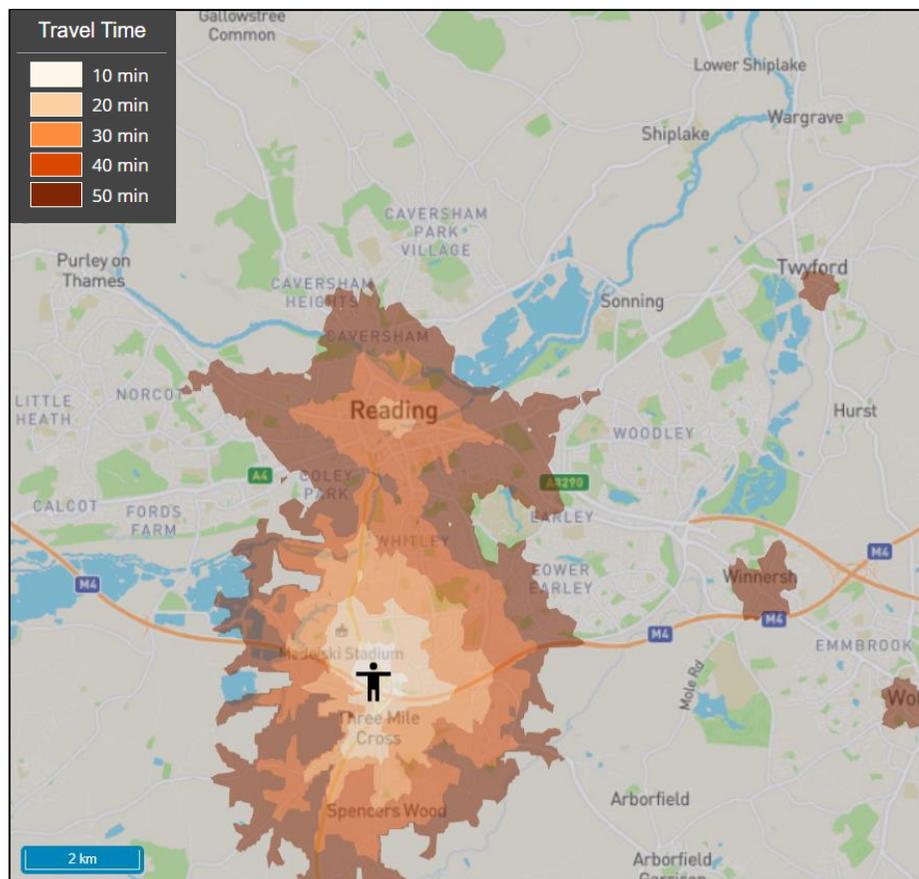


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Maps prepared using Podaris software, max access distance: 400m.

Accessibility Map 7: Tesco Distribution Centre, travel by bus and/or train, arrive by Wednesday 09:00

Accessibility Map 8: Tesco Distribution Centre, travel by bus and/or train, depart on Wednesday 22:00



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Maps prepared using Podaris software, max access distance: 400m.

APPENDIX C - LETTERS OF SUPPORT

See separate documents.

Strategic Transport
Reading Borough Council
Civic Offices, Bridge Street
Reading
RG1 2LU

Email: transport@reading.gov.uk

Website: <https://www.reading.gov.uk>